

Notice of meeting and agenda

City of Edinburgh Council

10.00 am Thursday, 22nd September, 2022

Main Council Chamber - City Chambers

This is a public meeting and members of the public are welcome to attend.

The law allows the Council to consider some issues in private. Any items under “Private Business” will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any

4. Minutes

- 4.1 The City of Edinburgh Council of 25 August 2022 – submitted for approval as a correct record 17 - 152

5. Leader's Report

- 5.1 Leader's report 153 - 154

6. Appointments

- 6.1 Appointments to Committees, Boards and Outside Organisations etc – Report by the Interim Executive Director of Corporate Services 155 - 158

7. Reports

- 7.1 Motion by Councillor Staniforth - Provision of Sanitary Bins in Council Buildings – Report by the Executive Director of Place 159 - 164

7.2	Young People's Assembly – Report by the Executive Director of Education and Children's Services	165 - 172
7.3	Annual Performance Report 2021/22 - referral from the Policy and Sustainability Committee	173 - 224
7.4	Treasury Management - Annual Report 2021/22 - referral from the Finance and Resources Committee	225 - 248
7.5	Edinburgh Living LLPs - Acquisition of Homes 2022/23 - referral from the Finance and Resources Committee	249 - 262
7.6	Millerhill Energy from Waste Plant Heat Offtake Unit - referral from the Finance and Resources Committee	263 - 270
7.7	Changes to Charging Mechanism for Road Construction Consent Inspections - referral from the Transport and Environment Committee	271 - 278
7.8	Strategic Review of Parking - Results of Advertising of Phase 1 Traffic Order - referral from the Transport and Environment Committee	279 - 356

8. Motions

8.1 By Councillor Hyslop - Safer Parks

“Council:

Believes that our parks should be safe public spaces for all to enjoy, and that the presence of cars and large vehicles is not consistent with that.

Notes that Council waste teams often have cause to drive

through parks with larger vehicles.

Notes that many of Edinburgh's Parks have vehicle access points that are not locked by the Council.

Believes that the safety of park users should be of utmost importance.

Notes instances across the city where park users and Friends of Parks groups have reported private cars driving along paths and green space through parks.

Requests that the Council produce a report which outlines current vehicular access into all of the City's parks and examines how best to prevent vehicular access to each of these spaces. This report should also include detail on the cost and feasibility of implementing the following:

- 1) all park gates being padlocked where possible:
- 2) collapsible bollards installed where necessary, accessible only by Council vehicles and agreed third parties; and
- 3) the use of Council vehicles over 1.3 tonnes within parks being prohibited and replaced by a fleet of light-weight electric vehicles for use within parks across the city.

Furthermore, requests that the council produces a report outlining existing powers and a strategy for enforcement which can be used to prevent and penalise unauthorised parking in public parks."

8.2 By Councillor Thornley - Bus Service Single Fares

"Council;

- 1) notes the recent changes made by Lothian Buses to its route network in response to current passenger numbers and wider challenges in the bus services market.
- 2) recognises how these changes have resulted in many passengers losing direct services and mean they must now take two services to get to and from their destination, increasing costs and potentially discouraging the use of public transport in Edinburgh.
- 3) notes the findings of the Poverty Commission which identified the costs of public transport being a barrier to

people accessing work and education.

- 4) notes the ticketing schemes in place in some other UK cities, such as London's 'hopper fare', whereby passengers can use any service within one hour for the price of a single fare.
- 5) believes a similar scheme in Edinburgh is worthy of consideration and would ensure those passengers who need to get two buses rather than one are not unfairly penalised.
- 6) therefore agrees that the Transport & Environment Convener should write to Lothian Buses to ask it to consider a similar 'one hour' scheme and for the response to be provided to all councillors."

8.3 By Councillor Neil Ross - Electric Vehicle Charging Points

- "1) Notes that the way people, goods and services are moved around the city accounted for 31% of the city's total emissions in 2020, according to the 2030 Climate Strategy.
- 2) notes the recognition within the City Mobility Plan on the importance of publicly available electric vehicle charging points towards meeting the Council's transport goals and the commitment within the plan to create a comprehensive network of electric charging hubs.
- 3) agrees that publicly available electric vehicle charging points have an important role in reducing air pollution and facilitating the transition to net zero by encouraging residents and businesses to replace fossil fuel vehicles with electric vehicles, as noted in the 2030 Climate Strategy.
- 4) Notes and reaffirms the council's existing policy to place EV charging units on the road and not the pavement.
- 5) notes that while the Council's website hosts a link to the Charge Place Scotland map of publicly available electric vehicle charging points, it does not provide a clear process for people to suggest or request new electric vehicle charging point locations.

- 6) agrees that officers should follow the example of the Cyclehoop scheme, where residents are able to suggest new locations, and
 - a) create a facility to allow residents and businesses to suggest new sites for public electric vehicle charging points;
 - b) use the suggestions received to determine the locations of future charging points; and
 - c) report to the Transport & Environment Committee within two cycles.”

8.4 By Councillor Thornley - Playparks Investment

“Council:

- 1) Agrees that playparks are a vital community resource providing opportunities for exercise and socialisation, and that it is important that playparks are fit for purpose and accessible to all.
- 2) Notes that Council currently has responsibility for 165 playparks across the city, and that as of the Council's meeting of 27th May 2021, only approximately 100 of them had surfaces suitable for wheelchair access.
- 3) Notes the commitment of funding from the Scottish Government to upgrade playparks, and that in the 2022/23 this will amount to £406,000, plus any unspent funds from the 2021/22 year.
- 4) Notes that Council does not currently receive a regular update on the state of playparks across the city, what investment is required and what works are planned.
- 5) Requests a report to Culture & Communities Committee, within two cycles, containing but not exclusive to:
 - a) The criteria against which playparks are judged when considering them for refurbishment, and how that affects prioritising locations for work.
 - b) Details of which playparks are currently considered most in need of refurbishment, and which playparks are being prioritised for repair over the next three

years.

- c) Which playparks are currently accessible including but not exclusive to; wheelchair accessible surfaces, adjacent disabled parking access and accessible play equipment.”

8.5 By Councillor Davidson - Support for Roseburn Businesses

“Council:

- 1) Notes that the Council Leader recently met with the owners and operators of businesses on Roseburn Terrace and heard about the negative impact that the ongoing CCWEL works had on their operations;
- 2) Further notes that many businesses have seen a sharp decrease in their takings throughout the programme of works and recognises the legitimate concerns that the resumption of construction activity will damage takings even further in the run up to the vital festive period;
- 3) Believes that these businesses represent the heart of the Roseburn community, and that the council should do everything within its powers to make sure they are able to survive the disruption caused by these works;
- 4) Recognises that infrastructure projects that take a significant period of time to complete often have a more acute impact on business than roadworks generally;
- 5) Understands that measures undertaken to help these businesses so far have proven to be insufficient and that more needs to be done to support them;
- 6) As such agrees to look into the possibility of setting up a compensation scheme for those businesses who have been adversely affected by the works to ensure they continue to operate over the coming months that the roadworks are in place.”

8.6 By Councillor Day - Transient Visitor Levy

“Council notes at long last the Scottish Government will legislate

for a transient visitor levy.

Edinburgh welcomes visitors and is a gateway for tourism that contributes to Edinburgh and Scotland's hospitality sector and wider economy. Sector statistics say that it supports around 30,000 local jobs, with overnight visitors spending over £1.9bn a year in the city. Sustaining this level of activity, whilst balancing the needs of residents and visitors, requires investment in services and infrastructure. A well designed, progressive visitor levy could generate over £15m which would contribute towards those costs.

Given the Council is facing continued cuts from the SNP/ Green Scottish Government, Council agrees the Council Leader should write to the Scottish government to make clear that this funding must be additional to base grants and brought forward at the earliest opportunity.

Council agrees officers will engage with Scottish Government officials and provide an update at the Policy and Sustainability Committee at its meeting on 1 November 2022 including a timeline of the process."

8.7 By Councillor Meagher - Rent Freeze

"Council:

- 1) Notes the Scottish Government's intention to introduce emergency legislation which freezes rents for private and social rented homes until at least the end of March 2023.
- 2) Notes that planned consultation on rent policy with council tenants is imminent, with any agreed rent increase due to come into place on April 1st, 2023.
- 3) Notes that council rents in Edinburgh remain the highest in Scotland.
- 4) Agrees that given the above, and in the context of the cost-of-living crisis, that planned consultation with council tenants on a potential rent increase should be reconsidered.
- 5) Requests a report to the next Housing, Homelessness and Fair Work Committee on the implications of a rent freeze

for council tenants in 2023/24.

- 6) Requests a report to the next Housing, Homelessness and Fair Work Committee on the implications of a rent freeze for Edinburgh Living tenants in 2023/24.
- 7) Agrees that the Council Leader will write to the Scottish Government requesting that the rent freeze across private and social rented homes is maintained until rent controls are in place.
- 8) Agrees that the Council Leader will write to the Scottish and UK Governments, detailing the scale of Edinburgh's housing crisis, and requesting both emergency and long-term funding to allow the council to purchase and build more homes for social rent."

8.8 By Councillor Miller - Bikeability in all Primary Schools

Council:

- 1) Notes the benefits of cycle training for children and young people in addition to the life skill of cycling such as confidence and health, and recognises the model of Bikeability provision via schools, which Edinburgh has implemented, is considered best practice.
- 2) Notes the availability of free Bikeability training for all schools supported by Cycling Scotland and welcomes the provision of Bikeability by Active Schools across Edinburgh, resulting in Level 1 and Level 2 Bikeability offered in 40% of our primary schools.
- 3) Agrees that access to Bikeability Level 1 and 2 training for all children and young people should be the aspiration.
- 4) Calls for a report to the Education Children and Families Committee within 2 cycles outlining the path to 100% Bikeability for Edinburgh's primary schools, including but not limited to:
 - a) Support for Active Schools to promote Bikeability uptake by schools not currently offering both Level 1 and 2.
 - b) Work with Head Teachers and Active Schools to

identify any barriers to uptake and providing recommendations on ways to address these.

- c) Methods for re-communicating the scope and the benefit of the free offer to schools “

9. Congratulatory Motions

9.1 By Councillor Dixon - The BIG Project

“Council recognises and congratulates The BIG Project on its recent awards:

Notes that Sascha Macleod, Director of The BIG Project, won the Lifetime Award and gained Fellowship of Youthlink Scotland in recognition of her hard work and dedication given to the Youth Work sector.

Notes that the awards were hosted and awarded by Youthlink Scotland, the national agency that represents more than 100 youth organisation members across Scotland.

Recognises that The BIG Project which operates in the Broomhouse area of Edinburgh, support children and young people aged five to 18 to "learn, achieve, have fun and feel good about themselves".

Wishes The BIG Project further success in promoting activities and interests targeted at Youth Development.

Notes that Margaret Halkett, volunteer at The BIG Project, won an Inspiring Volunteer award at the Lord Provost of Edinburgh's Award ceremony in summer 2022, for her dedication and passion to Youth Work.”

10. Questions

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|-------------|--|-----------|
| 10.1 | By Councillor Younie – CAHMS – for answer by the Convener of the Education, Children and Families Committee | 357 - 358 |
| 10.2 | By Councillor Flannery - Ukrainian children who have received school placements for this academic year – for answer by the | 359 - 360 |

Convener of the Education, Children and Families Committee

- | | | |
|--------------|---|-----------|
| 10.3 | By Councillor Parker - Use of Glyphosate – for answer by the Convener of the Transport and Environment Committee | 361 - 362 |
| 10.4 | By Councillor Staniforth - Abbeyhill Primary School Closure – for answer by the Convener of the Education, Children and Families Committee | 363 - 364 |
| 10.5 | By Councillor Thornley - Planned Upgrade to Queensferry Road-Clermiston Road North Junction – for answer by the Convener of the Transport and Environment Committee | 365 - 366 |
| 10.6 | By Councillor Caldwell - Disposal of Ground Floor Flats – for answer by the Convener of the Housing, Homelessness and Fair Work Committee | 367 - 368 |
| 10.7 | By Councillor Caldwell - Phase 1 Parking Review Pavement Furniture and Conservation Areas – for answer by the Convener of the Transport and Environment Committee | 369 - 370 |
| 10.8 | By Councillor Caldwell - Powderhall Active Travel Route Funding – for answer by the Convener of the Transport and Environment Committee | 371 - 372 |
| 10.9 | By Councillor Neil Ross - Energy Saving – for answer by the Convener of the Finance and Resources Committee | 373 - 374 |
| 10.10 | By Councillor Neil Ross - Spend to Save – for answer by the | 375 - 376 |

Convener of the Finance and Resources Committee

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|--------------|--|-----------|
| 10.11 | By Councillor Booth - Licensing Board – for answer by the Leader of the Council | 377 - 378 |
| 10.12 | By Councillor Booth - Bòrd na Gàidhlig – for answer by the Leader of the Council | 379 - 380 |
| 10.13 | By Councillor Booth - GME Schools – for answer by the Convener of the Education, Children and Families Committee | 381 - 382 |
| 10.14 | By Councillor Aston - Bus Tracker App – for answer by the Convener of the Transport and Environment Committee | 383 - 384 |
| 10.15 | By Councillor Aston - Electric Scooters – for answer by the Convener of the Transport and Environment Committee | 385 - 386 |
| 10.16 | By Councillor Campbell - Clean Up Waste Collections – for answer by the Convener of the Transport and Environment Committee | 387 - 388 |
| 10.17 | By Councillor Campbell - Lifelong Learning Review – for answer by the Convener of the Culture and Communities Committee | 389 - 390 |
| 10.18 | By Councillor Dobbin - Housing, Homelessness and Fair Work Committee APM – for answer by the Convener of the Housing, Homelessness and Fair Work Committee | 391 - 392 |

10.19	By Councillor Kumar - School Placements – for answer by the Convener of the Education, Children and Families Committee	393 - 394
10.20	By Councillor Macinnes – Contractors – for answer by the Convener of the Finance and Resources Committee	395 - 396
10.21	By Councillor Macinnes - Meetings with the Conservative Group Leader – for answer by the Leader of the Council	397 - 398
10.22	By Councillor Macinnes - Young Persons Assembly – for answer by the Leader of the Council	399 - 400
10.23	By Councillor Nicolson – Flooding – for answer by the Convener of the Transport and Environment Committee	401 - 402
10.24	By Councillor McFarlane – BT – for answer by the Leader of the Council	403 - 404
10.25	By Councillor Aston - Winter Conditions – for answer by the Convener of the Transport and Environment Committee	405 - 406

Deputations

Nick Smith

Service Director, Legal and Assurance

Information about the City of Edinburgh Council

The City of Edinburgh Council consists of 63 Councillors and is elected under proportional representation. The City of Edinburgh Council usually meets once a month and the Lord Provost is the Convener when it meets.

The City of Edinburgh Council usually meets in the Council Chamber in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the Council meeting is open to all members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Gavin King, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4239, email gavin.king@edinburgh.gov.uk.

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

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Minutes

The City of Edinburgh Council

Edinburgh, Thursday 25 August 2022

Present:-

LORD PROVOST

The Right Honourable Robert Aldridge

COUNCILLORS

Scott Arthur
Danny Aston
Jule Bandel
Alan C Beal
Marco Biagi
Chas Booth
Graeme Bruce
Steve Burgess
Jack Caldwell
Lezley Marion Cameron
Kate Campbell
Christopher Cowdy
James Dalgleish
Euan R Davidson
Cammy Day
Sanne Dijkstra-Downie
Denis C Dixon
Stuart Dobbin
Phil Doggart
Katrina Faccenda
Pauline Flannery
Catherine Fullerton
Neil Gardiner
Fiona Glasgow
Joan Griffiths
Dan Heap
Euan Hyslop
Stephen P Jenkinson
Tim Jones
David Key
Simita Kumar

Kevin Lang
Lesley Macinnes
Martha Mattos Coelho
Finlay McFarlane
Ross McKenzie
Amy McNeese-Mechan
Adam McVey
Jane E Meagher
Claire Miller
Max Mitchell
Jo Mowat
Alys Mumford
Marie-Clair Munro
Vicky Nicolson
Kayleigh O'Neill
Hal Osler
Ben Parker
Tim Pogson
Susan Rae
Frank Ross
Neil J Ross
Jason Rust
Alex Staniforth
Edward J Thornley
Val Walker
Mandy H Watt
Iain Whyte
Norman J Work
Louise Young
Lewis J Younie

1 Council ALEOs and the Living Wage

a) Deputation – End Poverty Edinburgh Group

The deputation indicated that they were determined to assist the Council to achieve its commitment to end poverty within the city. They had worked hard over the past 12 months to identify the causes and impacts of poverty which was affecting an ever increasing number of Edinburgh citizens.

The deputation was concerned about the cost of living crisis which was affecting everyone but was impacting harder on some of the most vulnerable in the community. They felt that there was a serious deficit of truly affordable housing within the city which needed to be addressed

The deputation stressed that the Council needed to find a way of reaching those most in need and to raise awareness of how to access services and indicated that they were willing to assist in any way.

b) Report by the Interim Executive Director of Corporate Services

In response to a motion by Councillor Campbell, details were provided on the outcome of discussions with the Chief Executives of Council Arms-Length External Companies (ALEO) to set out the Council's expectation that all ALEOs should be accredited within one year. As of August 2022, five of the Council's seven ALEOs were now fully accredited real living wage employers and the remaining two were in discussions with Living Wage Scotland on the requirements of the accreditation process

Decision

- 1) To note the actions taken in response to Councillor Campbell's motion of 17 March 2022.
- 2) To welcome the news that five of the council's ALEOs: Capital City Partnership, EICC, Capital Theatres, Edinburgh Trams and Transport for Edinburgh had achieved Living Wage Accreditation and that further two, Lothian Buses and Edinburgh Leisure, were in discussion with Living Wage Scotland on the steps needed to achieve accreditation in the near future.
- 3) To further welcome the fact that since the launch of the Edinburgh Living Wage City Action Plan in November 2021 100 additional companies employing 5,430 workers had become real living wage accredited employers. To also note that 1,316 Edinburgh staff in these firms had received wage increases as a direct result of the accreditation process and the commitment of their employers to making sure their workers could earn enough to live on.

- 4) To ask that the Edinburgh Living Wage Action Group continue their work to promote the benefits of the Real Living Wage and to encourage companies to seek accreditation to become living wage employers.
- 5) To thank all the organisations, businesses and council staff who were involved in making Edinburgh a Fair Work City.

(References – Act of Council No 24 of 17 March 2022; report by the Interim Executive Director of Corporate Services, submitted.)

2 US Supreme Court Ruling on Abortion Rights – Motion by Councillor Lezley Marion Cameron

a) Deputation – Abortion Rights Scotland

The deputation indicated that they had a strong belief that abortion was part of health care and should be available to all. They stressed that it was essential reproduction health care and a basic human right which should be able to be carried out safely and legally.

b) Motion by Councillor Lezley Marion Cameron

The following motion by Councillor Lezley Marion Cameron was submitted in terms of Standing Order 17:

“Council notes the ruling by the US Supreme Court on Roe v Wade with deep regret and concern and stands in solidarity with women and girls in the USA.

Council reaffirms its 2018 commitment to support the rights of women and girls everywhere to have safe access to sexual health and abortion services without fear of prejudice, intolerance, intimidation, and abuse.

Council instructs the Council Leader to convey the views and concerns of Council in writing to the US Consul General in Edinburgh and the US Ambassador in London.”

Motion

To approve the motion by Councillor Lezley Marion Cameron.

- moved by Councillor Lezley Marion Cameron seconded by Councillor Jenkinson

Amendment 1

- 1) To insert after paragraph 1 in the motion by Councillor Lezley Marion Cameron:

“Council welcomes the result of the first US referendum since the Court judgment, which saw the people of Kansas vote overwhelmingly to retain the right to abortion within their state.”

2) To add at the end of the motion:

“Council recognises its own responsibility to ensure women in Edinburgh have safe access to abortion services and therefore;

- a) notes the emergency motion from Cllr Campbell which the Council approved unanimously on 30 June 2022,
- b) welcomes the publication of the Abortion Services Safe Access Zones (Scotland) Bill by Gillian Mackay MSP and the Scottish Government’s intention to support this important new legislation,
- c) agrees to continue working on a cross party basis to provide exclusion zones which help protect women from intimidation and harassment.”

- moved by Councillor Davidson, seconded by Councillor Flannery

Amendment 2

1) To add in the second paragraph of the motion by Councillor Lezley Marion Cameron:

“and anyone who needs access to abortion” after “support the rights of women and girls”

2) To add at the end of the motion

“Furthermore notes the Council decision in June to express interest in Edinburgh being considered as a ‘test council’ to implement buffer zones, and that the Scottish Government will be holding a second abortion summit for Local Authorities to consider use of byelaw.

And therefore mandates the Council Leader or their representative at the summit to continue to lobby for Edinburgh to be selected as a ‘test council’ to protect those seeking abortion services in the city from facing abuse and harassment.”

- moved by Councillor Mumford, seconded by Councillor Miller

In accordance with Standing Order 21(12), Amendments 1 and 2 were accepted as addendums to the motion.

Decision

- 1) To note the ruling by the US Supreme Court on Roe v Wade with deep regret and concern and stand in solidarity with women and girls in the USA.
- 2) To welcome the result of the first US referendum since the Court judgment, which saw the people of Kansas vote overwhelmingly to retain the right to abortion within their state.
- 3) To reaffirm the 2018 commitment to support the rights of women and girls and anyone who needed access to abortion everywhere to have safe access to sexual health and abortion services without fear of prejudice, intolerance, intimidation, and abuse.
- 4) To instruct the Council Leader to convey the views and concerns of Council in writing to the US Consul General in Edinburgh and the US Ambassador in London.
- 5) To recognise the Council's own responsibility to ensure women in Edinburgh had safe access to abortion services and therefore;
 - a) to note the emergency motion from Councillor Campbell which the Council approved unanimously on 30 June 2022,
 - b) to welcome the publication of the Abortion Services Safe Access Zones (Scotland) Bill by Gillian Mackay MSP and the Scottish Government's intention to support this important new legislation,
 - c) to agree to continue working on a cross party basis to provide exclusion zones which help protect women from intimidation and harassment
- 6) Furthermore to note the Council decision in June to express interest in Edinburgh being considered as a 'test council' to implement buffer zones, and that the Scottish Government would be holding a second abortion summit for Local Authorities to consider use of byelaw.
- 7) To therefore mandate the Council Leader or their representative at the summit to continue to lobby for Edinburgh to be selected as a 'test council' to protect those seeking abortion services in the city from facing abuse and harassment.

Declaration of Interests

Councillor Lezley Marion Cameron made a transparency statement in respect of the above item as a member Abortion Rights UK.

Councillor Mumford made a transparency statement in respect of the above item as a member of Abortion Rights Edinburgh.

Councillor Watt made a transparency statement in respect of the above item as an employee of Edinburgh Rape Crisis

3 Parking on Pavements and at Dropped Kerbs - Motion by Councillor Lang

a) Deputation – Living Streets Edinburgh Group

The deputation indicated that it was almost 3 years since responsible parking provisions had become law and there was another 18 months to go before implementation. They stressed that there was now time to plan for a small range of options regarding enforcement which could include the deployment of parking attendants in residential areas, the use of camera technology and a zero tolerance approach to parking on pavements.

The deputation indicated that fixed penalty notices had not increased for over 20 years, and that if increased the revenue might be able to cover the costs of enforcement. They asked the Council not to grant any exemptions and to agree to keep cars off the pavements.

b) Motion by Councillor Lang

The following motion by Councillor Lang was submitted in terms of Standing Order 17:

“Council:

- 1) notes that almost three years have passed since the Scottish Parliament approved the Transport (Scotland) Act 2019 which included new prohibitions on both pavement parking and parking at dropped kerbs.
- 2) notes the Scottish Government’s confirmation that the necessary regulations to implement these new parking restrictions will be agreed by December 2022, allowing local authorities to complete the assessment of streets and install any signs and lines associated with exemptions by December 2023.
- 3) regrets the lengthy period of time which the Scottish Government is taking to commence the new restrictions but believes it important for the Council to now plan on this basis of the timetable set out.

- 4) recognises the strong, long-standing, cross-party consensus within the Council to use the new powers provided by the 2019 Act and agrees the work required to implement and subsequently enforce the new parking bans must be made a priority.
- 5) therefore requests a report to the first Transport and Environment Committee following the Scottish Parliament approval of the remaining regulations, setting out a timetable and resource plan to ensure the necessary work is completed for the ban on pavement parking and at dropped kerbs to be implemented across Edinburgh from the permitted commencement date in December 2023.”

Motion

To approve the motion by Councillor Lang.

-moved by Councillor Lang, seconded by Councillor Caldwell

Amendment 1

To add to the motion by Councillor Lang:

“Commits the Council to the aim of introducing a pavement parking and double-parking ban with only the exceptions mandated by the Scottish Government.

Notes that pavement parking and double-parking is anti-social and will continue to impact on the lives of many people until the ban is introduced and respected. In the interim Council therefore commits to using its social media channels to remind people why pavement parking and double-parking is not acceptable in Edinburgh.”

- moved by Councillor Arthur, seconded by Councillor Cameron

Amendment 2

- 1) To add additional paragraphs after paragraph 3) in the motion by Councillor Lang:
 - 4) Begin using social media to raise awareness around the dangers of pavement parking and how it particularly affects groups such as disabled people, elderly people, parents or guardians pushing buggies and others with mobility or visual impairments.
 - 5) In advance of the Scottish Government changes being available, calls on the Convener of the Transport & Environment Committee to meet with relevant charities or groups, such as Living Streets Edinburgh, Spokes, Edinburgh Access Panel, and report to the October meeting of the committee on priority areas for enforcement which are identified.

2) To renumber accordingly.

- moved by Councillor O'Neill, seconded by Councillor Miller

In accordance with Standing Order 22(12), Paragraph 1 of Amendment 1 and all of Amendment 2 were accepted as addendums to the motion.

Decision

To approve the following adjusted motion by Councillor Lang:

- 1) To note that almost three years had passed since the Scottish Parliament approved the Transport (Scotland) Act 2019 which included new prohibitions on both pavement parking and parking at dropped kerbs.
- 2) To note the Scottish Government's confirmation that the necessary regulations to implement these new parking restrictions would be agreed by December 2022, allowing local authorities to complete the assessment of streets and install any signs and lines associated with exemptions by December 2023.
- 3) To regret the lengthy period of time which the Scottish Government was taking to commence the new restrictions but believe it important for the Council to now plan on this basis of the timetable set out.
- 4) To begin using social media to raise awareness around the dangers of pavement parking and how it particularly affected groups such as disabled people, elderly people, parents or guardians pushing buggies and others with mobility or visual impairments.
- 5) In advance of the Scottish Government changes being available, call on the Convener of the Transport and Environment Committee to meet with relevant charities or groups, such as Living Streets Edinburgh, Spokes, Edinburgh Access Panel, and report to the October meeting of the committee on priority areas for enforcement which were identified.
- 6) To recognise the strong, long-standing, cross-party consensus within the Council to use the new powers provided by the 2019 Act and agree the work required to implement and subsequently enforce the new parking bans must be made a priority.
- 7) To therefore request a report to the first Transport and Environment Committee following the Scottish Parliament approval of the remaining regulations, setting out a timetable and resource plan to ensure the necessary work was completed for the ban on pavement parking and at dropped kerbs to

be implemented across Edinburgh from the permitted commencement date in December 2023.

- 8) To commit the Council to the aim of introducing a pavement parking and double-parking ban with only the exceptions mandated by the Scottish Government.

4 Shared Prosperity Fund Reporting - Motion by Councillor Kumar

a) Deputation – Saheliya

The deputation felt that there was a gap in mainstream mental health provision for ethnic minority women and a lack of understanding of what was needed. They indicated that gender, ethnicity and poverty remained a barrier to access mainstream services as many women and girls requiring the services were vulnerable and that any delay may have serious consequences.

The deputation indicated that the demand for their services had quadrupled during lock-down and that they supported women who were unable to access other appropriate services.

The deputation were alarmed by the processes and people involved in the allocation of funding and urged the Council to ensure that funding and resource allocations were based on disaggregated local data that broke down multi-faceted need.

b) Motion by Councillor Kumar

The following motion by Councillor Kumar was submitted in terms of Standing Order 17:

“Council,

Notes the shared prosperity fund report which allows officers to allocate around £10m of funding without returning to committee for approval.

Notes that due to time pressure there were flaws in the process, including a lack of diversity on the panel, potential conflicts of interest, and a lack of information for councillors.

Notes that the report was passed at committee with a verbal amendment from the convener to ‘keep projects under review through regular update reports; that defined representation of under-represented groups in project delivery will be specifically reported on’

Notes the amendment to the report in May which agreed the investment plan in August would include this information:

- 1.1.7 Agrees that the investment plan will set out in detail how any investment will be targeted towards areas of high SIMD in the city, equally spread so that projects are easily accessible to all residents across the city, and will set outcomes which help us achieve our objective of tackling poverty.
- 1.1.8 Agrees that the investment plans will include carbon impact assessments, especially for any capital projects, which set out how they will help us achieve our net zero target of 2030.
- 1.1.9 Agrees that the investment plans will include detail on how the skills development aspect of any investment will help us with our aim of achieving a just transition and developing the skills in our workforce to help us meet our net zero target of 2030.

Notes that none of this information was included in the August report.

Therefore agrees for this information to be included in all regular update reports:

- A map of the city showing the locations where services will be delivered
- A table which shows how much of the spend each year will be accessed by residents in each SIMD grouping
- A table which shows how much of the spend each year will accessed by groups by:
 - ethnicity
 - age
 - gender
 - sexual orientation
 - disability
 - Violence or trauma experienced
 - Other protected characteristics
- A carbon impact assessment of any capital projects

- An analysis of how the spend can help support a just transition

Agrees the update reports will come to Housing, Homelessness and Fair Work Committee on a six-monthly basis.”

Motion

To approve the motion by Councillor Kumar.

-moved by Councillor Kumar, seconded by Councillor Campbell

Amendment

Delete all of the motion by Councillor Kumar and insert:

Council agrees that the amendment to the report in May which agreed the investment plan in August would include this information:

- 1.1.7 Agrees that the investment plan will set out in detail how any investment will be targeted towards areas of high SIMD in the city, equally spread so that projects are easily accessible to all residents across the city, and will set outcomes which help us achieve our objective of tackling poverty.
- 1.1.8 Agrees that the investment plans will include carbon impact assessments, especially for any capital projects, which set out how they will help us achieve our net zero target of 2030.
- 1.1.9 Agrees that the investment plans will include detail on how the skills development aspect of any investment will help us with our aim of achieving a just transition and developing the skills in our workforce to help us meet our net zero target of 2030.

1.1.7-1.1.9

information sought and agreed by the May meeting of the committee should be included in all future update reports.

Council notes that the Housing, Homelessness and Fair Work Committee, at its meeting on 23 June 2022, noted Edinburgh’s conditional allocation from the new UK Shared Prosperity Fund (SPF) and the requirement for the submission of a three-year investment plan, 2022-2025, by 1 August 2022, to secure access to these funds. Committee agreed to seek an extension to the deadline to enable it to approve a final draft investment plan at its meeting on 4 August 2022.

Notes that due to time pressures, members of the Housing, Homelessness and Fair Work Committee recognised there were issues with the process and agreed that improvements are needed for the future.

Council further notes that the UK SPF set out a range of outcomes and interventions from a detailed menu of options, issued by UK Shared Prosperity Fund on 13 April 2022.

Housing, Homelessness and Fair Work Committee agreed the process for calling for applications and for the selection of projects to go forward. The process involved a panel of Council Officers and independent members of the Edinburgh Partnership. Projects were required to be closely aligned with the council's business plan priorities of Net Zero, Poverty Prevention and Health and Well-being.

At its meeting on 4 August 2022, Committee approved a portfolio of projects for submission to the UK government. It was agreed that defined representation of under-represented groups in project delivery will be specifically reported on at regular intervals to committee members.

Council therefore agrees that the Housing, Homelessness and Fair Work Committee will define what needs to be reported in terms of under-represented groups and the need for greater diversity in funding panels both regularly for the current UK SPF allocation and as a framework going forward.

- moved by Councillor Meagher, seconded by Councillor Watt

Voting

The voting was as follows:

For the motion	-	28 votes
For the amendment	-	32 votes

(For the motion: Councillors Aston, Bandel, Biagi, Booth, Burgess, Campbell, Dixon, Dobbin, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mumford, Nicolson, Parker, Rae, Frank Ross, Staniforth and Work.

For the amendment: Lord Provost, Councillors. Arthur, Beal, Bruce, Cameron, Cowdy, Dalglish, Davidson, Day, Dijkstra-Downie, Doggart, Faccenda, Flannery, Griffiths, Jenkinson, Jones, Lang, McKenzie, Meagher, Mitchell, Mowat, Munro, Osler, Pogson, Neil Ross, Rust, Thornley, Walker, Watt, Whyte, Young and Younie.)

Decision

To approve the amendment by Councillor Meagher.

5 North Bridge - Motion by Councillor McVey

a) Deputation – Gold Brothers

The deputation indicated that it understood the urgent necessity to fully restore the North Bridge which was a historic landmark as well as being essential roads infrastructure, however, since the focus of engineering works on street level moved from east to west North Bridge, the impact and distress on businesses had been enormous. They stressed that there had been financial losses from the lack of business visibility and a catastrophic loss of footfall and subsequent passing trade.

The deputation felt that the height of the wooden walls structure that separated the Balfour Beatty works site from the walkway and shops had made the walkway dimly lit and very uninviting and the two storey high cabins loomed large over the walkway making it darker and unappealing for potential customers. They requested that either the large white Balfour Beatty works cabins be moved to the north end of North Bridge or to another location such as in the area below the bridge thus restoring much needed visibility and accessibility to the businesses or be redesigned and rearranged to safely facilitate the works site vehicle access and a reinstatement of temporary road crossing and that the Council consider an agreement to have zero business rates paid from the beginning of the west side works until the public walkway on the west side was fully restored and open.

b) Deputation – Scotsman Hotel

The deputation indicated that urgent changes were needed during the current works to make clear to pedestrians that they were still open for business. They stressed that the Grand Cafe could not be accessed because of the hoardings and that footfall had been dramatically reduced to a level to which it was becoming unsustainable as a business.

The deputation asked the Council to reinstate the route across the North Bridge from the east to west side and to provide adequate signage.

c) Motion by Councillor McVey

The following motion by Councillor McVey was submitted in terms of Standing Order 17:

“Council:

- 1) Notes the essential work on North Bridge to keep this vital north-south connection.

- 2) Notes reports that the works will run significantly beyond schedule and require yet more funding to resolve the fundamental issues with the bridge.
- 3) Agrees that Transport and Environment Committee will receive a detailed project update in one cycle setting out:
 - 3.1 revised projected budget position of the project.
 - 3.2 revised projected completion date.
 - 3.3 a detailed breakdown of the reasons behind the revisions in 3.1 and 3.2 and a detailed timeline of the Council's project management arrangements and when the Council was aware of information that the project would be further delayed and would require further capital resource.
 - 3.4 Requests officers carry out additional and sustained communication with the affected north bridge businesses and local resident groups through the works and an update is included in the report.
 - 3.5 Further requests additional work with contractors to restore a pedestrian crossing (where possible and safe to do so) to improve footfall at times of site closure -as happened in previous Christmas periods and an update is included in the report.”

Motion

To approve the motion by Councillor McVey

-moved by Councillor McVey, seconded by Councillor McFarlane

Amendment 1

In paragraph 3 of the motion by Councillor McVey replace 'one cycle' with 'two cycles'.

Replace 3.5 in the motion with:

- “3.5 Asks that the project update report details which business support measures have been used to date.
- 3.6 Notes that following the 18th of August Transport and Environment Committee, Council Officers have been negotiating the reopening of the pedestrian crossing with Balfour Beatty in order to support businesses over the Christmas period.

- 3.7 In addition to 3.4, asks that Officers meet with local businesses and Ward Councillors within two weeks to consider additional support which has potential to reduce the impact on businesses, and agree a way forward
- 3.8 Notes that North Bridge is scheduled to be open to two-way traffic in Spring 2023, and that the refurbishment completed by June 2025.
- 3.9 Notes that the project started with an initial budget of £22m, but this rose during the last administration to £62m. Notes that the project remains within the allocated budget, but there are issues which were outlined via confidential sessions of TEC (Nov 2021) and GRBV (Dec 2021) which still remain under active consideration.”

- moved by Councillor Arthur, seconded by Councillor Cameron

Amendment 2

To add additional text to the motion by Councillor McVey as follows:

- 1) Add the following to paragraph 3.4:

“And that communications are carried out more widely with affected communities for example those on bus routes affected by the North Bridge works”

- 2) Add the following to paragraph 3.5:

“And that officers are responsive to local residents and businesses when approaches are made for adjustments or support regarding the impact of works”

- 3) Add additional paragraphs:

“3.6 Requests that the report also include consideration of hostile vehicle mitigation during periods when both motorised vehicles and people walking, wheeling and cycling are able to use the bridge;

3.7 Measures to improve road safety for people walking, wheeling and cycling noting that there is one running lane for all vehicles including bikes and extremely limited space for walking and wheeling

3.8 Medium to long term consideration of the modes of travel to be provided on the bridge once works are completed and the street layout and design is under consideration.”.

- moved by Councillor Miller, seconded by Councillor Bandel

In accordance with Standing Order 22(12), Amendment 1 was adjusted and accepted as an addendum to the motion and the whole of Amendment 2 was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor McVey:

- 1) To note the essential work on North Bridge to keep this vital north-south connection.
- 2) To note reports that the works would run significantly beyond schedule and required yet more funding to resolve the fundamental issues with the bridge.
- 3) To agree that Transport and Environment Committee would receive a detailed project update in one cycle setting out:
 - 3.1 revised projected budget position of the project.
 - 3.2 revised projected completion date.
 - 3.3 a detailed breakdown of the reasons behind the revisions in 3.1 and 3.2 and a detailed timeline of the Council's project management arrangements and when the Council was aware of information that the project would be further delayed and would require further capital resource.
 - 3.4 To request officers carry out additional and sustained communication with the affected north bridge businesses and local resident groups through the works and an update is included in the report and that communications be carried out more widely with affected communities for example those on bus routes affected by the North Bridge works.
 - 3.5 To further request additional work with contractors to restore a pedestrian crossing (where possible and safe to do so) to improve footfall at times of site closure -as happened in previous Christmas periods and an update is included in the report and that officers be responsive to local residents and businesses when approaches were made for adjustments or support regarding the impact of works.
 - 3.6 In addition to 3.4, asks that Officers meet with local businesses and Ward Councillors within two weeks to consider additional support which had potential to reduce the impact on businesses, and agree a way forward.

- 3.7 Requests that the report also include consideration of hostile vehicle mitigation during periods when both motorised vehicles and people walking, wheeling and cycling are able to use the bridge.
- 3.8 Measures to improve road safety for people walking, wheeling and cycling noting that there is one running lane for all vehicles including bikes and extremely limited space for walking and wheeling.
- 3.9 Medium to long term consideration of the modes of travel to be provided on the bridge once works are completed and the street layout and design is under consideration.

6 Council Staff Pay - Motion by Councillor McVey

The following motion by Councillor McVey was submitted in terms of Standing Order 17:

“Council notes the ongoing cost of living crisis and the need to support Council staff with a fair pay deal.

Notes Edinburgh Council has already budgeted 3% for a pay uplift this year.

Council notes the Scottish Government has made available an additional £140m to support Councils to increase the pay offer to local government staff.

Notes COSLA decided against making a 5% pay offer to Unions and that the Leader of Edinburgh Council voted instead for a 3.5% pay offer, resulting in industrial action.

Agrees to instruct the Leader of Edinburgh Council to vote for a revised 5% pay offer at COSLA.

Agrees continue to lobby the UK Government, and support COSLA in doing so, to increase public sector pay awards which will provide consequential to the Scottish Government.

Agrees to continue to lobby the Scottish Government, and support COSLA in doing so, to meet the full gap between Edinburgh Council's budget and the final pay uplift when settled.” “

Motion

To approve the motion by Councillor McVey

-moved by Councillor McVey, seconded by Councillor Macinnes

Amendment 1

To delete from paragraph 2 in the motion by Councillor McVey onwards, and replace with:

“Council notes the failure of the SNP/Green Scottish Government in coming forward with the required funding to support a fair pay deal for our workforce.

Council notes the national bargaining processes, and that COSLA rejected the shameful offer of just 1.5% from the Depute First Minister. COSLA's position of asking for more funding for pay awards was not supported by SNP leaders across COSLA.

Council notes the refusal of the Cabinet Secretary to meet Edinburgh's Council Leader and agrees that he will write to the Deputy First Minister to request that he agrees to a meeting. The Council Leader will put forward the capital city's case for fair funding for pay awards and increased funding to respond to a capital city's needs, after more than a decade of SNP cuts to local councils.

Agrees to work with our trade unions to lobby the Scottish Government and COSLA leadership to stand up for the City of Edinburgh, Scotland's capital city.”

- moved by Councillor Day, seconded by Councillor Watt

Amendment 2

- 1) To replace “Agrees to instruct the Leader of Edinburgh Council to vote for a revised 5% pay offer at COSLA.” In the motion by Councillor McVey, with “Agrees to instruct the Leader of Edinburgh Council to meet with Unions in Edinburgh and liaise with COSLA leadership to do everything possible to support our workers and end the ongoing industrial action.
- 2) To further agree for a report within one cycle to Full Council, outlining the costs of the industrial action to the City, Council and staff in lost pay. This should also identify any residual funding gap for Edinburgh Council in meeting a 5% envelope pay award, to allow actions to address this (including the last two actions of this motion) and also compare these costs of industrial action.
- 3) To agree that public sector pay parity is an important principle but requires Government involvement in discussions from the beginning to ensure parity can be delivered. Therefore agrees that Edinburgh pushes for a greater degree of triparty involvement in the pay negotiations currently which can deliver parity across public sector workforce while addressing affordability of delivery.

- 4) To agree that Edinburgh should also push for multi-year pay deals with the Unions which would provide certainty of Councils' ability to deliver and certainty for the workforce, although recognises these would need an element of guarantee should the Tory cost-of-living crisis continue into next year.

- moved by Councillor Campbell, seconded by Councillor Aston

Amendment 3

To add at the end of the motion by Councillor McVey:

“Further notes that at least one union, GMB, has called for any pay increase to be paid as a flat rate across the board.

Notes that a flat rate ensures lower paid council staff, whom the cost of living crisis will hit hardest, will benefit the most from any pay increase.

Therefore instructs the council leader to promote to COSLA that any pay increase this year should consider a flat pay increase or have a similar mechanism to ensure staff likely to struggle the most with rising costs benefit most from any pay increase.”

- moved by Councillor Staniforth, seconded by Councillor Parker

Amendment 4

Council;

- Notes that the negotiations between the Scottish Government, COSLA and trade unions are currently ongoing;
- Notes with concern that the Government has suggested use of reserves to fund the ongoing revenue cost of pay, and further notes that the statement from COSLA on 19th August states that continued discussions with the Scottish Government must involve consideration of flexibilities in Local Government funding.
- And anticipates that Edinburgh Council may soon be asked to feed-in to discussions about what flexibilities we would require from Scottish Government to enable us to meet higher staffing costs.
- Therefore asks for a report to the next Finance and Resources Committee Meeting setting out Edinburgh's current ring-fenced and directed funding streams, and any pre-existing recommendations on flexibilities;
- And mandates the Council Leader to reflect the discussions and recommendations of the Committee through their role on the COSLA;

- Additionally mandates the convener of the Finance and Resources Committee to convene additional emergency meetings should this input from Edinburgh Council be required outwith the regular meeting cycle.

- moved by Councillor Mumford, seconded by Councillor Miller

Amendment 5

Council:

Notes that current strike action over-pay disputes by Council cleansing workers has led to a significant increase in the build-up of rubbish on the streets.

Notes the cross-party agreement at the Council meeting of 30th June 2022 that measures to improve cleanliness around the city are needed.

Recognises that negotiations over pay are under the control of CoSLA and not directly with this Council but that the Council remains obliged to plan mitigating actions and that the build-up of rubbish is having a detrimental impact on:

- a) The city's national and international reputation while tourist numbers are at their height, and that they are seeing Edinburgh as a filthy city without necessarily appreciating the circumstances caused by industrial action.
- b) Residents' quality of life and satisfaction with the Council only months after an election when all parties campaigned to clean up the city
- c) Local business as many tourists choose clean, privately managed venues to eat and drink, over those located on filthy public streets.
- d) Public health as overflowing waste bins are an ideal breeding ground for bacteria, insects and vermin increasing risks of contracting salmonella, food poisoning, enteric fever, gastroenteritis, and other major illnesses.

Agrees to immediately put together an emergency taskforce to consider actions to mitigate these risks including:

- Signs on public and communal bins asking the public to keep their rubbish at home where possible.
- Deployment of any workable Council bins not already in use
- Use of other Council staff or contractors to empty bins assessed as being an immediate risk to public health or safety.
- Deployment of Skips as collecting points, especially where this has been offered free of charge by voluntary and business organisations in the city.

- Agreement to collect any Brown Garden waste bins used for storing household waste at the conclusion of the strike.
- Agreement to extend the currently operating Garden Waste permits by the same time period as the eventual length of the industrial action.

- moved by Councillor Whyte, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendment 2 was accepted as an amendment to the motion.

In accordance with Standing Order 22(12), the motion and amendment 5 were adjusted, and the whole of amendments 3 and 4 were accepted as addendums to Amendment 1.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	28 votes
For Amendment 1 (as adjusted)	-	33 votes

(For the Motion (as adjusted): Councillors Aston, Bandel, Biagi, Booth, Burgess, Campbell, Dixon, Dobbin, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mumford, Nicolson, Parker, Rae, Frank Ross, Staniforth and Work.)

For Amendment 1 (as adjusted): Lord Provost, Councillors. Arthur, Beal, Bruce, Caldwell, Cameron, Cowdy, Dalgleish, Davidson, Day, Dijkstra-Downie, Daggart, Faccenda, Flannery, Griffiths, Jenkinson, Jones, Lang, McKenzie, Meagher, Mitchell, Mowat, Munro, Osler, Pogson, Neil Ross, Rust, Thornley, Walker, Watt, Whyte, Young and Younie.)

Decision

To approve the following adjusted Amendment 1 by Councillor Day:

- 1) To note the ongoing cost of living crisis and the need to support Council staff with a fair pay deal.
- 2) To note the failure of the SNP/Green Scottish Government in coming forward with the required funding to support a fair pay deal for the workforce.
- 3) To note national bargaining processes, and that COSLA rejected the shameful offer of just 1.5% from the Depute First Minister. COSLA's position of asking for more funding for pay awards was not supported by SNP leaders across COSLA.

- 4) To note the refusal of the Cabinet Secretary to meet Edinburgh's Council Leader and agrees that he would write to the Deputy First Minister to request that he agree to a meeting. The Council Leader would put forward the capital city's case for fair funding for pay awards and increased funding to respond to a capital city's needs, after more than a decade of SNP cuts to local councils.
- 5) To agree to work with trade unions to lobby the Scottish Government and COSLA leadership to stand up for the City of Edinburgh, Scotland's capital city.
- 6) To further note that at least one union, GMB, had called for any pay increase to be paid as a flat rate across the board.
- 7) To note that a flat rate ensured lower paid council staff, whom the cost of living crisis would hit hardest, would benefit the most from any pay increase.
- 8) To therefore instruct the council leader to promote to COSLA that any pay increase this year should consider a flat pay increase or have a similar mechanism to ensure staff likely to struggle the most with rising costs benefitted most from any pay increase.
- 9) To note that the negotiations between the Scottish Government, COSLA and trade unions were currently ongoing.
- 10) To note with concern that the Government had suggested use of reserves to fund the ongoing revenue cost of pay, and further note that the statement from COSLA on 19th August stated that continued discussions with the Scottish Government must involve consideration of flexibilities in Local Government funding.
- 11) To anticipate that Edinburgh Council might soon be asked to feed-in to discussions about what flexibilities we would require from Scottish Government to enable us to meet higher staffing costs.
- 12) To therefore ask for a report to the next Finance and Resources Committee meeting setting out Edinburgh's current ring-fenced and directed funding streams, and any pre-existing recommendations on flexibilities.
- 13) To mandate the Council Leader to reflect the discussions and recommendations of the Committee through their role on the COSLA.
- 14) To additionally mandate the convener of the Finance and Resources Committee to convene additional emergency meetings should this input from Edinburgh Council be required outwith the regular meeting cycle.

- 15) To note that current strike action over-pay disputes by Council cleansing workers had led to a significant increase in the build-up of rubbish on the streets.
- 16) To note the cross-party agreement at the Council meeting of 30th June 2022 that measures to improve cleanliness around the city were needed.
- 17) To recognise that negotiations over pay were under the control of CoSLA and not directly with this Council but that the Council remained obliged to plan mitigating actions and that the build-up of rubbish was having a detrimental impact on:
 - a) The city's national and international reputation while tourist numbers were at their height, and that they were seeing Edinburgh as a filthy city without necessarily appreciating the circumstances caused by industrial action.
 - b) Residents' quality of life and satisfaction with the Council only months after an election when all parties campaigned to clean up the city
 - c) Local business as many tourists chose clean, privately managed venues to eat and drink, over those located on filthy public streets.
 - d) Public health as overflowing waste bins were an ideal breeding ground for bacteria, insects and vermin increasing risks of contracting salmonella, food poisoning, enteric fever, gastroenteritis, and other major illnesses.
- 18) To agree to immediately put together an emergency taskforce to consider actions to mitigate these risks including:
 - Signs on public and communal bins asking the public to keep their rubbish at home where possible.
 - Deployment of any workable Council bins not already in use.
 - Use of other Council staff where possible to empty bins assessed as being an immediate risk to public health or safety.
 - Deployment of Skips as collecting points, especially where this had been offered free of charge by voluntary and business organisations in the city.
 - Agreement to collect any Brown Garden waste bins used for storing household waste at the conclusion of the strike.

- Agreement to evaluate ways of recompensing members of the public for the length of time that the garden waste has not been collected.

Declaration of Interests

Councillors Campbell, Faccenda, Jenkinson, Miller, Mumford and Rae made transparency statements in respect of the above item as members of Unite.

Councillor Watt made a transparency statement in respect of the above item as a member of the Scottish Executive Council of Unite.

Councillor Lezley Marion Cameron made a transparency statement in respect of the above item as a member of the Unite and Unison.

Councillors Dalgleish, McNeese-Mechan, Nicolson, Pogson and Walker made transparency statements in respect of the above item as members of Unison

7 Minutes

Decision

To approve the minute of the Council of 30 June 2022 as a correct record.

8 Leader's Report

The Leader presented his report to the Council. He commented on:

- Pay dispute
- Ukraine update
- Edinburgh Schools – exam results
- Councillors' safety

The following questions/comments were made:

- | | |
|--------------------|---|
| Councillor McVey | <ul style="list-style-type: none"> - Ukraine - Edinburgh Schools - Exam results - Pay dispute – COSLA decision |
| Councillor Lang | <ul style="list-style-type: none"> - Support of members and officials - thanks - Invitation to Deputy First Minister to meet with Council members |
| Councillor Mumford | <ul style="list-style-type: none"> - Strike action – agency staff – breaches of agreements |

Councillor Whyte	- Bin strike – “Plan B”
Councillor Watt	- Bin strike – how to resolve as quickly as possible
Councillor Macinnes	- Vote to reject the pay offer
Councillor Osler	- Lothian Buses – removal of No 42 bus service – representations by the Council
Councillor Staniforth	- IJB budgets – use of reserves for pay awards
Councillor Bruce	- Union dividends at highest levels – Scotland remaining part of the UK
Councillor Arthur	- Lothian Buses – Nigel Serafini - thanks for service and welcome to Sarah Boyd
Councillor McNeese-Mechan	- Kings Theatre – future funding shortfall
Councillor Dijkstra-Downie	- Schools welcoming pupils from Ukraine – additional resources
Councillor Parker	- Climate emissions and refugees – fighter jets low flying across the city
Councillor Mitchell	- Bin hubs roll-out – halt for consultations
Councillor Dalgleish	- 20 th Anniversary Ceilidh of Caledonian Thebans – accessible sport for LGBT community
Councillor Heap	- Play park in Stewart Terrace – fire damage – play park renewals
Councillor Lezley Marion Cameron	Edinburgh Festivals – winter festivals – community benefits

9 Appointment of Members to Committees, Outside Organisations etc and Senior Councillor Allowances

The Council had made appointments to a range of Committees, Boards and Joint Boards. Details were provided on outstanding appointments and associated matters.

The Council was invited to confirm its outstanding appointments to Committees, Boards and Joint Boards for 2022/23. The Council was also asked to note the Green Group's appointment of co-conveners, and agree that Councillor Mumford should receive the Group Leader's Senior Councillor Allowance from 30 June to 9 August 2022 and Councillor Staniforth from 10 August to 19 September 2022.

Decision

- 1) To appoint Cllr Griffiths as Convener of the Personnel Appeals Committee.
- 2) To appoint Councillor McVey as a member of the Edinburgh and South East of Scotland Region – Elected Member Oversight Group.
- 3) To appoint Councillor Gardiner as Member of SESPlan Joint Committee.
- 4) To appoint Councillor Cowdy to the Edinburgh Community Planning Partnership Community Safety Partnership
- 5) To appoint Councillor Cameron as Chair of the Edinburgh International Conference Centre (EICC).
- 6) To agree that Councillor Arthur be appointed Chair of Transport for Edinburgh.
- 7) To agree that Azets remain the auditors for Transport for Edinburgh and Edinburgh Trams.
- 8) To note that the Green Group had appointed Councillors Alys Mumford and Alex Staniforth as co-conveners, and agree that Councillor Mumford should receive the Group Leader's Senior Councillor Allowance from 30 June to 9 August 2022 and Councillor Staniforth from 10 August to 19 September 2022.
- 9) To appoint Councillor Macinnes in place of Councillor Biagi on the Finance and Resources Committee.
- 10) To appoint Councillor Fullerton in place of Councillor Frank Ross on the Regulatory and Licensing Sub-Committee.
- 11) To appoint Councillor Nicolson in place of Councillor Biagi on the Pensions Committee.
- 12) To appoint Councillor McVey in place of Councillor Dixon on the Governance, Risk and Best Value Committee
- 13) To appoint Councillor McFarlane in place of Councillor Macinnes on the Transport and Environment Committee.

(Reference – Act of Council No 8 of 19 May 2022 (resumed on 26 May 2022), Act of Council No 7 of 30 June 2022; report by the Interim Executive Director of Corporate Services, submitted.)

Declaration of Interests

Councillor Lezley Marion Cameron made a transparency statement in respect of the above item as a member of the EICC.

10 Appointment of Religious Representatives to the Education, Children and Families Committee

Details were provided on nominated representatives from the Church of Scotland, Roman Catholic Church and from a church or other denominational body with a place of worship within the City of Edinburgh to be appointed to the Education, Children and Families Committee for the duration of the Council term, until 30 April 2027.

Motion

- 1) To agree the of Fiona Beveridge as the Church of Scotland Representative to the Education, Children and Families Committee, term of office to run from 25 August 2022 to 30 April 2027.
- 2) To agree the appointment of Angela Campbell as the Roman Catholic Representative to the Education, Children and Families Committee, term of office to run from 25 August 2022 to 30 April 2027.
- 3) To note that a report would come to Council in October 2022 on voting rights for religious representatives.

- moved by Councillor Griffiths, seconded by Councillor Walker

Amendment

- 1) To agree the of Fiona Beveridge as the Church of Scotland Representative to the Education, Children and Families Committee, term of office to run from 25 August 2022 to 30 April 2027.
- 2) To agree the appointment of Angela Campbell as the Roman Catholic Representative to the Education, Children and Families Committee, term of office to run from 25 August 2022 to 30 April 2027.
- 3) To request an update in the Business Bulletin of the next Education, Children and Families Committee on:

- (i) Appointment a second parent member to the committee to facilitate representation from both primary and secondary school parents;
- (ii) Progress with establishing a children and young people's liaison group as agreed by committee in March 2022.

- moved by Councillor Burgess, seconded by Councillor O'Neill

In accordance with Standing Order 22(12), paragraph 4 of the amendment was accepted as an addendum to the motion.

Decision 1

To approve the following adjusted motion by Councillor Griffiths:

- 1) To agree the of Fiona Beveridge as the Church of Scotland Representative to the Education, Children and Families Committee, term of office to run from 25 August 2022 to 30 April 2027.
- 2) To agree the appointment of Angela Campbell as the Roman Catholic Representative to the Education, Children and Families Committee, term of office to run from 25 August 2022 to 30 April 2027.
- 3) To note that a report would come to Council in October 2022 on voting rights for religious representatives.
- 4) To request an update in the Business Bulletin of the next Education, Children and Families Committee on:
 - (i) Appointment a second parent member to the committee to facilitate representation from both primary and secondary school parents;
 - (ii) Progress with establishing a children and young people's liaison group as agreed by committee in March 2022.

Third Religious Representative

The Council were required to decide on the appointment of the third religious representative. The two nominations were:

- a) Dr May Ruhyyih Parris from the Edinburgh Interfaith Association; and
- b) Reverend David Campbell from the Free Presbyterian Church of Scotland.

Voting

The voting was as follows:

For the Dr May Ruhiyyih Parris	-	42 votes
For the Reverend David Campbell	-	3 votes
Abstentions	-	15

(For the motion: The Lord Provost, Councillors Arthur, Bandel, Biagi, Booth, Bruce, Burgess, Cameron, Campbell, Cowdy, Davidson, Day, Dobbin, Flannery, Fullerton, Glasgow, Griffiths, Heap, Hyslop, Jones, Key, Kumar, Lang, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mowat, Mumford, O'Neill, Nicolson, Parker, Rae, Frank Ross, Neil Ross, Rust, Staniforth, Walker, Whyte and Younie.

For the amendment: Councillors Beal, Doggart and Munro.

Abstentions: Aston, Dalglish, Dijkstra-Downie, Dixon, Faccenda, Gardiner, Jenkinson, McKenzie, Meagher, Mitchell, Osler, Pogson, Thornley, Watt and Young.)

Decision 2

To appoint Dr May Ruhiyyih Parris from the Edinburgh Interfaith Association as the third religious representative to the Education, Children and Families Committee, terms of office to run from 25 August 2022 to 30 April 2027.

(Reference – report by the Interim Executive Director of Corporate Services, submitted.)

Declaration of Interests

Councillor Frank Ross made a transparency statement in respect of the above item as a Trustee of the Edinburgh Interfaith Association.

Councillors Arthur, Griffiths, Rae and Neil Ross made transparency statements in respect of the above item as elders or members of the Church of Scotland

11 Independent Review and Whistleblowing Culture Review Update

The Policy and Sustainability Committee agreed in October 2020 that an independent assessment of the Council's whistleblowing and organisational culture should be undertaken by way of an independent review ("the Review") which was agreed by full Council on 15 October 2020.

On 16 December 2021, the Council had considered the report which had been produced by the Review team which had identified key issues, findings and recommendations and officers had been working through the implications of the recommendations from both the Inquiry and Review which when taken together formed a considerable programme of work.

An update was provided on the programme of work underway to address all the recommendations and observations agreed by Council. Progress against timelines has been made across all five themes and as previously highlighted, a critical dependency on delivery of recommendations in respect of Systems and Processes was to secure funding for the development of functionality of the HR system, finding a solution to all employee access to the Orb and increasing access to the Council's digital learning platform. A business case was being developed for consideration.

Motion

- 1) To note the progress made in addressing the recommendations agreed at Council in respect of both the Independent Inquiry and Whistleblowing Culture Review.
- 2) To note the criticality of considering the implementation of the recommendations in the context of also delivering the commitments in the Council's People Strategy (Our Future Council 2021-2024 approved in April 2021 at the Policy and Sustainability Committee) to support enduring cultural transformation.

- moved by Councillor Day, seconded by Councillor Whyte

Amendment

- 1) To note the progress made in addressing the recommendations agreed at Council in respect of both the Independent Inquiry and Whistleblowing Culture Review.
- 2) To note the criticality of considering the implementation of the recommendations in the context of also delivering the commitments in the Council's People Strategy (Our Future Council 2021-2024 approved in April 2021 at the Policy and Sustainability Committee) to support enduring cultural transformation.
- 3) To note the significant dependency and risk of the procurement exercise set out in paragraph 4.8 and the on-going unavailability of a permanent system solution for Council employees to access email and essential Council platforms.

- 4) To note the absence of deadlines for HR to achieve full development and functionality of systems and processes during 2023.
- 5) To request a report from the Corporate Services Director to Policy and Sustainability Committee by January 2023 at the latest, with an outline roadmap of the route to full implementation.

- moved by Councillor Doggart, seconded by Councillor Whyte

In accordance with Standing Order 22(12), the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Day:

- 1) To note the progress made in addressing the recommendations agreed at Council in respect of both the Independent Inquiry and Whistleblowing Culture Review.
- 2) To note the criticality of considering the implementation of the recommendations in the context of also delivering the commitments in the Council's People Strategy (Our Future Council 2021-2024 approved in April 2021 at the Policy and Sustainability Committee) to support enduring cultural transformation.
- 3) To note the significant dependency and risk of the procurement exercise set out in paragraph 4.8 and the on-going unavailability of a permanent system solution for Council employees to access email and essential Council platforms.
- 4) To note the absence of deadlines for HR to achieve full development and functionality of systems and processes during 2023.
- 5) To request a report from the Corporate Services Director to Policy and Sustainability Committee by January 2023 at the latest, with an outline roadmap of the route to full implementation.

(Reference – Act of Council No 1 of 10 February 2022; report by the Interim Executive Director of Corporate Services, submitted.)

12 Elected Member Reference Group – Independent Inquiry and Whistleblowing Culture Review

Details were provided on proposals for a newly established Elected Member Reference Group to support the implementation of the recommendations of the Independent Inquiry and Whistleblowing Culture Review.

Motion

- 1) To note the establishment and remit of a proposed Elected Member 'Reference Group' in respect of the independent Inquiry and Whistleblowing Culture Review.
- 2) To agree to nominate an Elected Member from each political group to become a member of the Elected Member Reference Group.
- 3) To appoint Councillor Griffiths as member of Elected Member Reference Group -Independent Inquiry and Whistleblowing Culture Review.

- moved by Councillor Day, seconded by Councillor Watt

Amendment 1

- 1) Notes the ongoing work by officers to implement the recommendations of the Independent Inquiry and Whistleblowing Culture Review.
- 2) Agrees of the need to conduct this process as openly and transparently as possible.
- 3) Further agrees therefore not to create an Elected Member Reference Group as this carries a risk of fewer issues being reported to elected members in public.
- 4) Lastly, notes that where there are exceptional issues that require to be discussed privately with Elected Members, the best place for this would be with Group Leaders to ensure these issues remain in the awareness of all Groups.

- moved by Councillor McVey, seconded by Councillor Campbell

Amendment 2

- 1) To note the establishment and remit of a proposed Elected Member 'Reference Group' in respect of the independent Inquiry and Whistleblowing Culture Review.
- 2) To agree to nominate an Elected Member from each political group to become a member of the Elected Member Reference Group.
- 3) To appoint Councillor Thornley as member of Elected Member Reference Group -Independent Inquiry and Whistleblowing Culture Review.

- moved by Councillor Young, seconded by Councillor Lang

Amendment 3

- 1) To note the establishment and remit of a proposed Elected Member 'Reference Group' in respect of the independent Inquiry and Whistleblowing Culture Review.
- 2) To agree that one Elected Member from each political group shall become a member of the Elected Member Reference Group. To ensure that this group is as gender balanced as possible, all groups shall nominate a first and second choice of representatives, at least one of whom must be a woman. Membership of the group shall then be drawn from these ensuring that at least 40% of the Reference Group are women. Where a group has no female members, they may only nominate one representative.

- moved by Councillor Mumford, seconded by Councillor Miller

Amendment 4

- 1) To note the establishment and remit of a proposed Elected Member 'Reference Group' in respect of the independent Inquiry and Whistleblowing Culture Review.
- 2) To agree to nominate an Elected Member from each political group to become a member of the Elected Member Reference Group.
- 3) To appoint Councillor Doggart as member of Elected Member Reference Group -Independent Inquiry and Whistleblowing Culture Review.

- moved by Councillor Mowat, seconded by Councillor Rust

In accordance with Standing Order 22(12), Amendments 2 and 4 were accepted as addendums to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	32 votes
For Amendment 1	-	25 votes
For Amendment 3	-	4 votes

(For the Motion (as adjusted): Lord Provost, Councillors. Arthur, Beal, Bruce, Cameron, Cowdy, Dalgleish, Davidson, Day, Dijkstra-Downie, Doggart, Faccenda, Flannery, Griffiths, Jenkinson, Jones, Lang, McKenzie, Meagher, Mitchell, Mowat,

Munro, Osler, Pogson, Neil Ross, Rust, Thornley, Walker, Watt, Whyte, Young and Younie.

For Amendment 1: Councillors Aston, Bandel, Biagi, Burgess, Campbell, Dixon, Dobbin, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Mumford, Nicolson, Parker, Frank Ross, Staniforth and Work

For Amendment 3: Councillors Booth, Miller, O'Neill and Rae.)

Decision

To approve the following adjusted motion by Councillor Day:

- 1) To note the establishment and remit of a proposed Elected Member 'Reference Group' in respect of the independent Inquiry and Whistleblowing Culture Review.
- 2) To agree to nominate an Elected Member from each political group to become a member of the Elected Member Reference Group.
- 3) To appoint Councillors Doggart, Griffiths and Thornley as members of Elected Member Reference Group -Independent Inquiry and Whistleblowing Culture Review.

(Reference – Act of Council No 1 of 10 February 2022; report by the Chief Executive, submitted.)

13 Review of Member/Officer Protocol

Details were provided of the review of the Member/Officer Protocol undertaken in the previous Council term together with the proposed new Protocol which simplified the language and format of the document and reflected the changes made to the Councillors' Code of Conduct.

Decision

To agree the revised Member/Officer Protocol detailed in Appendix 1 to the report by the Interim Executive Director of Corporate Services.

(References – Governance, Risk and Best Value Committee, 17 September 2019 (item 3); report by the Interim Executive Director of Corporate Services, submitted)

14 Rolling Actions Log – May 2015 to June 2022

Details were provided on the outstanding actions arising from decisions taken by the Council from May 2015 to June 2022.

Decision

- 1) To agree to close the following Actions:

Action 3 - Independent Review into Whistleblowing and Organisational Culture – Next Steps

Action 5 - Living Wage Accreditation and ALEOs – Motion by Councillor Kate Campbell

Action 7 - Elected Member Reference Group – Independent Inquiry and Whistleblowing Culture Review

Action 12 - Cost of Living Support – Motion by Councillor Biagi

- 2) To otherwise note the Rolling Actions Log.

(Reference – Rolling Actions Log, submitted.)

15 Cost of Living Support - Response to a Motion by Councillor Biagi

In response to a motion by Councillor Biagi details were provided on the rise in the cost of living which was resulting in significant difficulties for many families in Edinburgh. The drivers of these increasing pressures were international and macroeconomic, and the tools to make the most effective direct solutions were largely in the hands of national governments, but the Council and partners had made substantive actions to provide additional assistance through this year to date.

A special meeting of the Edinburgh Partnership was convened on 28 July 2022 to discuss and agree additional partnership actions to help Edinburgh citizens meet and manage the rising cost of living. The partnership had reviewed available evidence on the impact of the cost of living crisis in Edinburgh, with a particular emphasis on evidence gathered from money advice services across the city working to help citizens access benefits entitlements, manage debts and other household costs.

Motion

- 1) To note the substantial actions undertaken to date by the Council to address the cost of living crisis in Edinburgh.
- 2) To agree, in line with recommendations from the Finance and Resources Committee on 14 July 2022, that £1,212,000 of provisional unallocated underspend from the Council's 2021/22 budget is used to clear school meal debts and make a one-off payment to families of £100 for each child in receipt of free school meals.

- 3) To note the findings of Edinburgh Partnership discussions and agreed actions to improve workforce capacity in the welfare rights sector, and promote awareness and access to money advice support.
- 4) To agree that the Council Leader will write to UK and Scottish Governments urging them to increase welfare payments to those in need, and intensify efforts to increase the uptake of welfare entitlements.

- moved by Councillor Watt, seconded by Councillor Griffiths

Amendment 1

Council agrees to:

Note the substantial actions undertaken to date by the Council to address the cost of living crisis in Edinburgh

- 1) Note the estimated cost implications of the approved motion from Cllr Biagi and that, in view of wider pressures and commitments affecting 2022/23 and subsequent years of the budget framework, the officer recommendation to the Finance and Resources Committee that no further discretionary expenditure be incurred at this time;
- 2) Notes the findings of Edinburgh Partnership discussions and agreed actions to improve workforce capacity in the welfare rights sector, and promote awareness and access to money advice support
- 3) Agrees that the Council Leader will write to UK and Scottish Governments urging them to increase cost of living help to those most in need, and intensify efforts to increase the uptake of welfare entitlements.
- 4) Redouble efforts to highlight to the Scottish Government, through COSLA, the significant and increasing inflationary impacts of the current Cost of Living Crisis upon both the Council and the communities it serves.

- moved by Councillor Doggart, seconded by Councillor Whyte

In accordance with Standing Order 22(12), Amendment 1 was accepted as an amendment to the motion

Amendment 2

To agree the original motion as proposed by Councillor Watt.

- moved by Councillor McVey, seconded by Councillor Macinnes

Voting

The voting was as follows:

For the Motion (as adjusted)	-	21 votes
For Amendment 2 (the Motion as originally submitted)		41 votes

(For the Motion (as adjusted): Lord Provost, Councillors. Arthur, Bruce, Cameron, Cowdy, Dalgleish, Day, Doggart, Griffiths, Jenkinson, Jones, McKenzie, Meagher, Mitchell, Mowat, Munro, Pogson, Rust, Walker, Watt and Whyte.

For Amendment 2: Councillors Aston, Bandel, Beal, Biagi, Booth, Burgess, Caldwell, Campbell, Davidson, Dijkstra-Downie, Dixon, Dobbin, Faccenda, Flannery, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Lang, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mumford, Nicolson, O'Neill, Osler, Parker, Rae, Frank Ross, Neil Ross, Staniforth, Thornley, Work, Young and Younie.)

Decision

To approve the motion as originally submitted by Councillor Watt as follows:

- 1) To note the substantial actions undertaken to date by the Council to address the cost of living crisis in Edinburgh.
- 2) To agree, in line with recommendations from the Finance and Resources Committee on 14 July 2022, that £1,212,000 of provisional unallocated underspend from the Council's 2021/22 budget is used to clear school meal debts and make a one-off payment to families of £100 for each child in receipt of free school meals.
- 3) To note the findings of Edinburgh Partnership discussions and agreed actions to improve workforce capacity in the welfare rights sector, and promote awareness and access to money advice support.
- 4) To agree that the Council Leader will write to UK and Scottish Governments urging them to increase welfare payments to those in need, and intensify efforts to increase the uptake of welfare entitlements.

(References – Act of Council No 22 of 30 June 2022; report by the Interim Executive Director of Corporate Services, submitted.)

16 Keep Safe Spaces – Motion by Councillor Nicolson

The following motion by Councillor Nicolson was submitted in terms of Standing Order 17:

- “1) Council notes:
- a) Recent studies show that the Covid pandemic has increased many people’s social anxiety resulting in people being at risk of becoming isolated.
 - b) Keep Safe is a partnership between I am Me Scotland and Police Scotland and is an award winning initiative operating across Scotland.
 - c) Keep Safe is a network of safe spaces for vulnerable or disabled people to use and to seek assistance if necessary while going about their daily lives.
 - d) Keep safe spaces are checked by Police Scotland and must always have two members of staff available.
 - e) Keep Safe provide free training for all staff around their availability.
 - f) Keep Safe aims to promote social inclusion and decrease disability hate crime making communities safer and more inclusive for everyone.
- 2) Council agrees:
- a) To commission a report to return to full council in two cycles into how best to establish as many Keep Safe places across Edinburgh as possible, in addition to those already in existence.
 - b) In line with 20-minute neighbourhoods and the Three Conversations approach, staff will continue to support individuals to access their local communities and retain their independence for as long as possible. CEC, through our H&SCP networks and partners in the Third and Private Sectors, will cascade information about this scheme to encourage vulnerable people to carry a Keep Safe card which holds information that provides useful information about an individual’s health, how they communicate and who to contact for help and to download the Keep Safe app which alerts people to where Keep Safe spaces are located.”

Motion

To approve the motion by Councillor Nicolson.

- moved by Councillor Nicolson, seconded by Councillor

Amendment 1

In section 2) of the motion by Councillor Nicolson, to replace a) with:

“To commission to the Culture and Communities Committee in two cycles (December 2022) into how best to establish as many Keep Safe places across Edinburgh as possible, in addition to those already in existence.”

- moved by Councillor Walker, seconded by Councillor Pogson

Amendment 2

1) To add in paragraph 1) of the motion by Councillor Nicolson:

“g) that current provision is skewed heavily towards the City Centre and Leith Walk areas, and that presently the only way to view the location of all Keep Safe spaces is on a smart phone app.”

2) In section 2) of the motion, to replace a) with:

“a) to commission a report to return to Policy and Sustainability Committee in October 2022 on how best to deliver a significant expansion of Keep Safe spaces, focusing in particular on areas that are currently underserved. The report should also recommend additional ways to promote and raise awareness of the scheme.”

- moved by Councillor Dijkstra-Downie, seconded by Councillor Osler

In accordance with Standing Order 22(12), Amendment 2 was accepted as an amendment to the Motion.

In accordance with Standing Order 22(12), Paragraph 1 of Amendment 2 was accepted as an addendum Amendment 1.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	40 votes
For Amendment 1 (as adjusted)	-	21 votes

(For the Motion (as adjusted): Lord Provost, Councillors Aston, Bandel, Beal, Biagi, Booth, Burgess, Caldwell, Campbell, Davidson, Dijkstra-Downie, Dixon, Dobbin, Flannery, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Lang, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mumford, O'Neill, Osler, Parker, Rae, Frank Ross, Neil Ross, Staniforth, Thornley, Work, Young and Younie.

For Amendment 1 (as adjusted): Councillors Arthur, Bruce, Cameron, Cowdy, Dalglish, Day, Duggart, Faccenda, Griffiths, Jenkinson, Jones, McKenzie, Meagher, Mitchell, Mowat, Munro, Pogson, Rust, Walker, Watt and Whyte.)

Decision

To approve the following adjusted Motion by Councillor Nicolson:

- 1) To note:
 - a) Recent studies show that the Covid pandemic had increased many people's social anxiety resulting in people being at risk of becoming isolated
 - b) Keep Safe was a partnership between I am Me Scotland and Police Scotland and was an award winning initiative operating across Scotland.
 - c) Keep Safe was a network of safe spaces for vulnerable or disabled people to use and to seek assistance if necessary while going about their daily lives.
 - d) Keep safe spaces were checked by Police Scotland and must always have two members of staff available.
 - e) Keep Safe provided free training for all staff around their availability.
 - f) Keep Safe aimed to promote social inclusion and decrease disability hate crime making communities safer and more inclusive for everyone.
 - g) that current provision was skewed heavily towards the City Centre and Leith Walk areas, and that presently the only way to view the location of all Keep Safe spaces was on a smart phone app
- 2) To agree:
 - a) to commission a report to return to Policy and Sustainability Committee in October 2022 on how best to deliver a significant expansion of Keep Safe spaces, focusing in particular on areas that were currently underserved. The report should also recommend additional ways to promote and raise awareness of the scheme.
 - b) In line with 20-minute neighbourhoods and the Three Conversations approach, staff will continue to support individuals to access their local communities and retain their independence for as long as possible. CEC, through our H&SCP networks and partners in the Third and Private Sectors, will cascade information about this scheme to

encourage vulnerable people to carry a Keep Safe card which holds information that provides useful information about an individual's health, how they communicate and who to contact for help and to download the Keep Safe app which alerts people to where Keep Safe spaces are located.

17 Respectful Political Debate and Councillor Safety - Motion by Councillor McVey

The following motion by Councillor McVey was submitted in terms of Standing Order 17:

“Council notes motions passed in the previous Council Term on “Respectful Political Debate” and “Threatening Behaviour Towards Councillors”.

Council further notes work by the Police, Council and COSLA to create a safer more positive environment, including the Council's Protocol on Elected Member Personal Safety in November 2019 and training sessions organised by local Police for elected members.

Council understands that overly-personalised targeted comments can encourage verbal abuse and the threat of physical violence, including that faced by politicians and their families at both a local and national level.

Council also understands the impact this behaviour can have is discouraging people from frequently targeted and marginalised groups from standing for elected office.

Welcomes robust debate and close cross party working that is central to our role as elected members, and further recognises that challenging a political party's record, policies and approach is a fundamental principle of our democracy and should be protected.

Council reaffirms the Council's commitment to improve the level of discourse and acknowledges that it is our responsibility to set a respectful tone both in and out of the chamber to help foster a positive public discourse.

Council requests that Group Leaders meetings have a standing item to keep general issues of behaviour and conduct at Council and committee meetings under regular review, these should include the Lord Provost where appropriate.”

- moved by Councillor McVey, seconded by Councillor Dijkstra-Downie

Decision

To approve the motion by Councillor McVey.

18 Warm and Welcoming Public Spaces and Cost of Energy Crisis - Motions by Councillors Jenkinson and Hyslop

The following motions by Councillors Jenkinson and Hyslop Nicolson were submitted in terms of Standing Order 17:

a) By Councillor Jenkinson

“Council:

- 1) Acknowledges that the cost-of-living crisis is currently hitting thousands of Edinburgh households and that this crisis is only expected to worsen with the Bank of England currently projecting inflation could climb as high as 15% in Q4 2022.
- 2) Acknowledges that the impact of rising domestic energy and food prices will very likely adversely affect the health and well-being of many of our citizens, with unfortunately some having to choose between heating their homes or eating this winter.
- 3) Recognises that local authorities have a duty of care to their citizens, to promote and protect their well-being and to do what they can to prevent any avoidable harm.
- 4) Requests the development of a deliverable plan presented to the Policy & Sustainability Committee within 2 cycles which will set out how the Council will work with city partners to promote access to free of charge ‘Warm and Welcoming’ public spaces where Edinburgh citizens can keep warm and comfortable this coming winter and where they can receive support and advice services to help alleviate food and fuel poverty.”

b) By Councillor Hyslop

Council:

Notes that the cost-of-living crisis is already having an impact on communities throughout Edinburgh, with resident severely worried about the impact.

Notes that the rising cost of energy bills is a significant element of the increasing cost of living.

Notes that the average price of household energy bills increased by 54% in April and are projected to rise again in October by upwards of 70%- pushing thousands more of our residents into fuel poverty.

Notes the Conservative UK government's failure to act in line with other Governments, such as France, to take decisive action to protect those on the lowest incomes from sharp energy bill increases and resultant fuel poverty.

Notes that, as a result many residents will be unable to afford to heat their homes in cold weather this year and the real threat to life this poses in our communities.

Requests that Council Officers produce a report to Policy and Sustainability Committee in one cycle which identifies all public buildings in the City which could be used as warm spaces for public access through the colder months and any other action that can help mitigate the devastating choices our residents face between heating and eating.

Requests that Council Officers invite partner organisations and ALEOs to identify any spaces they would be willing to open to the public as warm spaces through the colder months.

Finally, regrets that in one of the most energy-rich nations on earth, actions to prevent our residents freezing are needed and agrees to write to the UK Government to condemn their inaction and encourage a far stronger response to reduce energy bills for all residents and support people most in need to meet the costs.”

Composite Motion

Council:

- 1) Acknowledges that the cost-of-living crisis is currently hitting thousands of Edinburgh households and that this crisis is only expected to worsen with the Bank of England currently projecting inflation could climb as high as 15% in Q4 2022.
- 2) Notes that the average price of household energy bills increased by 54% in April and are projected to rise again in October by upwards of 70% pushing thousands more of our residents into fuel poverty.
- 3) Acknowledges that the impact of rising domestic energy and food price inflation will very likely adversely affect the health and well-being of many of our citizens, with unfortunately some having to choose between heating their homes or eating this winter and the real threat to life this poses in our communities.
- 4) Recognises that local authorities have a duty of care to their citizens, to promote and protect their well-being and to do what they can to prevent any avoidable harm.

- 5) Requests the development of a deliverable plan presented to the Policy & Sustainability Committee on 1 November which will set out how the Council will work with city partners to promote access to free of charge 'Warm and Welcoming' public spaces where Edinburgh citizens can keep warm and comfortable this coming winter and where they can receive support and advice services to help alleviate food and fuel poverty."

- moved by Councillor Jenkinson, seconded by Councillor Hyslop

Decision

To approve the Composite Motion by Councillor Jenkinson

19 COVID-19 and Council Services - Motion by Councillor Lang

The following motion by Councillor Lang was submitted in terms of Standing Order 17 and verbally altered in terms of Standing Order 22.5:

"Council:

- 1) commends officers for their hard-work, dedication and professionalism in providing so many essential services during the COVID-19 pandemic, and recognises the unprecedented challenges which the health emergency and national restrictions brought to much of the Council's core work.
- 2) notes that cases of coronavirus continue to be high and acknowledges the duty of care which the Council has to both protect its staff and to minimise the further spread of the virus.
- 3) nevertheless recognises that all COVID rules and restrictions were lifted by the Scottish Government earlier this year and that the Council also has a responsibility to deliver services in a new business-as-usual environment.
- 4) notes that some services continue to be unavailable, or are only being offered on a restricted basis, with COVID-19 being given as the reason.
- 5) agrees that a report should be submitted to the Policy and Sustainability Committee within one cycle which
 - a) lists all the services which are either not being provided or only being provided on a significantly restricted basis as a result of COVID-19,
 - b) provides the reasoning and rationale for continuing these restrictions, and
 - c) gives an indicative timetable for these outstanding services returning to normal levels of delivery.

- 6) Agrees to refer the motion to the Edinburgh Integration Joint Board for consideration on whether the Board wishes similar information on health and social care services.”

- moved by Councillor Lang, seconded by Councillor Thornley

Decision

To approve the motion by Councillor Lang.

20 Care Experienced Guaranteed Interview Scheme - Motion by Councillor Kumar

The following motion by Councillor Kumar was submitted in terms of Standing Order 17:

“Council

- 1) Acknowledges that people with care experience do not have equal opportunities to access positive destinations.
- 2) Recognises that care experienced individuals require additional support to navigate the work environment due to trauma and adversity.
- 3) Notes current workplan and renews its commitment to #KeepThePromise.
- 4) Agrees to explore options to record if an applicant is care experienced when applying for jobs within the Council.
- 5) Guarantees to interview all applicants who are care experienced, provided they meet the essential criteria for that job.
- 6) Agrees to collect data to periodically monitor and review the impact of this guarantee on outcomes for individuals.
- 7) Signposts care experienced applicants to advisors and initiatives (including Through Care and After Care, Edinburgh Guarantee, and others) if
 - a) applications do not meet essential criteria or
 - b) are not successful following an interview to help provide further support and signpost to develop CVs, apply for apprenticeships, work, training, or further education.
- 8) Encourages all political parties to offer taster days, work experience of internship to care experienced individuals.”

Motion

To approve the motion by Councillor Kumar.

- moved by Councillor Kumar, seconded by Councillor McFarlane

Amendment 1

To add to the motion by Councillor Kumar:

“9) Political Groups receive a briefing on the process so that political groups who wish to provide experience to Edinburgh Council’s care experienced young people have a clear understanding of the process.”

- moved by Councillor Griffiths, seconded by Councillor Meagher

Amendment 2

To delete all of the motion by Councillor Kumar and replace with:

“Council notes the considerable work already underway in this policy area through the Council and its partners and as previously reported to Committees and/or the Edinburgh Partnership and agrees that a briefing note be prepared by officers on these actions in advance of any future update or performance reporting through formal council governance reporting.”

- moved by Councillor Mowat, seconded by Councillor Bruce

In accordance with Standing Order 22(12), Amendment 1 was accepted as an addendum to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	53 votes
For Amendment 2	-	9 votes

(For the Motion (as adjusted): Lord Provost, Councillors Arthur, Aston, Bandel, Beal, Biagi, Booth, Burgess, Caldwell, Cameron, Campbell, Dalgleish, Davidson, Day, Dijkstra-Downie, Dixon, Dobbin, Faccenda, Flannery, Fullerton, Gardiner, Glasgow, Griffiths, Heap, Hyslop, Jenkinson, Key, Kumar, Lang, Macinnes, Mattos Coelho, McFarlane, McKenzie, McNeese-Meechan, McVey, Meagher, Miller, Mumford, Nicolson, O’Neill, Osler, Parker, Pogson, Rae, Frank Ross, Neil Ross, Staniforth, Thornley, Walker, Watt, Work, Young and Younie.

For Amendment 2: Councillors Bruce, Cowdy, Doggart, Jones, Mitchell, Mowat, Munro, Rust and Whyte.)

Decision

To approve the following adjusted motion by Councillor Kumar

- 1) To acknowledge that people with care experience did not have equal opportunities to access positive destinations.
- 2) To recognise that care experienced individuals required additional support to navigate the work environment due to trauma and adversity.
- 3) To note the current workplan and renew its commitment to #KeepThePromise.
- 4) To agree to explore options to record if an applicant was care experienced when applying for jobs within the Council.
- 5) To guarantee to interview all applicants who were care experienced, provided they met the essential criteria for that job.
- 6) To agree to collect data to periodically monitor and review the impact of this guarantee on outcomes for individuals.
- 7) To signpost care experienced applicants to advisors and initiatives (including Through Care and After Care, Edinburgh Guarantee, and others) if
 - a) applications did not meet essential criteria or
 - b) were not successful following an interview to help provide further support and signpost to develop CVs, apply for apprenticeships, work, training, or further education.
- 8) To encourage all political parties to offer taster days, work experience of internship to care experienced individuals.
- 9) That Political Groups receive a briefing on the process so that political groups who wished to provide experience to Edinburgh Council's care experienced young people had a clear understanding of the process.

21 Edinburgh Leisure Toilet Facilities - Motion by Councillor Campbell

The following motion by Councillor Campbell was submitted in terms of Standing Order 17:

“Council,

Notes that part of the council’s public toilet strategy is making toilets in all publicly owned and operated buildings accessible to the public.

Recognises the pressures from the pandemic, and that this required necessary curtailment of access to protect service users and staff and reduce the spread of the virus.

Notes that since restrictions have lifted Edinburgh Leisure have maintained a policy of only allowing customers to use toilet facilities in their buildings and preventing public access.

Agrees that this is not in line with existing council policy.

Notes that Edinburgh Leisure is an ALEO of the council.

Agrees, as shareholder, that toilets in Edinburgh Leisure buildings should be open to the public.

Further agrees to instruct council officers to work with the chief executive of Edinburgh Leisure, to review their current policy on public access to toilets in Edinburgh Leisure buildings, to ensure the council’s policy is implemented.”

Motion

To approve the motion by Councillor Campbell.

- moved by Councillor Campbell, seconded by Councillor McFarlane

Amendment 1

To add to the motion by Councillor Campbell:

“Council notes that, at its meeting on 16 December 2021, Council committed to Edinburgh becoming a safer, more accessible and inclusive city for Edinburgh citizens and visitors, and called for a report to the Policy and Sustainability Committee within three cycles.

Agrees council officers should work will all Council ALEOs to review their current policy on public access to toilets in their buildings.

Agrees the Council Leader should raise the matter with the Edinburgh Partnership with the aim to widen access to toilet facilities within buildings that are open to the public.”

- moved by Councillor Cameron, seconded by Councillor Day

Amendment 2

To keep paragraphs one and two of the motion by Councillor Campbell.

To replace the remainder of the motion with:

“Agrees that the City should have as many toilets made accessible to the public as is possible.

Notes that the Council has seven ALEOS, of which Edinburgh Leisure is one.

Agrees that Council Officers will work with all the ALEOs to review current policy on public access to toilets with the intention of making as many toilets as possible accessible to the public, whilst ensuring that public use does not compromise the safety of service users and staff.”

- moved by Councillor Dijkstra-Downie, seconded by Councillor Osler

Amendment 3

To insert in the motion by Councillor Campbell, within paragraph six between the words ‘buildings’ and ‘should’:

“before any barriers”.

- moved by Councillor Mitchell, seconded by Councillor Munro

In accordance with Standing Order 21(12), Amendments 1 and 3 were accepted as amendments to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	50 votes
For Amendment 3	-	12 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, Biagi, Booth, Bruce, Burgess, Cameron, Campbell, Cowdy, Dalgleish, Day, Dixon, Dobbin, Doggart, Faccenda, Fullerton, Gardiner, Glasgow, Griffiths, Heap, Hyslop, Jenkinson, Jones, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McKenzie, McNeese-Meechan, McVey, Meagher, Miller, Mitchell, Mowat, Munro, Mumford,

Nicolson, O'Neill, Parker, Pogson, Rae, Frank Ross, Rust, Staniforth, Walker, Watt, Whyte and Work.

For Amendment 2: Lord Provost, Beal, Caldwell, Davidson, Dijkstra-Downie Flannery, Lang, Osler, Neil Ross, Thornley, Young and Younie.)

Decision

To approve the following adjusted motion by Councillor Campbell:

- 1) To note that part of the council's public toilet strategy was making toilets in all publicly owned and operated buildings accessible to the public.
- 2) To recognise the pressures from the pandemic, and that this required necessary curtailment of access to protect service users and staff and reduce the spread of the virus.
- 3) To note that since restrictions had lifted Edinburgh Leisure had maintained a policy of only allowing customers to use toilet facilities in their buildings and preventing public access.
- 4) To agree that this was not in line with existing council policy.
- 5) To note that Edinburgh Leisure was an ALEO of the council.
- 6) To agree, as shareholder, that toilets in Edinburgh Leisure buildings before any barriers should be open to the public.
- 7) To further agree to instruct council officers to work with the chief executive of Edinburgh Leisure, to review their current policy on public access to toilets in Edinburgh Leisure buildings, to ensure the council's policy was implemented.
- 8) To note that, at its meeting on 16 December 2021, Council committed to Edinburgh becoming a safer, more accessible and inclusive city for Edinburgh citizens and visitors, and called for a report to the Policy and Sustainability Committee within three cycles.
- 9) To agree council officers should work will all Council ALEOs to review their current policy on public access to toilets in their buildings.
- 10) To agree the Council Leader should raise the matter with the Edinburgh Partnership with the aim to widen access to toilet facilities within buildings that were open to the public.

Declaration of Interests

Councillors Dijkstra-Downie and Dixon made transparency statements in respect of the above item as members of the Board of Edinburgh Leisure.

22 Portobello Transport Capacity - Motion by Councillor Campbell

The following motion by Councillor Campbell was submitted in terms of Standing Order 17:

“Council,

Recognises that visitor numbers to Portobello significantly increased during the pandemic but have not fallen away and that especially on hot days Portobello beach is now one of the top destinations for residents and people travelling in from communities outwith Edinburgh.

Recognises the impact that this has on amenities, and core services. Further recognises that steps have been taken to increase capacity in terms of waste, cleansing and policing and thanks officers and wider public services for this increase in resource.

Recognises, however, that there is still more to do and that particularly transport solutions and traffic management still need to be improved in order to for this extra demand to be managed.

Recognises the narrow streets and high-density housing around the prom and the existing parking pressures, and that it is unsustainable and unacceptable to do nothing to address this as visitor numbers increase. Further recognises that over the extremely hot weather the challenges included driving on pavements, cars pavement parking in front of tenement doors blocking access, dangerous parking on corners and double yellow lines, and large vehicles being forced to reverse up streets due to blockages, causing risks to other road users and pedestrians.

Agrees, therefore, to have a workshop with key stakeholders including ward councillors, public services including the police, council officers, residents and community representatives to look at transport solutions in particular, but also wider destination management policies.

This should include examining increasing enforcement to address immediate pressures, but also to consider long term solutions such as bus gates, one-way systems and road closures to improve traffic management, limiting access where appropriate and improving road safety around all streets in Portobello, but particularly those close to the beach and promenade.

This should further include discussion of a strategy to discourage travelling to Portobello beach by car and encourage active travel and public transport use.

Agrees a report back to Transport and Environment in two cycles on actions that can be taken forward through the twenty minute neighbourhood work already ongoing for Portobello.”

- moved by Councillor Campbell, seconded by Councillor Aston

Amendment

To add to the motion by Councillor Campbell:

“Notes that there appears to be an appetite for change in Portobello and there is potential for it to be used as exemplar of how Edinburgh can deal with traffic impacts. Engagement work by the Council has highlighted the need for action to encourage walking, wheeling, cycling and use of public transport and reduce the negative impact of vehicular traffic and inconsiderate parking. A speed survey for the area is planned, and we should learn the outcome of a Sustrans funding bid in October. This will “piggy-back” on significant road maintenance plans, and will use them as an opportunity to develop a plan for how the Portobello High Street area can better cater for walking, wheeling, cycling and public transport.

Notes also that parking enforcement visits to the area have increased over the summer and all enforcement teams have been working within limited resources in coordination with Police Scotland to provide a safe environment for everyone, particularly at peak times. Notes also that the Transport Scotland Act regulations relating to the footway and double-parking ban will soon be implemented, and Portobello is also part of Phase Four of the Strategic Review of Parking.

Asks, therefore, that in delivering the report noted in the above motion that the 20 Minute Neighbourhood delivery team works closely with the Network Management and Enforcement service, the Active Travel team and the Public Transport team to develop a Movement and Public Realm strategy for Portobello as a whole. This should consider town centre investment and sustainable transport improvements alongside any potential traffic management (reduction in volume and impact) interventions for the surrounding streets - particularly those leading to the prom. Asks that the workshop, as described above but also including businesses, is used to help take this work forward.”

- moved by Councillor Arthur, seconded by Councillor Meagher

In accordance with Standing Order 22(12), the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Campbell:

- 1) To recognise that visitor numbers to Portobello significantly increased during the pandemic but had not fallen away and that especially on hot days Portobello beach was now one of the top destinations for residents and people travelling in from communities outwith Edinburgh.
- 2) To recognise the impact that this had on amenities, and core services. Further recognise that steps had been taken to increase capacity in terms of waste, cleansing and policing and thank officers and wider public services for this increase in resource.
- 3) To recognise, however, that there was still more to do and that particularly transport solutions and traffic management still needed to be improved in order to for this extra demand to be managed.
- 4) To recognise the narrow streets and high-density housing around the prom and the existing parking pressures, and that it was unsustainable and unacceptable to do nothing to address this as visitor numbers increased. To further recognise that over the extremely hot weather the challenges included driving on pavements, cars pavement parking in front of tenement doors blocking access, dangerous parking on corners and double yellow lines, and large vehicles being forced to reverse up streets due to blockages, causing risks to other road users and pedestrians.
- 5) To agree, therefore, to have a workshop with key stakeholders including ward councillors, public services including the police, council officers, residents and community representatives to look at transport solutions in particular, but also wider destination management policies.
- 6) This should include examining increasing enforcement to address immediate pressures, but also to consider long term solutions such as bus gates, one-way systems and road closures to improve traffic management, limiting access where appropriate and improving road safety around all streets in Portobello, but particularly those close to the beach and promenade.
- 7) This should further include discussion of a strategy to discourage travelling to Portobello beach by car and encourage active travel and public transport use.
- 8) To agree to a report back to Transport and Environment in two cycles on actions that could be taken forward through the twenty minute neighbourhood work already ongoing for Portobello.

- 9) To note that there appeared to be an appetite for change in Portobello and there was potential for it to be used as exemplar of how Edinburgh could deal with traffic impacts. Engagement work by the Council had highlighted the need for action to encourage walking, wheeling, cycling and use of public transport and reduce the negative impact of vehicular traffic and inconsiderate parking. A speed survey for the area was planned, and we should learn the outcome of a Sustrans funding bid in October. This would “piggy-back” on significant road maintenance plans, and would use them as an opportunity to develop a plan for how the Portobello High Street area could better cater for walking, wheeling, cycling and public transport.
- 10) To note also that parking enforcement visits to the area had increased over the summer and all enforcement teams had been working within limited resources in coordination with Police Scotland to provide a safe environment for everyone, particularly at peak times. To note also that the Transport Scotland Act regulations relating to the footway and double-parking ban would soon be implemented, and Portobello was also part of Phase Four of the Strategic Review of Parking.
- 11) To ask, therefore, that in delivering the report noted in the above motion that the 20 Minute Neighbourhood delivery team work closely with the Network Management and Enforcement service, the Active Travel team and the Public Transport team to develop a Movement and Public Realm strategy for Portobello as a whole. This should consider town centre investment and sustainable transport improvements alongside any potential traffic management (reduction in volume and impact) interventions for the surrounding streets - particularly those leading to the prom. To ask that the workshop, as described above but also including businesses, was used to help take this work forward.

23 Community Centres and Lifelong Learning Review - Motion by Councillor Campbell

The following motion by Councillor Campbell was submitted in terms of Standing Order 17:

“Council:

Recognises the fantastic contribution that community centres can make, with many bringing in additional resources, maximising the council spend by building capacity around council resources, but rooting the work they do within local communities at a grass roots level.

Recognises too that there can be challenges for local centres where capacity within local communities needs to be developed and supported.

Recognises as part of GIRFEC a vision and blueprint of holistic whole family support has been developed which includes an assets and community based approach where 'Support should be empowering, building on existing strengths within the family and wider community. Families should be able to 'reach in' not be 'referred to'. Support must be explicitly connected to locations that work for local families and the community, such as schools, health centres, village halls and sports centres.'

Notes that the review of lifelong learning has taken place during the political instability of the election period and over recess, limiting elected member oversight of this process. Further recognises the uncertainty this is causing for community centre management committees, with inevitable impacts and consequences for the way they deliver services to their local communities.

Agrees with the principle that best practice should be recognised and scaled up and recognises the important role that community learning and development officers play in building this capacity, and that these roles being strongly rooted in communities is vital for success.

Agrees that no final decisions will be made around any changes to structure without a full consultation with management committees. Agrees further that this consultation should focus on learning from community centres with a track record of strong delivery and a report on sharing and scaling best practice must be included as part of the review.

Agrees that a report on the changes to the delivery and structure of lifelong learning in our communities must come back to Policy and Sustainability committee, including information on the strategy for scaling best practice across all our community centres and providing assurance as to how the above principles have been included in the restructure."

Motion

To approve the motion by Councillor Campbell

- moved by Councillor Campbell, seconded by Councillor McVey

Amendment 1

1) To accept paragraphs 1, 2 and 3 of the motion by Councillor Campbell.

2) To replace all after "Notes" in the motion, with:

"The review of Lifelong Learning was launched on 8 June and the formal consultation process has now concluded. It has been an open and transparent process. All community centre management committees were contacted and there will be discussions on future arrangements.

Separately, there is a discussion with management committees to ensure that community centres have a sustainable future.

Agrees that these discussions should focus on learning from community centres with a track record of strong delivery and that sharing best practice will be encouraged. Agrees that following the consultation and discussions, reports will be brought to the Culture and Communities Committee.”

- moved by Councillor Walker, seconded by Councillor Meagher

Amendment 2

Notes that the consultation with staff is now complete.

Therefore deletes the paragraph in the motion by Councillor Walker:

“Agrees that no final decisions will be made around any changes to structure without a full consultation with management committees. Agrees further that this consultation should focus on learning from community centres with a track record of strong delivery and a report on sharing and scaling best practice must be included as part of the review.”;

And adds:

“Therefore requests a report to GRBV committee detailing:

- The impact assessments that were undertaken as part of the review
- The review and evaluation of the lifelong learning service prior to restructure, and how this shaped the decisions made
- The sign off of the decision not to brief elected members, and how the decision was reached that this was not politically sensitive
- The evaluation of how this might shape the relationships with community centre management committees and what consultation was undertaken with stakeholders prior to the consultation.”

- moved by Councillor McNeese-Mechan, seconded by Councillor Frank Ross

In accordance with Standing Order 22(12), Amendment 2 was accepted as an amendment to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	28 votes
For Amendment 1	-	33 votes

(For the Motion (as adjusted): Councillors Aston, Bandel, Biagi, Booth, Burgess, Campbell, Dixon, Dobbin, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mumford, Nicolson, O'Neill, Parker, Rae, Frank Ross and Staniforth.)

For Amendment 1: Lord Provost, Councillors. Arthur, Beal, Bruce, Caldwell, Cameron, Cowdy, Dalgleish, Davidson, Day, Dijkstra-Downie, Duggart, Faccenda, Flannery, Griffiths, Jenkinson, Jones, Lang, McKenzie, Meagher, Mitchell, Mowat, Munro, Osler, Pogson, Neil Ross, Rust, Thornley, Walker, Watt, Whyte, Young and Younie.)

Decision

To approve Amendment 1 by Councillor Walker as follows:

- 1) To recognise the fantastic contribution that community centres could make, with many bringing in additional resources, maximising the council spend by building capacity around council resources, but rooting the work they did within local communities at a grass roots level.
- 2) To recognise too that there could be challenges for local centres where capacity within local communities needed to be developed and supported.
- 3) To recognise as part of GIRFEC a vision and blueprint of holistic whole family support had been developed which included an assets and community based approach where 'Support should be empowering, building on existing strengths within the family and wider community. Families should be able to 'reach in' not be 'referred to'. Support must be explicitly connected to locations that work for local families and the community, such as schools, health centres, village halls and sports centres.'
- 4) To note the review of Lifelong Learning was launched on 8 June and the formal consultation process had now concluded. It had been an open and transparent process. All community centre management committees were contacted and there would be discussions on future arrangements.
- 5) To note separately, there was a discussion with management committees to ensure that community centres had a sustainable future.

- 6) To agree that these discussions should focus on learning from community centres with a track record of strong delivery and that sharing best practice would be encouraged. To agree that following the consultation and discussions, reports would be brought to the Culture and Communities Committee.

Declaration of Interests

Councillor Frank Ross made a transparency statement in respect of the above item as a Trustee of Corstorphine Community Centre.

24 Recruitment Committee – Membership Imbalance - Motion by Councillor McVey

The following motion by Councillor McVey was submitted in terms of Standing Order 17:

“Notes the need for Director and Head of Service appointments to be made and the involvement of Elected Members through the Recruitment Committee.

Notes the current imbalance of one party with only 20% of Councillors currently making up as much as 50% of the members of the Recruitment Committee (with an additional casting vote).

Agrees to limit Recruitment Committee to Council Leader, one appropriate Executive Committee Convener and Group Leaders (one representative from each other Party) to provide a better balance of decision making in the process. Agrees to keep all other elements the same, including substitutes.”

Motion

To approve the motion by Councillor McVey.

- moved by Councillor McVey, seconded by Councillor Fullerton

Amendment

To agree the recruitment committee membership should be the Council Leader, Deputy Leader, one relevant executive committee convener and group leaders.

- moved by Councillor Day, seconded by Councillor Watt

Voting

The voting was as follows:

For the motion	-	29 votes
For the amendment	-	33 votes

(For the motion: Councillors Aston, Bandel, Biagi, Booth, Burgess, Campbell, Dixon, Dobbin, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Miller, Mumford, Nicolson, O'Neill, Parker, Rae, Frank Ross, Staniforth and Work.)

For the amendment: Lord Provost, Councillors. Arthur, Beal, Bruce, Caldwell, Cameron, Cowdy, Dalgleish, Davidson, Day, Dijkstra-Downie, Duggart, Faccenda, Flannery, Griffiths, Jenkinson, Jones, Lang, McKenzie, Meagher, Mitchell, Mowat, Munro, Osler, Pogson, Neil Ross, Rust, Thornley, Walker, Watt, Whyte, Young and Younie.)

Decision

To approve the amendment by Councillor Day.

25 Tram Extension - Motion by Councillor McVey

The following motion by Councillor McVey was submitted in terms of Standing Order 17:

“Council:

- 1) Notes the work of the team in delivering Trams to Newhaven, keeping the project on track in the most difficult of circumstances. Notes successful delivery of this project being able to weather the circumstances of the last 3 years is due to the approach approved by Council with the right governance controls, the right team and collaborative approach, prudent business planning and straightforward communication with local residents and businesses.
- 2) Notes the importance of public confidence in the delivery of such a major infrastructure scheme and notes the June 29th 2022 “Elected Member Briefing Note - Trams to Newhaven Project” which set out a holistic response giving assurance on issues relating to recent media reports. Requests this information is set out in a full update report on the project be brought to Transport and Environment Committee in once cycle to set out the projected timeline, costs and any other relevant issues for Councillors and residents.

- 3) Further that 2 further extensions are planned within the City Mobility Strategy and agrees of the importance of progressing these to ensure Granton Waterfront and Bioquarter can deliver new communities, much-needed housing and job opportunities in the most sustainable way possible.
- 4) Therefore, agrees by January 2023, officers will bring forward next steps to Council to progress these projects, including information for Councillors on light rail's inclusion in the Scottish Government's "Strategic Transport Projects Review 2" which opens significant opportunities of national funding to support the delivery of these extensions."

Motion

To approve the motion by Councillor McVey.

- moved by Councillor McVey, seconded by Councillor Macinnes

Amendment 1

To replace paragraph 4 of the motion by Councillor McVey with:

"Notes that the administration is committed to bringing forward a plan to consult on the North-South tramline (Granton to SE Edinburgh) before the end of 2022. It is anticipated that this will be part of the Public Transport Action Plan to be considered by the December Transport and Environment Committee.

Notes that, as a key part of national transport infrastructure, this project is already part of Phase 1 of the Strategic Transport Projects Review 2 (STPR2), and a decision is due on Phase 2 in the autumn. Further notes that inclusion in Phase 2 is expected to unlock Scottish Government funding to help develop the business case which must be robust if the project is to progress as part of STPR2.

Agrees that encouraging modal shift from cars to public and active transport is fundamental to securing Edinburgh's economic prosperity and improving the wellbeing of residents."

- moved by Councillor Arthur, seconded by Councillor Cameron

Amendment 2

- 1) To insert between paragraphs 1 and 2 of the motion by Councillor McVey and renumber accordingly:
 - "2) Notes that highly disruptive work remains ongoing at a number of locations along the route as we enter Autumn 2022, that the initial business case date for opening for operations of the second quarter of 2002 has passed, that no open or public governance is in place for the

project with councillors unable to scrutinise progress and budgets at committee and that no private APOG has been held for many months and that no programme or financial data has been provided to back up the assertion that the project “remains on time and on budget” within the extremely inflated financial and timescale envelopes to which it is working.

2) To insert at the end of the motion:

“6) Agrees that, as a minimum, an APOG be held as soon as possible so that councillors can properly scrutinise progress of any commercially sensitive details.

7) Agrees that any progress with further extensions of the network should be subject to a moratorium on construction for at least five years to allow the City economy to recover and, noting that the Council has no funding available for further construction and the current extension will lead to a considerable revenue overspend to subsidise the tram line, any future extension should be entirely contingent on 100% revenue and capital support from the Scottish Government.”

- moved by Councillor Whyte, seconded by Councillor Munro

In accordance with Standing Order 22(12), Amendment 1 was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	52 votes
For Amendment 2	-	9 votes

(For the Motion (as adjusted): Lord Provost, Councillors Arthur, Aston, Bandel, Beal, Biagi, Booth, Burgess, Caldwell, Cameron, Campbell, Dalgleish, Davidson, Day, Dijkstra-Downie, Dixon, Dobbin, Faccenda, Flannery, Fullerton, Gardiner, Glasgow, Griffiths, Heap, Hyslop, Jenkinson, Key, Kumar, Lang, Macinnes, Mattos Coelho, McFarlane, McKenzie, McVey, Meagher, Miller, Mumford, Nicolson, O’Neill, Osler, Parker, Pogson, Rae, Frank Ross, Neil Ross, Staniforth, Thornley, Walker, Watt, Work, Young and Younie.

For Amendment 2: Councillors Bruce, Cowdy, Duggart, Jones, Mitchell, Mowat, Munro, Rust and Whyte.)

Decision

To approve the following adjusted motion by Councillor McVey:

- 1) To note the work of the team in delivering Trams to Newhaven, keeping the project on track in the most difficult of circumstances. To note successful delivery of this project being able to weather the circumstances of the last 3 years was due to the approach approved by Council with the right governance controls, the right team and collaborative approach, prudent business planning and straightforward communication with local residents and businesses.
- 2) To note the importance of public confidence in the delivery of such a major infrastructure scheme and note the June 29th 2022 "Elected Member Briefing Note - Trams to Newhaven Project" which set out a holistic response giving assurance on issues relating to recent media reports. To request this information was set out in a full update report on the project be brought to Transport and Environment Committee in once cycle to set out the projected timeline, costs and any other relevant issues for Councillors and residents.
- 3) To note further that 2 further extensions were planned within the City Mobility Strategy and agree of the importance of progressing these to ensure Granton Waterfront and Bioquarter could deliver new communities, much-needed housing and job opportunities in the most sustainable way possible.
- 4) To therefore, agree by January 2023, officers would bring forward next steps to Council to progress these projects, including information for Councillors on light rail's inclusion in the Scottish Government's "Strategic Transport Projects Review 2" which opens significant opportunities of national funding to support the delivery of these extensions.
- 5) To note that, as a key part of national transport infrastructure, this project was already part of Phase 1 of the Strategic Transport Projects Review 2 (STPR2), and a decision was due on Phase 2 in the autumn. To further note that inclusion in Phase 2 was expected to unlock Scottish Government funding to help develop the business case which must be robust if the project was to progress as part of STPR2.
- 6) To agree that encouraging modal shift from cars to public and active transport was fundamental to securing Edinburgh's economic prosperity and improving the wellbeing of residents.

Declaration of Interests

Councillor Arthur made a transparency statement in respect of the above item as Chair of Transport for Edinburgh.

Councillor Beal made a transparency statement in respect of the above item as a member of Transport for Edinburgh.

26 Air Quality in Primary Schools - Motion by Councillor Caldwell

The following motion by Councillor Caldwell was submitted in terms of Standing Order 17:

“Council notes;

- 1) That the November 2021 report to Policy and Sustainability Committee updated Council on the implementation of addressing indoor air quality in schools, as required by the Scottish Government.
- 2) That £775,000 was made available to the City of Edinburgh Council in 2021 from the Scottish Government to undertake such work during the Covid-19 pandemic, which included, but was not limited to, assessments, portable Co2 monitors and adjustments to windows.
- 3) That despite the de-escalation of Covid-19 restrictions and mitigations, airborne viruses and diseases still have a high chance of incubating in school classrooms, and it is within the Council’s duty of care to mitigate such occurrences where reasonable, unrestrictive and cost-effective.
- 4) While natural cross-ventilation is an effective method of reducing Co2, increased ventilation from natural sources such as open windows during Winter months has a significant impact on indoor air temperature.
- 5) The current increased availability of HEPA Air Purifiers from institutions such as the University of St. Andrew’s through Public Contracts Scotland.

Council also notes;

- 6) It is ultimately an aim of the Council to reduce pollutants, including Co2, from traffic, particularly around schools, using initiatives such as the Safer Routes to Schools Programme.
- 7) Despite this aim, the December 2021 Local Air Quality Management APR still listed one site near London Road (ID81) as exceeding the air quality objectives during 2020, a year which was marked by historically low traffic levels in Edinburgh.
- 8) Multiple studies including Heliyon Journal (ISSN 2405- 8440), Johns Hopkins University Department of Medicine (PMID 24329966) and the Kharagpur Department of Architecture and Regional Planning (ISSN 0013-9351) which

demonstrates the effectiveness of certain models of HEPA (High Efficiency Particulate Arrestor) to remove both Co2 and PM2.5 pollutants from the air.

Council therefore agrees;

- 1) That relevant officers update the Policy and Sustainability Committee in two cycles of the Air Quality in Schools work carried out and any analysis on the impact since November 2021 including an update on how the Scottish Government funding was spent.
- 2) A report to the Policy and Sustainability Committee in three cycles on the feasibility of rolling out suitable HEPA Air Purifiers to all primary schools managed by the City of Edinburgh Council. This may be included in the 'Air Quality in Schools update' in point 1) if it's ready by that time.
- 3) That increased air filtration for Edinburgh's Primary Schools is not a substitute for the overall target to reduce emissions from traffic, but instead should run in parallel with actions to help Edinburgh meet our Net Zero target by 2030."

Motion

To approve the motion by Councillor Caldwell.

- moved by Councillor Caldwell, seconded by Councillor Young

Amendment

At "Council also notes: 6)" in the motion by Councillor Caldwell, **adds** to read:

"It is ultimately an aim of the Council to reduce pollutants, including Co2, from traffic, particularly around schools, using initiatives such as the Safer Routes to Schools Programme **and wider actions to encourage modal shift, such as expansion and delivery of Quiet Routes / Corridors, segregated cycle lanes and training to support people to feel safe and confident to walk, wheel or cycle.**"

At "Council therefore agrees: 3)" in the motion, **adds** to read:

"That increased air filtration for Edinburgh's Primary Schools is not a substitute for the overall target to reduce emissions from traffic, but instead should run in parallel with actions to help Edinburgh meet our Net Zero target by 2030 **by encouraging modal shift through the delivery of infrastructure such as the expansion of Quiet Routes / Corridors and an integrated network of segregated cycle lanes across the city, targeted training and interventions to support people to feel safe and confident to walk, wheel or cycle, and other measures as described in the City Mobility Plan.**

- moved by Councillor Parker, seconded by Councillor Bandel

In accordance with Standing Order 22(12), the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Caldwell:

- 1) To note that the November 2021 report to Policy and Sustainability Committee updated Council on the implementation of addressing indoor air quality in schools, as required by the Scottish Government.
- 2) To note that £775,000 was made available to the City of Edinburgh Council in 2021 from the Scottish Government to undertake such work during the Covid-19 pandemic, which included, but was not limited to, assessments, portable Co2 monitors and adjustments to windows.
- 3) To note that despite the de-escalation of Covid-19 restrictions and mitigations, airborne viruses and diseases still had a high chance of incubating in school classrooms, and it was within the Council's duty of care to mitigate such occurrences where reasonable, unrestrictive and cost-effective.
- 4) To note that while natural cross-ventilation was an effective method of reducing Co2, increased ventilation from natural sources such as open windows during Winter months had a significant impact on indoor air temperature.
- 5) To note the current increased availability of HEPA Air Purifiers from institutions such as the University of St. Andrew's through Public Contracts Scotland.
- 6) To also note it was ultimately an aim of the Council to reduce pollutants, including Co2, from traffic, particularly around schools, using initiatives such as the Safer Routes to Schools Programme and wider actions to encourage modal shift, such as expansion and delivery of Quiet Routes / Corridors, segregated cycle lanes and training to support people to feel safe and confident to walk, wheel or cycle.
- 7) To also note despite this aim, the December 2021 Local Air Quality Management APR still listed one site near London Road (ID81) as exceeding the air quality objectives during 2020, a year which was marked by historically low traffic levels in Edinburgh.
- 8) To also note multiple studies including Heliyon Journal (ISSN 2405- 8440), Johns Hopkins University Department of Medicine (PMID 24329966) and the Kharagpur Department of Architecture and Regional Planning (ISSN 0013-9351) which demonstrated the effectiveness of certain models of HEPA (High

Efficiency Particulate Arrestor) to remove both Co2 and PM2.5 pollutants from the air.

- 9) To agree that relevant officers update the Policy and Sustainability Committee in two cycles of the Air Quality in Schools work carried out and any analysis on the impact since November 2021 including an update on how the Scottish Government funding was spent.
- 10) To agree to a report to the Policy and Sustainability Committee in three cycles on the feasibility of rolling out suitable HEPA Air Purifiers to all primary schools managed by the City of Edinburgh Council. This might be included in the 'Air Quality in Schools update' in point 1) if it was ready by that time.
- 11) To agree that increased air filtration for Edinburgh's Primary Schools was not a substitute for the overall target to reduce emissions from traffic, but instead should run in parallel with actions to help Edinburgh meet the Council's Net Zero target by 2030 by encouraging modal shift through the delivery of infrastructure such as the expansion of Quiet Routes / Corridors and an integrated network of segregated cycle lanes across the city, targeted training and interventions to support people to feel safe and confident to walk, wheel or cycle, and other measures as described in the City Mobility Plan.

27 Rollout of Adult Disability Payment (ADP) - Motion by Councillor O'Neill

The following motion by Councillor O'Neill was submitted in terms of Standing Order 17:

"Council:

- 1) Welcomes the rollout of the Adult Disability Payment (ADP) to residents of Edinburgh from 29 August 2022;
- 2) Notes that ADP will replace the UK Government's Disability Living Allowance for adults (DLA) and Personal Independence Payment (PIP) which is a welcome move according to many disabled people and disabled people's organisations;
- 3) Further notes that there are multiple Council services (for example issuing National Entitlement Cards and Blue Badges) which may require proof of ADP to allow disabled people to access local services;
- 4) Acknowledges the exponential hardship disabled people face and the trauma put upon them by the Department of Work & Pensions through intrusive and degrading assessments and that this hardship has increased under successive Conservative led Governments since 2010;

- 5) Further acknowledges the more humane and compassionate process that the ADP is designed around; acknowledges Social Security Scotland's dedication to deliver with dignity, fairness and respect;
- 6) Looks forward to a more inclusive, humane and accessible process for first time applicants and those who will be transitioning from PIP and DLA and hopes that all are fully supported and receive what they are entitled to;
- 7) Agrees that relevant frontline support officers should be enabled through training to signpost and assist new applicants of ADP and those who wish to appeal decisions by Social Security Scotland;
- 8) Requests a report within 3 cycles which:
 - a) Looks at the probable uptick in people accessing welfare rights advice due to the ADP rollout;
 - b) Looks at monitoring capacity and possible additional support options to recipients/applicants and advisors;
 - c) Examines what more the Council can do to support disabled people accessing what they are entitled to."

Motion

To approve the motion by Councillor O'Neill.

- moved by Councillor O'Neill, seconded by Councillor Heap

Amendment 1

To add to the motion by Councillor O'Neill:

- 1) Notes the delivery and rollout of the ADP sits with Scottish Government
- 2) At point 4 of the motion adds:

"and therefore condemns the Scottish Government's long delay in rolling out the Adult Disability Payment since welfare powers were devolved."
- 3) At point 8 of the motion adds:

"To request a report back to The Housing, Homelessness and Fair Work Committee."

- moved by Councillor Davidson, seconded by Councillor Younie

Amendment 2

To delete all of the motion by Councillor O'Neill and replace with:

“Council:

- 1) Notes that the Rollout of Adult Disability Payment (ADP) is a matter for the SNP/Green Scottish Government but that the assessment criteria remain fundamentally similar to those of PIP and DLA.
- 2) Notes that during the pilot phase more than one in seven new claimants through the Scottish Government scheme had to wait more than ten weeks for payment and that this may be the “tip of the iceberg” in terms of delays given the considerably larger number of claimants expected to have to access the system once it goes live.
- 3) Agrees that the Council take all necessary steps to train appropriate frontline staff to assist future claimants of this benefit as part of the considerable work the Council is already undertaking with partners to increase benefit take up following the report of the Edinburgh Poverty Commission.”

- moved by Councillor Doggart, seconded by Councillor Mitchell

In accordance with Standing Order 21(12), Amendment 1 was adjusted and accepted as an addendum to the motion

Voting

The voting was as follows:

For the motion (as adjusted)	-	38 votes
For Amendment 1	-	15 votes
For Amendment 2	-	..9 votes

For the motion (as adjusted): Councillors Arthur, Aston, Bandel, Biagi, Booth, Burgess, Cameron, Campbell, Day, Dalgleish, Dixon, Dobbin, Faccenda, Fullerton, Gardiner, Glasgow, Heap, Hyslop, Jenkinson, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McKenzie, McNeese-Meechan, McVey, Meagher, Miller, Mumford, Nicolson, O'Neill, Parker, Pogson, Rae, Frank Ross, Staniforth and Work.

For Amendment 1: Lord Provost, Councillors Beal, Caldwell, Davidson, Dijkstra-Downie, Flannery, Griffiths, Lang, Osler, Neil Ross, Thornley, Watt, Walker, Young and Younie.

For Amendment 2: Councillors Bruce, Cowdy, Doggart, Jones, Mitchell, Mowat, Munro, Rust and Whyte.)

Decision

To approve the following adjusted motion by Councillor O'Neill:

- 1) To welcome the rollout of the Adult Disability Payment (ADP) to residents of Edinburgh from 29 August 2022;
- 2) To note that ADP would replace the UK Government's Disability Living Allowance for adults (DLA) and Personal Independence Payment (PIP) which was a welcome move according to many disabled people and disabled people's organisations;
- 3) To further note that there were multiple Council services (for example issuing National Entitlement Cards and Blue Badges) which might require proof of ADP to allow disabled people to access local services;
- 4) To acknowledge the exponential hardship disabled people faced and the trauma put upon them by the Department of Work & Pensions through intrusive and degrading assessments and that this hardship had increased under successive Conservative led Governments since 2010;
- 5) To further acknowledge the more humane and compassionate process that the ADP was designed around; acknowledge Social Security Scotland's dedication to deliver with dignity, fairness and respect;
- 6) To look forward to a more inclusive, humane and accessible process for first time applicants and those who would be transitioning from PIP and DLA and hope that all were fully supported and receive what they were entitled to;
- 7) To agree that relevant frontline support officers should be enabled through training to signpost and assist new applicants of ADP and those who wished to appeal decisions by Social Security Scotland;
- 8) To request a report back to the Housing, Homelessness and Fair Work Committee within 3 cycles which:
 - a) Looked at the probable uptick in people accessing welfare rights advice due to the ADP rollout;
 - b) Looked at monitoring capacity and possible additional support options to recipients/applicants and advisors;
 - c) Examined what more the Council could do to support disabled people accessing what they were entitled to."

28 National Care Service - Motion by Councillor Davidson

The following motion by Councillor Davidson was submitted in terms of Standing Order 17:

“Council

Notes the publication by the Scottish Government of the National Care Service bill and the significant impact this legislation could have on carers services in Edinburgh. Further notes concerns about the centralisation of care services and the loss of local decision making. Calls on the Council to begin consulting with as wide a range of stakeholders as possible via the IJB and other services in order to provide as rounded a submission to the legislative process as possible.”

Motion

To approve the motion by Councillor Davidson.

- moved by Councillor Davidson, seconded by Councillor Thornley

Amendment 1

To delete the motion by Councillor Davidson from :

“Calls on the Council to begin consulting with as wide a range of stakeholders as possible via the IJB and other services in order to provide as rounded a submission to the legislative process as possible.”

And replace with:

“Notes that the Council through its participation in the IJB has already consulted with its members, including elected members, representatives of carers, of the staff and unions, of the voluntary sector and service users. Following this consultation exercise, a submission will be agreed with the leadership of the IJB and submitted to the Health, Social Care and Sport Committee of the Scottish Parliament by the deadline of 2 September1).”

- moved by Councillor Pogson, seconded by Councillor Jenkinson

Amendment 2

To retain the first sentence of the motion by Councillor Davidson as a paragraph 1 and replace the remaining text with:

- 2) Council notes that although the legislation lays down a framework for reform, there is still much to be decided about what the National Care Service (NCS)

will look like and this will be determined through an intensive [co-design](#) process.

- 3) Council requests that the IJB, through its relationships with the H&SC workforce and the third and private sectors, must take every opportunity to cascade these priorities to H&SCP managers to support and signpost people to this process of codesign. The success of the NCS depends on the contribution of unpaid carers, people who get support and paid carers contributing to the design.
- 4) Council requests that the EIJB have central to their consultation response:
 - a) Recognise the importance of our social care services, both in Edinburgh and across Scotland, to ensure our social care system consistently delivers high quality services across Scotland, particularly to unpaid carers.
 - b) The aim of a NCS to improve standards, ensure enhanced pay and conditions for workers and provide better support for unpaid carers-seeking a National Wage for Care staff and enter into national pay bargaining for the sector, based on fair work principles, for the first time.
 - c) a rights-based approach to care, we will strengthen residents' rights in adult residential settings. This will include delivering 'Anne's Law' – giving nominated relatives or friends the same access rights to care homes as staff while following stringent infection control procedures, as called for by Care Home Relatives Scotland.
 - d) Social care services, just like health care services, should be provided on a truly universal basis, free at the point of use. An NCS will, therefore, abolish charges for non-residential care as well as reversing the overreliance of private sector, bringing services back into public ownership.
 - e) the NCS will set high standards and flexible commissioning priorities for delivery by newly established local care boards, which will have local decision-making powers, through the review of health boards – and other related delivery services – to remove unwarranted duplication of functions and make best use of the public purse.
 - f) Social care services, just like health care services, should be provided on a truly universal basis, free at the point of use. An NCS will, therefore, abolish charges for non-residential care.

- g) Keeping people at the centre of ambitions, and addressing current issues, will be essential to how much a NCS can achieve. The stated intention to involve people and carers through co-design offers an opportunity to place them at the centre of these reforms.
- 5) Further agrees that the Council consult as widely as possible with its stakeholders to add any further priorities for the EIJB to respond with in the consultation and any subsequent engagement with the Government with all consultation being an iterative process to continue to improve services."

- moved by Councillor Nicolson, seconded by Councillor Kumar

In accordance with Standing Order 22(12), Amendment 1 was accepted as an amendment to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	43 votes
For Amendment 2	-	19 votes

(For the Motion as adjusted: Lord Provost, Councillors. Arthur, Bandel, Beal, Booth, Bruce, Burgess, Caldwell, Cameron, Cowdy, Dalgleish, Davidson, Day, Dijkstra-Downie, Duggart, Faccenda, Flannery, Griffiths, Heap, Jenkinson, Jones, Lang, McKenzie, Meagher, Miller, Mitchell, Mowat, Mumford, Munro, O'Neill, Osler, Parker, Pogson, Rae, Neil Ross, Rust, Staniforth, Thornley, Walker, Watt, Whyte, Young and Younie.

For Amendment 2: Councillors Aston, Biagi, Campbell, Dixon, Dobbin, Fullerton, Gardiner, Glasgow, Hyslop, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McNeese-Meechan, McVey, Nicolson, Frank Ross and Work.)

Decision

To approve the following adjusted motion by Councillor Davidson:

To note the publication by the Scottish Government of the National Care Service bill and the significant impact this legislation could have on carers services in Edinburgh.

To further note concerns about the centralisation of care services and the loss of local decision making.

To note that the Council through its participation in the IJB had already consulted with its members, including elected members, representatives of carers, of the staff and unions, of the voluntary sector and service users. Following this consultation exercise, a submission would be agreed with the leadership of the IJB and submitted

to the Health, Social Care and Sport Committee of the Scottish Parliament by the deadline of 2 September1).”

29 Sexual Entertainment Venues - Motion by Councillor Younie

The following motion by Councillor Hyslop was submitted in terms of Standing Order 17:

“Council

- 1) Notes that the key aims of civic licensing are the preservation of public safety and the prevention of crime and disorder.
- 2) Notes the implementation of a Nil Cap policy on Sexual Entertainment Venues (SEVs) on 1 April 2023, which may lead to the closure of four venues.
- 3) Notes that entertainers would continue to work in the industry despite the closures and will be working in less safe and completely unregulated environments.
- 4) Recognises that this will lead to the further deterioration of women's safety in the City.
- 5) Therefore agrees that a report shall be presented to the Licensing Board within 2 cycles to consider this.”

Decision

The Lord Provost ruled in terms of Standing Order 30.1 that the motion was not competent as it would change a decision made within 6 months.

30 Extreme Heat, Climate Adaptation and Resilience- Motion by Councillor Parker

The following motion by Councillor Parker was submitted in terms of Standing Order 17:

“Council recognises that recent episodes of extreme heat have been severely disruptive, put significant pressure on key infrastructure and services, and seen residents at risk of loss of life.

Council also recognises that climate change will mean that such episodes will become more frequent, more severe, and significantly more disruptive in the future.

Council accepts it has a responsibility to keep residents safe and understands that failure to take radical action to reduce climate emissions and limit the frequency and

severity of episodes of extreme heat, and failure to adequately resource plans to mitigate the effects of such weather when it occurs, is to neglect this responsibility.

Therefore, Council:

- Reaffirms its commitment to the 2030 Climate Strategy and intentions to meet all targets within the strategy as soon as possible, and
- Requests a report to Policy & Sustainability committee within 2 cycles which:
 - a) provides an update to the work of Edinburgh Adapts on climate resilience; and
 - b) outlines measures to accelerate efforts to adapt the city including detail on, but not limited to:
 - Increasing greenspace and canopy cover to keep temperatures down
 - Reviewing management and maintenance of public parks, in particular the frequency of grass cutting and tree watering
 - Measures to restrict barbequing in parks and open spaces during periods of extreme heat
 - Reviewing and changing the fabric of buildings in the city, including exploring the possibility of introducing restrictions around material choices for new builds
 - Provision of water points and public toilets
 - Provision of benches and other rest points
 - Measures to limit private vehicle use during periods of extreme heat
 - Public health messaging and interventions such as sunscreen for children and other vulnerable residents
 - Guidance around flexibility within the work and school day, and guidance for safe working temperatures for Council employees and others.”

Motion

To approve the motion by Councillor Parker.

- moved by Councillor Parker, seconded by Councillor Mumford

Amendment 1

To remove the point in the motion by Councillor Parker “‘Measures to limit private vehicle use during periods of extreme heat’

To add the following to the end of the motion

- “Identify and rank Council buildings at risk from overheating and identify possible sustainable mitigation measures.
- Calls for additional capital funding from the Scottish Government to help the Council reach its climate targets.”

- moved by Councillor Beal, seconded by Councillor Neil Ross

Amendment 2

To delete all of the motion by Councillor Parker and replace with:

Council notes the considerable work already underway in this policy area through the Council and its partners and as previously reported to Committees and/or the Edinburgh Partnership and agrees that a briefing note be prepared by officers on these actions in advance of any future update or performance reporting through formal council governance reporting

- moved by Councillor Cowdy, seconded by Councillor Mowat

Voting

The voting was as follows:

For the Motion	-	35 votes
For Amendment 1	-	17 votes
For Amendment 2	-	9 votes

(For the Motion: Councillors Aston, Bandel, Biagi, Booth, Burgess, Campbell, Dalgleish, Dixon, Dobbin, Faccenda, Fullerton, Gardiner, Glasgow, Griffiths, Heap, Hyslop, Jenkinson, Key, Kumar, Macinnes, Mattos Coelho, McFarlane, McKenzie, McNeese-Meechan, McVey, Meagher, Miller, Mumford, Nicolson, Parker, Rae, Frank Ross, Staniforth, Walker and Work.

For Amendment 1: Lord Provost, Councillors Arthur, Beal, Caldwell, Cameron, Davidson, Day, Dijkstra-Downie, Flannery, Lang, Osler, Pogson, Neil Ross, Thornley, Watt, Young and Younie.

For Amendment 2: Councillors Bruce, Cowdy, Doggart, Jones, Mitchell, Mowat, Munro, Rust and Whyte.)

Decision

To approve the motion by Councillor Parker.

31 Festival Review - Motion by Councillor Mowat

The following motion by Councillor Mowat was submitted in terms of Standing Order 17:

- “1) Council congratulates the Edinburgh International Festival, Edinburgh Fringe Society, Edinburgh Book Festival, Edinburgh Art Festival, Edinburgh Jazz Festival and Edinburgh Film Festival for delivering successful and full Festivals, after 2 years of very limited programmes and in bringing the return of the activity to the City;
- 2) Council notes that after 2 years not holding the Festivals’ events and restructuring within Council departments, there have been some challenges in the delivery of Festivals and the required interdependencies with Council Departments in supporting that delivery and calls for:
 - a) A report to the relevant Committee (to be determined according to what issues come out of the two meetings below) by the end of November at the latest detailing – issues raised; areas that need improving and any inter service concerns so that we capture any weaknesses in process that have emerged and how we can work to improve these processes to ensure delivery of future festivals works for the Council, the Festivals, Residents and visitors.
 - b) The report should be informed by a separate meeting of interested councillors and officers convened by the end of September to capture concerns raised with councillors and to consider what worked, what didn’t and what needs to be improved.
 - c) The report should be informed by a meeting by the end of September with Festival organisers and officers to determine what worked, what didn’t and what needs to be improved.”

Motion

To approve the motion by Councillor Mowat.

- moved by Councillor Mowat, seconded by Councillor Mitchell

Amendment 1

To add to the motion by Councillor Mowat:

Notes overall the hosting of the biggest arts festival in the world has gone extremely well.

Notes this year has seen several challenges such as strikes, increased delivery costs and extensive infrastructure works but the multi-agency team made up of festival operators, emergency services and council officers has met and continues to meet on a regular basis to discuss and help each other with any operational difficulties faced.

In paragraph 2b) delete; “a separate meeting of interested Councillors and officers convened”

and insert; “re-establishing the Festivals All Party Oversight Group (Festivals APOG)”.

- moved by Councillor Walker, seconded by Councillor Day

Amendment 2

In paragraph 2b) of the motion by Councillor Mowat to delete;

“a separate meeting of interested Councillors and officers convened”

and insert;

“re-establishing the Festivals All Party Oversight Group (Festivals APOG)”

- moved by Councillor Osler, seconded by Councillor Thornley

Amendment 3

To insert additional text to paragraph 2 of the motion by Councillor Mowat as follows:

After “*there have been some challenges in the delivery of Festivals*” insert:

“(including but not limited to resident engagement re the impact of outdoor performances returning, lines of communication and responsibility to ensure timely resolution of complaints, management of safe and enjoyable numbers of people in public spaces, traffic management and travel advice to walk/wheel/cycle/take public transport as a preferred option).

- moved by Councillor Miller, seconded by Councillor Bandel

In accordance with Standing Order 22(12), Amendments 1, 2 and 3 were accepted as amendments to the motion.

Decision

To approve the following adjusted motion by Councillor Mowat:

- 1) To congratulate the Edinburgh International Festival, Edinburgh Fringe Society, Edinburgh Book Festival, Edinburgh Art Festival, Edinburgh Jazz Festival and Edinburgh Film Festival for delivering successful and full Festivals, after 2 years of very limited programmes and in bringing the return of the activity to the City;
- 2) To note that after 2 years not holding the Festivals' events and restructuring within Council departments, there had been some challenges in the delivery of Festivals (including but not limited to resident engagement re the impact of outdoor performances returning, lines of communication and responsibility to ensure timely resolution of complaints, management of safe and enjoyable numbers of people in public spaces, traffic management and travel advice to walk/wheel/cycle/take public transport as a preferred option) and the required interdependencies with Council Departments in supporting that delivery and call for:
 - a) A report to the relevant Committee (to be determined according to what issues come out of the two meetings below) by the end of November at the latest detailing – issues raised; areas that needed improving and any inter service concerns so that we capture any weaknesses in process that had emerged and how we can work to improve these processes to ensure delivery of future festivals works for the Council, the Festivals, Residents and visitors.
 - b) The report should be informed by re-establishing the Festivals All Party Oversight Group (Festivals APOG) by the end of September to capture concerns raised with councillors and to consider what worked, what didn't and what needed to be improved.
 - c) The report should be informed by a meeting by the end of September with Festival organisers and officers to determine what worked, what didn't and what needed to be improved
- 3) To note overall the hosting of the biggest arts festival in the world had gone extremely well.
- 4) To note this year had seen several challenges such as strikes, increased delivery costs and extensive infrastructure works but the multi-agency team made up of festival operators, emergency services and council officers had met and continued to meet on a regular basis to discuss and help each other with any operational difficulties faced.

Declaration of Interests

Councillor Rust declared a non-financial interest in respect of the above item as Chair of the Edinburgh Jazz and Blues Festival.

Councillors Mowat and Osler made transparency statements in respect of the above item as members of the Edinburgh International Festival.

Councillors Flannery, Fullerton and Griffiths made transparency statements in respect of the above item as members of the Edinburgh Jazz and Blues Festival.

Councillors McNeese-Mechan and Young made transparency statements in respect of the above item as members of the Edinburgh Science Festival.

32 Local Government Finance - Motion by Councillor Mumford

The following motion by Councillor Mumford was submitted in terms of Standing Order 17:

““Council;

- Notes the decision of the last meeting of Council to lobby the Scottish Government over their settlement for local government and City of Edinburgh Council;
- Agrees to make representations to the UK Chancellor about the need for a fair settlement given the Scottish budget is likely to see a cut as a result of the UK Government’s Resource Spending Review;
- Further agrees that the Finance and Resources Convenor supported by officers makes representation to the Scottish Government to make the case for greater fiscal freedoms for the Council, in particular:
 - Notes the decision of the last meeting of Council to lobby the Scottish Government over their settlement for local government and City of Edinburgh Council
 - Agrees to make representations to the UK Chancellor about the need for a fair settlement given the Scottish budget is likely to see a cut as a result of the UK Government’s Resource Spending Review
 - Further agrees that the Finance and Resources Convener supported by officers makes representation to the Scottish Government to make the case for greater fiscal freedoms for the Council, in particular:
 - Devolution of Non-Domestic Rate Relief on empty property next year
 - Reform or replacement of council tax to allow for redistributive tax arrangements by Local Authorities

- Completion of work on Scottish Government-Local Government fiscal framework
- Reduction in ring-fencing of council budgets through a new outcomes-based agreement
- Progress on reforming capital accounting
- Welcoming and committing to make full use of new revenue-raising powers such as Transient Visitor Levy and Workplace Parking Levy as well as seeking to reduce pressures on the city;
- Requests an update report to Finance and Resource Committee in two cycles

Decision

The Lord Provost ruled in terms of Standing Order 30.1 that the motion was not competent as it would change a decision made within 6 months.

33 Cost of Living Crisis - Motion by Councillor Rae

The following motion by Councillor Rae was submitted in terms of Standing Order 17:

“Council:

- 1) Notes the significant pressure on the cost of living, with inflation, exorbitant fuel bills, rising rents and the fastest fall in real pay on record.
- 2) Notes that the Cost of Living Crisis has been caused by a combination of external factors such as the war in Ukraine, the Covid pandemic and Brexit, and compounded by Tory incompetence and cruelty following years of their deliberate adoption of economic austerity, and that the primary responsibility for addressing the Cost of Living Crisis lies therefore with the UK Tory Government;
- 3) Therefore agrees that the council leader will write to the relevant UK Government ministers urging them to take urgent action to address the Cost of Living Crisis and its impact on those on the lowest incomes;
- 4) Nonetheless also agrees the council should explore all options within its power to address the Cost of Living Crisis, and in particular the impact on those on the lowest incomes;

- 5) Therefore agrees the council leader will convene an urgent working group to examine ways in which the council can address the Cost of Living Crisis, including, but not limited to, the following:
- a) Re-examining the recommendations of the recent Edinburgh Poverty Commission to examine whether further action is needed to implement them;
 - b) Examining additional steps the council could take to maximise income and improve benefits uptake, especially amongst those on the lowest incomes;
 - c) Examining additional steps the council can take to address rising energy costs, including consideration of extending and expanding existing energy efficiency measures, consideration of establishing an 'Energy Bank' and exploring the potential to transform Energy for Edinburgh to provide low-cost energy to residents;
 - d) Examining additional steps the council could take to address rising food costs, including collaboration with community food initiatives and food banks;
 - e) Examining additional steps the council could take to address rising housing costs, including action to highlight existing powers for private rented tenants to challenge excessive rent increases, consideration of a further council rent freeze and re-examining the council's policy on eviction for rent arrears;
- 6) Agrees that recommendations from the urgent working group on the Cost of Living Crisis will be reported to the relevant executive committee for decision.

Motion

To approve the motion by Councillor Rae.

- moved by Councillor Rae, seconded by Councillor Booth

Amendment 1

To add to the motion by Councillor Rae:

"7) Agrees to invite the Scottish Government to the urgent working group."

- moved by Councillor Day, seconded by Councillor Watt

Amendment 2

- 1) To add to the end of point 3 of the motion by Councillor Rae;
“cancel the energy price cap rise planned for October, double the Warm Homes Discount payment, and extend WHD payments to all those on Universal Credit”.
- 2) To add a point 7 to the motion:
“7) Call on the Scottish Government to increase funding for energy efficiency measures.”

- moved by Councillor Beal, seconded by Councillor Dijkstra-Downie

Amendment 3

To delete all of the motion by Councillor Rae and replace with:

“Council notes the considerable work already underway in this policy area through the Council and its partners and as previously reported to Committees and/or the Edinburgh Partnership and agrees that a briefing note be prepared by officers on these actions in advance of any future update or performance reporting through formal council governance reporting.”

- moved by Councillor Mowat, seconded by Councillor Whyte

In accordance with Standing Order 22(12), Amendment 1 was adjusted and accepted as an addendum to the motion and Amendment 2 was accepted in full as an amendment to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	52 votes
For Amendment 3	-	9 votes

(For the Motion (as adjusted): Lord Provost, Councillors Arthur, Aston, Bandel, Beal, Biagi, Booth, Burgess, Caldwell, Cameron, Campbell, Dalgleish, Davidson, Day, Dijkstra-Downie, Dixon, Dobbin, Faccenda, Flannery, Fullerton, Gardiner, Glasgow, Griffiths, Heap, Hyslop, Jenkinson, Key, Kumar, Lang, Macinnes, Mattos Coelho, McFarlane, McKenzie, McVey, Meagher, Miller, Mumford, Nicolson, O’Neill, Osler, Parker, Pogson, Rae, Frank Ross, Neil Ross, Staniforth, Thornley, Walker, Watt, Work, Young and Younie.

For Amendment 3: Councillors Bruce, Cowdy, Doggart, Jones, Mitchell, Mowat, Munro, Rust and Whyte.)

Decision

To approve the following adjusted motion by Councillor Rae:

- 1) To note the significant pressure on the cost of living, with inflation, exorbitant fuel bills, rising rents and the fastest fall in real pay on record.
- 2) To note that the Cost of Living Crisis had been caused by a combination of external factors such as the war in Ukraine, the Covid pandemic and Brexit, and compounded by Tory incompetence and cruelty following years of their deliberate adoption of economic austerity, and that the primary responsibility for addressing the Cost of Living Crisis lies therefore with the UK Tory Government.
- 3) To therefore agree that the council leader would write to the relevant UK Government ministers urging them to take urgent action to address the Cost of Living Crisis and its impact on those on the lowest incomes, cancel the energy price cap rise planned for October, double the Warm Homes Discount payment, and extend WHD payments to all those on Universal Credit.
- 4) To nonetheless also agree the council should explore all options within its power to address the Cost of Living Crisis, and in particular the impact on those on the lowest incomes.
- 5) To therefore agree the council leader would convene an urgent working group to examine ways in which the council could address the Cost of Living Crisis, including, but not limited to, the following:
 - a) Re-examining the recommendations of the recent Edinburgh Poverty Commission to examine whether further action is needed to implement them;
 - b) Examining additional steps the council could take to maximise income and improve benefits uptake, especially amongst those on the lowest incomes;
 - c) Examining additional steps the council could take to address rising energy costs, including consideration of extending and expanding existing energy efficiency measures, consideration of establishing an 'Energy Bank' and exploring the potential to transform Energy for Edinburgh to provide low-cost energy to residents;

- d) Examining additional steps the council could take to address rising food costs, including collaboration with community food initiatives and food banks;
 - e) Examining additional steps the council could take to address rising housing costs, including action to highlight existing powers for private rented tenants to challenge excessive rent increases, consideration of a further council rent freeze and re-examining the council's policy on eviction for rent arrears;
- 6) To agree that recommendations from the urgent working group on the Cost of Living Crisis would be reported to the relevant executive committee for decision.
 - 7) To agree to invite the Scottish Government and a member of the UK Government (preferably the Secretary of State for Scotland) to the urgent working group.
 - 8) To call on the Scottish Government to increase funding for energy efficiency measures.

34 Jake Wightman - Motion by Councillor Day

The following motion by Councillor Day was submitted in terms of Standing Order 17:

“Council notes: Britain's Jake Wightman produced a stunning run to take 1500m gold at the World Championships in Oregon on 19 July 2022.

Council further notes Jake's long standing active membership of Edinburgh Athletics club, having previously trained at Meadowbank Sports centre

The 28-year-old produced a brilliant final burst to pass Olympic champion Jakob Ingebrigtsen and clinch the title in three minutes 29.23.

He is the first British man to win the world 1500m title since Steve Cram in 1983. Jake's win continues the great tradition of Edinburgh 1500m runners at the highest-level following Chris O'Hare in the World Championship finals in Moscow in 2013 and London in 2017 and Josh Kerr's stunning bronze medal in the Tokyo Olympics last year

Council agree to request the Lord Provost celebrate this amazing athlete and world champion in an appropriate manner.”

- moved by the Lord Provost, seconded by Councillor Cameron

Decision

To approve the motion by Councillor Day.

35 Bernard Hunter Mobile Cranes and Metal Recycling - The First 75 Years - Motion by Councillor Cameron

The following motion by Councillor Cameron was submitted in terms of Standing Order 17:

“Council notes that Bernard Hunter, has achieved the significant milestone of 75 years in business.

Established in 1946, and located in Gilmerton, Bernard Hunter is a successful family run business which is well known throughout the UK within the crane hire, scrap metal recycling and machinery movement industry.

Bernard Hunter is committed to sustainability and being at the forefront of carbon reduction in construction. The company owns Scotland’s first hybrid crane, currently in situ, helping to build the new residential development at The Engine Yard on Leith Walk, site of Edinburgh’s historic tram depot.

Council congratulates everyone at Bernard Hunter Mobile Cranes and Metal Recycling company, headquartered in Gilmerton, on achieving the significant milestone of 75 years in business and asks the Lord Provost to mark this in an appropriate way.”

- moved by the Lord Provost, seconded by Councillor Cameron

Decision

To approve the motion by Councillor Cameron.

36 The Caledonian Thebans - Motion by Councillor Day

The following motion by Councillor Day was submitted in terms of Standing Order 17:

“Council notes that The Caledonian Thebans are Scotland's foremost inclusive rugby team.

Since formation in 2002, they have been pushing boundaries on and off the pitch to provide a welcoming environment for anyone who wants to play rugby.

Council notes that Caledonian Thebans will host their biggest 'new to rugby bootcamp' and hopefully their bid to establish a permanent home at the former Ferranti Bowling Club at Inverleith will be successful.

Council acknowledges that Caledonian Thebans Rugby celebrates 20 years of inclusive, progressive sport in our capital city and therefore requests the Lord Provost celebrates this occasion in an appropriate manner."

- moved by the Lord Provost, seconded by Councillor Cameron

Decision

To approve the motion by Councillor Day.

37 Questions

The questions put by members to this meeting, written answers and supplementary questions and answers are contained in Appendix 1 to this minute.

Appendix 1

(As referred to in Act of Council No 37 of 25 August 2022)

QUESTION NO 1

By Councillor Key for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 25 August 2022

Question (1) The last substantive meeting of the Education, Children and Families Committee took place on 1 March 2022. The next substantive meeting of the Education, Children and Families Committee is scheduled for 13 September 2022. Does the Convener believe that her Committee can effectively scrutinize the department with the largest slice of Council resources with meetings taking place every 6 months or so?

Answer (1) Education, Children and Families Committees (ECF) should meet every 8 weeks although there was a scheduled delay because of the elections, meaning there was no meeting in May 2022. The ECF Committee had an Introduction for New Members - Education, Children and Families Committee on the 21 June 2022 during which common objectives were agreed. The next committee is scheduled for 13 September 2022.

With regard to the concern about scrutiny members will be aware that all education and children's services are subject to ongoing and rigorous independent scrutiny by national bodies.

The care inspectorate and Education Scotland have visited schools and ELC through the pandemic and their findings are shared locally and celebrated as appropriate as well as being in the public domain. A report collating the good practice and lessons learned will be presented to ECF on 13th September. In addition, measures of attendance and attainment, the main KPIs for education delivery have been published nationally and show steady progress despite the significant challenges we have faced.

Question (2) The Council Report Schedule dated 10/8/22 does not list any agenda items at all for the meeting of the Education, Children and Families Committee on 13 September. Every other Committee scheduled in that paper between August and October has a comprehensive list of agenda items. Has the Convener taken her eye of the ball, does she need a Vice-Convener to help with the volume of work, and will her Committee continue to run with no transparency and no forward planning?

Answer (2) There is not a prescribed timeline for updating the schedule. The Committee Schedule has been updated now that the final list of reports has been agreed, and the agenda for subsequent committees will be published in time for forward planning.

QUESTION NO 2

**By Councillor Campbell for answer
by the Convener of the Housing,
Homelessness and Fair Work
Committee at a meeting of the
Council on 25 August 2022**

Question

The Homelessness Task Force took in the Homelessness Forum, which was a forum for engagement with third sector stakeholders to enable good communications and relationship building between the council and charities working in homelessness in Edinburgh. It also took in the Welfare Reform Working Group, which included elected members, public sector and third sector stakeholders and enabled discussion and awareness on changes to welfare reform and actions that could be taken to address poverty. The Homelessness Task Force itself was set up to deal with the enormous challenges in homelessness, dealing with temporary accommodation, rough sleeping and the time it takes for a homeless household to resolve their homelessness, and was well attended by stakeholders and the Scottish Government, addressing challenges in the city.

The last two Homelessness Task Force meetings have been cancelled with short notice. Can the convener confirm that she intends to continue to convene the Homelessness Task Force, if so, could she confirm the date of the next meeting?

Answer

The intention is to continue the Homelessness Task Force Meetings however the Homelessness taskforce was a formal working group appointed by the Housing, Homelessness and Fair Work Committee in 2021/22. This group ceased at the end of the previous Council term, therefore the last meetings had to be cancelled. Future working groups will be considered as part of the review of political management arrangements and will require to be appointed by the appropriate Committee following agreement of the political management arrangements by Full Council.

The schedule will be sent out following agreement by Council and Committee. As reported to committee, work on Homelessness is continuing and involves close cooperation with the third sector.

QUESTION NO 3

By Councillor Thornley for answer by the Convener of the Policy and Sustainability Committee at a meeting of the Council on 25 August 2022

To ask the Convener of the Policy and Sustainability Committee to please confirm the following, with specific regard to the Homes for Ukraine scheme:

Question (1) How many volunteers came forward to house refugees?

Answer (1) 1,343 properties showed an expression of interest with 707 properties submitting information for home and disclosure checks. We are still awaiting information from 49 properties.

Question (2) How many have been fully vetted?

Answer (2) 658.

Question (3) How many passed the vetting process?

Answer (3) 658.

Question (4) How many have now dropped out of the scheme?

Answer (4) Out of 1,034 properties applying for the schemes, 636 properties did not respond to multiple contact attempts from Council colleagues. It is therefore assumed that these properties are not wishing to host Ukrainian Displaced persons (UDPs).

Question (5) How many refugees have now been placed?

Answer (5) Within Edinburgh, 239 individuals have been matched to Edinburgh properties via the Super Sponsor matching process and 707 individuals are matched via the Homes for Ukraine scheme.

Question (6) How many refugees are currently waiting?

Answer (6) This is a national matching process so information solely for Edinburgh is unavailable.

Question (7) What is the longest time anyone has waited to date for placement, and what is the average time?

Answer

- (7)** This varies depending on personal circumstances, geographical location and availability of properties nationwide.

QUESTION NO 4

**By Councillor Neil Ross for answer
by the Convener of the Planning
Committee at a meeting of the
Council on 25 August 2022**

Question (1) Given the increasing popularity of electric vehicles when will the Council publish guidance to explain its planning policy so that residents can comply with it when installing domestic EV charging points?

Answer (1) The Planning Service is currently reviewing the non-statutory Guidance for Householders to take into account forthcoming changes to national planning policy through National Planning Framework 4 and potential changes to permitted development rights. The guidance is expected to be published summer 2023.

Question (2) Will the guidance explain the circumstances where an EV charger would be permitted development and also when planning permission might be required?

Answer (2) Yes.

QUESTION NO 5

By Councillor Thornley for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 25 August 2022

Question (1) How many reports of a drain in need of clearing did the Council receive in the last year?

Answer (1) 5,104

Question (2) How many of these were actioned within a month?

Answer (2) Of these 3,668 have been actioned, the rest are awaiting action or are in the process of being resolved. Please see attached handout provided at Transport and Environment Committee on 27 January.2022 which explains in more detail the gully cleansing process.

Of the 3,668 that have been completed 1,282 were completed within 1 month.

Question (3) What is the average delay between drains being reported as needing to be cleared and them being successfully cleared?

Answer (3) The average time taken is 10.8 weeks.

This average time covers all jobs relating to gullies, ranging from simple emptying at the first visit through to complex jobs which require full excavation and replacement of drainage infrastructure.

Question (4) Against what criteria are areas currently prioritised for regular clearing, where a report has not necessarily been made?

Answer (4) There is a full 24 month programme for cyclic maintenance which is categorised into route type to capture the various different constraints on gully emptying (Traffic Management required, TTRO required, weekend access required, standard access, hand clean, etc). Routes are grouped on an area basis for efficiency and in general we operate in 3 areas simultaneously to provide wider coverage to help reactive maintenance alongside cyclic. Further to this there are a small list of sensitive gullies which are cleansed twice a year ahead of typical storm periods (early summer and winter) in known problematic areas.

Question (5) Which areas, by ward, are planned for regular clearing in the next six months?

Answer (5) I understand we do not have this information easily available by Ward as the assets are managed by route. The Officer responsible would be happy to meet/present to Cllr Thornley (and others) to provide an understanding of how they, as a service, manage the roads drainage.

QUESTION NO 6

By Councillor Young for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 25 August 2022

Question (1) What was the total income from cruise liner docking fees at the Hawes Pier in each of the last 5 years (calendar or financial years)?

Answer (1) 2017/2018 - £457k
2018/2019 - £610K
2019/2020 - £528k
2020/2021 - £99k
2021/2022 - £62k

Question (2) Taking into account the operating costs of providing this service, what is the total net profit made by the Council from cruise liner docking fees at the Hawes Pier in each of these last 5 years?

Answer (2) 2017/2018 - £346K
2018/2019 - £452K
2019/2020- £347K
2020/2021 - £5k
2021/2022 - Loss of 29K

Question (3) How has the money raised from these fees been used – please provide a breakdown?

Answer (3) All non-ringfenced income raised by charges within Place are spent across the whole range of services provided by Place.

Question (4) How many confirmed or provisional bookings have been made in terms of cruise liner dockings at the Hawes Pier in the next three years?

Answer

- (4)** Confirmed ships this year 2022/2023 are 18. We only have provisional numbers for 1 future year 2023-2024 of 29, it is too early for subsequent years.

QUESTION NO 7

**By Councillor Lang for answer by the
Convener of the Transport and
Environment Committee at a meeting
of the Council on 25 August 2022**

Question (1) What legislative requirement exists on bus operators to consult with the Council before making significant changes to existing bus routes?

Answer (1) There is a requirement to consult with Local Authorities prior to submitting a bus service registration with the Traffic Commissioner. This is normally undertaken at least 28 days in advance of the service registration submission.

(2) Did Lothian Buses consult with the Council regarding the route changes which were subsequently announced on 5 June 2022?

(2) Yes, this was a full service re-registration that covered all Lothian Buses, Lothian Country and East Coast services.

(3) If Lothian Buses did consult with the Council, what feedback was provided by officers?

(3) A Confirmation of Local Authority Notification (CLAN) form was returned for each service.

An officer also met with representatives from Lothian Buses to review the service changes, discuss the reasons for the changes and the mitigation being provided. A summary of the changes is provided on the following pages. Most of the changes in this period were positive and reflected a reaction to patronage recovery from the pandemic. However, limited resource resulted in some reallocation of resource from areas of poor demand and where alternative provision could be utilised, including interchange.

(4) Is there any expectation on officers to seek the views of ward councillors on proposed changes to bus routes before offering formal feedback to bus operators?

- (4) No, there is currently no formal process for officers to notify ward councillors. It is a commercial bus network and effectively operates independently of Council influence. However, I would be happy to liaise with public transport providers to see if Transport & Environment Committee members can receive a briefing on any future notification of planned changes.

Details of the service change:

Lothian City and Airport Buses

Services 1, 2, 4, 5, 7, 8, 14, 15, 19, 23, 24, X26, 27, 29, X29, 31, X31, 33, X33, 34, 35, 37, 38, 42, 44, 45, 47, 48, 49, 200, 300, 400
Minor timetable changes

Service 3

Revised route and timetable. All journeys operate to Mayfield. The Dalkeith Campus service is replaced by an extension of East Coast Buses service 139.

Service 10

Revised route and timetable. All journeys operate to Bonaly. The Torphin service is replaced by an extension of service 16.

Service 11

Revised timetable. The Saturday daytime frequency is increased to every 12 minutes, and the Sunday daytime frequency is increased to every 15 minutes.

Service 12

Revised timetable with later evening journeys introduced.

Service 16

Revised route and timetable. Service 16 is extended from Colinton to Torphin. The Saturday daytime frequency is increased to every 12 minutes, and the Sunday daytime frequency is increased to every 15 minutes.

Service 21

Revised timetable. The Saturday daytime frequency is increased to every 15 minutes.

Service 22

Revised route and timetable. The east side of the route (Ocean Terminal – City Centre) is withdrawn, service 22 will only operate between Gyle Centre and Regent Road. The Monday-Friday frequency is reduced to every 15 minutes, but a 12 minutes service is maintained at peak times. The evening frequency is reduced to every 30 minutes.

Service 25

Revised timetable. The Sunday daytime frequency is increased to every 15 minutes.

Service 26

Revised timetable. The Monday-Friday and Saturday daytime frequency are increased to every 10 minutes (between Clerwood and Prestonpans, then every 20 minutes to either Seton Sands or Tranent). On Sunday, a 15 minutes frequency continues to operate (every 30 minutes on each leg), but additional vehicles will operate during the day to allow for a 7/8 minutes frequency between Eastfield and Frederick Street.

Service 30

Revised timetable. The Monday-Friday and Saturday daytime frequencies are increased to every 10 minutes.

Service 36

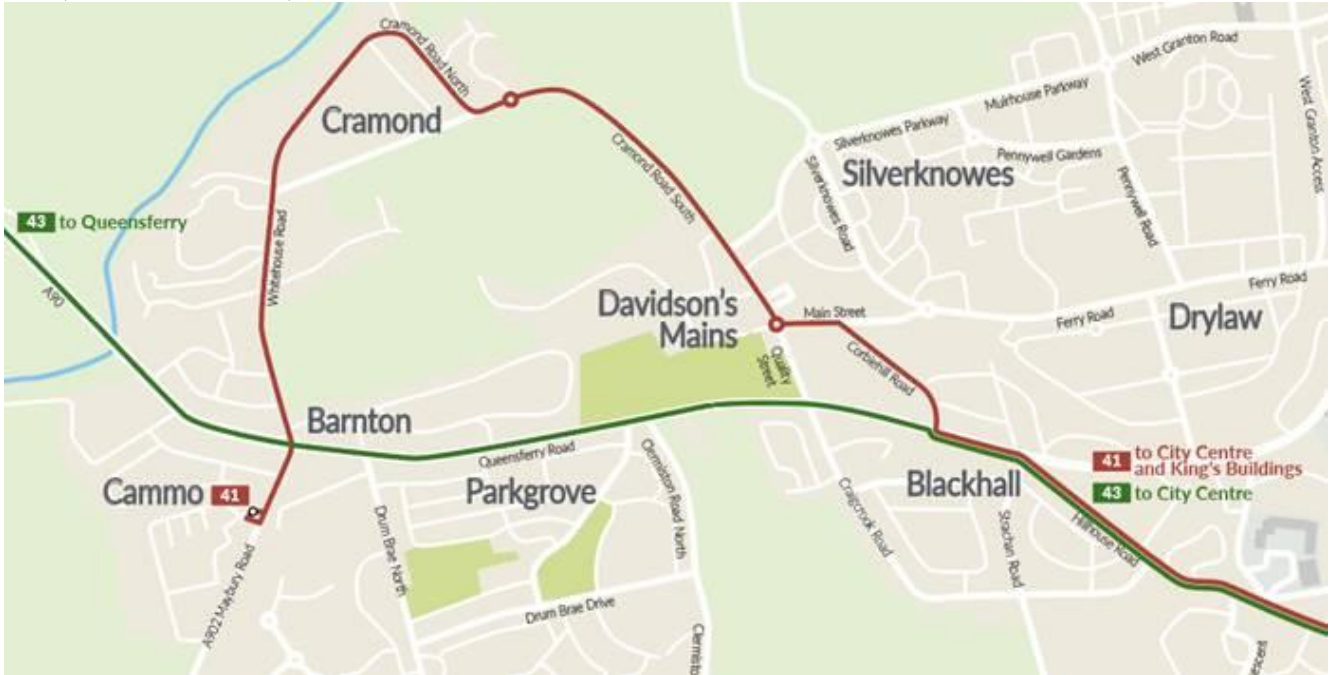
Revised timetable. The Monday-Friday peak frequency is increased, and later evening journeys are introduced.

Service X37

Revised timetable. The 07:26 journey from Penicuik is replaced by a new service 47 journey operating at the same time.

Service 41

Revised route and timetable. From Davidson's Mains service 41 operates via Cramond Road South, Barnton Gardens, Cramond Road North, Whitehouse Road, Maybury Road and terminates at the new terminus at Cammo (Meadowsweet Drive).



Map showing revised 41 route along with service 43 in the Cammo, Cramond, Parkgrove areas

Service X44

Revised timetable. Revised stopping pattern with additional stop at Portobello High School in both directions.

Lothiancountry

Services X18, X27, X28

Minor timetable changes.

Service 43

Revised timetable. The Monday-Friday frequency is increased to every 20 minutes, with additional journeys introduced at peak hours. The Saturday frequency is also increased to every 20 minutes

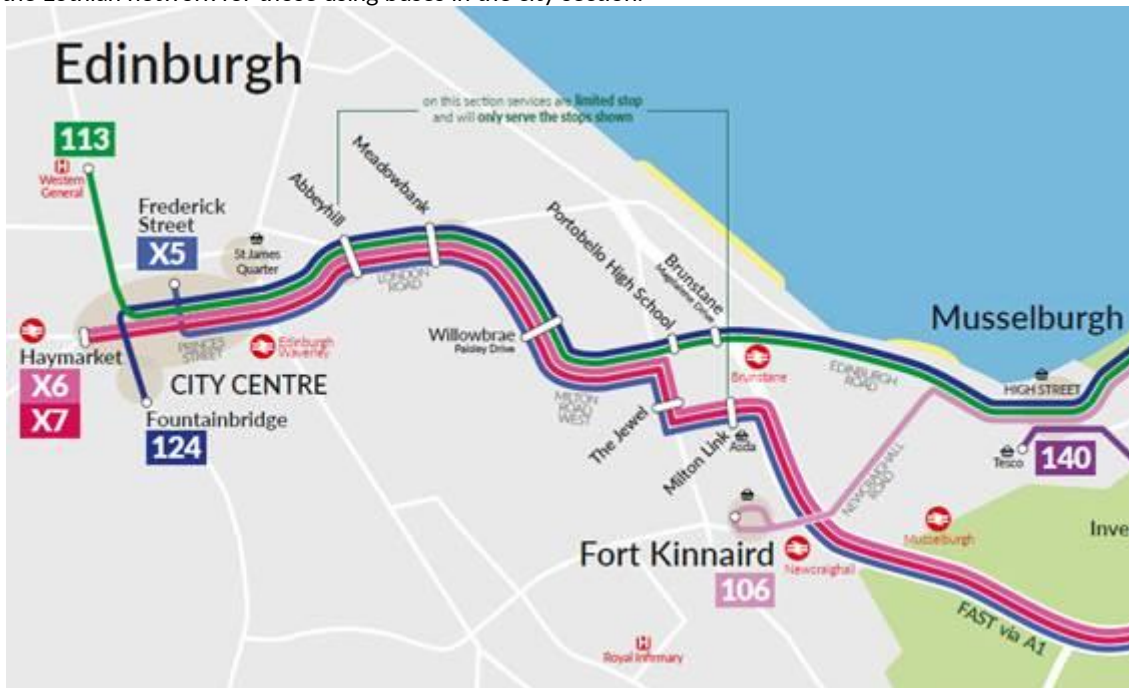
Service 275

Service withdrawn, partly replaced by revised service 276.

Service 276

Revised route and timetable, serving Ladywell, St. John's Hospital and Pumpherston (partly replacing service 275). The Monday-Friday and Saturday daytime frequency remains at every 30 minutes, except on section between Loganlea and Bathgate, which remains hourly. The Sunday daytime frequency is increased to every 30 minutes, with one bus per hour extending between Loganlea and Bathgate. In Bathgate the route is extended from Morrisons to Wester Inch (Simpsons Avenue), partly replacing service 275.

A complete review of the network has been undertaken. New limited stop patterns will be introduced within the city, as shown on the map below, reducing journey times from East Lothian. Alternative services continue to exist on the Lothian network for those using buses in the city section.



Map showing EastCoastbuses services in Edinburgh

Service 104

Service renumbered X6.

Service 106

Minor timetable changes.

Service 113

Revised route and timetable. All buses terminate at Western General, the section of route between West Granton and Western General is withdrawn. A limited stopping pattern is introduced between Brunstane and Abbeyhill.

Service 124

Revised route and timetable. Service 124 will operate via Willowbrae instead of Portobello to maximise use of bus lanes. A limited stopping pattern is introduced between Brunstane and Abbeyhill.

Service X5

Service reintroduced on Monday-Friday and Saturday, operating hourly between North Berwick and Edinburgh. In the City Centre buses terminate at Frederick Street instead of Seple Street.

Service X6

New service replacing service 104, with a revised timetable. A limited stopping pattern is introduced between The Jewel and Abbeyhill.

Service X7

Minor timetable changes.

Nightbus & Nighthawk (from morning of 2 May)

Services N3, N14, N16, N22

Minor timetable changes

Service N26

Revised timetable. On Saturday and Sunday mornings the frequency is increased to every 30 minutes.

Service N28

Revised timetable. An additional journey after 3a.m. from Edinburgh City Centre is introduced on Saturday and Sunday mornings.

Service N31

Revised timetable. An additional journey after 3a.m from Edinburgh City Centre is introduced on Saturday and Sunday mornings.

Service N43

Revised timetable. An additional journey after 2a.m from Edinburgh City Centre is introduced on Saturday and Sunday mornings.

Service N106

Revised timetable. An additional journey after 3a.m from Edinburgh City Centre is introduced on Saturday and Sunday mornings.

Service N113

Revised timetable. An additional journey after 3a.m from Edinburgh City Centre is introduced on Saturday and Sunday mornings.

Service N124

Revised route and timetable. An additional journey after 3a.m from Edinburgh City Centre is introduced on Saturday and Sunday mornings. Service N124 will operate via Willowbrae instead of Portobello as per daytime service 124.

QUESTION NO 8

**By Councillor Lang for answer by the
Leader of the Council at a meeting of
the Council on 25 August 2022**

Davidson's Mains Roundabout

Question (1) Further to the answers given to question 9.1 at the June 2022 meeting of the Council, when will the statutory process for the redetermination order commence?

Answer (1) The Executive Director's report needed to commence the statutory process for the necessary traffic orders has been drafted and this has been reviewed by the Traffic Orders team. The report is now being finalised for approval and it is expected to be issued to the Traffic Orders team within the next two weeks.

QUESTION NO 9

**By Councillor Lang for answer by the
Convener of the Transport and
Environment Committee at a meeting
of the Council on 25 August 2022**

Question (1) How many bus stops are there within the Council area?

Answer (1) 2,238

Question (2) Of these, how many have a bus shelter?

Answer (2) 1,432

Question (3) What criteria is used to determine whether a bus stop without a shelter should be prioritised for a new shelter?

Answer (3) Following a request for a new shelter, the location will be inspected to determine if there is sufficient space for a shelter to be installed, any obstructions, sightline issues with junctions or driveways and if there are underlying public utilities or cellars. Consultation is also carried out with local bus operators to seek their views on patronage levels and to determine if a stop is predominately a set down or pick up location.

Question (4) What is the budget allocated for 2022/23 for new bus shelters and bus shelter replacements?

Answer (4) Exact figure is still to be determined from the Capital budget allocation to the Public Transport team but will be approximately £50-100k. There has been significant investment in new and replacement bus shelters in recent years, averaging approximately £300k per year in last 5 years.

Question (5) What is the expected percentage split in this budget between installing new shelters and replacing existing shelters?

Answer

- (5)** Existing shelters are generally replaced if they have been vandalised or damaged in a road traffic collision. They will also be replaced if their condition is considered to be a health and safety risk, for example if the shelter supports are rusting and there are concerns about their structural stability. There is no fixed split, a decision will be taken each year dependant on existing shelter conditions, number of new shelter requests and the available budget.

QUESTION NO 10

**By Councillor McFarlane for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 25 August 2022**

Question

What measures additional to those anticipated to be delivered as part of the Trams to Newhaven scheme will be put in place to further protect the segregated cycle way *and pedestrian amenity* on Leith Street from vehicles parking within it?

Answer

There are not currently plans to design further interventions in this area. While the Trams to Newhaven project is ongoing there is additional pressure on road space, which may be leading to some of the pavement parking observed.

Despite the challenges of the project, the administration does not condone pavement parking and will press for enforcement action whenever possible. There were 21 enforcement requests for Leith Street and streets in the vicinity, and 134 parking tickets issued specifically on Leith Street between 1 Jan 22 and 31 July 22.

The Tram works and Leith are discussed on a weekly basis at the Enforcement operational calls and there are currently Parking Attendants dedicated to patrolling the Tram works/Leith area.

During construction the Trams to Newhaven project is working to deter pavement parking by taking the following measures:

1. Provision of staffed logistics hubs;
2. Alerting delivery drivers to locating of logistics hubs and loading bays
3. Discussing loading requirements with local businesses.

In addition, additional powers to allow the Council to respond to pavement parking more effectively have now been legislated for, though haven't yet come into force.

Therefore, it is proposed to monitor the position after the project is complete and additional powers are in force, to determine what, if any, further steps should be taken.

QUESTION NO 11

By Councillor McVey for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 25 August 2022

Question (1) How much has been invested in upgrading Cables Wynd House in the last 5 years? How does this compare against the median investment figure of the per-capita spend for Council houses?

Answer (1) There has been capital investment of £169,606 in Cables Wynd House over the last five years. This related to the full replacement of all lifts in the block. There are 212 flats in Cables Wynd House, of which 4 are privately owned. This therefore equates to c£800 per home.

It should be noted that Cables Wynd House benefitted from major investment programmes such as kitchen and bathroom and communal heating replacement in the years 2010 – 2012. This investment should have the effect of reducing the spend on repairs in later years.

It is not possible to provide a figure that would provide a meaningful comparison for Council homes citywide as the total annual capital spend includes other costs and overheads.

The information regarding capital spend on Cables Wynd House has been obtained through manual checking of records. To obtain this for all multi storey blocks would involve significant manual officer resource and is not readily available.

Question (2) How much has been spent on reactive repairs in Cables Wynd House in the last 5 years? How does this compare against the median investment figure of the per-capita spend for Council houses?

Answer (2) Between 2017/18 and 2021/22, records indicate that £184,728 was spent on responsive repairs to communal areas at Cables Wynd House. The average cost of communal repairs for each home in Cables Wynd House across this 5 year period is therefore c£174 per year.

Information on the spend on repairs for individual homes in Cables Wynd House is only available for 2020/21 and 2021/22. Over these two years, records indicate that £221,398 was spent on repairs in the 208 Council homes in the block. This is the equivalent of an average of £532 in each home across this two year period per year.

It is not possible to provide a figure that would provide a meaningful comparison for Council homes citywide as the total annual spend on repairs includes other costs and overheads.

Question (3) What is the average repair time for actions identified by residents and concierge service and completed in the building, including a breakdown of lift repairs?

Answer (3) Between April and July 2022, the average repair time for communal areas, including lifts, between a repair being reported and completed was 5.4 working days.

Question (4) What outstanding actions requiring work have been identified and when were they identified as needing to be repaired/actioned?

Answer

- (4) There are currently no outstanding reported repairs issues in communal areas awaiting action. Emergency repairs and health and safety issues are identified through daily inspections carried out by the local Concierge team therefore this position can change on a daily basis.

Council officers have been engaging with the recently established residents group through a recent meeting and a walkabout to listen to residents' concerns and their priorities for improvements. A number of areas of concern have been raised including décor of the common stairs, condition of the stair landing windows, vandalism and graffiti, dog fouling, etc. The next meeting with the residents group is due to take place on 30 August 2022 when feedback and further discussion on these concerns will take place.

In addition, officers have been working to progress the replacement of the CCTV hub which is situated at Cables Wynd House. Engagement is underway with private owners to enable this to proceed

Question

- (5) Can the Convener make available to ward Councillors the outstanding list of short, medium and long term identified actions for repair and investment for the building that residents have been informed exists but haven't yet been able to see?

Answer

- (5) There is not currently a list of short, medium and long term actions for repair and investment. A citywide Stock Condition Survey is underway and will be used to inform future investment plans for Cables Wynd House, together with the feedback from the ongoing engagement with residents.

Ward Councillors will be provided with the results of the stock condition survey once it is available and officers would be happy to meet with ward Councillors to discuss this further.

QUESTION NO 12

**By Councillor Biagi for answer by the
Leader of the Council at a meeting of
the Council on 25 August 2022**

Question (1) What arrangements are in place to mitigate risk of industrial action in core service areas?

Answer (1) In order to mitigate the risk of industrial action, the Council undertakes negotiations with Trade Unions at a local level and, where required, jointly negotiates with Trade Unions at a national level through COSLA.

Question (2) How much Council resource has been spent to date on retention agreements and all other agreements with external companies as part of those service plans during industrial action?

Answer (2) There are no retention agreements in place with external companies to specifically undertake any work in areas where there is industrial action. The only exception would relate to agency workers provided by contracted agency suppliers that are already engaged in a service prior to the industrial action starting.

Question (3) How much Council resource would be spent, on a per day basis, with external companies through any industrial action broken down into service areas?

Answer (3) This would depend on the size and impact of the industrial action.

QUESTION NO 13

**By Councillor McNeese-Mechan for
answer by the Convener of the
Culture and Communities Committee
at a meeting of the Council on 25
August 2022**

Question (1) How many trees in the city's parks and greenspaces have died over the summer months due to the increased hot dry weather driven by climate change?

Answer (1) This information is not available at this time. The hot weather will have dramatically increased the number of trees that have died and when resources permit a count will be undertaken.

Question (2) How has this impacted on Edinburgh's commitment to becoming a Million Tree City?

Answer (2) Whilst the loss of any tree is regrettable, the tree planting target for the Edinburgh Million Trees City project has an allowance for tree losses to ensure we reach becoming a Million Tree City by 2030.

Question (3) How much additional officer time and resource has been committed if any to preventing our trees from dying from the recent weather?

Answer (3) Staff have been working on overtime to water trees. It is not possible to identify the specific number hours (and the associated cost) spent on this task.

Question (4) What plans are in place to mitigate the impact of weather extremes on the Edinburgh's biodiversity?

Answer (4) To mitigate against weather extremes a diverse range of tree species are planted. While native species remain an important element of the programme, other suitable species are included to increase diversity and limit the effects of drought and disease.

QUESTION NO 14

**By Councillor Davidson for answer
by the Convener of the Education,
Children and Families Committee at a
meeting of the Council on 25 August
2022**

Question

What steps is the convener intending to take in order to tackle the attainment gap, following recent SQA results showing a significant increase in the problem?

Answer

We note that SQA figures show that the gap in pass rates for Highers in 2022, between those living in the 20% least-deprived and 20% most-deprived areas of Scotland, was 15 percentage points. Although this was an increase compared to the gap of 8 percentage points in 2021, and 6.5 percentage points in 2020, the gap actually decreased compared to 2019 when it was 17 percentage points (the last time young people sat a formal SQA examination diet). Given that different assessment approaches were used in 2020 and 2021 due to the impact of the Covid-19 pandemic, it is difficult to make direct comparisons with these years and 2022.

We do not yet have data for the gap in Edinburgh in 2022. This will be available to officers in late September, via the Scottish Government's *Insight* website. However, initial analysis of our available data suggests that the pattern of attainment in Edinburgh has followed the national one, ie we expect the gap for 2022 to be smaller than for 2019.

NOTE: This information is drawn from the forthcoming briefing for ECF members on the Poverty Related Attainment Gap.

Closing the Poverty Related Attainment Gap has been a requirement of all local authorities since the introduction of the Education Act (2016) and the establishment of the National Improvement Framework. The outcome is referred to as:

- Closing the attainment gap between the most and least disadvantaged children and young people (NIF Priority 3)

Quality Assurance and Managing Performance

Closing the attainment gap has been a major priority for several years, with a high level of energy and targeted work directed towards this from our central teams, senior leaders and practitioners across schools and early learning centres. Approaches and activities undertaken, have led to a steady improvement in school performance and a narrowing of the gap.

In 2017 we set out the strategy to deliver excellence and equity in education: Edinburgh Learns. This comprised a range of strategic guidance frameworks schools were asked to use to improve quality and consistency across the city. Officers also increased support and challenge of schools that were underperforming. The result was that the gap narrowed, however more work is required, particularly post-pandemic as referred to in the Councillor's question.

The Education Improvement Plan 2021-24 sets out in detail how we meet the aims of the National Improvement Framework and the council's overarching framework for Education was refreshed to become Edinburgh Learns for Life. Almost all of the high level improvements detailed in the Education Improvement Plan 21-24 relate directly or indirectly to closing the poverty related attainment gap.

The Capacity and Risk Register of School Performance is updated regularly through analysis of leadership, data such as SQA and ACEL and school inspections. Officers and senior managers provide intensive levels of support to schools with identified areas for improvement or concerns. This includes:

- Rigorous evaluation of standards & quality reports and school improvement plans
- Guidance re effective strategies to ensure the highest quality teaching and learning
- Participation in inspection follow-through activity to ensure recommendations have been implemented
- Supported self-evaluation visits, including shared classroom experiences to ensure high quality teaching and learning and rigorous self-evaluation

- Performance management of senior leaders and practitioners
- Signposting to relevant professional learning

Culture

Leadership for Equity is the externally accredited approach to change the culture within our schools, to remove the stigma of poverty and to raise aspirations for all. Topics covered include:

- Social justice, equity, poverty and associated implications for school and classroom ethos and culture
- Interpreting data to plan interventions which improve attainment and close the poverty-related attainment gap
- Teaching and learning for equity; working with parents, carers and partners.

This approach has been in its pilot year and will be delivered year on year, as a mandatory programme, to ensure all staff in schools demonstrate attitudes and practices which eradicate poverty related stigma and which enable our most disadvantaged learners to make their best progress in learning

Highly Skilled Workforce

Each year we are training our teachers in The Edinburgh Teachers' Charter. This incorporates the main elements of teaching practice which are known to deliver excellence and equity. To date more than 20% of teachers have taken part in this programme which has exceeded our target. Over the course of the next 2 years we expect that figure to rise to 60%.

Additional Funding

Additional Covid Recovery Funding was allocated (£2,692,000) to schools to secure additional staffing to address gaps in learning. Further funding (£1,238,734) has been allocated to each learning community to appoint a transition teacher to provide targeted support to learners in P5-S3 to address gaps in literacy, numeracy and to support health & wellbeing. Senior leaders have been issued with guidance to encouraging working as a “learning community” for financial, and improvement, planning which ensures both best value and better outcomes for learners. This includes the use of equity funding received as part of the Scottish Attainment Challenge 2.0. A Senior Development Officer (Equity and Closing the Gap) has been appointed to support schools in ensuring pupil equity funding is used to support our most disadvantaged learners and to model effective teaching and learning approaches which close the gap and accelerate progress in learning.

QUESTION NO 15

**By Councillor Davidson for answer
by the Chair of the Integration Joint
Board at a meeting of the Council on
25 August 2022**

Question

In light of recent freedom of information data showing that some individuals in the NHS Lothian region are waiting for up to eight months for access to PrEP Medication what discussions has he had within the Health and Social Care Partnership about what steps can be taken to improve access?

Answer

An FOI request in June 2022 identified to date in 2022 there was a range of a 90 to 260 day wait for an initial PrEP appointment with an average wait overall was 115 days (i.e. closer to the lower end of the range than the upper end). Nevertheless, having such a long wait for access to initial PrEP appointments is a matter of concern for EHSCP and Lothian Sexual & Reproductive Health Services (LSRHS). LSRHS keeps a waiting list for PrEP so they can gauge the unmet need for PrEP in their area. Following the lifting of COVID restrictions, PrEP demand has increased significantly and has continued to increase. Comparative data for Quarter 1 in the last three financial years has seen PrEP attendances grow from 709 in 2020/21, to 866 in 2021/22, to 1,217 in 2022/23. EHSCP has committed additional resources to PrEP delivery and have recently recruited new team members to increase the number of PrEP clinics available to reduce the waiting time to start PrEP. These additional clinics have been delayed because of the pressures resulting from the recent Monkeypox outbreak and the need to prioritise Monkeypox vaccination. LSRHS will provide these additional clinics over the coming weeks and months to reduce the waiting time for PrEP, so we expect to see an improvement over the coming months. There is already evidence that the current waiting time is now approximately 12 weeks / 84 days.

QUESTION NO 16

**By Councillor Davidson for answer
by the Chair of the Integration Joint
Board at a meeting of the Council on
25 August 2022**

Question (1) How many individuals in target groups have accessed the MVA vaccine?

Answer (1) NHS Lothian Public Health are leading on the promotion and delivery of the vaccine and are working with the Lothian Sexual and Reproductive Health Service, which is hosted and managed by the Edinburgh Health and Social Care Partnership in this.

We have vaccinated 676 high-risk people with the first dose of the monkeypox vaccine as of 18/08/22.

In terms of the programme, supplies of pre-exposure vaccine for Monkeypox were made available to clinics in Scotland on 12th July. In Lothian, the first dose of pre-exposure vaccine was provided at Chalmers Clinic on 14th July. Clinics for the opportunistic vaccination of high-risk Gay, Bisexual and other men who have sex with men (GBMSM) commenced on 18th July and the first outreach vaccination session to a sex-on-premises venue was held on 19th July. GBMSM at highest risk of Monkeypox are being pro-actively called for vaccination, as well as identified opportunistically via clinics. Lothian Sexual and Reproductive Health Service in conjunction with Health Protection and Public Health colleagues are working as quickly as possible to mitigate the impact of Monkeypox on GBMSM in Lothian by implementing the national targeted pre-exposure vaccination strategy.

Question (2) What discussions he has had with Health and Social Care Partnership Colleagues about promoting the vaccine to at risk groups?

Answer

- (2) NHS Lothian Public Health is leading this work and has been working with Public Health Scotland and the UK Health Security Agency on the Monkeypox response, including taking forward the pre-exposure Monkeypox vaccination programme. The Joint Committee on Vaccination and Immunisation (JCVI) proposed that vaccination should be offered as soon as feasible to gay, bisexual and other men who have sex with men (GBMSM) at highest risk due to a large number of contacts, as well as those people with an occupational risk e.g. staff in sexual health clinics. The committee agreed that GBMSM at highest risk could be identified amongst those who attend sexual health services, using markers of high-risk behaviour. These risk criteria would include a recent history of multiple partners, participating in group sex or attending sex on premises venues.

The JCVI recommended that wider vaccination in low risk GBMSM individuals or the general population is **not** advised at this time. In view of the current epidemiology and vaccine supply available, this selective vaccine strategy aims to interrupt transmission in the subset of individuals at increased risk. The JCVI concluded that this would be the best way to bring the current outbreak under control.

QUESTION NO 17

**By Councillor Dijkstra-Downie for
answer by the Convener of the
Transport and Environment
Committee at a meeting of the
Council on 25 August 2022**

Question (1) How many bins were removed from Victoria Park in each of the last 5 years?

Answer (1) In 2019 six 80 litre bins were removed from within the park. At the same time ten 240 litre litter bins were sited at the park entrance/exit gates, including bins at the Trinity Academy entrance and the lane that runs between Craighall Avenue and Newhaven Road. The overall capacity for litter in the park (and nearby school) has been increased by approximately 2,300 litres

Question (2) What was the reason for their removal?

Answer (2) It was considered that siting of bins in public parks and greenspaces presents some particular challenges in terms of efficiency, capacity and safety. It was viewed as beneficial to encourage park users to take their waste to strategic locations, usually at entrances and exits, so that the litter bin can be serviced safely without having to drive into or around the greenspace – this reduces the likelihood of vehicles coming into contact with park users and any damage that may be caused to grass.

This is included within approved Bin Siting Policy as approved by [Transport and Environment Committee](#) (see page 27 of link).

Question (3) What assessment has been made since then with regards to litter and waste issues in the park?

Answer (3) Street Cleansing Supervisors and Park Rangers check the park to ensure standards are being maintained and arrange litter picking as required. No significant increase in litter has been noted since this change in 2019.

QUESTION NO 18

By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 25 August 2022

Question (1) When did you last meet the Cabinet Secretary for Education and Skills to discuss Gaelic Medium Education, and what was the outcome of the meeting?

Answer (1) Friday 5 August. The Cabinet Secretary was due to meet with GME parents and was going to confirm to them that no site in central Edinburgh had been identified which would be available for the development of a GME secondary school.

Question (2) When did you last meet with representatives from Comann nam Pàrant Dùn Èideann, and what was the outcome of the meeting?

Answer (2) There has been no meeting.

Question (3) What written communication have you had with the Cabinet Secretary or Comann nam Pàrant on the subject of Gaelic Medium Education since you were appointed, and will you publish this?

Answer (3) There has been no written communication.

Question (4) What are the council's plans for engagement with the Gaelic community over options for a site for a GME High School?

Answer (4) There are currently no plans for any further engagement.

Question (5) When will the Education, Children and Families Committee appoint members of the Gaelic Implementation Group, or its successor body?

Answer (5) As with all working groups, the decision on whether to retain the Gaelic Implementation Group will be a decision for the relevant committee. However, future working groups will first be considered as part of the review of political management arrangements to be considered by Council in autumn 2022.

QUESTION NO 19

**By Councillor Heap for answer by the
Leader of the Council at a meeting of
the Council on 25 August 2022**

Question

What plans does the Council have to

- (a) support residents to access help with energy bills and
- (b) to help the extremely large number of residents who very likely will not be able to afford to heat their homes, in particular how vulnerable residents will be supported and whether 'warm banks' in Council-owned buildings are being planned?

Answer

Item 7.5 on the Council agenda provides a full report on additional measures planned by the Council and partners to address the cost of living crisis in Edinburgh driven by rising energy prices.

Within this package of support, the Council 2022/23 budget included an allocation of £100,000 to fund crisis payments for families struggling with energy costs. This funding is being used to support the reduction in fuel poverty across the City of Edinburgh local authority area using Home Energy Scotland's Energy Care Service.

Energy Carers support their clients who are struggling to meet their energy costs and are who are in fuel debt. In most cases the awards made will not exceed £1,000 per household, however the Energy Carer can assess if a higher amount is necessary on a case by case basis. Only households within in the City of Edinburgh area will qualify for this award.

Other actions already in place or proposed in the report to Council include:

- Direct cash payments to low income families
- Additional Council funding for crisis (including energy crisis) grant payments through the Scottish Welfare Fund

- Funding to provide emergency food support projects
- Additional funding and support to build capacity for the income maximisation and money advice sector in Edinburgh
- Additional actions to promote awareness of and access to money advice and crisis support during this winter, and
- Asking the Council leader to write to UK and Scottish Governments urging them to increase welfare payments to those in need, and intensify efforts to increase the uptake of welfare entitlements.

Potential for other actions, including partnership approaches to providing access to warm spaces, are under review and being considered by officers.

QUESTION NO 20

**By Councillor Booth for answer by
the Leader of the Council at a
meeting of the Council on 25 August
2022**

Question

Further to his answer to my question at full council of 30 June 2022, can the council leader clarify that his administration will appoint a group to oversee the development of the council's Gaelic plan and ensure its effective delivery? If not, why not, and if so, when will this be appointed?

Answer

As with all working groups, the decision on whether to retain the Gaelic Implementation Group will be a decision for the relevant committee. However, future working groups will first be considered as part of the review of political management arrangements to be considered by Council in autumn 2022.

**Supplementary
Question**

What steps is the council taking to engage the Gaelic community in oversight of the delivery of its Gaelic plan, in the absence of the Gaelic Implementation Group or its successor?

**Supplementary
Answer**

In the interim, where specific policy issues require, roundtable discussions and engagement with stakeholders will take place.

I have also committed to meet with Bòrd na Gàidhlig to discuss Gaelic development in Edinburgh

QUESTION NO 21

**By Councillor Booth for answer by
the Leader of the Council at a
meeting of the Council on 25 August
2022**

Question

Further to his supplementary answer to my question at full council of 30 June 2022, I am aware that the decision to appoint members of the Licensing Board was made on 26 May 2022, since I was present at that meeting. My question did not ask what date the decision was made - my question asked what were the reasons behind the decision to reduce the size of the board while also creating a new position of vice-convener. He will be aware that the amendment making these changes was in his name.

So can I offer the council leader a third opportunity to answer the question: what were the reasons behind his changes to the Licensing Board?

Answer

Proposals for the appointments of members to Committees, Boards and Joint Boards, including the Licensing Board, and Senior Councillor Responsibility Allowances were presented to the Council meeting on 26 May 2022 (adjourned from 19 May 2022) and were agreed.

**Supplementary
Question**

Since the council leader has, for the third time, failed to answer the question, perhaps I can make it easier for him to answer by making the question multiple choice.

Please could the council leader choose from one of the following options. Did the council leader propose an amendment at full council on 26 May 2022, to cut the size of the Licensing Board while simultaneously creating a new position of Vice-Convenor and appointing a Conservative councillor to that role for the following reasons:

- a) In exchange for Tory votes for his Labour minority administration;
- b) To create a Labour / Lib Dem / Tory majority on the Licensing Board;
- c) To increase the influence of pro-business voices on the board;
- d) To reduce Green influence on Licensing Board decisions, since the reduction in the size of the board resulted in one fewer Green councillors on the board;
- e) All of the above.

**Supplementary
Answer**

As noted above, the Council agreed the composition and size of the Licensing Board at its meeting on 26 May 2022 (adjourned from 19 May).

QUESTION NO 22

By Councillor Mitchell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 25 August 2022

Please could the Convener confirm:

Question (1) How many reports have been lodged per year since 2017 relating to missed or late bin collections from the Inverleith Park Allotments on East Fettes Avenue?

Answer (1) There have been a number of missed collection reports for these bins in recent months which have been made directly to officers via email. It has not been possible to quantify the total number across officer email inboxes at this time.

There are no records of missed collections having been raised through the Council contact centre, website, social media or waste service email accounts however

Question (2) If these bins are included within an existing collection route?

Answer (2) Yes.

Question (3) To which address are these bins attached?

Answer (3) East Fettes Avenue (Recreation Department Allotments Inverleith)

Question (4) What is his understanding of why these bins are not being consistently emptied?

Answer (4) My understanding is that the bins are not being presented at the designated collection point.

QUESTION NO 23

By Councillor Whyte for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 25 August 2022

Question (1) Given the restrictions of the City of Edinburgh District Council Order Confirmation Act 1991, what process was followed to allow Crops in Pots Leith/Earth in Common to undertake the ongoing building project in Leith Links at the former tennis court pavilion?

Please note that the Act states:

Subject to the provisions of this Order there shall not be constructed in any of the parks specified in the first column of the following table any permanent buildings other than buildings of the description specified in the second column of that table in relation to such park:—

<i>1</i> <i>Park</i>	<i>2</i> <i>Description of buildings</i>
The Meadows, Bruntsfield Links, Leith Links	Bandstands, public conveniences, police boxes and buildings for housing apparatus for the supply of electricity or gas.

Answer (1) The matter was considered in full at the Finance and Resources Committee on [20 May 2021](#). As the report was on the B Agenda no link can be provided

Question (2) What permissions are in place for the numerous containers and sheds that are on the site?

Answer (2) The containers and sheds are linked to the construction works and are therefore temporary. They are located in the area leased to the tenant.

Question (3) Has any public access/use been secured to the building for wider public use such as the long-standing aim of having public toilets in Leith Links?

Answer (3) See answer 1 above.

Question (4) Does all activity on the site comply in full with the restrictions of the City of Edinburgh District Council Order Confirmation Act 1991 and the requirements on Common Good Land?

Answer (4) See answer 1 above.

Question (5) What contractual obligations have been placed on the organisation by way of lease or other obligation in regard to maintenance of the site, for example in relation to maintenance of the hedges that form the site boundary?

Answer (5) See answer 1 above.

QUESTION NO 24

**By Councillor Biagi for answer by the
Convener of the Planning Committee
at a meeting of the Council on 25
August 2022**

Question

What contact have the Convener of the Planning Committee and/or officials had with the Ministry of Defence about possibly bringing forward the expected date for the disposal of Redford Barracks?

Answer

Officers have recently been in touch with UK Government around the current programme for disposal and whether any acceleration is possible. The matter has also been raised with the Scottish Government. Discussions will take place in the near future and any outcome can be reported back to Members through the appropriate channels.

QUESTION NO 25

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 25 August 2022**

Additional parking bays are currently being installed in the B2 PPA in south Morningside. The related process started with a consultation with local residents in 2011 but there have been no subsequent communications until recently. The first direct notification residents received was by letter from the Council a few weeks in advance of bays being painted on the street.

Question (1) Given the passage of time and the limited nature of advertising associated with a TRO, what additional generic publicity was undertaken in relation to this scheme to inform residents in advance of implementation?

Answer (1) The B2 Priority Parking Area (PPA) was first installed in 2012. Minor changes were subsequently made to this PPA in response to concerns raised by residents, with the full statutory TRO process being followed, including a public consultation, on each occasion.

The process of expanding the B2 PPA, to which the current changes relate, started in 2016 with a full consultation carried out in December 2017. At that time information was distributed to almost 2,000 households in the area and almost 500 responses were received to the consultation.

In June 2019 the Transport and Environment Committee decided to proceed to expand B2 in line with the indications of support from residents and in early 2020 the associated Traffic Regulation Order (TRO) was advertised. This included statutory consultations with Ward Councillors, Community Council groups and other key stakeholders, as well as a further public consultation.

Since the TRO was advertised, unfortunately there have been some delays in progressing these proposals due to the impact of Covid-19 on services and aspirations to align these changes with wider traffic management proposals for Braidburn Terrace.

- Question** (2) In future, would a leaflet drop into the affected area be an appropriate way to provide notice to residents in advance of the start of implementation of parking schemes?
- Answer** (2) A letter drop was undertaken prior to works starting, with all households in the affected area being issued with details of the proposals and a link to the Council's website where further information has been made available - [B2 priority parking area – The City of Edinburgh Council](#).

QUESTION NO 26

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 25 August 2022**

Transport Scotland published a report on Public Electric Vehicle (EV) infrastructure in Scotland in July 2021. One of its objectives is to encourage the deployment of private capital through partnerships with the public sector, complementing and improving the existing public charging base for electric vehicles. A report to the Transport Committee on 31 March 2022 makes reference to a Scottish Futures Trust Business case with a view to securing funding for a pilot EV Charge points scheme.

Question (1) What progress has been made on this SFT business case, which was due to be completed by the end of April 2022?

Answer (1) An Outline Business Case was submitted to Transport Scotland on 30 June 2022. This followed agreement with them on a revised submission date.

Question (2) Has funding been secured for a pilot EV charge points scheme?

Answer (2) Funding has not yet been secured yet for a pilot EV charge points scheme. The level of funding allocated will not be confirmed until the business case has been considered

Question (3) What engagement has been undertaken with private sector EV charging providers with a view to establishing a partnership approach?

Answer (3) Council officers regularly engage with suppliers on an informal basis. And, as part of the preparation of the Outline Business Case, a formal Prior Information Notice to suppliers was published at the end of 2021. This sought to better understand EV operating models and opportunities for the city and the supplier responses were used to inform the Outline Business Case.

In order to gather intelligence and finalise the full Business Case, it is proposed to host a Supplier Day to further engage with EV Charging Providers. This will incorporate individual sessions to explore the potential for commercial partnerships and related delivery models.

Question (4) When are proposals likely to be brought forward for consideration by councillors?

Answer (4) Subject to a positive response to supplier engagement, it is hoped that a finalised Business Case will be presented to Elected Members for approval by the end of the 2022/23 financial year.

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Leader's Report

Cllr Cammy Day



September 2022

Her Majesty at Rest: Edinburgh's fitting final farewell

Seven decades ago, stepping through crowds of well-wishers to climb to the top of the Mercat Cross, Edinburgh's then Lord Provost James Miller took part in a momentous occasion: the Proclamation to the people of Scotland that Princess Elizabeth had become our Queen.

Who there that day could have foreseen the length of her devoted service and single-minded dedication to the people of the United Kingdom and the Commonwealth? It was a particularly poignant moment then, when our present Lord Provost and Lord Lieutenant, Robert Aldridge, joined the Lord Lyon to remember the Queen and herald our new King.

The Lord Provost has represented our city during this incredibly historic and moving week with tremendous dignity, joining me in undertaking countless interviews for the world's media to discuss Edinburgh's role and provide guidance to viewers during this very special time. I don't think there was a single morning we turned on our televisions or scrolled through our phones and the city didn't fill our screens.

I have no doubt that Westminster Abbey will provide a magnificent setting for the state funeral on Monday – and I'm delighted to announce we're [broadcasting it on a giant screen](#) in Holyrood Park – but scenes from Edinburgh's commemorations will also rightly be remembered forever.

The city truly shone as well over 100,000 people welcomed The Queen's cortège to Edinburgh on Sunday afternoon, with The King and members of the Royal Family following on Monday to participate in the Ceremony of the Keys. They then joined an historic procession up the Royal Mile and a service at St Giles' Cathedral, where the Queen lay at rest until her final departure for London on Tuesday.

And who can forget the pictures of 33,000 people queueing peacefully into the small hours to pay their respects at St Giles' Cathedral? And the scores of volunteers who supported them through the night.

All in, this was a hugely significant operation, involving an unparalleled level of planning to ensure the comfort and safety of everyone in the huge crowds. An astonishing achievement and display of hard work in honour of a remarkable Queen, a monarch who openly cherished her Scottish Capital and its people.

I'd like to thank the people of Edinburgh for turning out in their thousands to pay their respects. And to pay tribute to the many Council colleagues, partners and volunteers, who all played their part in delivering – gracefully and flawlessly – this unique series of events at a scale and pace many cities would find unimaginable. You have done Edinburgh, Scotland and Her Majesty proud.

Fair pay for a fair day's work

As these momentous events unfolded and eyes of the world looked on, our Capital City truly was looking its best. This was due in no small part to the hard work of our waste and cleansing teams, further emphasising their immense value to our city – all year round.

Clearly then it was welcome news that the recent strike action was suspended – and I'm cautiously optimistic that members will accept the improved pay offer on the table. I've already expressed my disappointment that this dispute has dragged on for so long and the Scottish Government and COSLA leadership would do well to reflect on this.

There's no doubt the strike action led to a challenging few weeks for our Capital city and for our residents and businesses. I want to thank everyone for their patience and understanding – but I hope, like me, they'll agree it's been worth it if it secures a fairer deal for our hard-working colleagues.

Tackling the cost of living crisis

With Autumn almost upon us, the true scale and difficulty of the cost of living crisis is becoming ever clearer. We're expecting significant numbers of people in Edinburgh to struggle with bills under spiraling inflation and energy costs and there is a real concern that more people will experience poverty as a result.

Clearly, the size of the challenge is so big that we need real action at a national level, by the UK and Scottish Governments. They must use the powers and resources only they have – whether that be through market regulation, social security systems or taxation. But there's a lot that local government and our partners are doing to make a difference for people in Edinburgh.

I've spoken before about the extra £7.5 million earmarked in the Council's February budget, providing crisis support and additional use of the Scottish Welfare Fund crisis grant. And, just last month, we outlined an [additional £1.2 million](#) for families on low incomes – money which will land in bank accounts this Autumn.

We'll be providing funding for energy crisis help through Home Energy Scotland, money for emergency food projects and extra support for third sector providers. Our money advice and income maximisation services are in place and a public awareness campaign will launch shortly.

Do please keep an eye on our dedicated webpages, which will continue to feature the [latest advice on managing bills, heating and health](#).

A visitor levy to keep our city sustainable and beautiful

I've no doubt that the stunning images of our city beamed around the world over the last few days will translate into additional interest in Edinburgh as a place to visit. This is, of course, welcome – particularly for our businesses following the hardship of the pandemic. But we must acknowledge that spikes in visitor numbers are not without their challenges. We remain a small city on the global stage and we need to sustainably manage how this affects our people and impacts on our streets.

That's precisely why we've worked so hard to [convince the Scottish Government](#) to give us the necessary powers to introduce a tourist levy. We've led the way in Scotland – and the UK – and I'm pleased that, at long last, our hard work has finally paid off. We estimate that a levy could raise in the region of £15m per year here in Edinburgh. And, when we consulted with residents and businesses – including accommodation providers – 85% had strong support for its introduction.

I'll be pushing the Scottish Government hard to ensure that any income generated is in addition to our block grant funding – not instead of it. And I'll be making sure that the city – not government – decides how best to spend the additional money that this generates. We're fully committed to working together with hospitality and wider tourism industry partners to co-produce a scheme that works best for the whole of our Capital City.

After decades of centralisation, we need to see more powers like these devolved to local government. Our campaigning won't end here. I'll continue to make the case for powers to be transferred to our city to better manage local issues and provide the very best outcomes for the people of Edinburgh.

Get involved

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The City of Edinburgh Council

10.00am, Thursday 22 September 2022

Appointments to Committees and Outside Organisations etc

Item number	
Executive/routine	Executive
Wards	All
Council Commitments	

1. Recommendations

The Council is asked:

- 1.1 To appoint a Labour Group member to the Regulatory Committee and Licensing Sub-Committee in place of Councillor Mackenzie;
- 1.2 To appoint a member to the Board of CEC Holdings Ltd;
- 1.3 To appoint a member to the Board of EDI.

Richard Carr
Interim Executive Director of Corporate Services

Contact: Louise Williamson, Assistant Committee Officer
Legal and Assurance Division, Corporate Services Directorate
Email: louise.p.williamson@edinburgh.gov.uk

Appointments to Committees and Outside Organisations etc

2. Executive Summary

- 2.1 This report details the outstanding appointments to Committees and Outside Organisations required to be made by Council.

3. Background

- 3.1 On 26 May, 30 June and 25 August 2022 the Council made appointments to a range of committees, boards and joint boards and outside organisations.
- 3.2 A number of vacancies on outside organisations were outstanding following the Council's appointments at its 26 May, 30 June and 25 August 2022 meetings.
- 3.3 Councillor Mackenzie has resigned from his position on the Regulatory Committee and Licensing Sub-Committee and the Council is asked to appoint a member in his place.

4. Main report

- 4.1 On 26 May, 30 June and 25 August 2022 the Council made appointments to a range of committees, boards, joint boards and outside organisations.
- 4.2 Councillor Mackenzie has resigned from his position on the Regulatory Committee and Licensing Sub-Committee and the Council is asked to appoint a member in his place.
- 4.3 A number of vacancies on outside organisations were outstanding following the Council's meeting on 26 May, 30 June and 25 August 2022 as follows:

The Board of CEC Holdings Ltd

1 vacancy

Current membership: Councillors Beal (SLD) and Lezley Marion Cameron (L).

4.4 **The Board of EDI**

1 vacancy

Current membership Councillors Meagher (L) and Whyte (C).

5. Next Steps

- 5.1 Any members appointed will be expected to contribute to the workplans of the Committee. Training will be provided to members as necessary.
- 5.2 Any appointments to Outside Organisations will be communicated to the organisations.

6. Financial impact

- 6.1 None.

7. Stakeholder/Community Impact

- 7.1 All Partnerships are aware of the appointments process

8. Background reading/external references

- 8.1 Minute of the City of Edinburgh Council of 25 May 2022
- 8.2 Minute of the City of Edinburgh Council of 30 June 2022
- 8.3 Minute of the City of Edinburgh Council of 25 August 2022

9. Appendices

- 9.1 None.

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The City of Edinburgh Council

10.00am, Thursday, 22 September 2022

Motion by Councillor Staniforth – Provision of Sanitary Bins in Council Buildings

Executive/routine	
Wards	All
Council Commitments	

1. Recommendations

- 1.1 The City of Edinburgh Council is asked to:
 - 1.1.1 Note the information provided on the commitment to install sanitary bins in every toilet cubicle in all Council premises; and
 - 1.1.2 Note that the provision of additional sanitary bins would require an annual revenue budget of between £25,000 and £30,000 which is not currently available and would need to be considered as part of the 2023/24 budget setting process.

Paul Lawrence

Executive Director of Place

Contact: Gareth Barwell, Service Director – Operational Services

E-mail: Gareth.barwell@edinburgh.gov.uk | Tel: 0131 529 5844

Motion by Councillor Staniforth – Provision of Sanitary Bins in Council Buildings

2. Executive Summary

- 2.1 The report provides further information on how the Council could meet the commitment made in June 2022 to install sanitary bins in every toilet cubicle on all Council premises.

3. Background

- 3.1 The following adjusted motion by Councillor Staniforth was approved by The City of Edinburgh Council on 30 June 2022:
- 3.1.1 To note that sanitary bins were currently only provided in women's and accessible toilets in council buildings.
 - 3.1.2 To recognise that trans men also needed sanitary bins to dispose of period products.
 - 3.1.3 To acknowledge that there were a variety of medical conditions that may require the use of wet wipes and other contaminated products such as incontinence pads that required safe disposal.
 - 3.1.4 To note that the flushing of these products was discouraged by Scottish Water and they were often discharged into our rivers during high rainfall events.
 - 3.1.5 To agree that having sanitary bins in all toilet cubicles, male, female and accessible would address health, equalities, and environmental issues.
 - 3.1.6 To therefore agree to the principle of installing sanitary bins in every toilet cubicle on all council premises and agree that a report should come to the Council meeting in August 2022 setting out how this commitment would be delivered.

4. Main report

- 4.1 As noted above in paragraph 3.1.6, the Council agreed in principle to install sanitary bins in every toilet cubicle on Council premises, recognising that sanitary products should not be flushed down the toilet as these can cause costly blockages in sewers and drains.

Legislation

- 4.2 The [Environmental Protection Act 1990](#) imposes a Duty of Care on any person who imports, produces, carries, keeps, treats or disposes of controlled waste, including sanitary waste. This is accompanied by a [Duty of Care – A Code of Practice](#), which sets out the Code by which the above legislation should apply in Scotland.
- 4.3 In respect of [welfare at work](#), the Health and Safety Executive have provided guidance for employers on welfare provisions which include providing for female employees a means of disposing of sanitary dressings.

Washroom Solutions Contract

- 4.4 The contract for Washroom Solutions across the Council estate has been awarded to Initial UK, through the Scotland Excel Framework. Initial were awarded sole supplier status by Direct Award.
- 4.5 The Washroom Solutions contract includes provision of sanitary bins, medical waste bins and nappy bins as well as hand dryers and other washroom solutions.

Current Provision

- 4.6 In total there are sanitary units in 311 Council buildings, with 3,417 units deployed across the Council estate. These units are typically deployed in all female toilet cubicles and in accessible toilets. The total cost of servicing these units per annum is £42,805.
- 4.7 The cost of providing and servicing sanitary units is determined by the type of unit deployed and the frequency of servicing. The frequency of servicing varies from twice weekly to every eight to nine weeks.
- 4.8 The current contract will expire at the end of September 2022. Scotland Excel are currently procuring a new framework for these services and the Council will directly award a new contract for Washroom Solutions shortly.
- 4.9 Data is not currently held on the number of toilet cubicles available across the Council estate, therefore it is not possible to determine how many additional units would be required. However, based on the information available, the financial impact section summarises an estimated cost for provision of units for all male toilet cubicles.

5. Next Steps

- 5.1 As noted above, the current contract for Washroom Provisions will end on 30 September 2022. A new contract will be awarded once the outcome of the Scotland Excel procurement exercise is complete.
- 5.2 Should the Council agree to roll-out the provision of sanitary bins to all toilet cubicles across the Council estate, officers will work with the contract holder to manage the roll-out and any associated planning required. It is anticipated that this will be done on a site by site basis.

6. Financial impact

- 6.1 Based on the information available through the existing contract for Washroom Solutions, an estimated cost has been prepared which assumes the deployment of a single sanitary unit in every male toilet cubicle across the Council estate.
- 6.2 Based on the unit cost of providing a male sanitary unit with a servicing frequency of eight – nine weeks, the estimated cost to the Council is expected to be between £25,000 and £30,000 per annum.
- 6.3 There is currently no budget allocated to meet these costs. Therefore, any decision to roll-out sanitary units in male toilet cubicles would require funding to be made available to meet these additional costs. If Council agrees to proceed with this, this should form part of the Council's consideration of the budget for future years.

7. Stakeholder/Community Impact

- 7.1 As part of the procurement of the Scotland Excel Framework, service providers are asked to state their objectives in terms of environmental impacts. In discussion with Initial, they have confirmed their commitment to reducing plastic consumption and are actively looking to offset their carbon emissions wherever possible. Once the new contract is in place, officers can discuss with the successful provider if there are any further actions which can be taken to reduce carbon emissions e.g. through energy from waste processing.
- 7.2 Officers consider that the provision of sanitary units in all toilet cubicles to be an extension of existing practice and therefore an Integrated Impact Assessment (IIA) would not be required.

8. Background reading/external references

- 8.1 [Controlled Waste Regulations 1992](#)
- 8.2 [Duty of Care – A Code of Practice](#)
- 8.3 [Supporting Transgender Pupils in Schools – Guidance for Scottish Schools](#) (August 2021).

9. Appendices

None.

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City of Edinburgh Council

10.00am, Thursday, 22 September 2022

Young People's Assembly

Item number
Executive/routine
Wards
Council Commitments

1. Recommendations

- 1.1 Council is asked to:
 - 1.1.1 Note the range of youth participation work.
 - 1.1.2 Instruct officers to continue with planned developments, incorporating feedback from third sector providers, elected members and young people.

Amanda Hatton

Executive Director of Education and Children's Services

Contact: Lorna French, Acting Head of Schools and Lifelong Learning

E-mail: Lorna.french@edinburgh.gov.uk

Young People's Assembly

2. Executive Summary

2.1 This report focuses on:

2.1.1 The mechanisms in place and being planned which could be developed to promote the participation of young people in the city and their ability to influence decisions that affect them.

3. Background

- 3.1 A motion at Full Council in June 2022, submitted by Councillor Macinnes, requested 'a report within two cycles on how we can quickly set an effective Young Person's Assembly in motion'.
- 3.2 A number of mechanisms (outlined below) have been used to encourage the participation of young people in decision-making and to gather their views on selected topics of interest and concern to them.
- 3.3 Much of this work may meet the requirements of a Young People's Assembly. In addition, work is underway to scope and develop a Young People's Liaison Group (working title).

4. Main report

How we currently engage with young people

4.1 Previous work, including What kind of Edinburgh?, YouthTalk and Young Edinburgh Action, and ongoing work to support the Rights Respecting Schools programme and pupil participation are summarised in the following reports:

[Children and Young People's Participation March 2020](#)

[Children and Young People's Participation October 2019](#)

Currently, as well as the above, young people are participating/have participated in the following:

4.2 **Scottish Youth Parliament (SYP)** - The SYP represents Scotland's young people. Democratically elected members listen to and recognise the issues

that are most important to young people, ensuring that their voices are heard by decision-makers. All young people aged between 14 and 25 can stand for election to the SYP and all young people aged 12 to 25 are able to vote.

SYP elections were held in November 2021. Eleven candidates were successfully elected and a twelfth MSYP has recently been added.

Eleven MSYPs attend City of Edinburgh Council schools, eight are young women and three are from a Black and Minority Ethnic background. The MSYPs are being supported locally to engage with young people and decision-makers in their constituencies and across the city. The SYP also campaigns at a national level including, successfully, on free public transport for young people, free period products, marriage equality and votes at 16.

- 4.3 **Pupil Councils** – All schools have pupil councils, or an equivalent, with a wide range of models and approaches in place to ensure that pupil voice plays a key part in school life and in decision-making. Some are run on more traditional grounds, with pupils elected by their peers, whereas others allow pupils to work on specific projects such as the design of library spaces or take part in enquiry-based or evaluative work.
- 4.4 **Climate Change/Net Zero: Youth Climate Action Summit** - As part of the development of the City Sustainability Strategy, we hosted a Youth Climate Action Summit in February 2020 with more than 100 S1-S3 young people. On 13 October 2021, a follow-up event for primary-aged children took place online. 500+ children took part from 22 primary schools. The children were asked to discuss two questions: what actions (if any) are you taking within your primary school to help tackle climate change? and, what would you like to see your school do more of to tackle climate change? Their responses were collated and each school was asked to devise an action plan on what they will do to help tackle climate change.
- 4.5 **COP 26** - In October 2021, 12 students from six high schools took part in an online session to gauge their views on COP26 and climate change. They were asked how they felt about COP 26 and climate change, whether they planned to have any involvement in COP 26 and, if so, what schools could do to ensure they are safe. The young people were sceptical about COP 26. They expressed frustration about the lack of urgency about climate change. Climate change is an issue about which they feel strongly and they argued that schools could do more to raise awareness. Most proposed to take some form of action during COP 26 and planned to protest whether or not they had permission.
- 4.6 **1.5 Max** - With funding we secured from YouthLink Scotland, Edinburgh schools have developed the 1.5 Max project which is an international online and classroom-based climate education initiative. This involves young people and schools from across Scotland and from Malawi and Nepal working to prepare a summit in early November.

- 4.7 **Young Persons' Equalities Coordinators.** One of the key actions of the Education Equalities Steering Group was to ensure that pupil voice was represented in Equalities work in every school. As such every school now has a Pupil Equalities Coordinator. In June 2022, young people in pupil-led equalities groups met to share ideas and explore what support they need. A small core group of secondary pupils met to plan the events. 39 schools and 122 pupils took part in the primary event; 10 schools and 45 pupils took part in the secondary event. General feedback from participants was very positive, they liked the opportunity to meet and share ideas.
- 4.8 **Young people and Covid** - In November 2020, 21 senior phase students from 14 high schools took part in an online consultation about COVID. The purpose was to find out from them how effective COVID messaging had been and how we could improve compliance with infection control measures. From this consultation, the following main points/next steps emerged:
- 4.8.1 All those consulted expressed anxiety about the future and its uncertainties.
 - 4.8.2 Compliance is generally good in school but less so, especially amongst younger students, at break times and before and after school.
 - 4.8.3 Mask exemption system needs to be reviewed and applied more consistently
 - 4.8.4 Make greater use of social media and 'influencers' that young people respect.
 - 4.8.5 There is a risk of 'Covid Fatigue' setting in. There was a sense that, for some, safety routines were maybe becoming a bit more relaxed and taken less seriously.

These findings were fed back to senior education managers and to the School Risk Timeline Review Group. Some of the young people also worked with Screen Education Edinburgh to make short videos highlighting the key points and these were shared widely with pupils across the city.

- 4.9 The approaches taken to date to promote young people's engagement in decision-making may already go a long way towards fulfilling the scope and objectives of a proposed Young People's Assembly. These are approaches which could be further developed. In addition, work is underway to scope out a Young People's Liaison Group (this is a working title). The preparations for this group relate strongly to a Young People's Assembly.

Young People's Liaison Group

- 4.10 **Aim:** Children and young people's voices have more strategic impact across the city.

There is a range of participation activity taking place and making a difference to establishments and services. There is still a need to consolidate this so that

children and young people's voices can have a more strategic impact across the city.

4.11 **Participants: Children and Young People**

An option under consideration is to set up a children and young people's liaison group, inviting Members of the Scottish Youth Parliament, young people from the Champions Board, representatives from Pupil Councils, Equalities and Sustainability forums/groups and young people from youth work agencies. This group would act as a forum for feedback and liaison. Membership would be fluid rather than fixed and would depend on the specific issues being considered at the time. Young people would also bring forward their own priorities.

4.12 **Participants: Adults**

We envisage that the group could include elected members, senior managers and the Children's Partnership. There is room for some fluidity here too, for example depending on the issues being discussed, although it would be beneficial if there is also some continuity of membership so that relationships can be developed. Experience elsewhere in Scotland suggests that young people's participation works best when lead Councillors and senior officers take an active involvement in the process.

4.13 **Structure:**

Rather than one or two young people taking part in pre-existing, formal meetings – young people have told us that this can be off-putting – the group would meet in a 'young people-friendly' setting with an emphasis on dialogue and discussion. This approach would incorporate learning from activities such as Youth Talk and What Kind of Edinburgh? and focus on important issues for young people.

The group should meet at least twice each year, or as the young people feel is appropriate. There would also be a mechanism for young people who are not able to participate in the meetings to share their views/comment on proposals.

The aim is to have a pool of 50 or so young people with the participation of at least 20 at each meeting. We would aim for children and young people to outnumber adult participants in each session, hopefully in a ratio of 2:1.

The group would also liaise with the Children and Young People's Participation Board to plan activities, identify priorities and inform children and young people and staff about the issues discussed and next steps/recommendations for action.

The first meeting of the group would potentially involve MSYPs, Champions Board members, Equalities and Sustainability reps and young people from youth work agencies to participate on a broad agenda.

4.14 **First session**

(Baseline Data gathering)

A discussion with young people on their previous involvement in participation activities/forums at whatever level, focusing on what has worked well and what has been problematic. Adults would listen in to some of this discussion.

Adults would then outline what involvement the young people can have ('what is up for grabs?') and to identify strategies that are being developed or will be in the next year or so that children and young people might be able to play a useful part in shaping.

Children and young people would be asked to discuss which of these they would like to contribute to and if there are other issues that they want to put on the agenda. Future sessions can then be organised around these strategies and issues.

4.15 **Considerations for a Young People's Assembly**

In order for any Assembly to be effective, a number of factors would need to be taken into consideration:

4.15.1 Consideration needs to be given as to whether any Assembly would be an elected or co-opted body of young people or whether it would be a much more open mechanism that allows young people to contribute their views as and when they require or wish and on topics that are of interest to them.

4.15.2 An Assembly to which young people are either elected or co-opted would provide a defined group with which to engage. It would allow a relationship to be built with that group and offer a recognised and, after time, established mechanism.

4.15.3 An elected Assembly would, however, have a number of significant drawbacks. Firstly, it may be likely to attract a particular kind of young person who is sufficiently interested in, and confident enough, to participate in this kind of structure and who may be motivated to do so for reasons such as future career ambitions.

4.15.4 Secondly, young people grow up and move on quickly, meaning the Assembly's membership would change regularly and similar issues/concerns may repeat themselves as the membership is renewed. A more open structure could reduce the impact of this turnover.

4.15.5 Thirdly, an elected body would be exclusive in that only a small group of young people would be asked to represent their peers on a wide range of issues, thereby severely limiting the demographic. It would

also be a significant time commitment for those young people. The Scottish Youth Parliament already fulfils this function.

- 4.16 A wider mechanism that invites young people from a range of backgrounds, and/or targets young people from specific backgrounds, to engage in participation on particular topics of interest or concern to them is more likely to achieve a much wider demographic. It would offer a much broader representation of views and experiences, as well as being more inclusive, and would generate more informed and considered content and outcomes. Effective deployment of social media that young people use provides an opportunity to canvas regularly a wide range of opinion. Asking them to be part of an event or campaign, rather than a regular commitment, may also be more attractive to many young people.
- 4.17 A further consideration is that, in order for it to avoid tokenism, any such Assembly would need the full support and commitment of senior adult decision makers. Decisions with young people should be co-produced and would require adults to be honest with young people about why certain issues are difficult or expensive to fix. Similarly, adults need to be frank about what is 'up for grabs', i.e., which decisions can young people influence and which can they not? To what extent can young people set the agenda and to what extent are they being asked to comment on the adults' agenda?
- 4.18 A Young People's Assembly, in whatever form it may take, should be cross-sectoral, not just Council, and draw on the work of third sector and youth organisations. For example, the new Youth and Children's Work Strategy for Edinburgh, which is being developed jointly with LAYC and third sector partners, has children and young people's participation at its heart. Young people from across this provision, as part of the Strategy, should be invited to contribute their views on the most effective means for improving their political engagement.
- 4.19 In developing this work, we would also explore the option of consulting with the Edinburgh Association of Community Councils on amending the 'scheme for community councils (CC)', to ensure that young people had a stronger role within CC decision making, helping them to build on existing initiatives.

5. Next Steps

- 5.1 Agree the purpose of a Young People's Assembly and if existing or planned mechanisms such as the Young People's Liaison Group meet this.
- 5.2 Identify and agree, with third sector colleagues and young people, a further mechanism that could be deployed to improve the political engagement of young people.

6. Financial impact

- 6.1 There is no requirement for additional resources for this work; costs are met from existing budgets.

7. Stakeholder/Community Impact

- 7.1 This report is specifically concerned with ensuring that children and young people's views and experiences are sought out and that their voices are listened to across services.

8. Background reading/external references

- 8.1 See 4.1

9. Appendices

N/A

The City of Edinburgh Council

10.00am, Thursday, 22 September 2022

Annual Performance Report, 2021/22 – referral from the Policy and Sustainability Committee

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Policy and Sustainability Committee has referred a report on the Annual Performance Report, 2021/22 to the City of Edinburgh Council for consideration.

Richard Carr

Interim Executive Director of Corporate Services

Contact: Louise Williamson, Committee Services, Strategy and Communications Division,
Chief Executive Services

E-mail: louise.p.williamson@edinburgh.gov.uk

Referral Report

Annual Performance Report, 2021/22 – referral from the Policy and Sustainability Committee

2. Terms of Referral

- 2.1 On 30 August 2022 the Policy and Sustainability Committee considered a report by the Chief Executive which provided an overview of the council performance in 2021/22 against the three priorities and fifteen outcomes in the [Business Plan \(Our Future Council, Our Future City\)](#) aligned to the [Planning and Performance Framework](#).
- 2.2 The Policy and Sustainability Committee agreed:
- 2.2.1 To note the Annual Performance Report for the 2021/22 financial year.
 - 2.2.2 To note the Annual Complaints Report 2021/22 (Appendix B to the report by the Chief Executive)
 - 2.2.3 To refer the report by the Chief Executive to the City of Edinburgh Council for consideration.
 - 2.2.4 That the service performance implications outlined in these reports be considered in full in relation to the ongoing work to construct a new Council Business Plan.
 - 2.2.5 That relevant examples of good practice elsewhere highlighted in the LGBF be used to consider future policy actions for service improvement (e.g. Glasgow's consistently better performance on attainment of pupils from Level 5 SIMD) and that these be taken account of relative to performance differences with other large Councils and not just the three major cities in Scotland.

3. Background Reading/ External References

Minute of the Policy and Sustainability Committee of 30 August 2022.

4. Appendices

Appendix 1 – Report by the Chief Executive

Policy and Sustainability Committee

10.00am, Tuesday 30 August

Annual Performance Report, 2021/22

Executive
Wards
Council Commitments

1. Recommendations

- 1.1 That members of the Policy and Sustainability Committee note the Annual Performance Report for the 2021/22 financial year.
- 1.2 Note the Annual Complaints Report 2021/22 (Appendix B)
- 1.3 Refer the Annual Performance Report to the City of Edinburgh Council on 22 September 2022.

Andrew Kerr

Chief Executive

Contact: Edel McManus, Change and Delivery Manager

E-mail: edel.mcmanus@edinburgh.gov.uk

Annual Performance Report, 2021/22

2. Executive Summary

- 2.1 This report provides an overview of council performance in 2021/22 against the three priorities and fifteen outcomes in the [Business Plan \(Our Future Council, Our Future City\)](#) aligned to the [Planning and Performance Framework](#).
- 2.2 The detailed report (Appendix A) provides analysis of performance against our key Performance Indicators (KPIs) and milestone measures aligned to the Business Plan priorities and outcomes. For each outcome the analysis highlights areas where we are performing well whilst also recognising the areas where performance is challenging. The report sets out how the Council is focusing on these areas and identifies the plans in place to improve performance.
- 2.3 Throughout 2021-2022 we saw the gradual decrease of Covid-19 restrictions and eventual return to near normal life. The report highlights how the Council has continued to adapt to the impacts of Covid-19 and the ongoing effects in our services areas.
- 2.4 The report also provides progress against the key strategic plans and projects which are designed to deliver the key priorities and outcomes in our Business Plan and drive service improvement.

3. Background

- 3.1 Each year the Council is required to report to citizens on performance. This report fulfils that duty and considers performance within the Council from April 2021 to March 2022.
- 3.2 This report is the first annual performance report aligned to the Council's Business Plan and Planning and Performance Framework which includes the Corporate Key Performance Indicators (KPIs) and milestone measures. The report is structured around the three key priorities of the Business Plan (Ending Poverty by 2030; Becoming a Sustainable and Net Zero City by 2030 and Wellbeing and Equalities); the fifteen outcomes that sit under these priorities and the associated key performance indicators.
- 3.3 The report includes analysis against 96 measures comprised 87 Key Performance Indicators (KPIs) and 9 milestone measures. Of the 87 KPIs:

- 56 KPIs have targets set for 2021/22 and have been assigned a red, amber, green status based on performance.
- 23 KPIs have no target for 2021/22 and so have been assigned a blue RAG status. KPI's may not have been assigned a target for 2021/21 as the previous year's data has been impacted by Covid-19 or if it is a new measure and so the data needs to be baselined.
- 8 KPIs are for monitoring purposes only and have been assigned a grey RAG status.
- Milestones have been assigned a status of completed, in progress or delayed/behind target depending on progress.

3.4 The performance scorecards and detailed analysis for each of the Business Plan priorities and outcomes can be found in Appendix A.

4. Main report




4.1 This report contains analysis of our suite of Corporate Key Performance Indicators (KPIs) shown over the last three years and the progress against our milestone measures. Benchmarking data is also included from a number of datasets including the Local Government Benchmarking Framework 2020/21 dataset and Scottish Government national publications where appropriate.

4.2 The report focuses on the key priorities and outcomes of the Business Plan and the strategic plans we are implementing to support the city to recover from Covid-19 and build a fair, pioneering, welcoming and thriving city. However, the report also highlights those service areas where we continue to see the impact of Covid-19 and the actions we have taken to adapt to and address these issues.

Performance Overview

4.3 Within the report, a RAG status, which compares performance against the target, has been assigned to the indicators. The RAG status is summarised below:

RAG Status	Definition	Count
Blue	No target set for 2021/22 due to the impact of Covid-19 or where the KPI is a new measure	23
Green	Performance is on or ahead of target	35
Amber	Performance is behind target by 5% or less	17
Red	Performance is behind target by more than 5%	4
Grey	Monitoring only	8

Milestone Status	Definition	Count
	Milestone completed	4
	Milestone in progress	3
	Milestone delayed/behind target	4

4.4 A comparison of 2020/21 to 2021/22 performance for the 87 KPIs is summarised below:

Direction	Definition	Count
Improving	Performance has improved on last year (more than 2% change on last year)	28
Maintaining	Performance has remained the same as last year (within 2% of last year)	21
Declining	Performance has declined on last year (more than 2% change on last year)	11
Not appropriate	Comparing performance to last year is not possible due to data not being available or where it's a new indicator	27

4.5 It should be noted that for direction of travel comparison, we are comparing the data from 2020/21 to 2021/22 both of which were impacted by Covid-19 depending on varying restrictions in place in those years.

4.6 A full and detailed analysis of performance is shown in Appendix A which includes a performance scorecard for each priority and outcome, analysis on performance including identifying areas of underperformance and associated service improvement plans as well as a progress update on the key strategic plans driving the delivery of each outcome.

4.7 An analysis of our complaints performance for 2021/22 is shown in Appendix B and will be published alongside the Annual Performance Report.

Planning and Performance Framework

4.8 The implementation of the Planning and Performance Framework continues:

- All service areas have completed a review of their 2021/22 service plans where they considered their progress against their key strategic and service priorities and performance.
- Service Plans for 2022/23 have been completed at Directorate, Divisional and Service levels were appropriate.

- The annual review of the Business Plan KPIs, including target setting, is in progress and a finalised set will be reported to the Policy and Sustainability Committee.

Performance Scrutiny, 2022/23

- 4.9 For 2022/23, a performance update report will be submitted to the Policy and Sustainability Committee on a bi-annual basis. The full annual report will be submitted to Policy and Sustainability in June.
- 4.10 KPIs will be scrutinised by the Corporate Leadership Team via internal performance scorecards and dashboards on a tri-annual basis to align with performance reporting to the Policy and Sustainability Committee. Performance is also review at service team level in line with their regular management meetings.
- 4.11 We are also working to further improve the performance reporting available to the Public via our website as recommended in our recent Best Value Audit report. The Annual Performance Report (Appendix A) is part of our public performance reporting and will be made available on the Strategy, Performance and Research pages of [our website](#) following consideration at Council Committee. We will further enhance this with the publication of additional performance and data, for example, quarterly core performance measures (currently in development), Best Value reports and Edinburgh By Numbers.
- 4.12 This will ensure compliance with our statutory reporting as set out by the Accounts Commission, [Statutory Performance Information 2021 Direction](#).

5. Next Steps

- 5.1 The business plan is currently being reviewed and updated following the local government election in May 2022.
- 5.2 Following approval of the refreshed business plan we will review and update the performance measures accordingly and develop a plan to transition to the new performance monitoring and reporting regime.
- 5.3 The Annual Performance Report, 2021/22 will be published on the Council website and promoted through our social media channels.

6. Financial impact

- 6.1 Given that this report is retrospective, there is neither a financial nor procurement impact.

7. Stakeholder/Community Impact

- 7.1 A communications plan has been put together to promote the Annual Performance Report both within the Council and externally.

8. Background reading/external references

- 8.1 [Business Plan \(Our Future Council, Our Future City\)](#)
- 8.2 [Planning and Performance Framework](#)

9. Appendices

Appendix A: Annual Performance Report, 2021/22

Appendix B: Annual Complaints Report, 2021/22

ANNUAL PERFORMANCE

2021/22



Foreword



Cammy Day
Council Leader

We are pleased to present our Annual Performance Report for 2021/22, showing our work over the past 12 months.

This year the successful vaccine programme has seen a gradual easing of Covid-19 restrictions and a return to near normal life in the city. We have continued to adapt through 2021/22 to the changing Covid-19 restrictions and support residents and businesses with the ongoing impact of Covid-19. We remain extremely proud of how our workforce has responded during these challenging times. As restrictions eased, we worked hard to return to normal services whilst continuing to progress the key strategies and projects to support the city to recover and deliver the three key priorities in our [Business Plan \(Our Future Council, Our Future City\)](#)

- ending Poverty by 2030
- becoming a sustainable and net zero city by 2030
- wellbeing and equalities.

We know that Covid-19 and the rising cost of living is impacting hardest on those individuals and households living in poverty and so we have invested in our services that provide support in these challenging times. At the same time, we have pushed on with our longer-term projects with partners to help meet our aim of ending poverty by 2030 and to build a stronger, greener, and fairer economy. We have expanded the Edinburgh Guarantee to support everyone to access suitable learning, training, and work opportunities. We have also supported business through our Business Gateway services, approved a further 1,250 affordable homes and completed a further 1,041 homes. Edinburgh has been accredited as a living wage city. We remain committed to providing first class education, supporting pupils to return to formal examinations and we have invested additional funding into focused support to reduce the attainment gap.



Andrew Kerr
Chief Executive

We have engaged with citizens to progress our thinking on how we will deliver our priority to become a sustainable and net zero city by 2030 and this has culminated in our 2030 Climate Strategy and implementation plan which we will continue to implement in the coming years. Our other major strategies continue to progress, such as our City Centre Transformation Plan, Mobility Plan, and City Plan, all of which focus on building a sustainable landscape to meet the growing needs of the city. We have made progress with major infrastructure projects including Granton Waterfront, Edinburgh BioQuarter and the George Street Transformation project.

We have worked with communities and partners this year to develop and refine the 20-minute neighbourhood approach and we have begun developing the South West pilot in Wester Hailes. We have also continued to invest and improve the services that impact on the daily lives of all our residents including new communal bin hubs, investing an additional £6m to improve our roads and completing the installation of energy efficient street lights across the city.

This report provides a holistic picture of how we have continued to drive forward Edinburgh's recovery and the changes we need to make together so Edinburgh is a fair, pioneering, welcoming, and thriving city for all residents.

Contents

Overview	4
Ending Poverty by 2030	6
On track to end poverty in Edinburgh by 2030 by meeting the targets set by the Edinburgh Poverty Commission.....	8
On track to deliver new prevention service models	9
More residents experience fair work and receiving living wage.....	9
Intervene before the point of crisis to prevent homelessness	10
Ongoing delivery of our 20,000 affordable homes programme.....	10
Increased attainment for all and reducing the poverty-related attainment gap.....	11
Edinburgh’s economy recovers from recession and supports businesses to thrive.....	14
Becoming a sustainable and net zero city	16
On track to deliver our 2030 net zero target.....	17
Citizens are more engaged and empowered	19
Develop key strategic sites and projects to meet the needs of a diverse and growing city.....	19
The city has a well-connected and sustainable transport and active travel network.....	21
Wellbeing and Equalities	22
People can access the support they need in the place they live and work.....	24
Improved safety and wellbeing for vulnerable citizens	24
Edinburgh Health and Social Care Partnership	26
Core services are maintained or improved.....	28
Make better use of the Council estate and resources to meet our strategic priorities	29

Overview

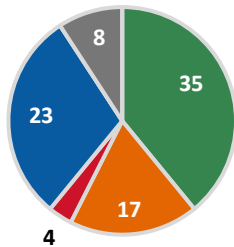
This performance report gives an overview of how we performed from April 2021 to March 2022 against:

- our three Business Plan priorities - ending poverty by 2030, becoming a sustainable and Net Zero city by 2030, wellbeing and equalities
- the 15 outcomes that sit under these priorities
- our associated key performance indicators.

This year we have continued to support Edinburgh residents, particularly the most vulnerable in our communities, as we continued to feel the impact of Covid-19. We have also worked with businesses to support them adapt and start to recover. As Covid-19 restrictions eased throughout the year, we worked to resume our regular services and we have focused on implementing the key strategies and initiatives designed to deliver our Business Plan.

Below is an overview of our performance this year split by our three priorities.

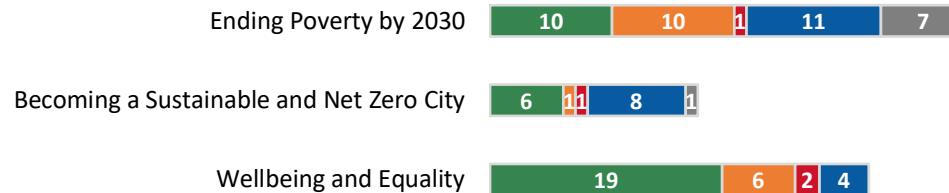
Performance by Target



RAG Status Key

- Performance is on or ahead of target ●
- Performance is behind target by 5% or less ●
- Performance is behind target by more than 5% ●
- No Target currently ●
- Indicator for Monitoring Only ●

Performance by Priority



Milestones



Our Key Performance Indicators (KPIs) show how we are performing across the wide ranging projects and what we are doing to meet our three Business Plan priorities for Edinburgh:

- 35 of our KPIs are on or ahead of our target (green RAG status)
- 17 indicators are just behind the target we set (amber RAG status)
- only four indicators have a red RAG status, meaning we will take action to get them back on track this year
- eight indicators have a grey RAG status as they are for monitoring purposes only
- we continue to monitor a further 23 indicators which do not have targets this year (they are new measures, Covid-19 impacted so a new baseline is required or the end of year figure is not available yet).

Of the 87 KPIs, we have assigned a direction of travel (dot) for 56 of the indicators comparing performance in 2021/22 with 2020/21. For the remaining 27 indicators it has not been possible to assign direction of travel due to data not being available or where it is a new indicator.

Direction of Travel	Definition	Count
Improving	Performance has improved on last year (more than 2% change on last year)	28
Maintaining	Performance has remained the same as last year (within 2% of last year)	21
Declining	Performance has declined on last year (more than 2% change on last year)	11
Not appropriate	Comparing performance to last year is not possible due to data not being available or where it's a new indicator	27

This year we have completed four out of our 11 milestones within our suite of KPIs, we are making good progress on three with deadlines during 2022/23 and four are progressing but have been delayed beyond our original deadline date.

Ending poverty by 2030

We are continuing to support people living in poverty in Edinburgh while the impact of Covid-19 continues and the cost of living rises. At the same time, we are continuing to work with our partners to end poverty within Edinburgh by 2030, investing in finance and welfare supports and giving everyone equal access to learning, training, and work opportunities.

Below are our key performance indicators (KPIs) for 2021/22. For each KPI, we include the latest data, the targets set for 2021/22 and the RAG status.



On track to end poverty in Edinburgh by 2030 by meeting the targets set by the Edinburgh Poverty Commission					
	2019/20	2020/21	Target	Status	
Percentage of people living on incomes below the poverty threshold		15.0%	n/a	14.0%	Blue
Percentage of children living in families on incomes below the poverty threshold		19.0%	n/a	17.0%	Blue
Percentage of people living in destitution		4.0%	n/a	n/a	Blue
	2019/20	2020/21	2021/22	Target	Status
Number of people supported with welfare rights queries by the Advice Shop		3,800	4,200	4,400	Amber
Scottish Welfare Fund payments	21,744	44,226	65,466	* data only	Grey
Discretionary Housing payments	7,427	8,205	7,806	* data only	Grey
A new city wide approach to commissioned advice services is agreed with partners			Delayed	Q3 21/22	Red
On track to deliver new prevention service models					
New long term plan for delivery of a prevention based Council service model approved and in implementation			Delayed	Q3 21/22	Red
More residents experience fair work and receiving living wage					
Number of new Council apprenticeships	18	26	38	41	Amber
Percentage of suppliers committed to paying the living wage	70.0%	79.0%	82.0%	72.0%	Green
Edinburgh City achieves accreditation as a living wage city			Completed	Nov 21	Green
Living wage employer accreditation	Yes	Yes	Yes	Yes	Green

Number of living wage employers	359	422	526	+ 100 per annum	Green
	2018/19	2019/20	2020/21*	Target	Status
Positive destinations for school leavers	95.1%	92.5%	95.1%	95.0%	Green
Intervene before the point of crisis to prevent homelessness	2019/20	2020/21	2021/22	Target	Status
Number of households assessed as homeless	3,275	1,929	2,399	* data only	Grey
Number of Housing Advice only presentations	1,708	1,375	1,288	* data only	Grey
Percentage of households in unsuitable temporary accommodation.	21.7%	25.1%	25.3%	* data only	Grey
Ongoing delivery of our 20,000 affordable homes programme					
Number of affordable homes approved	1,930	1,285	1,251	1,200	Green
Number of affordable homes completed	1,443	1,087	1,041	1,218	Red
Increased attainment for all and reducing the poverty-related attainment gap	2018/19	2019/20	2020/21*	Target	
Percentage of primary pupils achieving literacy	77.1%	n/a	73.8%	75.0%	Amber
Percentage of primary pupils from deprived areas achieving literacy	61.1%	n/a	57.3%	59.0%	Amber
Percentage of primary pupils who are Looked After achieving literacy	39.1%	n/a	39.5%	To increase	Green
Percentage of primary pupils achieving numeracy	83.2%	n/a	80.4%	82.0%	Amber
Percentage of primary pupils from deprived areas achieving numeracy	70.9%	n/a	65.1%	67.0%	Amber
Percentage of leavers with SCQF level 5 in literacy and numeracy	67.1%	71.7%	74.0%	73.0%	Green
Percentage of leavers from deprived areas with SCQF level 5 in literacy and numeracy	43.5%	50.9%	55.3%	52.0%	Green
Percentage of all leavers achieving 1 or more awards at SCQF Level 6 or higher	67.6%	71.1%	72.6%	73.0%	Amber
Percentage of all leavers from deprived areas achieving 1 or more awards at SCQF Level 6 or higher	45.6%	51.1%	50.6%	53.0%	Amber
	2019/20	2020/21	2021/22	Target	
Percentage of teachers who have met the Teaching, Learning and Assessment "Charter" standard			12% (year to date)	20.0%	Blue
Percentage of schools that have achieved the Digital Schools Award Scotland			new	5.0%	Blue
Percentage of parents receiving funded Early Learning and Childcare through their preferred location			92.4%	new	Blue
Percentage of parents receiving funded Early Learning and Childcare through their preferred model of delivery			74.1%	new	Blue
Capital spend on the Learning Estate new projects			£90.91m	£90.73m	Green
Percentage of primary pupils with low attendance	8.0%	10.6%	14.0%	n/a	Blue

Percentage of secondary students with low attendance	15.2%	17.2%	19.1%	n/a	Blue
Edinburgh's economy recovers from recession and supports businesses to thrive	2019/20	2020/21	2021/22	Target	Status
Review of Economy Strategy completed			Completed	Nov 21	Green
	2019	2020	2021	Target	
Business births per 10,000 residents	54.4	42.4	42.4	* data only	Grey
Employed residents as a percentage of all residents		77.0%	77.9%	* data only	Grey
	2019/20	2020/21	2021/22	Target	Status
Total number of clients supported by employability and skills services	3,719	3,761	3,842	n/a	Blue
Number of engagements through business gateway	4,131	3,551	3,728	n/a	Blue
Percentage of procurement spend via SMEs	52.0%	50.0%	47.6%	52.0%	Amber
Percentage of procurement spend in EH postcode	45.6%	47.6%	45.4%	50.0%	Amber
Investment in supporting the arts and cultural sector in the city			£5.6m	£5.6m	Green

dnr – data not released – nationally published dataset not released due to Covid-19 impact on data collection

On track to end poverty in Edinburgh by 2030 by meeting the targets set by the Edinburgh Poverty Commission

The latest poverty figures for the three citywide indicators (**percentage of people living on incomes below the poverty threshold (15%), percentage of children living in families on incomes below the poverty threshold (19%), percentage of people living in destitution (4%)**) are for 2019/20. The Scottish Government will not be publishing poverty data for 2020/21 because of the impact of Covid-19 on the data collection. This means that the impact of Covid-19 and the cost of living crisis will not be fully shown in these data for some time. However, we are expecting the number of people in poverty to rise in Edinburgh and have acted to try to mitigate that impact where we can. This year we have provided additional support to those households in poverty due to the impact of Covid-19 and other cost of living challenges as

well as progressed our longer term projects to help deliver on this priority as set out in the [End Poverty Delivery Plan](#).

The [first progress report](#) was submitted to the Policy and Sustainability Committee in October 2021 and some of the key actions highlighted included additional investment in services to support households to raise incomes and reduce food insecurity; additional support to people at risk of homelessness; crisis support through various funds/grants and the relaunch of Edinburgh Guarantee. We continue to make progress across all eleven actions the Poverty Commission highlighted in their report and a second progress report to the Policy and Sustainability Committee in November 2022.

This year we **supported 4,200 people with welfare rights advice** which was higher than the number in 2020/21 (3,800) but just below our target of 4,400. Due to significant Covid-19 related staff absence and vacant posts in the Advice Shop in the last few

months, we have had to change our initial contact from face-to-face appointments to a telephone messaging service, where we call people back after they leave a message. However, our staffing levels are returning to normal and vacancies are being filled so we anticipate improving in the near future. We increased our homelessness prevention service within the Advice Shop and are now helping around another 80 people each month with income maximisation and debt advice.

The number of people claiming **Scottish Welfare Fund** and **Discretionary Housing payments** continues to increase - from 44,226 and 8,205 in 2020/21 to 65,466 and 7,806 in 2021/22. This reflects the ongoing impact of Covid-19 on people's lives and the additional support they still require.

We are **reviewing our citywide advice services** with partners. There was a delay in appointing a contractor and we now expect to complete this by August 2022.

On track to deliver new prevention service models

We have invested £1.2m to set up a new prevention team by March 2023. This team will reform **our approaches to poverty prevention** through new community-based services working across service boundaries. There have been unexpected delays due to Covid-19 and service reviews, but a Project Manager is now in place.

More residents experience fair work and receiving living wage

95.1% of school leavers with a positive destination for the academic year 2020/21 is above our target of 95% for the academic

year 2020/21 and is back to pre-pandemic levels. Celebrating its 10th year, the Edinburgh Guarantee expanded to help people of all ages access fair work, training and employment opportunities and launched with a new look website in Summer 2021. The website aims to be a one stop shop to connect and sign-up employers across the city, while offering people quick and easy access to job boards, information on training opportunities and additional support routes. Edinburgh Guarantee will also include in-house delivered, contracted and grant funded services, Young Persons Guarantee and signposting to partner organisations such as Skills Development Scotland and Fair Start Scotland.

The number of new Council **apprenticeships** increased to 38 in 2021/22. Although this is 12 higher than in 2020/21 it is behind our target of 41. It has been challenging to provide appropriate support and learning experiences to apprentices this year because of the impact of Covid-19 on ways of working. We expect these challenges to reduce as we move forward, and services return to normal working arrangements. We sourced £106,000 of funding, as part of the Skills Development Scotland contract, to support the training costs for apprentices. The contract has now been extended into 2022/23 so that we can support more apprentices' training next year. We are continuing to raise awareness of the benefits of employing apprentices across our services as well as through the work of Edinburgh Guarantee and the wider Joined up for Jobs network through:

- information sessions for our staff
- regular articles about apprenticeships posted on internal communications
- social media.

We continue to support fair work practices and the **proportion of our suppliers committed to paying the living wage** continues to rise, from 79% in 2020/21 to 82% in 2021/22, which is ahead of our target. There is an increased focus on Fair Work at a national level including more resources and guidance to support procurement criteria and suppliers in setting expectations. Supplier development programmes, Fair Work convention and Scottish Government blogs have been pushing the real living wage as have we through our own communications.

The **number of living wage accredited employers** continues to increase and was 526 by March 2022 and above the target of an annual increase of 100. We continue to maintain our Living Wage certification which we achieved in 2016 and by working with partners **our city was accredited as a Living Wage City** in November 2021.

Intervene before the point of crisis to prevent homelessness

The **number of households assessed as homeless** has increased during 2021/22 but, at 2,399, is not back to levels seen in 2019/20 (3,275). We gave 1,288 **people housing advice only which is** similar to 2020/21 but remains lower than pre-pandemic levels. The **percentage of households in unsuitable temporary accommodation**, at 25.3% continues to be 3% higher than pre-pandemic levels. This is because we are continuing to accommodate all households, regardless of eligibility, including people who may have No Recourse to Public Funds which reflects our compliance with the Covid-19 public health requirements.

Our Rapid Rehousing Transition Plan sets out what we are doing to increase the availability of appropriate accommodation for people

presenting as homeless. We reported [an update](#) on progress to the Housing, Homelessness and Fair Work Committee on 3 June 2021.

We have invested £0.994m to recruit 28 additional officers to trial new ways of working to prevent homelessness and reduce the number of households in temporary accommodation. The number of temporary accommodation properties available to us, through our new Private Sector Leasing Contract, had increased by over 1,700 by the end of November 2021. We have also put in place a flexible purchase system, agreed by the Finance and Resources Committee on 7 October 2021, to allow the supply of suitable temporary accommodation to continue to increase in future. The Private Rented Sector team prevented 571 households from becoming homeless, helping those households to stay in their own home or to find alternative accommodation.

Our Multi-Disciplinary Team (MDT) support Council tenants who are at serious risk of court/eviction action and who are not engaging with their locality Housing Officer. The MDT had received 93 referrals and had a caseload of 45 households at the end of March 2022, with approximately 75% of those referred fully engaged with the offer of support or engaged with initial information and advice.

In October 2021 we recruited a Partnership Prevention Officer who supports frontline Council staff, wider public service staff and staff working in the third sector to identify and support people who may be at risk of becoming homeless.

Ongoing delivery of our 20,000 affordable homes programme

We continue our ambitious house building programme approving more affordable houses to be built every year. In 2021/22 we

approved **1,251 affordable homes**, 51 more than the target. We completed a further 1,041 **homes** despite the impact of the availability of materials in the construction market and the wider impacts of Covid-19. Although we did not meet our target of 1,218, we expect to complete the remaining homes in early 2022/23. Since we set out our ambition to build 20,000 affordable homes by 2027, we have completed over 7,500 homes and completed over 5,600. The Covid-19 pandemic continues to affect build programmes nationally. Construction work was initially halted, followed by health and safety measures remaining in place until August 2021 and there are still shortages of materials. The end of the year saw a significant increase in approvals by Housing Association partners following the confirmation of increased grant benchmarks by the Scottish Government.

We have built 1,679 homes in our own house building programme including the developments at Bingham and Parkview. 810 homes are currently under construction including nearly 400 homes at Western Villages, Granton. A further 3,000 homes are in various stages of design and pre-construction at sites including Fountainbridge and Meadowbank which now both have a predevelopment partner appointed.

Increased attainment for all and reducing the poverty-related attainment gap

Whilst most of our **primary school indicators** show a decline in performance in the academic year 2020/21, our **secondary school attainment indicators** show an increase in performance. These changes in performance reflect the complex impact of Covid-19 across our schools.

We are working hard to drive improvements in attainment and to reverse the impacts of Covid-19.

We are continuing to upskill our teaching staff so they can provide all young people with the highest quality teaching and learning experiences. This is central to raising attainment for all, particularly young people from the most disadvantaged backgrounds, care experienced young people and those with protected characteristics. We are training teaching staff in four key aspects known to improve teachers' practice in teaching and learning, known as the **Teacher's Charter**. Between August 2021 and April 2022, we trained 571 people on 'Formative Assessment for Learning', 791 people on 'Differentiation', 608 people on 'Skills' and 489 people on 'Leadership of Learning'. This is 12% of the workforce so we are on-track to meet 20% by the end of the academic year 2021-22.

Our schools are also working toward achieving their **Digital Schools Award Scotland**. Three schools have already achieved this award with a further 83 schools signed to this process. 14 schools have completed all the requirements for the award and are awaiting validation visits from Digital Schools Award Scotland. However, there is currently a backlog with the validation process nationally due to Covid-19 so we are uncertain of when these visits will take place. Once they have we will be significantly ahead of our target (5%) for this academic year (2021/22).

We have five measures related to **primary pupils' attainment**. Four of the measures show a decrease when compared to 2018/19 and are below target. Only one measure, **Percentage of primary pupils who are Looked After achieving literacy**, shows a very slight improvement from 39.1% (2018/19) to 39.5% (2020/21). We closely track attainment measures via regular analysis of predicted levels of attainment in November and March each

academic year. This allows us to identify early priority schools which then receive a high level of support from the Quality Improvement and Curriculum Service. This includes helping raise attainment and sending additional staff, including transition teachers. Improvement targets are negotiated with Head Teachers and tracked rigorously to make sure expected progress is made.

The decrease in performance from 2018/19 to 2020/21 was anticipated and reflects the national picture in Scotland as a result of the disruption to learning caused by Covid-19. However, the Local Government Benchmarking Framework (LGBF) 2020/21 report shows a smaller decrease for Edinburgh for both literacy and numeracy when compared to the national average. The LGBF data for literacy attainment in Edinburgh decreased by 3.3 percent decrease compared to the national average decrease of 4.4 percent and for numeracy attainment, Edinburgh saw a 2.8 percent decrease compared to national average decrease of 5.4 percent decrease. We have allocated additional Covid-19 recovery funding to appoint transition teachers to support children and young people, with an identified gap in learning, across P5-S3. Our support will focus on closing gaps in both literacy and numeracy. We are using effective, evidence-based strategies to raise attainment in numeracy. Our Edinburgh learns numeracy development officer is training using high quality universal and targeted professional learning for staff.

We have made limited progress over the last two years in improving **the number of primary pupils, who are looked after, achieving literacy** which shows only a very slight increase from 39.1% (2018/19) to 39.5% (2020/21). The impact of the pandemic, restrictions on physical distancing and the number of children being looked after at home, has meant that children have missed out on high quality learning experiences around reading, writing, listening

and talking. Each term we rigorously track attainment for care experienced pupils in primary schools so that we can tailor support as required. We use targeted measures to support health and wellbeing including play therapy as when a child is resilient, happy and can manage their emotions, they will be in a place to learn. We have also secured a partnership with a Volunteer Tutor Organisation (VTO) who are working with P6 and P7 pupils. They tutor care experienced pupils every week which enhances and complements the school curriculum. The attainment of care experienced children and young people will be included in School Renewal Plans which is in line with our commitment to keep [The Promise](#).

There are four indicators related to attainment in our secondary schools. Three indicators:

- **percentage of leavers with SCQF level 5 in literacy and numeracy**
- **percentage of leavers from deprived areas with SCQF level 5 in literacy and numeracy**
- **percentage of all leavers achieving 1 or more awards at SCQF Level 6 or higher)**

have improved since 2019/20, one indicator is above our target and two indicators are just below our target. The remaining indicator, **percentage of all leavers from deprived areas achieving 1 or more awards at SCQF Level 6 or higher**, shows a slight decrease from 51.1% in 2019/20 to 50.6% in 2020/21.

This improvement in performance is also seen at a national level in the various attainment indicators in the Local Government Benchmarking Framework report 2020/21. However, it should be noted that the assessments were different in 2020 and 2021, due to

the cancellation of exams and external assessment of coursework in 2020 and the use of the Alternative Certification Model in 2021. This means that these results are not directly comparable with previous and future years, and any change in attainment levels during this time should be viewed with caution. With a return to formal examinations in session 2021/22, we are focusing on preparing young people for a return to formal examinations.

We are working hard to give everyone equal access to learning and education and to reduce or remove barriers to learning. Key achievements this year include:

- creating an inclusive, diverse and decolonised curriculum
- upskilling our workforce through the Teachers' Charter
- the rollout of the empowered learning (1:1 devices) initiative with a £17.6m investment.

All senior leaders have participated in Leadership of Race Equalities practice professional learning to promote inclusive practice. We are also supporting our school workforce to complete The Leadership for Equity Professional Learning which provides participants with knowledge and skills to respond effectively to the challenge of delivery equity and closing the poverty related attainment gap. So far 40 head teachers and senior leaders from primary, secondary and special schools completed this course in 2021/22 and are now applying their learning. A further 28 class teachers have also completed all three days of the training.

We have appointed a Senior Development Officer (SDO - equity and closing the gap) to support schools make best use of Finance for Equity and to share effective practice proven to close the poverty-related attainment gap. Additional Covid-19 recovery funding has been allocated to each learning community to appoint a

transition teacher to support young people in P5 to S3 with an identified gap in learning. Support focuses on closing gaps in learning in literacy and numeracy as well as supporting the health and wellbeing of learners.

We are continuing to look at ways to offer choice in our early years services. 92.4% of **parents receive funded Early Learning and Childcare at their preferred location** and 74.1% of **parents receive funded Early Learning and Childcare through their preferred model of delivery**. While Covid-19 restrictions have impacted on what we have been able to offer, we are confident we will be able to provide more flexible options for parents/carers from August 2022 with the relaxation of Covid-19 restrictions. We will reintroduce morning and afternoon sessions and build five new early years settings across the city.

We continue to **invest in our schools and learning estate** with a major £193m maintenance programme which includes replacing windows and floors, upgrading lighting and ceiling, electrical work, cleaning of gutters and general refurbishment. We have invested more money, particularly in schools, than in previous years. We are also opening two new schools in early 2022.

Pupil absence in both primary and secondary schools continued to increase in 2021/22 (at 14% for **primary pupils with low attendance** and 19.1% for **secondary pupils with low attendance**). We carried out an attendance thematic review in November 2021 to understand the causes of pupil absence including the impact of Covid-19 and presented the results and next steps to the Education, Children and Families Committee in March 2022. All schools have been asked to revise and publish their Attendance Strategy by June 2022. We scrutinise data monthly and schools have been given guidance on how to use Finance for

Equity to recruit pupil support officers to attendance. We held an Attendance conference in March to share good practice.

We share data centrally on attendance for Looked After Children (LAC) across all sectors so that support for LAC and care experienced children and young people can be put in place quickly. We have formed a short-life working group to create a multi-disciplinary attendance strategy for city.

Edinburgh's economy recovers from recession and supports businesses to thrive

Our **revised Economy Strategy** was approved in November 2021 and we continue to support businesses and residents to thrive in Edinburgh.

We supported 3,842 people this year with **employability and skills support**, up from 3,761 in 2020/21. Services continued supporting people engaging before the pandemic and securing funding for future programmes such as the £3m commitment for the Young Persons Guarantee to support more young people into training, education, or the workplace. We worked with stakeholders to create Edinburgh's Blended Employability Services which will begin in 2022/23. This is part of a pipeline of employability support and citywide outreach services to support people into training or employment.

Our **Business Gateway service** had 3,728 engagements with businesses which is slightly higher than our engagements in 2020/21 (3,551). Our advisors offer one to one support and also delivered a number of programmes in 2021/22 including

- Digital Boost (support for expanding businesses' online presence)
- Gateway to Investment (ensuring businesses are accessing investment and funding opportunities)
- Business Growth Recovery Programme (supporting businesses to recover).

A national review of the Business Gateway service has been completed which sets out new longer term outcomes. This may mean we change how we provide this service in future, but no changes are needed immediately.

Our **procurement spend in EH postcodes** shows a slight decrease in 2021/22 (45.4%) when compared to 2020/21 (47.6%) which is below the target of 50%. Issues with supply of specific goods, for example PPE, in the region means we had to source these items out with the local area which reflects in our spend in EH postcodes

Our **small-medium sized enterprises (SME) spend** was 47.6% which is a slight reduction from 2020/21 (50%) and behind our target of 52%. The number of SME suppliers included in the data has increased from 1,607 to 1,848 showing our ongoing commitment to supporting local, small businesses. However, our core spend (at £826.7m) is 19% higher than last year which is due to our large project spending (e.g. Tram to Newhaven).

We ran a number of campaigns and initiatives in 2021/22 to support business recovery from the Covid-19 pandemic including:

- a *Shop Here This Year* campaign which promoted shopping within your local area for 11 neighbourhoods

- a *Forever Edinburgh* campaign as part of the ongoing promotion of Edinburgh across various online channels including the Official Guide to Edinburgh website, associated social media channels and a monthly consumer newsletter sent to 24,000 contacts highlighting what to see and do in Edinburgh each month.
- *The Story Never Ends* campaign focused on domestic overnight visitors highlighting Edinburgh as the UK's top city break destination. In summer 2021, we secured £85,000 from the Scottish Government's Regional Recovery Fund and a further £90,000 from VisitScotland's Destination and Sector Marketing Fund focusing on promoting Edinburgh as a place to visit over the winter months. The campaign continued to promote Edinburgh as the top city break destination and saw the launch of the brand new, resident focused, Resident Rewards Edinburgh initiative.

We continue to support the Forth Bridges Tourism Strategy by supporting the project manager with marketing and communications advice and financial investment.

We spent **£5.6m on grants for the arts and cultural sector** for targeted support during the Covid-19 pandemic. These grants were used to retain jobs, creative practices and development and delivery of activity throughout the city. A wide range of partners and events were funded through these grants, including Capital Theatres, Edinburgh International Festival and North Edinburgh Arts.

We allocated over £3m to [our strategic partners](#) and £1.1m for groupings (theatre and literature) for year three of the strategic partners funding programme, as well as extending it for a further year whilst the sector recovers from the Covid-19 pandemic. The

strategic partners rose to the challenge set by the crisis by moving programmes online, maximising freelance employment opportunities and retaining full-time jobs wherever possible. Funding aims to promote stronger collaboration, developing new partnerships and creating new funding streams for the culture sector in Edinburgh.

Becoming a sustainable and net zero city

We remain focused on making sure the city's recovery from the impact of Covid-19 is both green and fair and one which accelerates progress on reducing the city's emissions and adapting the city to be resilient to climate change. To achieve this, we need to improve air quality, protect and enhance our thriving green spaces, support sustainable travel and continue to create energy efficient, good quality places to live and work to make Edinburgh a healthier and happier place to live.

Below are our key performance indicators that indicate how we performed in 2021/22. For each KPI, we include the latest data, the targets set for 2021/22 and the RAG status.



On track to deliver our 2030 net zero target					
	2018/19	2019/20	2020/21	Target	Status
City's emissions (in MtCO ₂ e)	2.428	2.248		6% reduction	Green
		2020/21	2021/22	Target	
Council's emissions (in ktCO ₂ e)		65.65		189.6 (2020-23 - 3 year target)	Green
Installed solar photovoltaic capacity across the Council's operational estate (kWp)		2,092	2,312	2,342	Amber
Percentage of new builds in delivery to PassivHaus standard		17.0%	18.0%		Grey
Annual Council internal floor area agreed to undergo low energy retrofit works			0	0	Green
Number of traffic related Air Quality Management Areas	6	6	6	6	Green
Percentage of homes that meet Energy Efficiency Standard for Social Housing 2 (EESH 2)			new	n/a	Blue
Citizens are more engaged and empowered					
	2019/20	2020/21	2021/22	Target	Status
Percentage of Consultation Advisory Panel (CAP) approved consultations with 'you said, we did' published within three months of closing date	-	-	60%	100%	Red
Percentage of annual discretionary budget allocated through participatory budgeting	0%	0%	0.32%	n/a	Blue

Edinburgh Talks Climate engagement levels			39,600	n/a	Blue
		2019	2021		
Percentage of respondents who believe that climate change is an immediate and urgent problem		72.0%	dnr	65.0%	Blue
Develop key strategic sites and projects to meet the needs of a diverse and growing city	2019/20	2020/21	2021/22	Target	Status
Formal adoption of City Plan			In progress	Aug-22	Green
Outline business case for the new Bio Quarter health innovation district agreed			Completed	Q4 21/22	Green
Outline business case for the West Edinburgh Active Travel and Public Transport infrastructure agreed			Delayed	Sep-21	Red
Completion of Tram line to Newhaven			In progress	Jun-23	Green
The city has a well-connected and sustainable transport and active travel network	2019/20	2020/21	2021/22	Target	Status
Roads annual capital and revenue investment	£23.0m	£21.3m	£24.0m	£20m	Green
		2018/19	2021		
Proportion of people travelling to work by active and sustainable means		70.0%	dnr	n/a	Blue
Proportion of people travelling to work by foot and bike for journeys up to 2 miles		55.0%	dnr	n/a	Blue
Proportion of trips to school by active and sustainable modes		69.0%	dnr	n/a	Blue
Number of multimodal interchanges		50 inter-changes served by 2 or more modes		n/a	Blue
		2020	2021		
Tram passengers		2.351m	2.594m	Increase	Green
Implementation of the Workplace Parking Levy			In progress	tbc	Green

dnr – data not released – nationally published dataset not released due to Covid-19 impact on data collection

On track to deliver our 2030 net zero target

The **latest citywide and Council emissions** measures continues to decrease. The **total city emissions** (MtCO₂e - million tons of

CO₂ equivalent) in 2019/20 was 2.248 MtCO₂e which is ahead of our indicative target of 2.281 MtCO₂e for 2019/20 (target - 6% reduction on 2019/20 figure of 2.428).

In 2020/21, the **Council emitted** 65.65 ktCO₂e, representing 35% (just over one third) of the three-year cumulated carbon budget (2020 – 23). This figure is a reduction on the Council emissions for 2019/20 of 73.5 ktCO₂e. Data for 2021/22 will be available in November 2022 and reported to the Scottish Government via the [Public Bodies Climate Change Duties Report](#).

Our [2030 Climate Strategy and Implementation Plan](#) was approved by the Policy and Sustainability Committee in November 2021. We have set up a new Infrastructure Investment Programme Board (IIPB) to oversee our priority climate strategy actions. We have developed outline proposals for five new net zero pipeline projects. We are finalising a costed climate change risk assessment for the city and will provide the basis for the development of a Climate Ready Edinburgh plan for the city.

The [Council Emissions Reduction Plan](#) was approved by the Policy and Sustainability Committee in November 2021 following a draft version being brought to committee in April 2021. We will report on progress to committee each November.

We are continuing to use our Carbon Scenario Tool to assess the carbon impact of several key projects including Granton Waterfront, Currie High School, and the Enerphit programme. We are currently developing “carbon guidance” to be used in all business cases for every projects.

We have increased our **solar photovoltaic capacity** in 2021/22, with a capacity of 2,312 kWp by March 2022 which is just behind our target of 2,342 kWp.

We are aiming to **apply Passivhaus standards to future new builds** which will make them net zero ready. We are delivering seven of 40 (18%) existing projects to Passivhaus Standard with

low and zero carbon (LZC) Primary Plant. Our goal is to create all new build projects to Passivhaus standards as new projects are commissioned to Passivhaus and old non Passivhaus projects are completed, the percentage will improve with the long-term goal of reaching 100% of new build conditioned area where Passivhaus is technically appropriate.

We are planning how we will **retrofit our existing buildings** to low energy standards. We have completed an assessment of costs of Enerphit based retrofit and finished feasibility studies for 12 buildings by March 2022.

We made a successful bid to the Scottish Government’s Green Growth Accelerator in October 2021. This could provide up to £10m to retrofit Council buildings based on a payment in arrears funding model and meeting certain criteria including carbon emissions reductions and green economy opportunities.

We still have six **traffic related Air Quality Management Areas**, which is our target. The air quality in Inverleith has improved and no longer breaches standards so we are in the process of revoking Inverleith AQMA. The latest data shows that all concentrations of pollutants at most locations are decreasing. The impact of the Covid-19 pandemic has been significant for air quality. Restrictions on travel resulted in a significant drop in NO₂ concentrations at almost all locations across the city in 2020 with just one location within the city centre breaching the legal objective. The objectives for fine particulate matter (PM10 and PM2.5) were not breached, including within the PM10 Salamander Street AQMA for the first year since it was declared in 2017. Even without the effect of the pandemic, long term trends show concentrations of the main pollutants are decreasing at most locations across the city, albeit there remain hot spot areas of concern, especially in the Central

AQMA. Some of the actions we have taken to improve air quality include introducing a Low Emission Zone in the future, improving bus emission standards of our main bus operator Lothian Buses, improving our own Council fleet, and installing more on-street electric vehicle charging points.

There is a new national standard for **energy efficiency in social housing**. However the Scottish Government is reviewing this and its associated timescales through the Zero Emissions in Social Housing Taskforce (ZEST). This is to consider and provide practical recommendations on what is required of social landlords to contribute to the Scottish Government's climate change targets. Monitoring of the ESSH2 standard has been paused until completion of this review.

Citizens are more engaged and empowered

We have involved citizens throughout the development of our 2030 Climate Strategy and Implementation Plan through a series of events during a public consultation.

We show that we have listened people's responses to formal consultations through **'you said, we did' reports**. Since our new consultation policy launched in August 2021, our consultation approval panel have approved nine consultation/engagement activities seven of which had started by March 2022. While 60% of our consultations that were completed over three months ago have 'you said, we did' information published, this figure is based on a low number of consultations (three out of five consultations met the three-month deadline) and so may be skewed. However, it should be noted that the three-month deadline is particularly challenging to meet when decisions, post consultation, are subject to committee approval.

We have run three net zero by 2030 behaviour change campaigns with the £150k allocated to sustainability and net zero engagement and campaigns in 2021/22. These have delivered 6.3m online **engagements** and 39.6k **website visits** over the year.

We will continue to engage with citizens through the Council's democratic processes, the work of the Commission and a new Edinburgh Community Climate Forum.

We have raised the **percentage of our budget that is allocated through participatory budgeting** to 0.32% in 2021/22, from 0% in 2019/20 and 2020/21. We are continuing to look at how we can increase this in 2022/23. Our Participatory Budget Framework, approved at the Finance and Resources Committee in October 2021, will support the development of a programme of activity across our services, setting out the principles underpinning our approach and how Participatory Budget coverage will be extended to include mainstreaming and commissioning activity.

The latest data (2019) shows that more Edinburgh residents (72.0%) believe that **climate change is an immediate and urgent problem compared** to the Scottish average (65.0%) (from the Scottish Household Survey). No data from the 2021 survey has been released at local authority level due to Covid-19 restrictions, when they moved to telephone rather than face to face interviews which has impacted on the comparability of the data at a local level.

Develop key strategic sites and projects to meet the needs of a diverse and growing city

We continue to take the next steps to formally adopting our new **City Plan**. On 29 September 2021 the Planning Committee approved the Proposed City Plan 2030 to be published for a

Representation Stage, this is a six-week period which allows for everyone to make their views known. We are currently considering all representations received prior to submitting the Proposed Plan to Scottish Ministers in late 2022. We will provide detailed responses where possible and report back to our Planning Committee in Summer 2022.

In October 2021 the Policy and Sustainability Committee approved the work to further progress the business case development for the £1.3 Billion project for **Granton Waterfront**, one of the most sustainable and vibrant new coastal towns in Edinburgh, the region and Scotland. Over the next 15 years, our ambition is to deliver approximately 3,500 new net zero homes, a school, medical centre and new space for businesses and creative enterprise. While this is a long-term project, we have already:

- started building new homes, including a further 142 affordable homes at Silverlea
- been granted the planning application for the first Edinburgh Home Demonstrator (EHD) pilot with 75 net zero carbon homes and three commercial units behind Granton Station building by the Development Management Sub-Committee in January 2022
- started ground works at Western Villages for around 388 much needed affordable homes and 56 homes for sale
- begun the £4.5m restoration project of the Edwardian Granton Station as a creative and cultural hub to be leased by leading arts Charity WASPS which is expected to be completed by Spring 2024.

We are progressing various projects within our **City Centre Transformation Plan** including:

- the George Street Transformation project is progressing well and on schedule to be completed by 2025 - the Operations Plan for the project is out for consultation and will be reported back to the Transport and Environment Committee before going to the next stage of development
- we are working on other active travel projects, including the City Centre West - East Link and pedestrian priority zones
- the Edinburgh St James Quarter is now open, and we have secured the year one Growth Accelerator Model payment from the Scottish Government. Work is now underway to close out the delivery side of the project and finalise the monitoring framework.
- Fountainbridge Restoration project is now in the pre-development period with a development partner selected - we expect to begin construction in 2022
- we have set up a sounding board at Seafield and are procuring master planning consultants to support the regeneration in this part of the city.
- we have finished several improvements at Picardy Place and we are going to start engaging with residents and businesses on the final improvements soon.

The business case has been agreed and **the Edinburgh BioQuarter** has formally launched its public procurement process to appoint a private sector partner by late 2022. The opportunity to create a £1 billion health innovation district which will create jobs, homes and a community for thousands of people in Edinburgh has attracted interest from parties around the world.

The **West Edinburgh Active Travel project** is part of the City Region Deal. The project team (comprising the City of Edinburgh Council, West Lothian Council and Transport Scotland) is currently

reviewing the draft West Edinburgh Transport Improvements Programme (WETIP) Preliminary Options Report. Once agreed, this will inform the programme going forward and the Outline Business Case is scheduled to be complete by December 2022.

The city has a well-connected and sustainable transport and active travel network

We spent an additional £6m on **roads** in 2021/22 bringing the total investment in roads to £24m and above our target of £20m. Work completed in the last year includes improved roads and footways pavements on major routes such as Lothian Road, High Street, Maybury Road and the A89.

We have continued working on setting **travel mode share targets** and in November 2021 the Transport and Environment Committee approved a citywide target to reduce car kilometres by 30% by 2030. Following further stakeholder engagement, we are proposing to monitor this single indicator and target going forward. Stakeholder feedback suggested that setting targets across the different travel modes might create competition between them and adversely influence investment levels and progress.

During 2021/22 we have been:

- progressing [our active travel projects](#) that will connect many cycle and walking routes in the city's western and northern suburbs to and through the city centre
- continuing our annual programmes of behaviour change initiatives to encourage active and sustainable travel and to reduce single car occupancy trips each year
- investing in improving infrastructure for walking and cycling

- continuing to plan for the introduction of low emission zones in Edinburgh once appropriate legislation is in place.

While the number of people travelling will have been impacted by Covid-19 restrictions and working from home guidance, the **number of tram passengers** increased in 2021 to 2.594m from 2.351m in 2020. This is expected to continue to increase as workplaces continue to open up for staff to return to work and air travel increases through Edinburgh Airport. Although the trams project has faced significant challenges due to Covid-19, construction continues to progress on time. We expect construction to be completed in autumn/winter 2022 followed by testing and commissioning and the new tram line up and running by spring 2023.

Since the tram works began:

- over £2.4m of funding has been given to support local businesses
- 85% of the known utility diversions has been completed
- 2,800 metres of track has been installed which is over half of the total to be laid (62%).

We continue to work with the Scottish Government on the Workplace Parking Levy and replied to the Scottish Government's consultation on the regulations and guidance for introducing Workplace Parking Licensing in June 2021. This consultation will inform the development of the scheme and set out the requirements for implementation. Once completed we will develop an implementation plan and timescales.

Wellbeing and Equalities

We are continuing to support people to live healthier, longer, and more independent lives, and to improve life chances for all children; especially our most vulnerable. We place the needs of the individual at the centre of our services and supports, which we provide at the earliest stage possible. We also want citizens to be involved in designing how their needs are met and for us to be able to respond quickly if these change. We take pride in providing high quality services and are continuing to develop with partners how we can provide the services people need locally and ensure they are accessible to all.



Below are our key performance indicators that show how we performed in 2021/22. For each KPI, we include the latest data, the targets set for 2021/22 and the RAG status.

People can access the support they need in the place they live and work		2019/20	2020/21	2021/22	Target	Status
20 minute neighbourhood strategy finalised				Completed		Green
South West pilot action plan finalised				Delayed		Red
Number of community hubs in place				new	19 by 2030	Blue
Improved safety and wellbeing for vulnerable citizens						
Children on the Child Protection Register as a rate per 1,000 population		1.5	1.3	1.2	Threshold 2.9	Green
Conversion rate between Adult Protection Contacts and 'Duty to Enquire' carried out		64.90%	71.5%	76.5%	70.0%	Green
Adult protection investigations started per 100,000 adults in population		97.95	113.3	109.5	Threshold 118	Green
Number of situations affected by domestic abuse where support was offered through new delivery model				new	n/a	Blue
Percentage of community justice orders successfully completed		68.3%	91.3%	73.0%	65.0%	Green
Looked After Children as a rate per 1,000 population		13.7	12.5	11.7	Threshold 14.0	Green

Core services are maintained or improved	3 year average (2018/21)	2019/20	2020/21	2021/22	Target	Status
Domestic kerbside missed bin service requests	23,733	17,690	19,887	21,977	21,175	Amber
Communal domestic full bin service requests	19,452	17,004	19,484	19,908	20,020	Green
Percentage of domestic waste recycled	40.6%	37.8%	39.8%	42.6%	41.0%	Green
Percentage of emergency cat 1 road defects made safe within 24 hours		98.0%	100%	100%	100%	Green
Percentage of cat 2 priority road defects repaired within 5 working days		68.0%	99.0%	97.2%	85.0%	Green
Percentage of cat 3 priority road defects repaired within 60 working days		69.0%	99.0%	98.2%	85.0%	Green
Percentage of emergency street lighting repairs completed within 4 hours		98.0%	100%	95.9%	95.0%	Green
Percentage of street lighting urgent 24 hour repairs completed in time		57.1%	92.9%	96.7%	70.0%	Green
Percentage of street lighting 5-day repairs completed in time		22.0%	39.0%	51.3%	50.0%	Green
Number of parks with the Green Flag Award		33	34	35	35	Green
Litter Monitoring System Score		92.9	81.8	82.2	93.0	Red
Number of active library users		101,547	38,016	60,931		Blue
Library digital use – downloads and streaming		176,089	2,958,560	3,069,620		Blue
Proportion of schools in good or satisfactory condition		90.2%	92.7%	94.3%	88.3%	Green
Make better use of the Council estate and resources to meet our strategic priorities		2019/20	2020/21	2021/22	Target	Status
Percentage of P6 to S6 pupils with issued iPad		-	-	30.7%	100% (2 year target)	Green
Customer Hub satisfaction		76.0%	72.0%	66.3%	75.0%	Red
Council's projected Revenue outturn		100.5%	99.2%	99.6%	100%	Amber
Sickness absence		5.37%	3.99%	5.22%	4.0%	Amber
		2018/19	2019/20	2020/21	Target	Status
Council gender pay gap		3.8%	3.0%	2.8%	3.0%	Green
		2019/20	2020/21	2021/22	Target	Status
Progress against delivery of Council's current year's approved budget savings		77.0%	82.0%	89.0%	90.0%	Amber
Percentage of invoices paid within 30 days		95%	96%	96.2%	95.0%	Green
Proportion of Council Tax collected		96.95%	95.96%	96.77%	94.46%	Green
Proportion of Business Rates collected		96.28%	90.54%	89.98%	91.0%	Amber
Percentage of revenue spend placed with contracted suppliers		94.1%	92.8%	91.0%	93.0%	Amber

People can access the support they need in the place they live and work

In June 2021 we established our new draft approach to **20-minute neighbourhood** and approved funding for a new team to implement the strategy. The 20-minute neighbourhood has been split into following five delivery strands:

- regeneration into a 20-minute neighbourhood
- embedding 20-minute neighbourhood principles in existing projects
- reimagine and redesign our town centres/high streets
- citywide neighbourhood connection
- digital, consultation and engagement.

A programme team and board are now in place. They are creating a programme plan, initially focusing on reimagining town centres and supporting other Council services to embed 20 minute principles into existing projects and programmes.

An example of a project that is incorporating these principles is the Wester Hailes masterplan, for which we have appointed a design team. The plan will set out a comprehensive, phased approach for the next 10 to 15 years, building on community aspirations, as set out in the Local Place Plan. Wester Hailes is one of the first communities in Scotland to develop its own Local Place Plan, following its introduction within the Planning (Scotland) Act in 2019. It is expected that the masterplan will provide a platform to maximise funding opportunities, such as the UK Government's Levelling Up Fund.

Improved safety and wellbeing for vulnerable citizens

The number of children requiring formal **Child Protection registration** was stable in 2021/22 and the rate (1.2) is at a similar level to 2020/21 figures and continues to be well below the national rate (2.9) which reflects our focus on early help and support for families. We use the national rate as a threshold which allows us to monitor our level of Child Protection registrations against the national context. If there is a large variation between us and the national rate, we would investigate this further. The Child Protection Committee monitors key data on a regular basis, via the National Minimum Dataset for Child Protection Committees in Scotland. We also undertake quality assurance activity to further scrutinise any notable trends, which has provided additional assurance that the planning undertaken to protect Edinburgh's children is robust. This activity has included audits of cases where children had been removed from the Child Protection Register and where children had been considered at Case Conference but subsequently not registered. This approach is ongoing, with audits of key areas planned for the coming year.

In partnership with colleagues in neighbouring local authority areas, the Child Protection Committee has begun revision of the local Child Protection Procedures, with an expectation that these will be published during 2022.

Similarly our **rate of Looked After Children** continued to decrease across much of 2021/22 with a slight increase in the latter months and at 11.7 remains below the national average (14.0). As with the Child Protection registrations, we use the national rate as a threshold for monitoring our rate within the national context.

The Locality Operational Groups enable partnership working between statutory and third sector services to develop a common practice framework for engaging with children and their families. We are using mental health funding to look at how young people can access support through a simple gateway. We will connect these work streams with Edinburgh's Promise.

We continue to improve how we engage with young people through, for example, the Children's Rights Review, the work in schools, the use of Mind of My Own, the Champions Board and Youth Talk. We are exploring how we can develop an overarching model linked to the Promise as a means of framing our engagement so that what is important to children is considered at each stage of our processes.

The Edinburgh Children's Partnership will continue to work on the actions in [Edinburgh's Promise 2021-2024 plan](#).

We have recruited a dedicated postholder who is supporting the development and recruitment to the Champions' Board (a group of care experienced young people who meet regularly with us to discuss ways to change and improve the care system in Edinburgh). With the new Corporate Parenting Lead Officer, there are plans to better engage with and hear the voice of children who are unable to live at home.

The **conversion rate of Adult Protection contacts into Duty to Enquires** has increased in 2021/22 to 76.5% compared to 71.5% in 2020/21 and is above our target of 70%. Whilst **our rate of Adult Protection Investigations started** decreased from 113.3 in 2020/21 to 109.5 in 2021/22, it remains below the national rate (118). As with the Child Protection registrations, we use the national rate as a threshold for monitoring our rate within the national context.

While our conversion rate performance is high, we are still looking at ways to improve practice. The Adult Support and Protection service did a self-evaluation exercise, including surveys and colleague focus groups and identified key improvements. The Edinburgh Adult Protection Committee is overseeing progress on these improvement actions, including reviewing our Adult Support and Protection Policy and Procedure.

We have reviewed and improved our Large Scale Investigation procedure which is now in place in line with an agreed Pan-Lothian protocol. Multi-agency Quality Assurance meetings have continued to provide scrutiny and assurance for care homes and care at home agencies.

We have given multi-agency colleagues a range of Adult Support and Protection training. We continue to improve how we increase the involvement of people with lived experience in Adult Support and Protection work and in measuring and evaluating outcomes for people. We are working with advocacy organisations to encourage better involvement, including involvement of people with lived experience in training.

We are setting up **Domestic Abuse Local Action Groups** (DALAG) and information sharing protocols between ourselves, Women's Aid and Police Scotland. When we have done this, we will be able to report on the work of the Domestic Abuse Local Actions Groups. We recruited an Equally Safe Edinburgh Committee Lead Officer in September 2021 to support this work.

We created a combined Learning and Development subcommittee to reflect the increasing crossover between Public Protection areas. This group oversee the learning and development needs related to

cross cutting issues, such as domestic abuse, human trafficking and the links between child and adult protection.

Our percentage of **community justice orders successfully completed**, at 73.0% in 2021/22, has returned to pre-Covid-19 levels and reflects the gradual return to more normal working of courts following the Covid-19 restrictions.

As Covid-19 restrictions have relaxed, over the last 12 months, Community Justice Social Work has seen a steady increase in criminal justice social work report requests and community-based disposals. This is due to our partners, including Scottish Courts and Tribunal Services and Crown Office and Procurator Fiscal Service dealing with the backlog of business.

Other highlights include:

- developing trauma informed approaches within the wider service
- a very positive review by the Care Inspectorate of how we deal with breach of licence/recall to custody of people subject to statutory throughcare and the implementation of an improvement plan to address areas of development
- a very positive review by Internal Audit to make sure our procedures and practice effectively meets our regulatory and statutory duties for Community Payback Orders and the implementation of an improvement plan to address areas of development
- re-focusing on our Involving People Strategy with support from our Quality Assurance colleagues.

Edinburgh Health and Social Care Partnership

The Health and Social Care Partnership continues to support vulnerable people across Edinburgh and progress with a number of transformational workstreams is detailed below.

The rollout of **Three Conversations** across health and social care continues. This approach focuses on what matters to a person and working collaboratively with them as experts in their own lives, with staff considering a person's strengths and community networks to achieve positive outcomes. It has been delayed due to the ongoing pandemic and capacity pressures across the system, however, all four localities now have assessment and care management teams using the Three Conversation approach. Due to its success other services within the Partnership have adopted the approach.

Between April 2021 and April 2022, teams using Three Conversation have had conversations with over 4,900 people. 35% have given information, advice or sign posting such as to third sector and community resources rather than formal long-term care services being required or increased. In the same period the average time from a person contacting Social Care Direct to a conversation starting has been 11 days compared with an average of 37.3 days for those working in the traditional assessment model in 2020/21. Recent feedback from colleagues and people supported using the Three Conversations approach has been positive, highlighting how it has helped keep services person centred.

Home First is developing services to better support people to remain at home or in a homely setting, preventing hospital admission and providing alternatives to hospital where it is clinically safe to do so. Significant progress was made in several workstreams during the year.

To help keep people out of hospital, the Partnership created a single point of access through the Flow Centre for all urgent health and social care/therapy pathways requiring a four hour response. From March 2021 to February 2022, 357 referrals were received and 53% of admissions were avoided. The Partnership also expanded the social work hospital team to include Home First Navigators in Home Based Complex Clinical Care and intermediate care, and additional social workers to support the front door at the Royal Infirmary and Western General Hospital. The Hospital@Home service also prevents admissions. Referrals to this service have increased by 40%, with the introduction of different referral routes and virtual clinics which accept Emergency Department referrals out of hours for visits next day.

The Home First approach also to support timely discharge from hospital. In 2020/21, Edinburgh became the first Lothian partnership to test planned date of discharge (PDD), as part of the pan-Lothian pathfinder site for the national Discharge without Delay initiative. The Partnership also enhanced their Discharge to Assess (D2A) service, which enables more people to be assessed at home, supporting 2,173 discharges or referrals since June 2021. Additionally, the Community Respiratory Team built on the success of the test of change done at the Royal Infirmary in 2021 to support the discharge of Covid-19 patients. In 2021/22 there were 20 referrals with 60 hospital bed days saved.

The **Edinburgh Wellbeing Pact** was created during 2020/21 to improve the Health and Social Care Partnership's relationship with Edinburgh citizens. It was created by talking to citizens, staff from the Partnership and partner agencies, communities of interest, community planning partners and interested stakeholders. It is based on the principles of mutuality and reciprocity, and these

remain central to all the enactment activities which have been initiated to date.

In April 2021 the Edinburgh Integration Joint Board (EIJB) supported seven recommendations related to the Edinburgh Wellbeing Pact. Community mobilisation included exploring a new way to engage and fund the third sector with emphasis on community collaboration and what defines a community and their local assets. This work was brought under a separate but connected project titled Community Mobilisation.

The Community Mobilisation programme began in January 2021. As a part of this, eight stakeholder events involving over seven hundred people were held to develop, create, and accelerate solutions. This includes the "More Good Days" Public Social Partnership (PSP). The PSP will focus on improving health, social, environmental, and economic outcomes for the wider community through promoting innovation and being community led, collaborative and ethical. The EIJB has also extended the Health Inequalities Grants Programme from 31 March 2023 to 31 March 2025, whose beneficiaries will continue to be active contributors to the More Good Days partnership.

The **bed-based review** is continuing to redesign bed-based services across the city, taking into consideration demand and capacity to keep a sustainable bed-based services. The project covers a range of bed-based services including medically led beds in hospitals and beds in the community supported by social care staff.

The first phase will increase intermediate care capacity, create a streamlined Hospital Based Complex Clinical Care (HBCCC) service, and introduce nursing staff into Edinburgh Health and

Social Care Partnership (EHSCP) managed care homes. These changes will allow the EHSCP to leave the Liberton Hospital site to free it up for redevelopment. Work is also ongoing in specialist inpatient rehabilitation and palliative/end of life care.

In September 2021 the EIJB agreed to consult on the future of older people's services in Edinburgh. We have been working with the Consultation Institute to plan and develop this, and the results will be published in the latter part of 2022. The outcome from the consultation will inform the options for the delivery of bed-based services in Edinburgh.

Core services are maintained or improved

Our **domestic kerbside missed bin service** requests show an increase in 2021/22 to 21,977 from 19,887 in 2020/21. This is just above our 2021/22 target of 21,175 but is below the average for the three previous years (23,733). The Covid-19 pandemic continues to place additional pressures on the service because of higher staff absence levels due to illness or shielding or self-isolating. Our **communal full bin service requests** are similar in 2021/22 (at 19,908) and 2020/21 (at 19,484). This is lower and so ahead of our 2021/22 target of 20,020, but higher than the average for the three previous years (19,452). We started our communal bin review again in 2021/22 following a pause as we focused on maintaining bin collection during Covid-19 restrictions. New bin hubs across the city, as part of this project, should reduce the full bin service requests in 2022/23.

The **recycling rate** for 2021/22 is 42.6% is the highest it has been since 2017/18 and is above the target of 41%. Home working and increased home delivery services during the Covid-19 pandemic, has continued which increased levels of waste. However, residual

waste has started to reduce in 2021/22, by around 3,500 tonnes, and recycling waste has increased by around 9,000 tonnes.

Green Flag Award assessments by Keep Scotland Beautiful took place in 2021 with Bloomiehall Park achieving a Green Flag Award for the first time, bringing the total number of Green Flag Award parks in Edinburgh to 35 which is almost half of the Green Flag Awards in Scotland (77 awards). Corstorphine Walled Garden also successfully retained its Green Flag Community Award.

Our libraries were closed due to Covid restrictions. The number of people using our libraries is increasing again now they are open, but at 60,931, the number of **active library users** has a long way to go to return to pre-Covid levels of 101,547 in 2019/20. The priority in 2021/22 has been to get libraries back up and running again so they can provide the invaluable resources for local communities, including libraries which were operating as Covid-19 local testing centres. Meanwhile the **number of digital downloads**, which saw a significant rise in 2020/21, continues to rise (up from 2.96m in 2020/21 to 3.07m in 2021/22) showing that residents are still using our online library services.

We continue to repair most **road defects** across all categories within our timescales. In 2021/22, 100% of emergency repairs, 97.2% of Category 2 and 98.2% of Category 3 repairs were repaired on time. This is similar for **street lighting repairs** which exceeded target across all three categories and has showed year on year improvements in both 24 hour (up to 96.7% from 92.9%) and 5-day repairs (up to 51.3% from 39.0%) as services return to normal following Covid-19 restrictions. We also successfully completed the installation of Energy Efficient Street Lights across the city. We completed the hierarchy of roads for safety inspections

across the city and all inspection routes were completed on time in 2021/22.

Our **Litter Monitoring System Score** has marginally improved from 81.8% in 2020/21 to 82.2% in 2021/22 following a decrease in scores seen nationally during 2020/21 following the significant disruption due to the Covid-19 pandemic. Results from Local Government Benchmarking Framework 2020/21 datasets show that the urban authority benchmarking family group as a whole, has seen a significant drop in cleanliness score.

During 2021/22, our Waste and Cleansing service focused on returning our service to normal and maintaining priority waste and recycling collections during challenging periods of staff absence. The improved April 2022 figure (of 85%) shows progress continues to be made. However, we want to see this improvement continue and have several other actions in progress. We have already started to roll out new communal bin hubs and expect this to improve our street cleanliness scores, particularly in high density areas. We are also taking forward the Scottish Government's new strategy aimed at tackling both littering and flytipping through behaviour change, making sure we have the correct service/infrastructure in place and enforcing littering and flytipping enforcement action. We are also reviewing our street cleansing service to make best use of and target our services.

The average **condition of our schools' estate** continues to increase from 90.2% in 2019/20 to 94.3% in 2021/22 because of the money we invested over the last four years to improve the condition and the built environment of our school buildings. This Asset Management Works (AMW) Programme is a 5-year buildings refurbishment programme with a value of more than £124m and is now in its final year.

Make better use of the Council estate and resources to meet our strategic priorities

We began our Empowered Learning programme in August 2021. So far, we have given out 30.7% of the 27,500 **iPads** to 9 secondary schools, 35 primary schools, 30 early years sites and teachers in a further 14 secondary schools also receiving their iPads. We are on track to finish this programme during academic session 2022/23.

We want customers to be satisfied with the first contact they have with us and so have continued with our **Customer Hub satisfaction** survey. In 2021/22, we saw a decrease in satisfaction, from 72% in 2020/21 to 66.3% in 2021/22 and we remain behind our target of 75%. This may be due to a low volume of surveys completed versus the comparative number of calls to our Customer Contact Centre and so may not fully reflect our performance. However, calls generating low satisfaction scores have been analysed and appropriately actioned, including agent training and improving processes. We expect to increase response rates to the survey by sending follow up text surveys on key contact lines and online survey forms on our website. Feedback will feed into wider improvement plans.

Our **projected revenue outturn** is just below our target of 100% at 99.6%. While the financial effects of the pandemic lessened somewhat relative to the previous year, these impacts continued to be significant in 2021/22. The net cost to the Council during the year, including exposure through its Arm's-Length External Organisations (ALEOs), was £25.5m.

Given the scale of these impacts, we regularly reported on financial monitoring to the Finance and Resources Committee during the

year. Through a combination of savings in service areas and corporate budgets, we achieved a provisional underspend of £3.9m. This was delivered without the planned level of drawdown from reserves, providing an additional contingency against the on-going expenditure and income impacts of the pandemic.

Alongside this, we continued to focus on the **delivery of our current year's approved budget savings**, and at 89% for 2021/22, is an improvement on previous years but still marginally below the target of 90%.

The increase in **sickness absence** in 2021/22 to 5.22% has returned to our pre-Covid levels (5.37% in 2018/19) and is above our target of 4%. High levels of Covid related absence resulted in increased pressure on capacity and additional workload of colleagues to keep services running. The pandemic has had a mental and physical impact on employees, reflective of the national trends. Employee absence due to Covid continued to be monitored separately. We have continued to develop, adapt, and tailor wellbeing support for colleagues for those continuing to work frontline services and those who have been working from home.

Our **gender pay gap** (the average difference in hourly wage of all men and women across a workforce) continues to reduce from 3.05% in 2018/19 to 2.81% in 2020/21 and is now lower than our target and so has a Green RAG status. While our gender pay gap decreased in 2020/21, the national average (from the latest LGBF 2020/21 dataset) remains larger than Edinburgh and showed a rise from 3.4% in 2019/20 to 3.66% in 2020/21.

We continue to make progress against the commitments made in our People Strategy and Strategic Workforce Plan workstreams and have also developed a programme deliver on the Independent Inquiry and Whistleblowing Culture Review recommendations. Our actions will continue to support the development of our organisational culture.

It remains important to businesses that we pay our bills promptly and in 2021/22, we continued to pay over 95% of **our invoices within 30 days**, and at 96.2% remain above our target of 95%.

Our **collection of Business Rates** showed a decrease for a second year to 89.98% in 2021/22 and is just below the target of 91% and may reflect the challenges affecting businesses due to Covid-19. We continue to support businesses that are still finding it challenging by promoting and applying all appropriate business reliefs and grants. Meanwhile **our collection of Council Tax**, at 96.77% in 2021/22, has improved compared to last year and is above the target 94.46%.

Whilst the **percentage of revenue spend placed with contracted suppliers** remains high, it has dipped slightly again this year to 91% and is below the target of 93% as we continue to experience challenges in **procuring goods and services from contracted suppliers** particularly in Health and Social Care. We have identified where we can improve which should improve our performance in 2022/23.

City of Edinburgh Council - Complaints Analysis

1 April 20201 – 31 March 2022



A Forward Looking Council



An Empowering Council

Introduction

This is the review of the Council's annual complaints performance for 2021-22.

Key headlines:

- Council services closed 6144 complaints during 2021-2022.
- 86% of closed complaints were concluded at Stage 1 (front line resolution).
- Council services responded to 27% of Stage 1 complaints, 61% of Stage 2 complaints, and 53% of escalated complaints within the Scottish Public Services Ombudsman (SPSO) timescales of 5 working days for stage 1 and 20 working days for Stage 2 and Escalated complaints during 2021 - 2022.
- Council services resolved, upheld, or partially upheld 78% of all complaints closed in 2021 - 2022.
- City of Edinburgh Council complaints referred to the SPSO over 2021 - 2022 increased slightly from the previous year. 36 referrals were received during this time. This is an increase of 4 from the 32 received in 2020 – 2021.
- A revised Model Complaints Handling Procedure developed by the SPSO was introduced on 1 April 2021. This included the introduction of revised processes and a new e-learning module.
- The Council's Corporate Complaints Management Group (CCMG) continues to share best practice and identify opportunities to improve complaints management within the Council, including the need to improve service delivery through learning from complaints.

Key headlines (continued):

- The Council closed 6144 complaints in the 2021 – 2022 reporting year. Although this is an increase from 2020 – 2021, it is below the level of complaints closed prior to the Pandemic. This trend is similar to other local councils who have also experienced a significant drop in complaints during the Pandemic, but numbers are starting to return to pre-pandemic levels. This does suggest a shift in citizen behaviour, rather than an increase in dissatisfaction with Council Services.
- The Council is an active member of the Local Authority Complaint Handlers Network (LACHN) where performance data is shared for benchmarking purposes. When comparing data from our LACHN family group, we are on par with the average response times for Stage 2 and escalated complaints, both within a 5% tolerance of the average for the group.
- Stage 1 complaint response times have significantly improved over the last year, with an average of 16 days to respond reducing to around 9 days. While further improvement is clearly needed, this is a welcome improvement and is likely indicative of the fact that staff with a complaints function are returning to their substantive duties following secondments to Covid-related duties.
- Ongoing work with the CCMG (and indeed CLT members) will see more drive to ensure complaints at stage 1 are handled on time, and steps taken to ensure our complaints handlers are using the recording systems appropriately to close off complaints timeously.
- In addition, we are currently developing improved complaints reporting techniques to enable high quality reporting on complaints performance on a quarterly basis in an attempt to quickly identify areas where improvement may be required alongside improved recording of where learning from complaints has been taken on board to drive service improvements.

Complaints closed during 2021 - 2022

6144

Place	Resources	C&F	EHSCP*	Chief Executive
Q1 – 983	Q1 – 273	Q1 – 120	Q1 - 29	Q1 – 5
Q2 – 1311	Q2 – 256	Q2 – 93	Q2 – 29	Q2 – 1
Q3 – 1124	Q3 – 234	Q3 – 145	Q3 – 23	Q3 – 1
Q4 - 1058	Q4 – 286	Q4 - 133	Q4 – 39	Q4 - 1

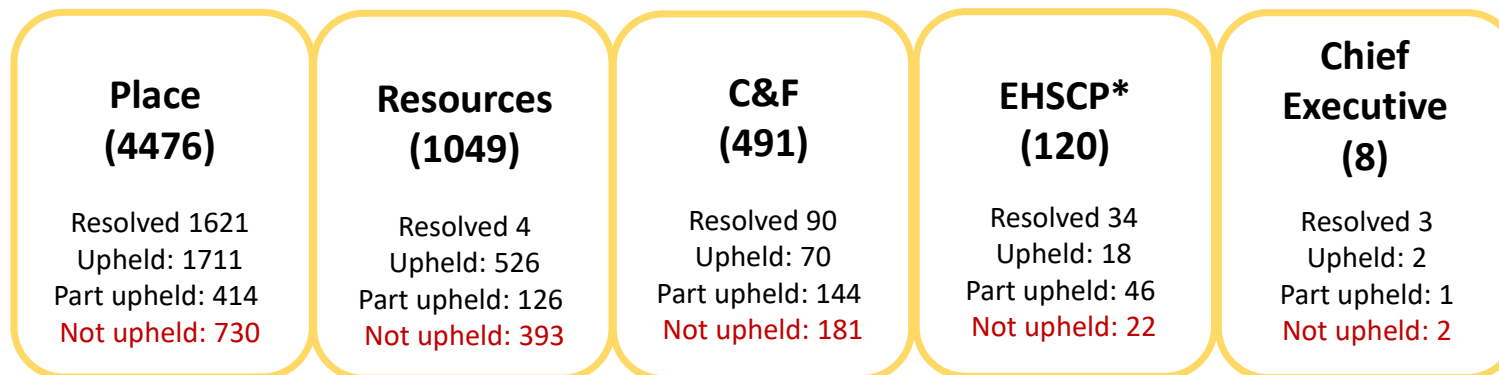
The figures above provide information on the number of complaints which were processed and closed by Council services for each Quarter of 2021 - 2022. Overall, there was a 74% increase in the total number of complaints closed during 2021 - 2022 (6144 compared with 3,530 complaints closed in 2020-2021). This increase can largely be attributed to the recovery from Covid restrictions which had significantly impacted on the number and nature of complaints received by the Council during 2020 - 2021.

- During 2021 – 2022, over 7000 complaints were received by the Council (14.1 per 1000 of population). Over this same time period, 6144 complaints were closed. The remaining complaints not closed were either withdrawn, created in error, or were in progress at the time of reporting the data.
- 5261 (85.6%) of the total number of complaints closed were frontline resolutions (Stage 1), 791 (12.9%) were investigations (Stage 2), and 95 complaints (1.5%) were closed following escalation from Stage 1 to Stage 2

*EHSCP: Adult Social Work only

Complaints resolved, upheld or partially upheld during 2021 - 2022

4815



Page 215

Following the implementation of the Council’s revised Complaint Handling Procedure, a new complaint outcome of ‘resolved’ has been introduced for 2021-2022. This means that it is now possible to close a complaint under the classification of ‘resolved’ without a need to decide whether the complaint should be upheld or not. This outcome can be used where it’s possible to quickly agree on an action that will meet the customer's needs.

- The figures above show the number of complaints resolved, upheld, and partially upheld, as well as those not upheld by Council services.
- Overall, the Council resolved, upheld or partially upheld 4815 complaints from a total of 6144 complaints closed in 2021 – 2022 (78%). This is an overall increase of 14% from the 64% of complaints which were upheld or partially upheld in 2020 – 2021, however it should be noted that the 2021 - 2022 figure does now include "resolved" complaints.

*EHSCP: Adult Social Work only

Performance against SPSO timescales

	Apr – Mar 2021	Jun – Sept 2021	Oct - Dec - 2021	Jan – Mar 2022	2021 - 2022
Place	29% (285/983)	30% (387/1311)	29% (322/1124)	33% (352/1058)	30% (1346/4476)
Resources	37% (100/273)	38% (96/256)	50% (116/234)	40% (114/286)	41% (426/1049)
C & F	53% (63/110)	54% (50/93)	57% (83/145)	49% (65/133)	53%(261/491)
EHSCP	38% (11/29)	31% (9/29)	26% (6/23)	36% (14/39)	33% (40/120)
Chief Executive	80% (4/5)	0% (0/1)	100% (1/1)	0% (0/1)	63% (5/8)

Page 216

The data in the table above reflects performance against the Stage 1 (5 working days) and Stage 2 (20 working days) timescales set out in the Council's Complaint Procedure. These are based on source data collected from Council recording systems and include any agreed extended timescales.

- When necessary, and with agreement of the customer, timescales can be extended at both Stages 1 and 2. Over the period, 335 (6%) extensions were agreed at Stage 1 and 123 (16%) extensions agreed at Stage 2.
- The Council answered 27% of Stage 1 complaints , 61% of Stage 2 complaints, and 53% of escalated complaints within time in 2021 - 2022

Performance against SPSO timescales

- Overall, the Council responded to 31% of all closed complaints within time in 2021 - 2022 - a significant decrease compared with 2020-2021 when 64% of closed complaints were responded to within timescales. Services providing the statistical information have attributed this performance to ongoing issues and diverted resources taken up with the Covid 19 pandemic issues during 2021 - 2022. Future Complaints Group meetings will reinforce the need to improve across the board and ensure relevant training opportunities are provided to complaints handlers.
- The average recorded period for providing a full response at Stage 1 was 9.6 days and 19.1 days at Stage 2. This is largely due to complaints not being closed on recording systems in good time. Services will continue to be reminded of the need to close complaints promptly through the Corporate Complaints Group champions.
- While the figures provided for handling complaints within timescales are disappointing, some encouragement should be taken that improvements have been made over the last year where Stage 1 response times have improved, reducing from 16.1 days average to 9.6 days average, and Stage 2 average response days are now within the SPSO 20 working day guidelines. Through working with our Service leads and Executive Directors, we will strive to continue to make improvements moving forward.

Complaints during Covid

Impact of Covid on Council Complaints

The Coronavirus pandemic, and the Council's response to it, had a considerable impact on the number and nature of complaints received by the Council.

- Complaints across the board increased by 74% in 2021 - 2022 and are unlikely to have fully returned to pre-pandemic levels.
- Some of the factors that influenced the reduced number of complaints during the Covid Pandemic were Council decisions made in response to the pandemic. For example, not proceeding with debt recovery for a period; the temporary abolition of parking charges; and the short-term cessation of some collection services, such as garden waste and glass.
- The nature of complaints also changed as a result of different service delivery models. For example, schools received several complaints relating to their digital delivery and virtual learning.
- The need to prioritise resources in response to the pandemic had an impact on performance figures for some services. For example, Adult Social Care Services, had to use complaints staff in other areas of pandemic related work.
- The top three service areas receiving complaints continue to be Place, Waste and Cleansing, and Resources.

Complaints and referrals to the SPSO

- Once customers have had their complaint handled through Stage 1 and 2 of the Council’s complaints process, they can take their concerns to the SPSO if they are unhappy with the way in which their complaint has been handled. The SPSO is the final stage for complaints about most Scottish public authorities.
- During 2021 - 2022, there were 36 referrals to the SPSO. These mostly concerned Place (15), Customer and Digital (5), and Schools and Lifelong Learning (4). Of the 36 referrals, two resulted in improvement decisions.
- The table below shows progress over time in relation to SPSO referrals and Decisions for Edinburgh City Council.

Page 219

	2021 - 2022	2020 - 2021	2019 - 2020	2018 - 2019	2017 - 2018
Enquiries	36	32	129	133	162
Decisions	2	1	3	9	27

- the figures continue to indicate a continued trend of fewer complaints and referrals being taken to the SPSO about the Council. Given there was a 74% increase in the complaints handled by City of Edinburgh Council, the slight increase from 32 to 36 SPSO enquiries is relatively low by comparison.
- It is worth noting that SPSO have also been impacted due to the Covid pandemic, and their investigations are currently backlogged by around 11 months

Learning from Complaints

- A Key Performance Indicator from SPSO is centred around learning outcomes following the handling of complaints.
- Within the Health and Social Care Partnership, a complaint was received about a motion activated wrist alarm not activating when the client fell. The investigation found that whilst it was not possible to guarantee the equipment would detect all falls, it was important that clients and their families were made aware of this. As a result of the investigation, our equipment suppliers updated their written citizen alarm agreement to ensure that all relevant parties are now aware and informed of potential system limitations, particularly when carers or family members may not be present during the installation visit.
- In another case, action was taken when complaints were received in connection with decision-making by the Transport Allocation Group (TAG). A lack of clarity was identified about the types of shared transport available, and physical distancing guidelines when using transport. Practitioner guidance is now issued to workers as part of the invite to the TAG meeting, explaining areas to be discussed and helping practitioners prepare, so that a decision is more likely to be reached at the first meeting. A 'Frequently Asked Questions' document has also been developed, setting out expectations for practitioners attending the TAG and the process for arranging transport once agreed.

Learning from Complaints

- Within the Customer Contact Team, cognisance has been taken of services need to respond within the time frames so that complaints are dealt with as a priority and not followed up by the citizen, taking up valuable time unnecessarily.

Where there are some complex complaints that require in-depth investigations, it is important to maintain communication with the customer and ensure they receive a holding letter/email advising them that their complaint is being investigated and is in hand.

Page 221

Within the Customer Contact Team, there has been an improvement in this over the last 12 months, and they will continue to work to make further improvements.

- Within Waste Services' Communal Bin Project, we have reviewed complaints received or escalated to Stage 2. As an outcome of this review, we have taken steps to improve communications as several residents had stated they were unaware of the proposals prior to the new bin hubs being implemented.

In addition, the information we have provided on the Council's website has been reviewed and extended, and we have set up additional engagement events and written to residents to make them aware of the events.

Learning from Complaints

- Within Schools - we received several complaints relating to the length of time it was taking to respond to customers when they were reporting a change of address.

As a result we now aim to respond to all submissions within 1 month and notify of a final decision on school placement by 31 May, in order that children will be able to attend any transitional activities at their new school.

Next Steps

- The Information Governance Unit and the Corporate Complaints Management Group will continue to promote the revised Complaint Handling Procedure to ensure appropriate levels of awareness and improved complaint handling across the organisation.
- The Council will strive to collect information on a quarterly basis about complaint outcomes to build public confidence and trust in the value of complaints and complaining, including the actions taken to improve services identified through learning outcomes from complaints.
- The Council will continue to contribute to the work of the Local Authority Complaint Handlers' Network to share best practice and benchmarking information to improve complaint handling and performance in Edinburgh.
- A revised and nationally agreed questionnaire will be introduced to assess customer satisfaction levels and inform improvements when required. Discussions with the Corporate Complaints Management group and Corporate Leadership Team will continue to identify best practice for implementing the survey.
- Discussions continue to take place about improved complaints recording and reporting which should (through time) provide improved and more consistent complaints data to inform service improvements.

For more information regarding Complaints please contact:

Information.compliance@edinburgh.gov.uk



A Forward Looking Council



An Empowering Council

The City of Edinburgh Council

10.00am, Thursday 22 September 2022

Treasury Management: Annual Report 2021/22 – referral from the Finance and Resources Committee

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Finance and Resources Committee has referred the Treasury Management: Annual Report 2021/22 to the Council for approval.

Richard Carr
Interim Executive Director of Corporate Services

Contact: Emily Traynor, Assistant Committee Officer
Legal and Assurance Division, Corporate Services Directorate
Email: emily.traynor@edinburgh.gov.uk

Referral Report

Treasury Management: Annual Report 2021/22 – referral from the Finance and Resources Committee

2. Terms of Referral

- 2.1 On 8 September 2022, the Finance and Resources Committee considered the Treasury Management: Annual Report 2021/22. The report provided updates on Treasury Management activity in 2021/22.
- 2.2 The Finance and Resources Committee agreed:
 - 2.2.1 To note the Annual Report on Treasury Management for 2021/22.
 - 2.2.2 To remit the report to Council for approval.
 - 2.2.3 To refer the report to the Governance, Risk and Best Value Committee for their scrutiny.

3. Background Reading

- 3.1 [Finance and Resources Committee – 8 September 2022 - Webcast](#)
- 3.2 Minute of the Finance and Resources Committee – 8 September 2022

4. Appendices

- 4.1 Appendix 1 – report by the Interim Executive Director of Corporate Services

Finance and Resources Committee

10:00am, Thursday, 8th September 2022

Treasury Management: Annual Report 2021/22

Executive/routine Wards Council Commitments	Executive
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1. Recommendations

1.1 It is recommended that the Committee:

- (i) Notes the Annual Report on Treasury Management for 2021/22;
- (ii) Remits the report to Council for approval; and,
- (iii) Refers the report to the Governance, Risk and Best Value Committee for their scrutiny.

Richard Carr

Interim Executive Director of Corporate Services

Contact: Innes Edwards, Principal Treasury and Banking Manager,
Finance and Procurement Division, Corporate Services Directorate

E-mail: innes.edwards@edinburgh.gov.uk | Tel: 0131 469 6291

Treasury Management: Annual Report 2021/22

2. Executive Summary

- 2.1 The purpose of this report is to give an update on Treasury Management activity in 2021/22.

3. Background

- 3.1 The Council has adopted the CIPFA Code of Practice on Treasury Management in the Public Sector, and under the code, an Annual Report on Treasury Management must be submitted to the Council after the end of each financial year. A separate mid-term report will also be produced during the financial year.

4. Main report

Prudential Indicators

- 4.1 Treasury Management is undertaken with regard to the CIPFA Code of Practice for Treasury Management in the Public Services and CIPFA's Prudential Code. Appendix 1 contains Prudential Indicators showing the actual out-turn for 2020/21. The Council operated within both the Authorised Limit and the Operational Boundary at all times during the year and there were no breaches of the Council's Treasury Management Policy

Borrowing Out-turn

- 4.2 Appendix 2 gives a short economic review of the year, including a commentary from the Council's Treasury Advisors.
- 4.3 Appendix 3 gives an overview of the Council's borrowing for 2021/22. The process of locking out the Council's interest rate risk was accelerated, with the Council borrowing £206m long term from the PWLB at an average interest rate of 1.86% during the financial year.

- 4.4 That took the total of the Council's new borrowing in the last three years to slightly under £0.5 billion securing long term funding at historically low interest rates. A list of the Council's borrowing at 31 March 2022 is included in Appendix 5.

Investment Out-turn

- 4.5 Appendix 4 shows the Investment Out-turn for 2021/22.
- 4.6 The Council's money is invested via the Treasury Cash Fund. The Cash Fund encompasses a number of organisations, including Lothian Pension Fund. Interest is accrued monthly, and performance is evaluated against a benchmark of 7-day compounded SONIA (sterling overnight index average) less 6.25 basis points.
- 4.7 The average interest rate on the fund for the year was 0.11%. This continued to show outperformance against the benchmark which was 0.06% for the year.

Conclusions

- 4.8 The Council undertook £206m borrowing from the PWLB repaying just under £52m.
- 4.9 The investment return for 2021/22 continued to show out-performance against the Fund's benchmark, although low in absolute terms, while maintaining the security of the investments.

5. Next Steps

- 5.1 The Treasury team will continue to operate its Treasury Cash Fund with the aim of out-performing its benchmark of 7-day compounded SONIA less 6.25 basis points and manage the Council's debt portfolio to minimise the cost to the Council while mitigating risk.

6. Financial impact

- 6.1 The Treasury Cash Fund has generated significant additional income for the Council.

7. Stakeholder/Community Impact

- 7.1 There are no adverse stakeholder/community impacts arising from this report.

8. Background reading/external references

- 8.1 None

9. Appendices

- 9.1 Appendix 1: Prudential Indicators Out-turn
- 9.2 Appendix 2: Economic Review of 2021/22
- 9.3 Appendix 3: Borrowing Out-turn 2021/22
- 9.4 Appendix 4: Investment Out-turn 2021/22
- 9.5 Appendix 5: Outstanding Debt as at 31st March 2022

Appendix 1

Prudential Indicators

Prudential Indicator 1 - Estimate of Capital Expenditure

The actual capital expenditure that was incurred in 2021/22 and the estimates of capital expenditure to be incurred for the current and future years:

	Capital Expenditure - General Services					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	Actual	Forecast	Estimate	Estimate	Estimate	Estimate
Rolled Forward Capital Investment Programme	£000	£000	£000	£000	£000	£000
Education and Children's Services	95,726	25,342	71,215	103,555	83,314	31,563
Place	176,181	101,212	133,294	79,075	76,013	20,239
Place - Lending	4,167	20,029	62,413	70,500	41,793	10,804
Place - Trams to Newhaven	68,486	54,700	3,507	0	0	0
Place - Asset Management Works	23,236	22,102	26,441	33,677	31,484	20,473
Corporate Services	3,155	1,276	4,091	1,597	669	678
Edinburgh Health and Social Care Partnership	164	284	0	0	0	0
Contingency	0	0	0	0	5,000	5,000
General Slippage in Programme	0	-21,694	-18,660	-5,573	4,574	17,928
Total General Services Capital Expenditure	371,115	203,251	282,300	282,830	242,847	106,685

Table A1.1 – Capital Expenditure 2021/22 – General Services

The Place - Trams to Newhaven figures include capitalised interest following a change in accounting policy approved by Finance and Resources Committee on 21 January 2021. Note that the 2022-2027 Capital Investment Programme includes slippage / acceleration brought forward based on projected capital expenditure reported at the month three stage.

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	Actual	Forecast	Estimate	Estimate	Estimate	Estimate
Rolled Forward Capital Investment Programme	£000	£000	£000	£000	£000	£000
Housing Revenue Account	64,850	118,755	174,587	266,705	512,713	515,030

Table A1.2 – Capital Expenditure 2021/22– Housing Revenue Account

Note: Figures for 2023/24 onwards are indicative at this stage as the Council has not set a General Services or HRA budget for these years. The figures for General Services are based on the current long term financial plan. HRA figures are based on the business plan which was reported to Finance and Resources Committee on 2 February 2021.

Prudential Indicator 2 - Ratio of Financing Costs to Net Revenue Stream

Estimates of the ratio of financing costs to net revenue stream for the current and future years and the actual figures for 2021/22 are:

	Ratio of Financing Costs to Net Revenue Stream					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	Actual	Forecast	Estimate	Estimate	Estimate	Estimate
	%	%	%	%	%	%
General Services	6.8%	7.3%	8.1%	8.1%	8.2%	8.2%
Housing Revenue Account (HRA)	32.0%	35.7%	37.7%	40.5%	44.2%	47.9%

Table A1.3 – Ratio of Financing Costs to Net Revenue Stream

Note: Figures for 2023/24 onwards are indicative at this stage as the Council has not set a General Services or HRA budget for these years. The figures for General Services are based

on the current long term financial plan. HRA figures are based on the business plan which was reported to Finance and Resources Committee on 2 February 2021.

Prudential Indicator 3 - Capital Financing Requirement (CFR)

Estimates of the end of year capital financing requirement for the authority for the current and future years and the actual capital financing requirement at 31 March 2022 are:

	Capital Financing Requirement					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	Actual	Forecast	Estimate	Estimate	Estimate	Estimate
	£m	£m	£m	£m	£m	£m
General Services (including Finance Leases)	1,411	1,448	1,502	1,547	1,580	1,547
Housing Revenue Account (HRA)	394	458	542	646	788	941
NHT LLPs	56	32	15	15	0	0
Edinburgh Living LLPs	42	61	123	192	234	244
Total Capital Financing Requirement	1,903	2,000	2,181	2,401	2,602	2,732

Table A1.4 – Capital Financing Requirement

The capital financing requirement measures the authority's underlying need to borrow for a capital purpose. The authority has an integrated treasury management strategy and has adopted the CIPFA Code of Practice for Treasury Management in the Public Services. The Council has, at any point in time, a number of cashflows both positive and negative, and manages its treasury position in terms of its borrowings and investments in accordance with its approved treasury management strategy and practices. In day-to-day cash management, no distinction can be made between revenue cash and capital cash. External borrowing arises as a consequence of all the financial transactions of the authority and not simply those arising from capital spending. In contrast, the capital financing requirement reflects the authority's underlying need to borrow for a capital purpose.

The capital financing requirement for the NHT LLPs includes an estimate for repayments of advances. Exit strategies are still to be finalised for the remaining three LLPs, however four have repaid their loans in full.

CIPFA's Prudential Code for Capital Finance in Local Authorities includes the following as a key indicator of prudence. In order to ensure that over the medium-term debt will only be for a capital purpose, the local authority should ensure that debt does not, except in the short term, exceed the total of capital financing requirement in the preceding year plus the estimates of any additional capital financing requirement for the current and next two financial years.

	Gross Debt and the Capital Financing Requirement					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	Actual	Forecast	Estimate	Estimate	Estimate	Estimate
	£m	£m	£m	£m	£m	£m
Gross Debt	1,780	1,720	1,670	1,622	1,548	1,474
Capital Financing Requirements	1,903	2,000	2,181	2,401	2,602	2,732
(Over) / under limit by:	123	280	511	779	1,053	1,258

Table A1.5 – Gross Debt v. Capital Financing Requirement

The authority does not currently envisage borrowing in excess of its capital financing requirement over the next few years. This takes into account current commitments, existing plans and assumptions around cash balances and the proposals in this budget. The figures do not include any expenditure and associated funding requirements, other than projects specifically approved by Council, for the Local Development Plan (LDP) or City Deal.

In 2022/23, the Authority will apply IFRS 16 Leases as adopted by the Code of Accounting Practice. This will subsequently have an impact on the Capital Financing Requirement (CFR) as from the 2022/23 financial year. Therefore, it should be expected to see an increase in the CFR

in future years. This will similarly have an impact on the authorised limit and operational boundary for external debt.

Prudential Indicator 4 – Authorised Limit for External Debt

The authorised limit should reflect a level of borrowing which, while not desired, could be afforded, but may not be sustainable. "Credit Arrangements" as defined by Financial Regulations, has been used to calculate the authorised and operational limits requiring both the short and long-term liabilities relating to finance leases and PFI assets to be considered. In respect of its external debt, the following authorised limits for its total external debt gross of investments for the next four financial years was approved in February 2022. These limits separately identify borrowing under credit arrangements including finance leases and PFI assets. Council has approved these limits and to delegate authority to the Service Director for Finance and Procurement, within the total limit for any individual year, to effect movement between the separately agreed limits for borrowing and credit arrangements, in accordance with option appraisal and best value for money for the authority. Any such changes made will be reported to the Council at its meeting following the change.

	Authorised Limit for External Debt					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	£m	£m	£m	£m	£m	£m
Borrowing	1,640	1,983	2,333	2,798	3,260	3,713
Credit Arrangements (including leases)	289	284	279	274	268	262
Authorised Limit for External Debt	1,929	2,267	2,612	3,072	3,528	3,975

Table A1.6 – Authorised Limit for External Debt

These authorised limits are consistent with the authority's current commitments, existing plans, and the proposals in this budget for capital expenditure and financing, and with its approved treasury management policy statement and practices. They are based on the estimate of most likely (but not worst case) scenario with sufficient headroom to allow for operational treasury management. Risk analysis and risk management strategies have been taken into account, as have plans for capital expenditure, estimates of the capital financing requirement, and estimates of cashflow requirements for all purposes.

The Council operated within both the Authorised Limit and the Operational Boundary at all times during the year and there were no breaches of the Council's Treasury Management Policy.

Prudential Indicator 5 – Operational Boundary for External Debt

The Council has also approved, in February 2022, the following operational boundary for external debt for the same period. The proposed operational boundary equates to the estimated maximum of external debt. It is based on the same estimates as the authorised limit but directly reflects the estimate of the most likely, prudent but not worst-case scenario, without the additional headroom included within the authorised limit to allow for example for unusual cash movements. The operational boundary represents a key management tool for in year monitoring. Within the operational boundary, figures for borrowing and credit arrangements are separately identified. The Council has also delegated authority to the Service Director for Finance and Procurement, within the total operational boundary for any individual year, to effect movement between the separately agreed figures for borrowing and credit arrangements, in a similar fashion to the authorised limit. Any such changes will be reported to the Council at its next meeting following the change.

	Operational Boundary for External Debt					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	£m	£m	£m	£m	£m	£m
Borrowing	1,640	1,933	2,283	2,748	3,260	3,713
Credit Arrangements (including leases)	289	284	279	274	268	262
Operational Boundary for External Debt	1,929	2,217	2,562	3,022	3,528	3,975

Table A1.7 – Operational Boundary for External Debt

The Council's actual external borrowing at 31 March 2022 was £1,499m (including sums repayable within 12 months).

Prudential Indicator 5 – Operational Boundary for External Debt

Under the changes to the Prudential Code which came into force in December 2017, the requirement to measure and report on the incremental impact on the Council Tax / rents was removed from the Code. The authority can set its own local indicators to measure the affordability of its capital investment plans. The Service Director for Finance and Procurement considers that Council should be advised of the loans charges cost implications which will result from the spending plans being considered for approval. These cost implications have been included in the Council's Revenue and HRA budgets for 2022/23 and for future years will be considered as part of the longer-term financial frameworks.

	Loans Charges Liability					
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
	Actual £000	Estimate £000	Estimate £000	Estimate £000	Estimate £000	Estimate £001
General Services (excluding On-Lending and Tram to Newhaven) - New Loans Fund Advances						
Loans Fund Advances in year	147,789	33,525	104,556	109,420	104,671	41,993
Year 1 - Interest Only	2,997	680	2,120	2,219	2,122	851
Year 2 - Interest and Principal Repayment	8,597	1,950	6,082	6,365	6,089	2,443
Housing Revenue Account (HRA) - New Loans Fund Advances						
Loans Fund Advances in year (excl. LLP programme *)	35,364	82,330	104,216	127,158	167,115	182,537
Year 1 - Interest Only	761	1,772	2,243	2,737	3,597	3,929
Year 2 - Interest and Principal Repayment	2,120	4,935	6,247	7,622	10,017	10,941

Table A1.8 – Operational Boundary for External Debt

The loans charges associated with the borrowing required for the house building programme for onward transferred to the LLPs will be met from the LLPs and does therefore not have a net impact on the HRA or General Services revenue budget. Tram repayments are based on the income model and will commence in 2023/24 when the line to Newhaven becomes operational.

Appendix 2

Economic Review of 2021/22

The Council's treasury advisor, Arlingclose, has provided the following economic review of the year:

Bank Rate was 0.1% at the beginning of the reporting period. April and May saw the economy gathering momentum as the shackles of the pandemic restrictions were eased. Despite the improving outlook, market expectations were that the Bank of England would delay rate rises until 2022. Rising, persistent inflation changed that.

UK CPI was 0.7% in March 2021 but thereafter began to steadily increase. Initially driven by energy price effects and by inflation in sectors such as retail and hospitality which were re-opening after the pandemic lockdowns, inflation then was believed to be temporary. Thereafter price rises slowly became more widespread, as a combination of rising global costs and strong demand was exacerbated by supply shortages and transport dislocations. The surge in wholesale gas and electricity prices led to elevated inflation expectations. CPI for February 2022 registered 6.2% year on year, up from 5.5% in the previous month and the highest reading in the National Statistic series. Core inflation, which excludes the more volatile components, rose to 5.2% y/y from 4.4%.

The government's jobs furlough scheme insulated the labour market from the worst effects of the pandemic. The labour market began to tighten and demand for workers grew strongly as employers found it increasingly difficult to find workers to fill vacant jobs. Having peaked at 5.2% in December 2020, unemployment continued to fall and the most recent labour market data for the three months to January 2022 showed the unemployment rate at 3.9% while the employment rate rose to 75.6%. Headline 3-month average annual growth rate for wages were 4.8% for total pay and 3.8% for regular pay. In real terms, after adjusting for inflation, total pay growth was up 0.1% while regular pay fell by 1.0%.

With the fading of lockdown – and, briefly, the 'pingdemic' – restraints, activity in consumer-facing sectors improved substantially as did sectors such as oil and mining with the reopening of oil rigs but materials shortages and the reduction in the real spending power of households and businesses dampened some of the growth momentum. Gross domestic product (GDP) grew by an upwardly revised 1.3% in the fourth calendar quarter of 2021 according to the final estimate (initial estimate 1.0%) and took UK GDP to just 0.1% below where it was before the pandemic. The annual growth rate was revised down slightly to 7.4% (from 7.5%) following a revised 9.3% fall in 2020.

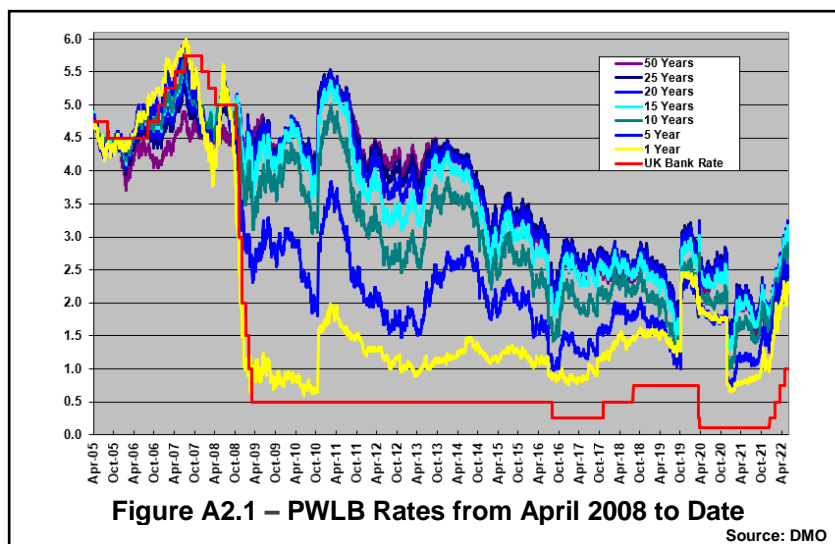
Having increased Bank Rate from 0.10% to 0.25% in December, the Bank of England hiked it further to 0.50% in February and 0.75% in March. At the meeting in February, the Monetary Policy Committee (MPC) voted unanimously to start reducing the stock of its asset purchase scheme by ceasing to reinvest the proceeds from maturing bonds as well as starting a programme of selling its corporate bonds.

In its March interest rate announcement, the MPC noted that the invasion of Ukraine had caused further large increases in energy and other commodity prices, with the expectation that the conflict will worsen supply chain disruptions around the world and push CPI inflation to around 8% later in 2022, even higher than forecast only a month before in the February Monetary Policy Report. The Committee also noted that although GDP in January was stronger than expected with business confidence holding up and the labour market remaining robust, consumer confidence had fallen due to the squeeze in real household incomes.

GDP growth in the euro zone increased by 0.3% in calendar Q4 2021 following a gain of 2.3% in the third quarter and 2.2% in the second. Headline inflation remains high, with CPI registering a record 7.5% year-on-year in March, the ninth successive month of rising inflation. Core CPI inflation was 3.0% y/y in March, was well above the European Central Bank’s target of ‘below, but close to 2%’, putting further pressure on its long-term stance of holding its main interest rate of 0%.

The US economy expanded at a downwardly revised annualised rate of 6.9% in Q4 2021, a sharp increase from a gain of 2.3% in the previous quarter. In its March 2022 interest rate announcement, the Federal Reserve raised the Fed Funds rate to between 0.25% and 0.50% and outlined further increases should be expected in the coming months. The Fed also repeated its plan to reduce its asset purchase programme which could start by May 2022.

Figure A2.1 below shows PWLB borrowing rates since 2005. This clearly shows an increase in borrowing rates mainly due to the Economic effect of the Russian invasion of Ukraine, increase in inflation and subsequent increases in UK Bank Rate.



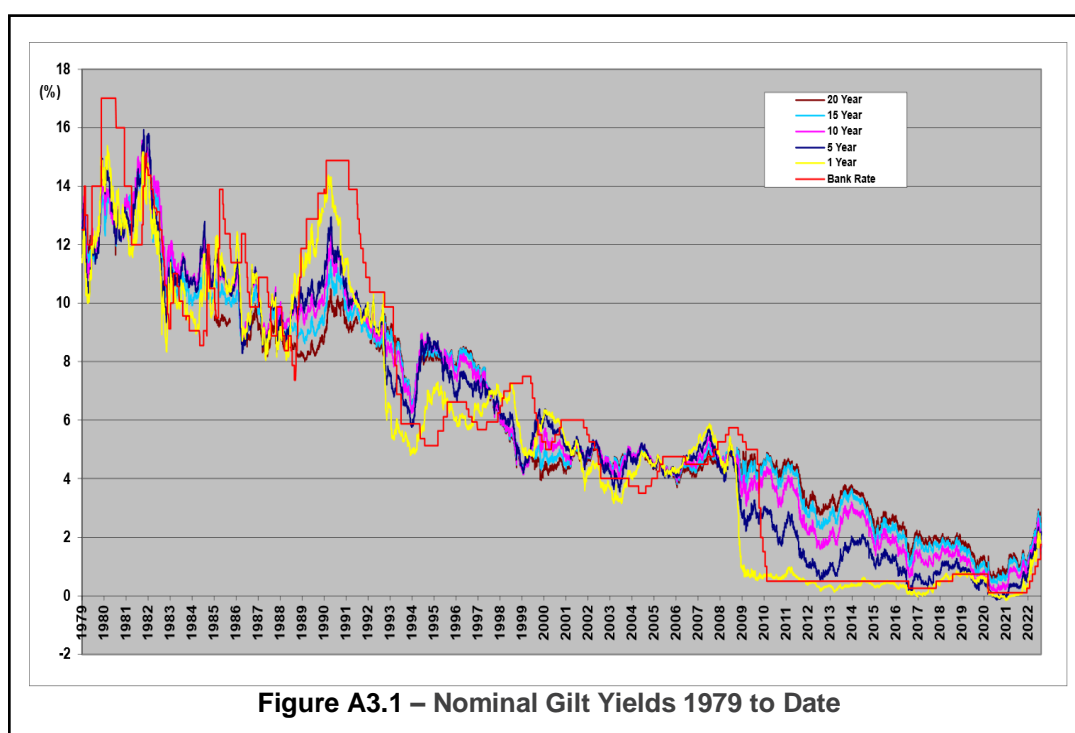
Appendix 3

Borrowing Out-turn 2021/22

Background to 2021/22 Borrowing

Treasury Management is a long-term strategic activity. There are a significant number of new Elected Members so before reviewing the 2021/22 activity it might be helpful to put it in the context of the strategy which the Council has adopted over the last decade.

The Interest Rate on borrowing from the Public Works Loans Board (PWLB) is linked to the yield on UK Gilt edged Securities (Gilts). Figure A3.1 shows nominal yield on Gilts up to 10-year maturity along with UK Bank Rate. This shows how much yields had fallen even before the Global Financial Crisis. In the 2000s, gilts yields remained in a fairly narrow range compared to their previous levels, and the Council generally borrowed in year to meet its borrowing requirement depending on the outlook for Gilts over the next year. However, in 2012 the view was taken that interest rates would trend down over the next few years and no new borrowing from the PWLB was taken from 2012 until 2019. This created a significant interest rate risk at times, deliberately by design. Appendix 3 of the mid-year report taken to the Finance and Resources Committee in December 2021 explains how this was done with the borrowing for the purchase of the Council headquarters at Waverley Court. Large infrastructure projects by their nature are interest rate sensitive.



Some of the interest rate risk was locked out in 2019/20, but it was complicated by the UK Government's decision to increase PWLB Borrowing rates while they undertook a consultation on borrowing for investment in commercial property south of the border.

The Council still has significant cash balances, particularly in its earmarked reserves. Locking out the interest rate risk is therefore a balance between borrowing funds that the Council doesn't need for a year or two and incurring a cost of carry in the meantime and locking in historically low interest rates for long term benefit. It is further complicated by uncertainty in the delivery of the capital programme and hence the need to borrow to fund that capital expenditure. As the pandemic showed, external factors can substantially change the delivery of the programme. However, as our concerns over inflation and interest rates increased, the process of locking out interest rate risk was accelerated.

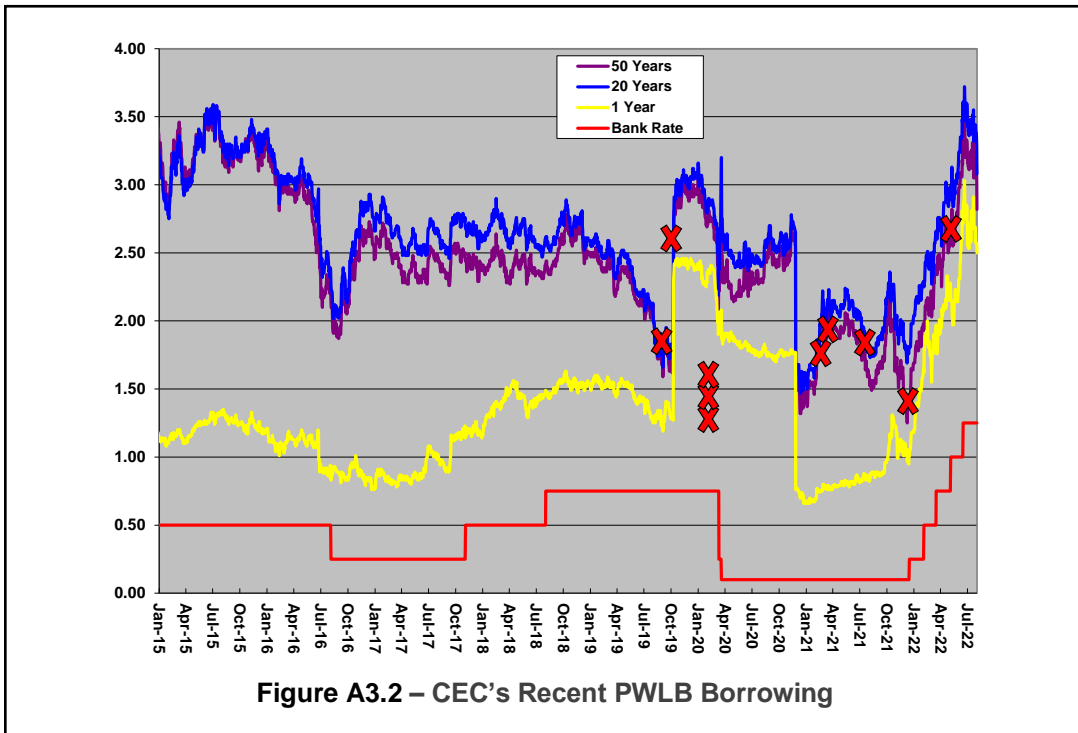
Table A3.1 below summarises the movements in the Council's borrowing during 2021/22.

Type of Loan	Balance	Borrowing	Borrowing	Balance
	01.04.2021	Raised	Repaid	31.03.2022
	£m	£m	£m	£m
PWLB - fixed	1,051.40	206.26	-51.93	1205.73
Salix Finance Ltd	0.74		-0.28	0.46
Market	294.90		-1.73	293.17
	<u>1,347.04</u>	206.26	-53.94	<u>1,499.36</u>
Capital Advances	<u>1,480.80</u>			<u>1,622.96</u>
Under-borrowed	<u>133.76</u>		Under-borrowed	<u>123.60</u>

Table A3.1 – Outstanding Debt Portfolio 2021/22

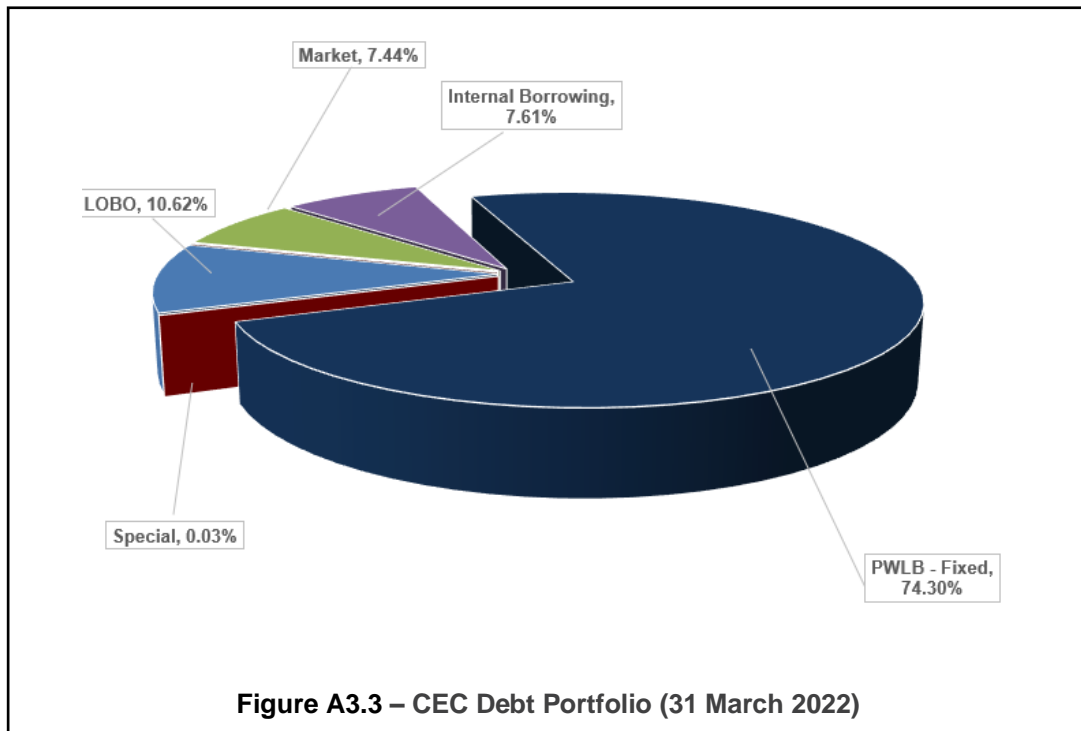
During 2021/22, the Council borrowed £206m at an average interest rate of 1.86%. that brings the total of the new borrowing from the PWLB over the last three financial years to £437m at an average interest rate of 2.02%. A further £60m was drawn down in that period in a forward starting deal with a German bank which locked out the interest rate risk on the St. James Centre Growth Accelerator Model (GAM) capital expenditure. However, £54m in previous loans were repaid during the year, meaning that the Council's net borrowing increased by £152m during the year. There was a significant increase in the Council's net advances from the Loans Fund during the year, resulting in the Council's external debt still being below its Capital Financing Requirement (the Council's underlying need to borrow before taking cash balances into consideration) at year end.

Figure A3.2 below shows the timing of the PWLB borrowing since 2019.



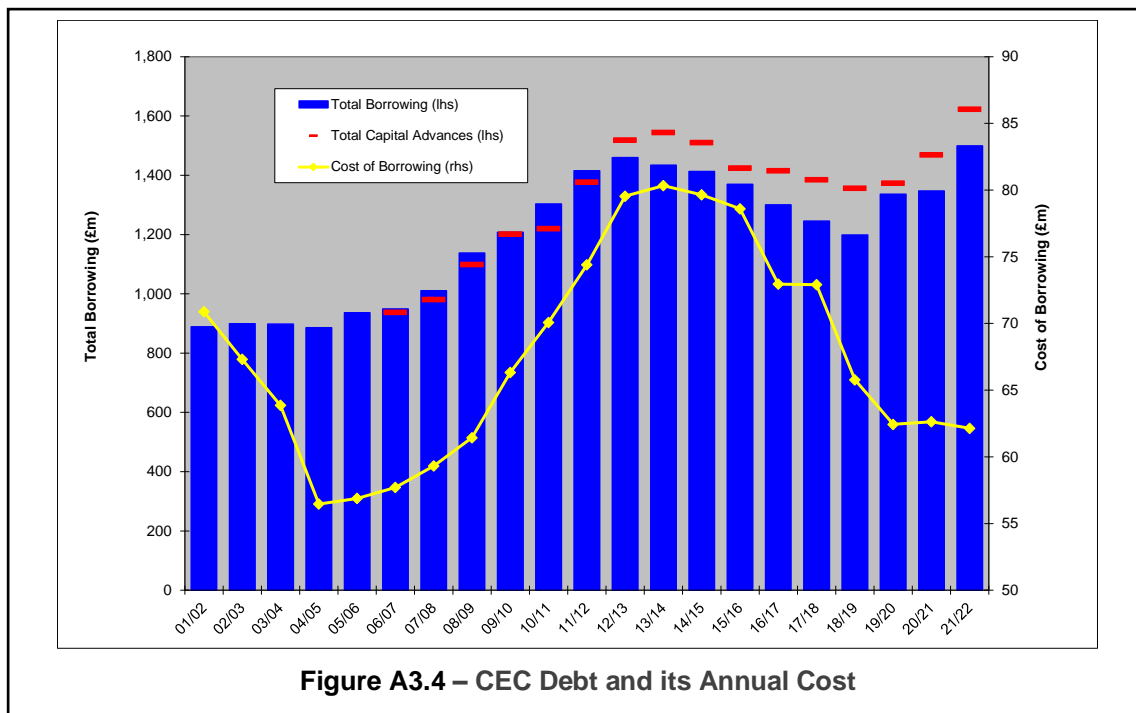
The effect of the increase in PWLB Rates when Gilt Yields were at their lowest is clear from the chart. While not at the absolute low points, the borrowing represents very good long term interest rates funding the Council's capital programme.

The following chart gives the following sources of the Council's borrowing at the end of the financial year:

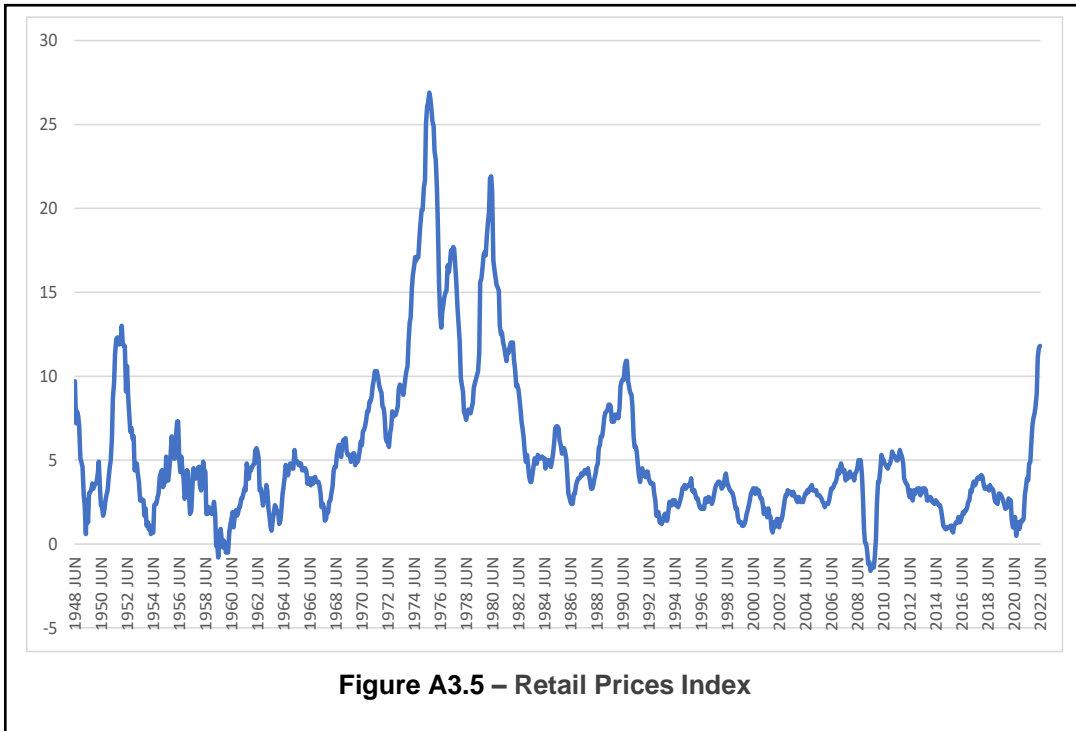


All the Council's external borrowing is therefore fixed rate, which is advantageous in a rising interest rate environment. The internal borrowing is where the Council has used its cash balances to fund the capital programme, so this does not reflect an interest rate risk. The Council also has a substantial capital programme going forward so has significant financing risk on that programme.

Figure A3.4 below shows the Council's borrowing and the annual interest cost of that borrowing. The cost of borrowing has edged down slightly. However, as the full year cost of the 2021/22 borrowing feeds through, it is likely to increase. Since 2001/02, the Council has substantially more external debt but at a lower annual interest cost.



Finally, Figure A3.5 below shows the Retail Prices Index since 1948. Inflation has not been this high since 1990, when UK Bank Rate was over 14%. While that will not happen this time, there is some upside risk to interest rates which we consider has justified the borrowing undertaken where over a third of the Council's total external debt has been borrowed in the last three years.



Appendix 4

Investment Out-turn 2021/22

The Council's money is invested via the Treasury Cash Fund. The Cash Fund encompasses a number of organisations, including Lothian Pension Fund. Interest is accrued monthly, and performance is evaluated against a benchmark, which is 7-day compounded SONIA less 6.25 basis points.

The major issues to the economy over the last quarter were the continuing economic recovery from the coronavirus pandemic and the invasion of Ukraine by Russia, these have contributed to higher inflation and higher interest rates. The Bank of England's Monetary Policy Committee (MPC) has increased UK Bank Rate three times already in 2022, at the time of drafting this report. After increases in February, March then May UK Bank Rate is currently 1%.

Figure A4.1 below shows investment performance since April 2011.

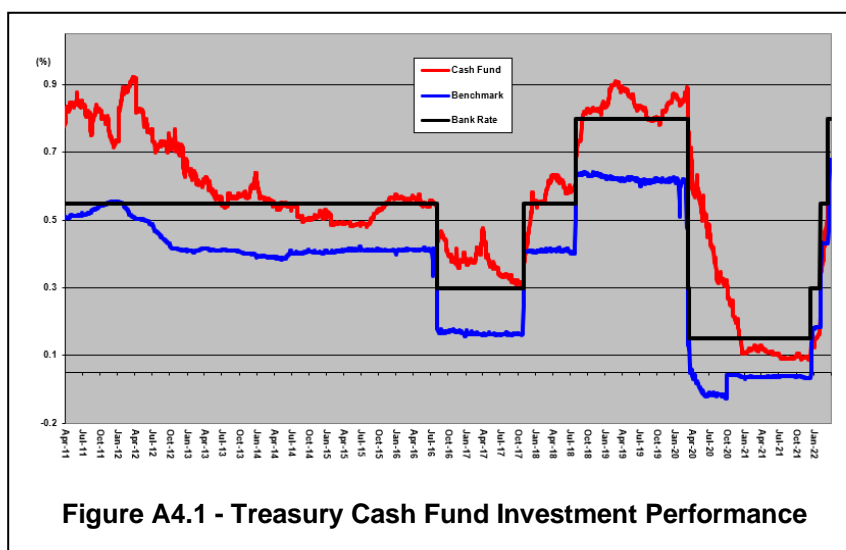
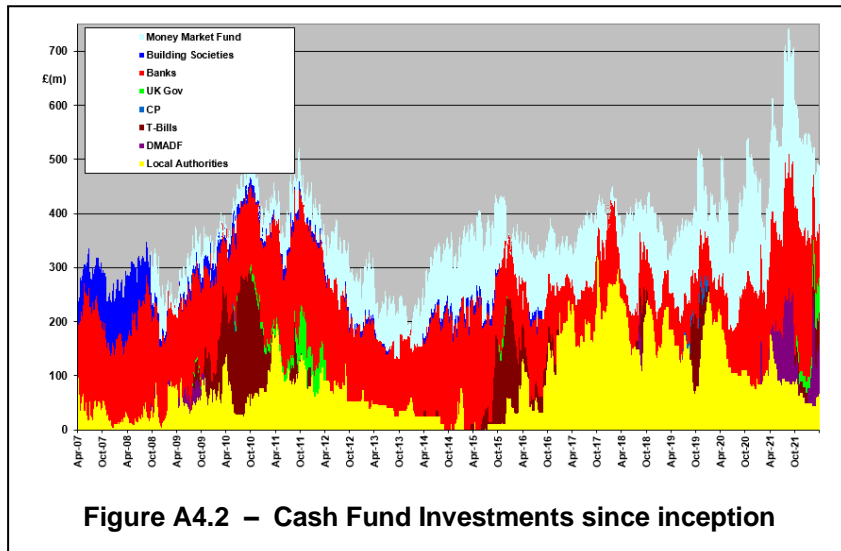


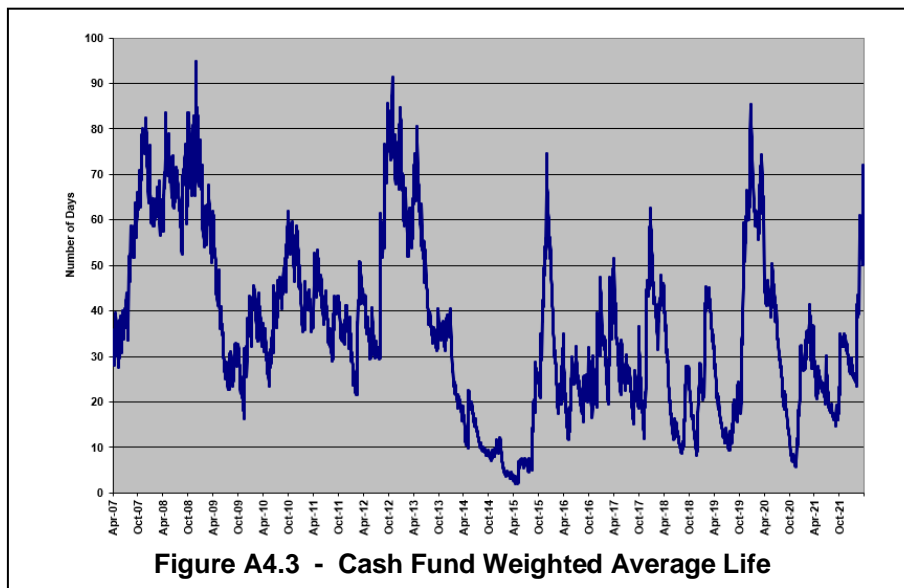
Figure A4.1 - Treasury Cash Fund Investment Performance

The average interest rate on the Cash Fund for the year was 0.11%, which continued to outperform the benchmark of 0.06%. The fund generated income of £323k for the financial year to CEC.

The emphasis remained on security during the financial year with the return of the principal sum being the main concern. With the Strategy being around the security of the investments, Cash Fund money has been invested with banking institutions which was held on instant access call and a 31-day notice account with a highly credit rated institution, money market funds, supranational commercial paper, UK gilts, UK treasury bills, DMADF and other Local Authorities on short term fixed deposits. Figure A4.2 below shows the distribution of the Cash Fund investments since April 2007.



The strategy remains to seek trades which add value relative to MMF/Bank rates and make a positive contribution towards out-performance while maintaining the security of funds.



As can be seen in Figure A4.3 the weighted average life of the fund was just above 28 days at the end of the financial year. The purchase of Supranational commercial paper, UK Gilts and Treasury Bills lengthened the weighted average life towards the financial year end.

Appendix 5

Outstanding Debt as at 31st March 2022

PWLB PROFILE	START DATE	MATURITY DATE	PRINCIPAL OUTSTANDING £	INTEREST RATE %	ANNUAL INTEREST £
M	23/04/2009	23/04/2022	5,000,000.00	3.76	188,000.00
M	12/06/1995	15/05/2022	10,200,000.00	8	816,000.00
M	14/06/2010	14/06/2022	10,000,000.00	3.95	395,000.00
M	31/03/1995	25/09/2022	6,206,000.00	8.625	535,267.50
M	16/02/1995	03/02/2023	2,997,451.21	8.625	258,530.17
M	24/04/1995	25/03/2023	10,000,000.00	8.5	850,000.00
M	05/12/1995	15/05/2023	5,200,000.00	8	416,000.00
M	20/09/1993	14/09/2023	2,997,451.21	7.875	236,049.28
M	20/09/1993	14/09/2023	584,502.98	7.875	46,029.61
M	08/05/1996	25/09/2023	10,000,000.00	8.375	837,500.00
M	13/10/2009	13/10/2023	5,000,000.00	3.87	193,500.00
M	05/12/1995	15/11/2023	10,000,000.00	8	800,000.00
M	10/05/2010	10/05/2024	10,000,000.00	4.32	432,000.00
M	28/09/1995	28/09/2024	2,895,506.10	8.25	238,879.25
M	14/05/2012	14/11/2024	10,000,000.00	3.36	336,000.00
A	14/12/2009	14/12/2024	2,457,029.78	3.66	110,890.07
M	17/10/1996	25/03/2025	10,000,000.00	7.875	787,500.00
M	10/05/2010	10/05/2025	5,000,000.00	4.37	218,500.00
M	16/11/2012	16/05/2025	20,000,000.00	2.88	576,000.00
M	13/02/1997	18/05/2025	10,000,000.00	7.375	737,500.00
M	20/02/1997	15/11/2025	20,000,000.00	7.375	1,475,000.00
A	01/12/2009	01/12/2025	4,596,145.15	3.64	176,932.55
M	21/12/1995	21/12/2025	2,397,960.97	7.875	188,839.43
M	21/05/1997	15/05/2026	10,000,000.00	7.125	712,500.00
M	28/05/1997	15/05/2026	10,000,000.00	7.25	725,000.00
M	29/08/1997	15/11/2026	5,000,000.00	7	350,000.00
M	24/06/1997	15/11/2026	5,328,077.00	7.125	379,625.49
M	07/08/1997	15/11/2026	15,000,000.00	6.875	1,031,250.00
M	13/10/1997	25/03/2027	10,000,000.00	6.375	637,500.00
M	22/10/1997	25/03/2027	5,000,000.00	6.5	325,000.00
M	13/11/1997	15/05/2027	3,649,966.00	6.5	237,247.79
M	17/11/1997	15/05/2027	5,000,000.00	6.5	325,000.00
M	13/12/2012	13/06/2027	20,000,000.00	3.18	636,000.00
M	12/03/1998	15/11/2027	8,677,693.00	5.875	509,814.46
M	06/09/2010	06/09/2028	10,000,000.00	3.85	385,000.00
M	14/07/2011	14/07/2029	10,000,000.00	4.9	490,000.00
E	14/07/1950	03/03/2030	2,022.03	3	66.35
M	14/07/2011	14/07/2030	10,000,000.00	4.93	493,000.00
E	15/06/1951	15/05/2031	2,226.31	3	68.54
M	06/09/2010	06/09/2031	20,000,000.00	3.95	790,000.00

M	15/12/2011	15/06/2032	10,000,000.00	3.98	398,000.00
M	15/09/2011	15/09/2036	10,000,000.00	4.47	447,000.00
M	22/09/2011	22/09/2036	10,000,000.00	4.49	449,000.00
M	10/12/2007	10/12/2037	10,000,000.00	4.49	449,000.00
M	08/09/2011	08/09/2038	10,000,000.00	4.67	467,000.00
M	15/09/2011	15/09/2039	10,000,000.00	4.52	452,000.00
M	06/10/2011	06/10/2043	20,000,000.00	4.35	870,000.00
M	09/08/2011	09/02/2046	20,000,000.00	4.8	960,000.00
M	23/01/2006	23/07/2046	10,000,000.00	3.7	370,000.00
M	23/01/2006	23/07/2046	10,000,000.00	3.7	370,000.00
M	19/05/2006	19/11/2046	10,000,000.00	4.25	425,000.00
M	07/01/2008	07/01/2048	5,000,000.00	4.4	220,000.00
A	24/03/2020	24/03/2050	14,212,272.65	1.64	237,972.00
A	26/03/2020	26/03/2050	4,731,432.36	1.49	72,011.97
A	26/03/2021	26/03/2051	9,744,006.91	1.75	173,884.91
A	12/07/2021	12/07/2051	39,492,672.93	1.78	707,484.79
M	27/01/2006	27/07/2051	1,250,000.00	3.7	46,250.00
M	16/01/2007	16/07/2052	40,000,000.00	4.25	1,700,000.00
M	30/01/2007	30/07/2052	10,000,000.00	4.35	435,000.00
M	13/02/2007	13/08/2052	20,000,000.00	4.35	870,000.00
M	20/02/2007	20/08/2052	70,000,000.00	4.35	3,045,000.00
M	22/02/2007	22/08/2052	50,000,000.00	4.35	2,175,000.00
M	08/03/2007	08/09/2052	5,000,000.00	4.25	212,500.00
M	30/05/2007	30/11/2052	10,000,000.00	4.6	460,000.00
M	11/06/2007	11/12/2052	15,000,000.00	4.7	705,000.00
M	12/06/2007	12/12/2052	25,000,000.00	4.75	1,187,500.00
M	05/07/2007	05/01/2053	12,000,000.00	4.8	576,000.00
M	25/07/2007	25/01/2053	5,000,000.00	4.65	232,500.00
M	10/08/2007	10/02/2053	5,000,000.00	4.55	227,500.00
M	24/08/2007	24/02/2053	7,500,000.00	4.5	337,500.00
M	13/09/2007	13/03/2053	5,000,000.00	4.5	225,000.00
A	14/10/2019	10/04/2053	105,828,884.87	2.69	2,861,104.69
M	12/10/2007	12/04/2053	5,000,000.00	4.6	230,000.00
A	01/07/2021	01/07/2053	49,436,552.38	1.98	984,421.87
M	05/11/2007	05/05/2057	5,000,000.00	4.6	230,000.00
M	15/08/2008	15/02/2058	5,000,000.00	4.39	219,500.00
A	25/01/2019	25/01/2059	2,614,087.71	2.65	70,093.91
A	11/06/2019	11/06/2059	1,233,043.54	2.23	27,846.24
A	01/10/2019	01/10/2059	1,296,172.61	1.74	22,657.81
A	02/10/2019	02/10/2059	38,607,063.32	1.8	698,103.49
A	05/11/2019	05/11/2059	6,950,202.78	2.96	206,456.25
A	28/11/2019	28/11/2059	1,271,596.52	3.03	38,664.01
A	02/12/2019	02/12/2059	2,737,548.31	3.03	83,237.57
A	20/01/2020	20/01/2060	1,929,909.74	1.77	34,629.41
A	20/01/2020	20/01/2060	445,956.16	2.97	13,384.94
M	04/10/2019	04/04/2060	40,000,000.00	1.69	676,000.00
A	07/12/2021	07/12/2060	19,099,634.00	1.8	342,263.87

M	02/12/2011	02/12/2061	5,000,000.00	3.98	199,000.00
A	07/12/2021	07/12/2061	4,164,448.00	1.79	74,222.78
A	24/03/2022	24/03/2063	18,000,000.00	2.65	475,373.43
M	26/03/2020	26/03/2070	10,000,000.00	1.29	129,000.00
M	12/07/2021	12/07/2071	50,000,000.00	1.74	870,000.00
M	23/12/2021	23/12/2071	25,000,000.00	1.45	362,500.00

1,205,737,516.53

Non-LOBO Profile	Start Date	Maturity Date	Principal Outstanding £	Interest Rate %	Annual Interest £
M	30/06/2005	30/06/2065	5,000,000.00	4.40	220,000.00
M	07/07/2005	07/07/2065	5,000,000.00	4.40	220,000.00
M	21/12/2005	21/12/2065	5,000,000.00	4.99	249,500.00
M	28/12/2005	24/12/2065	12,500,000.00	4.99	623,750.00
M	14/03/2006	15/03/2066	15,000,000.00	5.00	750,000.00
M	18/08/2006	18/08/2066	10,000,000.00	5.25	525,000.00
M	01/02/2008	01/02/2078	10,000,000.00	3.95	395,000.00
M	08/10/2020	08/10/2045	58,272,841.48	2.613	1,534,025.23

120,772,841.48

LOBO Profile	Start Date	Maturity Date	Principal Outstanding £	Interest Rate %	Annual Interest £
M	12/11/1998	13/11/2028	3,000,000.00	4.75	142,500.00
M	15/12/2003	15/12/2053	10,000,000.00	5.25	525,000.00
M	18/02/2004	18/02/2054	10,000,000.00	4.54	454,000.00
M	28/04/2005	28/04/2055	12,900,000.00	4.75	612,750.00
M	01/07/2005	01/07/2065	10,000,000.00	3.86	386,000.00
M	24/08/2005	24/08/2065	5,000,000.00	4.40	220,000.00
M	07/09/2005	07/09/2065	10,000,000.00	4.99	499,000.00
M	13/09/2005	14/09/2065	5,000,000.00	3.95	197,500.00
M	03/10/2005	05/10/2065	5,000,000.00	4.375	218,750.00
M	23/12/2005	23/12/2065	10,000,000.00	4.75	475,000.00
M	06/03/2006	04/03/2066	5,000,000.00	4.625	231,250.00
M	17/03/2006	17/03/2066	10,000,000.00	5.25	525,000.00
M	03/04/2006	01/04/2066	10,000,000.00	4.875	487,500.00
M	03/04/2006	01/04/2066	10,000,000.00	4.875	487,500.00
M	03/04/2006	01/04/2066	10,000,000.00	4.875	487,500.00
M	07/04/2006	07/04/2066	10,000,000.00	4.75	475,000.00
M	05/06/2006	07/06/2066	20,000,000.00	5.25	1,050,000.00
M	05/06/2006	07/06/2066	16,500,000.00	5.25	866,250.00

172,400,000.00

SPECIAL FIXED/ VAR	START DATE	MATURITY DATE	PRINCIPAL OUTSTANDING £	INTEREST RATE %	ANNUAL INTEREST £
F	31/03/2015	01/04/2023	270,434.61	0	0
F	22/09/2015	01/10/2023	87,919.88	0	0
F	29/03/2019	01/04/2029	104,983.95	0	0
			463,338.44		

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The City of Edinburgh Council

10.00am, Thursday 22 September 2022

Edinburgh Living LLPs: Acquisition of Homes 2022/2023 – referral from the Finance and Resources Committee

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Finance and Resources Committee has referred the report on the Edinburgh Living LLPs: Acquisition of Homes 2022/2023 Unit to Council for approval of the recommendations at paragraph 1.1.4 of the original report (appendix 1).

Richard Carr
Interim Executive Director of Corporate Services

Contact: Emily Traynor, Assistant Committee Officer
Legal and Assurance Division, Corporate Services Directorate
Email: emily.traynor@edinburgh.gov.uk

Referral Report

Edinburgh Living LLPs: Acquisition of Homes 2022/2023 – referral from the Finance and Resources Committee

2. Terms of Referral

- 2.1 On 8 September 2022, the Finance and Resources Committee considered the Edinburgh Living LLPs: Acquisition of Homes 2022/2023 report. The report sought approval the transfer of mid-market rent homes currently being constructed through the Council's housebuilding programme from the Housing Revenue Account (HRA) to Edinburgh Living, the Council's mid-market rent housing delivery partnership established by the Council in 2018.
- 2.2 The Finance and Resources Committee agreed:
- 2.2.1 To agree the transfer of 14 homes constructed at Dumbryden as part the Council's housebuilding programme, from the Housing Revenue Account (HRA), to Edinburgh Living mid-market rent LLP, once completed in 2022.
 - 2.2.2 To note the intention for Edinburgh Living to purchase 80 homes from the National Housing Trust (NHT) Fruitmarket LLP.
 - 2.2.3 To delegate authority to the Executive Director of Place to complete the purchase of homes on behalf of the Council as Member of the Edinburgh Living Mid-Market Rent LLP.
 - 2.2.4 To note the requirement for the Council.
 - 2.2.4.1 To make available up to £4.9m from the Council Tax Discount Fund (CTDF) to support the purchase of homes at Fruitmarket at Market Value.
 - 2.2.4.2 To lend to the mid-market rent LLP to enable the purchase of all 94 homes.
 - 2.2.4.3 To provide corresponding capital advances from the Loans Fund based on a repayment profile using the funding/ income method, as set out in Appendix 1 of the report.

2.2.2 To refer the report to Council for approval of the recommendations at paragraph 1.1.4 of the report.

3. Background Reading

- 3.1 [Finance and Resources Committee – 8 September 2022 - Webcast](#)
- 3.2 Minute of the Finance and Resources Committee – 8 September 2022

4. Appendices

- 4.1 Appendix 1 – report by the Executive Director of Place

Finance and Resources Committee

10.00am, Thursday, 8 September 2022

Edinburgh Living LLPs: Acquisition of Homes 2022/2023

Executive/routine
Wards
Council Commitments

1. Recommendations

- 1.1 It is recommended that the Finance and Resources Committee:
- 1.1.1 Agrees the transfer of 14 homes constructed at Dumbryden as part the Council's housebuilding programme, from the Housing Revenue Account (HRA), to Edinburgh Living mid-market rent LLP, once completed in 2022;
 - 1.1.2 Notes the intention for Edinburgh Living to purchase 80 homes from the National Housing Trust (NHT) Fruitmarket LLP;
 - 1.1.3 Delegates Authority to the Executive Director of Place to complete the purchase of homes on behalf of the Council as Member of the Edinburgh Living Mid-Market Rent LLP.
 - 1.1.4 Notes the requirement for the Council:
 - 1.1.4.1 to make available up to £4.9m from the Council Tax Discount Fund (CTDF) to support the purchase of homes at Fruitmarket at Market Value;
 - 1.1.4.2 to lend to the mid-market rent LLP to enable the purchase of all 94 homes;
 - 1.1.4.3 to provide corresponding capital advances from the Loans Fund based on a repayment profile using the funding/ income method, as set out in Appendix 1; and

1.1.5 Refer this report to Council for approval of the recommendations at 1.1.4.

Paul Lawrence

Executive Director of Place

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Edinburgh Living LLPs: Acquisition of Homes 2022/2023

2. Executive Summary

- 2.1 Each year the Finance and Resources Committee is asked to approve the transfer of mid-market rent homes currently being constructed through the Council's housebuilding programme from the Housing Revenue Account (HRA) to Edinburgh Living, the Council's mid-market rent housing delivery partnership established by the Council in 2018.
- 2.2 In line with Council governance, Committee is also asked to note the funding required for Edinburgh Living to purchase the homes on completion at a price based on total development costs, leaving the HRA in a cost neutral position. The report is then referred to Council to approve the funding.
- 2.3 This report seeks approval for the intended transfer of a further 14 homes due to complete at the Council's Dumbryden development in 2022/2023, bringing the total number of mid-market rent homes approved through this route since 2019 to 514 homes.
- 2.4 The report also sets out the intention for Edinburgh Living to purchase 80 homes from the Fruitmarket NHT LLP, a Limited Liability Partnership (LLP) established under the Scottish Government's NHT initiative. The LLP is made up of the Council, Scottish Futures Trust Investments Limited (SFTi) and Ediston Properties Limited ("Ediston"). The purchase at Fruitmarket provides an opportunity for Edinburgh Living to increase its portfolio with the addition of a popular development in a well-connected location. It secures long-term affordable rented homes for the City; provides assurance to sitting tenants that their homes will be available to them to rent for as long as they need; and the original funds loaned by the Council to the NHT LLP to purchase the homes on completion in 2017 will be repaid in full.
- 2.5 Finance and Resources Committee is being asked to provide the necessary approvals within their remit to progress the completion of both purchases and to refer the report to Council for the approval of funding.

3. Background

- 3.1 Edinburgh Living was formed as a housing delivery partnership between the City of Edinburgh Council and SFT in March 2018, following the inclusion of a funding package for the initiative as part of the Edinburgh and South-East Scotland City Region Deal (City Region Deal). Edinburgh Living consists of two Limited Liability Partnerships (LLPs), one for mid-market rent homes, which is currently active, and a second for any market rent homes delivered on larger mixed-tenure sites in the future. The Council's partner in the public sector led Edinburgh Living LLPs is SFT, with the Council owning 99% of the market rent LLP and 99.999% of the mid-market rent LLP.
- 3.2 Under the governance structure approved by Council in 2018, the Finance and Resources Committee is asked to approve the transfer of those mid-market rent homes being constructed through the Council's mixed-tenure housebuilding programme to Edinburgh Living from the HRA. As stated above, homes are purchased by Edinburgh Living on completion at a price based on total development costs, including design and construction cost, project management costs, land value and related short-term funding costs, leaving the HRA in a cost neutral position. The background to the financial arrangements for the transfer of homes is set out in Appendix 1.
- 3.3 Committee has already approved the transfer of 500 homes on completion to Edinburgh Living with 370 of these homes now completed and under ownership. The remaining 130 homes approved for transfer are scheduled to be purchased by Edinburgh Living by the end of December 2022.
- 3.4 Edinburgh Living also has the ability to purchase homes directly from the private market and an opportunity to purchase homes at the NHT Fruitmarket development is currently subject to due diligence.
- 3.5 In 2010, the Scottish Government and Scottish Futures Trust (SFT) launched the NHT initiative to deliver homes for mid-market rent in areas of high demand, while at the same time stimulating house building activity following the market crash of 2008. The Council agreed to participate in the initiative in August 2010 and has since provided on-lending to support the delivery of over 800 affordable homes across the city. Appendix 2 provides further information on the NHT initiative.
- 3.6 Council officers are working with the NHT developers to plan and manage developer exit from LLPs across the City. The aim is to provide stability for tenants through agreeing options which enable them to continue to rent their existing home, or be supported to move into alternative rented housing, where they are unable to take up the option to purchase their home. The Fruitmarket NHT LLP homes were completed in 2017 and have now reached their first potential exit point at year five.
- 3.7 The Finance and Resources Committee is being asked to agree the transfer of those mid-market rent homes being constructed through the Council's mixed-tenure housebuilding programme to Edinburgh Living from the HRA. Also, to note the intention for Edinburgh Living to purchase 80 mid-market rent homes from

Fruitmarket NHT LLP, subject to Council approving funding, and to delegate authority to the Executive Director of Place (on behalf of the Council as Member of the Edinburgh Living LLP) to agree the conclusion of the transactions for Dumbryden and Fruitmarket.

4. Main report

- 4.1 The purpose of this report is to seek Committee approval to continue the growth of Edinburgh Living by providing the required approvals for a further tranche of 94 mid-market rent homes, 14 at Dumbryden and 80 at Fruitmarket.

Dumbryden

- 4.2 The Council currently has 816 homes under construction as part of the mixed tenure council house building programme. Fourteen of the 49 new homes being constructed at the second phase of the Dumbryden development are being delivered for mid-market rent and will be purchased by Edinburgh Living on completion in 2022.
- 4.3 The homes are a mix of one, two and three-bedroom flats and the purchase will be funded through a combination of on-lending and Scottish Government grant.

Fruitmarket

- 4.4 The eighty homes at the Fruitmarket development were completed in 2017 by Hart Builders for the developer Ediston under the NHT initiative. As these homes are approaching the end of their fifth year since completion and under the terms of the NHT contract, the Developer has informed the Council that they would like to sell the homes and exit from the LLP. At the time of writing, with the exception of three homes being marketed for re-let, the homes are currently all tenanted. Tenants have private residential tenancies with their Landlord (Fruitmarket NHT LLP). All homes purchased by Edinburgh Living will continue be let at mid-market rents to existing tenants.
- 4.5 The purchase delivers a positive outcome for tenants, providing them with the security of a long-term rental option at affordable rates under an institutional Landlord, as Edinburgh Living aims to grow its stock and provide long-term affordable housing. Following the purchase, homes that become available would be let by Edinburgh Living to tenants on low to moderate incomes in accordance with Edinburgh Living's lettings policy. It also ensures that tenants who wish to purchase their homes, in-line with the provisions set out within the NHT LLP agreements, will be offered that opportunity within the original ten-year timeframe. There has so far been limited interest from tenants in relation to purchase of the homes.
- 4.6 The sale of these homes to Edinburgh Living this year will allow the winding up of the Fruitmarket NHT LLP and the repayment of the £9,153,123 loan which the Council agreed to lend to the Fruitmarket NHT LLP for the purchase of the homes on completion.

- 4.7 For Edinburgh Living, it offers an opportunity to increase the portfolio more rapidly, reducing the impact of overheads on the business. It is a popular development, with a low void turnover, and is also well-located, being close to amenities and good transport links. There is an established market and high demand for mid-market rent homes across the city and Edinburgh Living mid-market rent homes are expected to be attractive to those seeking a new home.
- 4.8 The alternative option is that the Fruitmarket NHT LLP continues to exist and a standard exit is commenced, with all homes being sold either to sitting tenants or on the open market (initially on void, but over time tenants would have to be issued with notices to quit to ensure the loan is repaid by year 10). As the Council does not hold the majority of the votes on the LLP, there would be limited influence on the structure or timescales of this exit route. This option would reduce the number of affordable homes available in the city and if the developer wished to progress the exit process quickly, it could restrict the opportunity for tenants to fully explore the option of purchasing their home, should they wish to do so, or find other suitable housing if they chose not to or could not afford to purchase or rent a home in the private market.
- 4.9 Estates officers have led on the negotiation of the purchase price. This has been assisted by the instruction of an independent valuation and building survey of the block. The purchase price that has been agreed is in line with the independent valuation figure, dated 15 February 2022, and the results of the building survey which did not reveal any issues that would lead to a recommendation not to proceed with the acquisition.
- 4.10 Despite increasing house prices in Edinburgh, estimated to be 1.5% -2.0% per quarter, the purchase will complete in line with the figure reported in February. This negotiated position represents a saving to the Council of at least £250,000 in comparison to a valuation undertaken at the time of purchase completion.
- 4.11 The opportunity to access grant funding and CTFD to support this purchase has made Edinburgh Living a viable and positive exit option in this instance. In order for Edinburgh Living to acquire the homes at Market Value, the purchase will be supported by Scottish Government (SG) Grant of £4.1m (in line with current mid-market rent benchmark levels) and Council Tax Discount Fund (up to £4.9m).
- 4.12 Once transferred, the homes will be owned by Edinburgh Living and let and managed by the existing management and maintenance supplier, Touchstone. This will offer continuity for tenants following the sale and while the Council (acting on behalf of Edinburgh Living) undertakes the tender process for appointing a lettings, management and maintenance provider for Edinburgh Living homes. The procurement process has commenced and is expected to complete in early 2023.
- 4.13 Rents at both Fruitmarket and Dumbryden are set at below 100% of Local Housing Allowance, in line with Scottish Government grant terms. Rents will be managed in accordance with Edinburgh Living's rental increase policy securing long-term affordability for tenants.

Update on lending previously approved for Edinburgh Living

- 4.14 Officers carry out regular financial due diligence which includes tracking the actual and proposed lending amounts against the approval limits set by Scottish Government. Up to the end of May 2022 actual lending was £45.659m against a limit of £110m for mid-market rent homes. Combined with the current approved transfers and the purchases at Dumbryden and Fruitmarket, on-lending by the end of 2022 is expected to reach £72.081m which is still comfortably within the approval limit.

5. Next Steps

- 5.1 Following this Committee's agreement, the report will be referred onto the City of Edinburgh Council on 22 September 2022 for approval of the lending and capital advances required to fund the purchases.
- 5.2 A report will be prepared for the Finance and Resources Committee in relation to transfer of homes due to complete in 2023/2024, with the inclusion of a financial reconciliation of the on-lending which has taken place in previous years.

6. Financial impact

- 6.1 The Fruitmarket development will be purchased for £16.954m and the estimated total acquisition costs at Dumbryden is £2.346m. As with all Edinburgh Living acquisitions from the Council's housebuilding programme, the purchase costs at Dumbryden will be subject to a final viability test run on the day of purchase once total construction costs have been accounted for.
- 6.2 The total lending required for the additional 14 homes at Dumbryden is £2m, based on the current estimated figures. Modelling demonstrates that the viability test will be passed for Dumbryden with the use of Scottish Government grant funding secured through the City Deal arrangements. However, alternative funding will be required to support the purchase of the homes at Fruitmarket.
- 6.3 In addition to on-lending, funding from the CTFD and Scottish Government grant funding from the Affordable Housing Supply Programme (AHSP) will be required. Funding is available in the Council's 2022/2023 AHSP and Scottish Government is supportive of this purchase. The on-lending required to support the Fruitmarket acquisition is estimated to be between £8m and £8.6m depending on interest rates at the time of purchase. £4.1m of funding from the AHSP will be made available (in line with current benchmarks). A contribution of between £4.2m and £4.9m will also be required, based on the aforementioned interest rates.
- 6.4 The CTFD is funding secured from Council tax paid for second homes and, in accordance with Scottish Government guidance, the budget is ring fenced for affordable housing. The CTFD opening balance for 2022/2023 is £11.3m and can accommodate the funds required for this purchase; funds are replenished on an

annual basis. The remaining CTDF balance will be used to support the delivery of affordable homes, including new Council homes.

- 6.5 The Fruitmarket development was delivered as part of the third phase of the NHT programme. The NHT model is structured as a short-term investment (10 years) and does not include a sinking fund for future lifecycle works. In addition, the third phase of the NHT programme included a cap on rental increases at CPI rather than CPI + 1% used in previous phases which limited the ability of this LLP to accumulate any surplus funds. As part of the due diligence undertaken a building survey has identified key areas of work to be carried out over the next ten years. This has been taken into account while assessing the viability of the purchase as well as ensuring the long-term financial health of the wider Edinburgh Living portfolio. All homes purchased by Edinburgh Living will continue be let at mid-market rents to existing tenants. Fruitmarket NHT LLP increased rents on 1 April 2022 therefore no further rent rise can take place until 1 April 2023. Rents at Fruitmarket are below 100% of Local Housing Allowance.
- 6.6 There is no impact to the General Fund as a result of lending to the LLPs. The rental income generated by the homes owned by the LLPs is sufficient to cover loan repayments. As all development cost are covered as part of the acquisition price paid by the LLPs, there is no impact on the HRA as a result of this initiative, it is cost neutral.
- 6.7 As set out in paragraph 4.7, tenants will have the option to buy their homes between years five and ten. In the event that tenants buy homes the borrowing, grant and funding from the CTDF will be repaid. The Members Agreement sets out the order in which proceeds are to be applied

7. Stakeholder/Community Impact

- 7.1 Edinburgh Living will continue to support the delivery of new homes on brownfield sites, reducing pressure on Edinburgh's green belt.
- 7.2 Homes at both the Dumbryden and Fruitmarket development are constructed to high standards in terms of energy efficiency and sustainability, supporting a reduced requirement for energy use within the homes.
- 7.3 The completion of homes at Dumbryden will positively impact the local community through the delivery of another phase of the regeneration taking place across the wider South-West area. Edinburgh Living will also ensure that the local environment at Fruitmarket will continue to be maintained to a high standard, supporting the mixed-use regeneration and development of a sustainable community at that site.
- 7.4 An integrated impact assessment (IIA) has been carried out in relation to the Council's housebuilding programme. A range of positive impacts have been identified.

These include:

- 7.4.1 More accessible homes that are suitable for people who have mobility difficulties;
 - 7.4.2 More affordable homes to enable people to have a good standard of living;
 - 7.4.3 More people able to access housing which enhances rights in relation to privacy and family life; and
 - 7.4.4 Community benefits secured through housing contracts can enhance rights to education and learning through development of links with schools.
- 7.5 The purchase of homes at Fruitmarket will secure homes for long-term affordable rent while offering those that wish to, a step on to the housing ladder within a well-managed community, as set out in the integrated impact assessment for Fruitmarket.

8. Background reading/external references

- 8.1 [City Deal – New Housing Delivery Partnership Implementation](#), Housing and Economy Committee, Thursday 18 January 2018.
- 8.2 [City Deal – New Housing Delivery Partnership Implementation](#) – Referral from the Housing and Economy Committee, City of Edinburgh Council, 1 February 2018.
- 8.3 [City Deal New Housing Delivery Partnership Acquisition of Homes 2018/2019](#), Finance and resource Committee, Thursday 12 June 2018.
- 8.4 [Edinburgh Living LLPs: Acquisition of Homes 2019/2020](#) - Finance and Resources Committee, Tuesday 4 December 2018.
- 8.5 [Edinburgh Living LLPs: Acquisition of Homes 2019/2020](#) – referral from the Finance and Resources Committee, Tuesday 4 December 2018.
- 8.6 [Edinburgh Living: Management, Maintenance and Letting Services](#) – Award of Contract Under Delegated Authority, Finance and Resources Committee, Thursday 11 October 2018.

9. Appendices

- 9.1 Appendix 1: Financial background on the transfer of homes to Edinburgh Living LLPs.
- 9.2 Appendix 2: Background to National Housing Trust (NHT) Initiative.

Appendix 1: Financial background on the transfer of homes to Edinburgh Living Mid-Market Rent LLP

The Edinburgh Living Mid-Market Rent LLP purchases homes with a combination of borrowing received through Council lending and, for the mid-market rent LLP, Scottish Government grant funding. Approval is required from the City of Edinburgh Council to lend funds to the LLP in order to fund the purchase of these homes. The costs associated with the lending are recharged to the LLP. The LLP meets these costs from net rental income generated from letting the properties.

The loans to the LLP will generally be a 40-year annuity repayment structure, similar to a mortgage. The rate of interest on the loan is based on the Public Works Loan Board (PWLB) 40-year annuity rate available to the Council on the day each loan is advanced.

A viability test is carried out to ensure that the homes purchased are capable of generating a sustainable income stream that can cover running costs and repayment of principal and interest on the lending provided by the Council's General Fund. A prudent allowance is also required to be earmarked to cover future life-cycle maintenance.

The test is run on the day of purchase for every acquisition made by the LLPs, using the final costs and actual interest rate. Lending will only go ahead if the test is passed. Based on the current estimated costs, rent levels and interest rates and an element of contingency, the viability test requirements for this tranche of acquisitions by both LLPs were met. Appendix 3 sets out the detailed figures.

In order to support the purchase of homes from the private market and secure a positive exit from the Fruitmarket LLP, an additional sum from the CTDF over and above grant and borrowing is required as part of the funding package.

General Fund

The LLPs generate sufficient net rental income to repay the Loans Fund capital advances relating to borrowing provided for the acquisition of homes. The LLPs monitor the actual operating position and adapt their business plan on an ongoing basis to ensure that this remains the case. It should be noted, however, that should the LLPs fail to make their loan principal or interest repayments, the Council's General Fund will need to fund the shortfall from elsewhere in its own budget.

Financial risk to the General Fund in the event of LLP default is mitigated by the Council having first ranking security on the homes after repayment of the Scottish Government Grant provided for the mid-market rent LLP.

Housing Revenue Account

The financial impact on the HRA from the transfer of land at Dumbryden is cost neutral as the capital receipt received from the LLPs includes construction costs, land value and short-term funding costs. The capital expenditure associated with funding the construction forms part of the approved Housing Revenue Account Budget Strategy for 2019/20 to 2023/24. The purchase of the homes at Fruitmarket has no impact on the HRA.

Appendix 2: Background to National Housing Trust (NHT) Initiative

In 2010, the Scottish Government (SG) and the Scottish Futures Trust (SFT) launched the NHT initiative to deliver homes for mid-market rent in areas of high demand, while at the same time stimulating house building activity following the market crash of 2008. The Council agreed to participate in the initiative in August 2010 and has provided on-lending to support the delivery of over 800 high quality homes, with affordable and stable rents, at eight NHT developments across the city.

Under the NHT model, the Council procures a developer to build the homes and enters into a Limited Liability Partnership (LLP) with the developer and Scottish Futures Trust Investments Limited (SFTi). In the NHT delivery model, the developer supplies the land and builds the properties to a specified standard and timescale. The Council, developer and SFTi all sit on the LLP board which oversees the development programme. The LLP purchases the completed homes using a loan from the Council, which is guaranteed by the SG and must be repaid in full, with interest, by year ten.

The homes are let as mid-market rent for a minimum of five years, with the developer given the option to exit the vehicle between years five and ten. The contracts contain an exit process with provision for sitting tenants and local authority nominees to purchase homes prior to homes being sold on the open market.

Rents are set at mid-market rent level and limited to an annual increase of either CPI or CPI + 1%. This varies for different NHT LLPs and is set out in the LLP Members Agreement specific to each LLP.

Tenants have Private Residential Tenancies (PRTs) if they became an NHT tenant after 1 December 2017, when PRTs were introduced. Prior to this date tenants were given Short Assured Tenancies.

The City of Edinburgh Council

10.00am, Thursday 22 September 2022

Millerhill Energy from Waste Plant Heat Offtake Unit – referral from the Finance and Resources Committee

Executive/routine
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Finance and Resources Committee has referred a report on the Millerhill Energy from Waste Plant Heat Offtake Unit to Council for approval of prudential borrowing required to make a payment for the construction of the energy plant.

Richard Carr
Interim Executive Director of Corporate Services

Contact: Emily Traynor, Assistant Committee Officer
Legal and Assurance Division, Corporate Services Directorate
Email: emily.traynor@edinburgh.gov.uk

Referral Report

Millerhill Energy from Waste Plant Heat Offtake Unit – referral from the Finance and Resources Committee

2. Terms of Referral

- 2.1 On 8 September 2022, the Finance and Resources Committee considered the Millerhill Energy from Waste Plant Heat Offtake Unit report. The report sought to approve expenditure relating to capital works for the addition of plant/equipment at the Millerhill Energy from Waste facility that would enable the facility to provide heat to the Midlothian Energy Heat Network.
- 2.2 The Finance and Resources Committee agreed:
 - 2.2.1 To agree to progress with the construction of the energy plant, noting that all the contractual conditions had been met.
 - 2.2.2 To agree to the payment of sum totalling £5,200,000 to be paid for this construction.
 - 2.2.3 To refer the report to Council for the approval of prudential borrowing.
 - 2.2.4 To note that approval was also being sought by Midlothian Council in accordance with the Inter Authority Agreement that governs the Energy from Waste contract.

3. Background Reading

- 3.1 [Finance and Resources Committee – 8 September 2022 - Webcast](#)
- 3.2 Minute of the Finance and Resources Committee – 8 September 2022

4. Appendices

- 4.1 Appendix 1 – report by the Executive Director of Place

Finance and Resources Committee

10.00am, Thursday, 8 September 2022

Millerhill Energy from Waste Plant Heat Offtake Unit

Executive/routine
Wards
Council Commitments

1. Recommendations

- 1.1 It is recommended that Finance and Resources Committee:
 - 1.1.1 Agree to progress with the construction of the energy plant, noting that all the contractual conditions have been met;
 - 1.1.2 Agree to the payment of sum totalling £5,200,000 to be paid for this construction;
 - 1.1.3 Refer this report to Council for the approval of prudential borrowing required to make this payment; and
 - 1.1.4 Note that approval is also being sought by Midlothian Council in accordance with the Inter Authority Agreement that governs the Energy from Waste contract.

Paul Lawrence

Executive Director of Place

Contact: Lesley Sugden, Contract Manager

E-mail: Lesley.Sudgen@edinburgh.gov.uk | Tel: 0131 469 5764

Millerhill Energy from Waste Plant Heat Offtake Unit

2. Executive Summary

- 2.1 The Council is requested to approve expenditure relating to capital works for the addition of plant/equipment at the Millerhill Energy from Waste facility that will enable the facility to provide heat to the Midlothian Energy Heat Network. These works were foreseen at the time of contract signature in 2016 but could not be quantified or realised without the development of a nearby heat network which was outside of the Council's or Contractor's control. The requirement to connect is a condition of the facility's Environmental Permit without which the facility cannot operate.

3. Background

- 3.1 The Council, for itself as Lead Authority and on behalf of Midlothian Council, signed a Contract (the "Project Agreement") with FCC (E&M) Limited (FCC) in 2016 for the disposal of residual waste which involved the construction of the Millerhill Energy from Waste facility. FCC will operate the facility for 25 years then return the facility to the Councils (Council owned asset). This is year 4 of operations.
- 3.2 As a waste facility, the plant operates under an Environmental Permit (PPC) regulated by SEPA (Scottish Environment Protection Agency). The Permit required the facility to be built as a Combined Heat and Power plant and governs the operation of the facility to ensure it causes minimal environmental impact.
- 3.3 The facility currently only produces power which is sold to National Grid and provides a revenue to the Councils. When it was built, there was no heat network to take the heat so the facility was designed to allow a heat connection to be added at a later date. Specific plant/equipment was not constructed as it was dependent on network requirements. The Contract Project Agreement was written accordingly and sets out a change process to be followed.
- 3.4 It is a PPC Permit requirement that the facility connects to a heat network within 7 years of first operation unless there is no network available. If the facility fails to connect, then the Environmental Permit can be removed by SEPA and the facility can no longer operate. The Councils would have no waste disposal outlet

available, but would still be required to make contractual payments or a significant compensation payment for the facility.

- 3.5 A heat network is now being developed by Midlothian Energy Limited (a joint venture between Midlothian Council and Vattenfall) adjacent to the site to serve Shawfair and has approached FCC to provide the heat from the facility.
- 3.6 As required by the Contract Project Agreement, FCC has approached the Council to provide the capital funding to allow the additional plant to be provided (a heat exchanger) that will transfer heat from the facility to the network. They have also been in discussions with Midlothian Energy to ensure that the Heat Supply Agreement results in no detrimental effect on the existing revenue stream (electricity) from connecting to the heat network (a contractual requirement).

4. Main report

- 4.1 The Millerhill EfW facility was constructed between 2016 and 2019 under a Design, Build, Finance and Operate Contract (the Project Agreement) procured between the Council and Midlothian Council (with the Council as lead Authority) and FCC following competitive tender. FCC will now operate the facility for 25 years then hand back the facility to the Councils.
- 4.2 The facility accepts up to 135,000 tonnes of residual waste from the Council and Midlothian Council with the Council providing around 80% of the input. The capital cost of the facility was £136.9 million which was funded by FCC (the Contractor) with a £36.9 million contribution from the Councils. The Councils repay the capital cost through a “gate fee per tonne of waste delivered” which also covers the operation and maintenance of the facility. At the end of the Contract Project Agreement the Councils will own the facility. The Councils also receive 50% of income from the sale of electricity from the facility.
- 4.3 A condition of the Environmental Permit (PPC Permit) issued by SEPA is that the facility is built as a Combined Heat and Power plant and can provide heat to a heat network where this exists within 7 years of initial operation. If the operator (FCC) fails to connect, the PPC Permit can be removed by SEPA and the facility can no longer legally operate. The PPC Permit is provided as background (Paragraph 2.7 describes the heat conditions).
- 4.4 When the contract Project Agreement was signed in 2016, no heat network existed so it was not possible to include the necessary heat plant/equipment in the original design (a heat exchanger) which needs to be sized to meet the needs of a network, or the capital cost. Instead, the facility was built as “heat ready” which meant that heat offtake valves were provided at appropriate sections of pipework and planning permission included a heat offtake building. This meant that works relating to a heat connection would have minimal disruption on the facility’s operation when undertaken. The Project Agreement was written to allow connection at a later date (Schedule 34). Specifically, Schedule 34 allows the operator (FCC) to enter into a Heat Supply Agreement where there is no adverse effect on the Unitary Charge to

the Councils (the Gate Fee) under a “better or no worse” test. It clearly states that the capital expenditure is assumed to be paid by the Councils (paragraph 7.6). Where there is an adverse effect on the Unitary Charge, the Authority can object and if the PPC Permit is lost as a result of the Councils not agreeing to fund the heat works, this is an Authority Default with significant compensation to the Contractor. (Schedule 34 provided).

- 4.5 Midlothian Energy Limited has been progressing plans for a heat network at the Shawfair development adjacent to the EfW facility. It has approached FCC to provide the heat and negotiated a Heat Supply Agreement that compensates FCC for any losses such that the “better or no worse” test within the EfW Contract is being met. FCC has also sought competitive tenders for the design and build of the plant/equipment that will make the link from the facility to the network, namely the heat exchanger and the heat exchanger building. Two quotations were received and following technical and financial evaluation, a recommendation was made to the Council (as Lead Authority). The quotations are indicative and subject to a detailed design stage that takes place once a preferred supplier has been identified.
- 4.6 Documentation relating to the competitive tendering exercise undertaken by FCC is provided with this report. The Council has undertaken its own technical diligence of the tenders and agrees with FCC’s recommendation. The capital cost involved is made up of a number of elements:
- 4.6.1 Preliminary design works and the design, build and commissioning of the Heat Exchanger. The preferred D&B estimated cost is £2.9 million;
- 4.6.2 The Authority’s share of the Connection Works to enable heat to be made available at the site boundary (a preliminary quotation from Midlothian Energy Limited states £836,000 but this includes the pipe outside the facility boundary, so the contribution from the Councils should be less than this).
- 4.6.3 The life cycle works required to maintain the Heat Interface Unit (HIU) and any associated Connection Works for the duration of the Project Agreement:
- Capital costs still to be finalised include:
- 4.6.4 The Contractor’s project management costs and required technical support (an initial quotation of £1m has been refused by FCC as being too expensive);
- 4.6.5 The Connection Works costs as mentioned above; and
- 4.6.6 The life-cycle works.
- 4.8 Finalising these costs are subject to the appointment of a Design and Build (D&B) Contractor and further discussion with the Authority and the Heat Off-Taker.
- 4.9 A separate arrangement is being sought regarding the connecting pipework from the Shawfair site to the Heat Exchanger within the EfW facility site boundary. This is because there is one continuous pipe that will extend from the Shawfair Heat Network building across the boundary to the Heat Exchanger. The Shawfair Heat Network building is located on land being sold by the Council.

5. Next Steps

- 5.1 Following approval, a necessary variation to the Project Agreement (the Contractors Change notice) and Heat Offtake Agreement will be signed by the Council.
- 5.2 Construction of infrastructure including ground works, heat interchange unit, pipeline and Midlothian energy centre are scheduled to commence in October 2022.
- 5.3 Costs will be closely monitored to ensure aligned with agreed budget.
- 5.4 Performance of existing EFW plant will be closely monitored to ensure maximum efficiency is maintained throughout construction of Heat Interchange Unit and associated infrastructure.

6. Financial impact

- 6.1 This report sets out capital expenditure of £5.200m. This will be partially offset by a 20% contribution from Midlothian Council of £1.040m, resulting in a requirement of £4.160m in loans fund advances. The loans charges associated with this over a 20-year period would be a principal amount of £4.160m and interest of £2.074m, resulting in a total cost of £6.234m based on an assumed loans fund interest rate of 4%. This represents an annual prudential borrowing cost of £0.312m to be met from the Place revenue budget. Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.
- 6.2 The annual cost of prudential borrowing can be met from the Council's share of third-party income generated by FCC at the Millerhill plant. This income is largely due to electricity sales in excess of what was assumed in the original business case. It is currently estimated that the Council will receive around £4m in respect of 2022/2023 and while the amount will vary from year to year, it is expected to be sufficient to meet prudential borrowing costs.

7. Stakeholder/Community Impact

- 7.1 Whilst this development is within Midlothian Council area, not Edinburgh, the heat network project clearly has benefits for the community. The FCC plant manager is actively reaching out to the community and has recently contacted the local Community Council (Danderhall) and awaits a response.

- 7.2 CEC staff have consulted with legal, finance, risk and insurance services within CEC. Health and Safety issues would be the responsibility of FCC not CEC. CEC has full access to all of FCC's H&S procedures and records.
- 7.3 The heat offtake unit will enable the provision of heat to the new Shawfair town on the outskirts of Edinburgh, thus reducing reliance on fossil fuels. This heating solution also provides energy security and protects consumers from the volatility of fossil fuel prices.
- 7.3.1 Generating both heat and electricity improves the efficiency of the plant, compared to electricity only. According to Zero Waste Scotland, converting electricity-only EfW plants to CHP systems is estimated to reduce their carbon intensity by 30% (source: [The climate change impacts of burning municipal waste in Scotland, Zero Waste Scotland, June 2021](#)).
- 7.3.2 Generating both heat and electricity improves the efficiency of the plant, compared to electricity only. According to Zero Waste Scotland, converting electricity-only EfW plants to CHP systems is estimated to reduce their carbon intensity by 30% (source: [The climate change impacts of burning municipal waste in Scotland, Zero Waste Scotland, June 2021](#)).
- 7.3.3 The district heating network for Shawfair is expected to save over 2,000 tonnes of CO2 per year, the equivalent of taking 1,200 petrol/diesel cars off the road.

8. Background reading/external references

- 8.1 Award of Residual Waste Treatment Contract – Delegated Authority paper; discussed by the Finance and Resources Committee on [17 March 2016](#).

9. Appendices

- 9.1 None.

City of Edinburgh Council

10.00am, Thursday 22 September 2022

Proposed Changes to Charging Mechanism for Road Construction Consent Inspections – referral from the Transport and Environment Committee

Executive/routine

Wards

All

Council Commitments

1. For Decision/Action

- 1.1 The Transport and Environment Committee has referred a report on the Proposed Changes to Charging Mechanism for Road Construction Consent Inspections to Council to approve the amendment to current fees and charges.

Richard Carr

Interim Executive Director of Corporate Services

Contact: Taylor Ward, Assistant Committee Officer
Legal and Assurance Division, Corporate Services
E-mail: taylor.ward@edinburgh.gov.uk

Referral Report

Proposed Changes to Charging Mechanism for Road Construction Consent Inspections – referral from the Transport and Environment Committee

2. Terms of Referral

- 2.1 As part of the Road Construction Consent process the Roads (Scotland) Act 1984 permitted Roads Authorities to recover costs associated with inspecting new roads that were built to adoptable standards by developers.
- 2.2 Benchmarking of costs and processes against other Scottish local authorities had identified an opportunity to revise how the function was delivered that would reduce the administration involved in doing so, by changing a predominantly manually processed timesheet and invoice system to a more straightforward process based on road bond values.
- 2.3 It had been calculated that this proposal could generate an additional income of £375,192 per annum (based on road bond values from 2020).
- 2.4 The Transport and Environment Committee agreed:
 - 2.5.1 To approve the proposal to revise the way that charges for inspections for Road Construction Consents (RCC) were calculated and received.
 - 2.5.2 To note that the proposal was in-line with the process adopted by many other Councils across Scotland.
 - 2.5.3 To refer the report to Council to approve the amendment to current fees and charges.

3. Background Reading/ External References

- 3.1 Minute of the Transport and Environment Committee of 18 August 2022 (adjourned to 1 September 2022)
- 3.2 [Transport and Environment Committee – 18 August 2022 \(adjourned to 1 September 2022\) webcast](#)

4. Appendices

Appendix 1 – report by the Executive Director of Place

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Proposed Changes to Charging Mechanism for Road Construction Consent Inspections

Executive/routine Wards Council Commitments	Executive N/A 1 , 13 , 15
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 approves the proposal to revise the way that charges for inspections for Road Construction Consents (RCC) are calculated and received; and
 - 1.1.2 notes that the proposal is in-line with the process adopted by many other Councils across Scotland; and
 - 1.1.3 refers this report to Council to approve the amendment to current fees and charges.

Paul Lawrence

Executive Director of Place

Contact: David Wilson, Operations Manager – Transport Contracts and Design

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Proposed Changes to Charging Mechanism for Road Construction Consent Inspections

2. Executive Summary

- 2.1 As part of the Road Construction Consent process the Roads (Scotland) Act 1984 permits Roads Authorities to recover costs associated with inspecting new roads built to adoptable standards by developers.
- 2.2 Benchmarking of our costs and processes against other Scottish local authorities has identified an opportunity to revise how this function is delivered that will reduce the administration involved in doing so, by changing a predominately manually processed timesheet and invoice system to a more straightforward process based on road bond values.
- 2.3 It has been calculated that this proposal could generate additional income of £375,192 per annum (based on road bond values from 2020).

3. Background

- 3.1 Section 21 of the Roads (Scotland) Act 1984 requires that any person or organisation other than a Roads Authority who seeks to construct a new road, or an extension of an existing road, must obtain RCC, irrespective of whether the roads are to be adopted as public roads.
- 3.2 For a residential development, a developer must lodge a security, in the form of a road bond or deposit, in favour of the Roads Authority, to cover the cost of providing the roads to the standard set out in the RCC. The road bond is intended to protect prospective house purchasers from having to arrange completion of roads to adoptable standards in the event that a developer is unable to do so.
- 3.3 This security must be lodged prior to the commencement of any building works and is in accordance with Section 17 of the Roads (Scotland) Act 1984 and the Security for Private Road Works (Scotland) Regulations 1985, as amended by the Security for Private Road Works (Scotland) Amendment Regulations 1986.

- 3.4 Section 140(6) of the Roads (Scotland) Act 1985 permits a Roads Authority to recover expenses reasonably incurred in inspecting work to which a RCC relates.

4. Main report

- 4.1 Section 140 of the Roads (Scotland) Act 1984 gives local authorities the power to recover costs incurred for inspecting roads which are constructed by developers under Section 21 of the Act, i.e. those to which a RCC relates.
- 4.2 Inspections are undertaken by RCC Inspectors and Street Lighting officers at key points throughout the construction process to ensure that any infrastructure which the Council may be required to adopt is built in accordance with the RCC.
- 4.3 RCC Engineers provide advice throughout the RCC submission process and are often called upon to visit sites to inspect works from time-to-time. Such inspections are also included within the fee.
- 4.4 RCC inspection costs are currently recovered through a timesheet-based process which is both cumbersome and resource-heavy, requiring officers to prepare timesheets after each visit to a site and business support staff to process these timesheets and prepare and batch invoices for developers.
- 4.5 Whilst developers are currently charged for these inspections on an hourly basis, an opportunity has been identified to improve the level of service provided to developers and increase income through the introduction of a revised recovery mechanism in-line with many other local authorities across Scotland.
- 4.6 The City of Edinburgh Council inspection fees are currently charged at £74/hr. A comparison with other Councils across Scotland that charge on a similar basis is shown below.

Angus	£84/hr
Perth & Kinross	£69/hr
East Lothian	£64/hr
Falkirk	£30/hr - £40/hr

- 4.7 The new proposal introduces a simpler process for charging for these inspections based on a variable percentage of the calculated road bond value as shown below:

Road Bond Value	Inspection Fee
Less than £50,000	£2,500 (Fixed fee)
£50,000 to £500,000	5.00% of Road Bond value
£500,000 to £2,000,000	4.50% of Road Bond value
Over £2,000,000	4.00% of Road Bond value

- 4.8 It is proposed that 50% of the fee will be payable when the road bond has been calculated and requested, with the remaining sum payable once the RCC has been granted.
- 4.9 The number of RCCs processed and corresponding road bond values over the last six full years are shown below:

Year	No. of RCCs	Total Road Bond Value
2016	30	£11,647,300
2017	40	£16,302,800
2018	19	£20,694,300
2019	14	£10,213,900
2020	25	£12,062,635
2021	13	£ 6,104,400

- 4.10 Whilst there are a number of exceptions to the road bond scheme for residential development being undertaken on behalf of local authorities, the Scottish Government, and registered housing associations, there remains a duty for the inspection of these works and the figures above include instances of notional road bond values used purely for the calculation of the relevant inspection fee for the development in question.
- 4.11 It is recognised that the level of income generated will vary each year as it will be directly related to the number and scope of the RCCs submitted and will therefore likely reflect the performance of the construction industry nationally.
- 4.12 The level of fees will be subject to annual review.
- 4.13 Historically there have been issues approving RCC within the prescribed three-month approval period mainly due to a) the standard of the submissions and b) the size of the current RCC team due to the number of new developments coming on-stream in the city aimed at addressing the housing deficit. The current team comprises 1 x Grade 8 Senior Engineer, 2 x Grade 7 Engineers (1.6 FTE) and 2 x Grade 6 Inspectors.
- 4.14 In order to ensure that the new model operates effectively and to provide an enhanced service to developers it is proposed to recruit an additional Grade 7 RCC Engineer to the team. The cost of this will be met by the additional income generated.

5. Next Steps

- 5.1 It is proposed to introduce the new charging mechanism for all new RCC applications received from 1 January 2023.

6. Financial impact

- 6.1 The RCC inspection process currently has an income target of £186,347 per annum. This figure is based on the income generated in 2018/19.
- 6.2 It has been calculated that this proposal could generate additional income of £375,192 per annum (based on road bond values from 2020).

7. Stakeholder/Community Impact

- 7.1 It will be necessary to inform developers ahead of the introduction of this proposal as it changes the stage at which the inspection fees are paid from the construction phase to the consent phase, thus developers will be required to pay for inspections in advance.

8. Background reading/external references

- 8.1 [SCOTS RCC guidance.](#)

9. Appendices

- 9.1 None.

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City of Edinburgh Council

10.00am, Thursday 22 September 2022

Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order – referral from the Transport and Environment Committee

Executive/routine

Wards

All

Council Commitments

1. For Decision/Action

- 1.1 The Transport and Environment Committee has referred a report on the Strategic Review of Parking – Results of Phase 1 Traffic Order to Council for approval to the amendment to the advertised charges.

Richard Carr

Interim Executive Director of Corporate Services

Contact: Taylor Ward, Assistant Committee Officer
Legal and Assurance Division, Corporate Services
E-mail: taylor.ward@edinburgh.gov.uk

Referral Report

Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order – referral from the Transport and Environment Committee

2. Terms of Referral

- 2.1 The report detailed the outcome of the advertisement of the draft Traffic Regulation Order (TRO) which introduced a controlled parking zone (CPZ) in six new areas, and considered the content of the objections made by respondents and made recommendations based on the analysis of those results.
- 2.2 The report also sought the authority to make the advertised TRO, with amendments, and to proceed to implement the introduction of parking controls in the Phase 1 area.
- 2.3 The Transport and Environment Committee agreed:

Motion

- 1) To note the results of the formal advertising of the Traffic Regulation Order (TRO) for Phase 1 of the Strategic Review of Parking (SRP), the denial of the objections received and the Council's response.
- 2) To approve the setting aside of the remaining objections and approve the making of the advertised Order, with the proposed amendments as detailed in Appendix 2 of the report.
- 3) To note that an amendment to the advertised prices for resident, retail, business and trades permits, under statutory notice procedure, was required to reflect the prices set by Full Council on 24 February 2022, bringing prices in the new zones into line with those that will operate in the extended zones of the controlled parking zone (CPZ) in 2022/23.
- 4) To note that an amendment to the advertised charges for pay-and-display parking, under statutory notice procedure, was required to reflect the prices set by Full Council on 24 February 2022, that set those prices at the same rates as operate in the extended zones of the CPZ and noted that Visitor Permit prices (which were set as a percentage of pay-and-display would also be amended as a result of the process.

- 5) To note that despite the best efforts of the Council's parking enforcement team, a minority of drivers continue to indulge in anti-social parking and that this has a disproportionate impact on our capital. Therefore Committee was asked that within two cycles a Review of Parking Policy was presented for consideration. The review would draw on best practice and insured parking policy (including enforcement) supported the Council's wider policy agenda where possible.
- 6) To agree that for enforcement to be effective, penalty charges for parking in breach of any prohibitions needed to be set at an appropriate level, but they had not risen in Scotland since 2001. Therefore, Committee supported the Convener writing to the Scottish Government Minister for Transport to ask that she acted on the 2021 "Penalty Charge Notices for Parking Enforcement Consolation" results and set a higher Penalty Charge Notice or allowed the Council to do so.
- 7) To refer **to** the amendment to the advertised charges to Council for approval.
- moved by Councillor Arthur, seconded by Councillor Cameron

Amendment

- 1) To note the results on the formal advertising of the Traffic Regulation Order (TRO) for Phase 1 of the Strategic Review of Parking (SRP), the detail of the objections received and the Council's response.
- 2) To approve the setting aside of the remaining objections in the areas of Abbeyhill, Leith Walk and Pilrig, and Shandon; and approved the making of the advertised Order for these areas with the proposed amendments as detailed in Appendix 2.
- 3) To agree not to make the advertised Order in the areas of Leith and North Leith, and Gorgie and Gorgie North.
- 4) To agree that the process of monitoring and review within the Abbeyhill colonies as promised on page 65 of the report, should involve public consultation no later than twelve months after the implementation of the new controlled parking restrictions; with a subsequent Committee report on the consultation results and a recommendation on whether to retain this area within N6.
- 5) To note that an amendment to the advertised prices for resident, retail, business and trades permit, under statutory notice procedure, is required to reflect the prices set by Full Council on 24 February 2022, bringing prices in the new zones into line with those that will operate in the extended zones of the controlled parking zone (CPZ) in 2022/23
- 6) To that an amendment to the advertised charges for pay-and-display parking, under statutory notice procedure, is required to reflect the prices set by Full Council on 24 February 2022, that will set those prices at the same

rates as operate in the extended zones of the CPZ, and notes that Visitor Permit prices (which are set as a percentage of pay-and-display) will also be amended as a result of this process

7) To refer the amendment to the advertised charges to Council for approval.

- moved by Councillor Dijkstra-Downie seconded by Councillor Lang

In accordance with Standing Order 22(12), paragraph 4 of the Amendment was adjusted and accepted as an amendment to the motion

Voting

For the Motion (as adjusted) - 7 votes

For the Amendment - 4 votes

(For the Motion: Councillors Arthur, Aston, Bandel, Cameron, McFarlane, Miller and Work.

For the Amendment: Councillors Cowdy, Dijkstra-Downie, Lang and Munro)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the results of the formal advertising of the Traffic Regulation Order (TRO) for Phase 1 of the Strategic Review of Parking (SRP), the denial of the objections received and the Council's response.
- 2) To approve the setting aside of the remaining objections and approve the making of the advertised Order, with the proposed amendments as detailed in Appendix 2 of the report.
- 3) To note that an amendment to the advertised prices for resident, retail, business and trades permits, under statutory notice procedure, was required to reflect the prices set by Full Council on 24 February 2022, bringing prices in the new zones into line with those that will operate in the extended zones of the controlled parking zone (CPZ) in 2022/23.
- 4) To note that an amendment to the advertised charges for pay-and-display parking, under statutory notice procedure, was required to reflect the prices set by Full Council on 24 February 2022, that set those prices at the same rates as operate in the extended zones of the CPZ and noted that Visitor Permit prices (which were set as a percentage of pay-and-display would also be amended as a result of the process.
- 5) To note that despite the best efforts of the Council's parking enforcement team, a minority of drivers continue to indulge in anti-social parking and that this has a disproportionate impact on our capital. Therefore Committee was asked that within two cycles a Review of Parking Policy was presented for consideration. The review would draw on best practice and insured parking

policy (including enforcement) supported the Council's wider policy agenda where possible.

- 6) To agree that for enforcement to be effective, penalty charges for parking in breach of any prohibitions needed to be set at an appropriate level, but they had not risen in Scotland since 2001. Therefore, Committee supported the Convener writing to the Scottish Government Minister for Transport to ask that she acted on the 2021 "Penalty Charge Notices for Parking Enforcement Consolation" results and set a higher Penalty Charge Notice or allowed the Council to do so.
- 7) To refer **to** the amendment to the advertised charges to Council for approval.
- 8) To agree that the process of monitoring and review within the Abbeyhill colonies as promised on page 65 of the report, should involve public consultation no later than twelve months after the implementation of the new controlled parking restrictions; with a subsequent Committee report on the consultation results and a recommendation on whether to retain this area within N6.

3. Background Reading/ External References

- 3.1 Minute of the Transport and Environment Committee of 18 August 2022 (adjourned to 1 September 2022)
- 3.2 [Transport and Environment Committee – 18 August 2022 webcast \(adjourned to 1 September 2022\)](#)

4. Appendices

Appendix 1 – report by the Executive Director of Place

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

Executive/routine Wards Council Commitments	Executive 7, 9, 12, 13
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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Notes the results of the formal advertising of the Traffic Regulation Order (TRO) for Phase 1 of the Strategic Review of Parking (SRP), the detail of the objections received, and the Council's response;
 - 1.1.2 Approves the setting aside of the remaining objections and approves the making of the advertised Order, with the proposed amendments as detailed in Appendix 2;
 - 1.1.3 Notes that an amendment to the advertised prices for resident, retail, business and trades permits, under statutory notice procedure, is required to reflect the prices set by Full Council on 24 February 2022, bringing prices in the new zones into line with those that will operate in the extended zones of the controlled parking zone (CPZ) in 2022/23;
 - 1.1.4 Notes that an amendment to the advertised charges for pay-and-display parking, under statutory notice procedure, is required to reflect the prices set by Full Council on 24 February 2022, that will set those prices at the same rates as operate in the extended zones of the CPZ, and notes that Visitor Permit prices (which are set as a percentage of pay-and-display) will also be amended as a result of this process;
 - 1.1.5 Refers the amendment to the advertised charges to Council for approval.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

Report

Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

2. Executive Summary

- 2.1 This report details the outcome of the advertisement of the draft Traffic Regulation Order (TRO) to introduce a controlled parking zone (CPZ) in six new areas, considers the content of the objections made by respondents and makes recommendations based on the analysis of these results.
- 2.2 The report seeks the authority to make the advertised TRO, with amendments, and to proceed to implement the introduction of parking controls in the Phase 1 area.

3. Background

- 3.1 In [August 2018](#), the Transport and Environment Committee approved the commencement of a Strategic Review of Parking (SROP) that would look at parking pressures across the entire Edinburgh area.
- 3.2 The full results of the review process were considered in [September 2019](#), with [approval](#) being given for four phases of implementation of new parking controls.
- 3.3 In [January 2021](#), the Transport and Environment Committee considered the results of an initial consultation in the Phase 1 area. Based on the results of that informal consultation and having considered the policy linkages behind the proposed parking controls, the Committee [approved](#) the commencement of the legal process to introduce six new CPZs in the nine Review areas covered by Phase 1.
- 3.4 The six areas which formed the advertised TRO were:
 - Abbeyhill;
 - Leith Walk and Pilrig;
 - Leith and North Leith;
 - Shandon;
 - Gorgie and Gorgie North; and

- The existing parking area in Lockharton (B8).

4. Main report

- 4.1 This report considers the objections received in accordance with legislative requirements and determines the next steps for the advertised TRO. This fulfils the Council's legal obligations in terms of considering the objections received during the formal legal process and determines the next steps for the advertised TRO.

Advertising Process and Consultation

- 4.2 In accordance with legislative requirements, the draft TRO for Phase 1 was advertised on 22 October 2021, for the required 21-day period (scheduled to end on 12 November 2021). In response to concerns that the initial leaflet delivery had not been as effective as intended, the advertisement was extended to the 5 December 2021, with a further leaflet delivery being undertaken to ensure that residents and businesses were informed of the proposals.
- 4.3 Details of the arrangements for advertising the traffic order are detailed in section 7 of this report.

Responses Received

- 4.4 In total, just under 32,000 addresses were included in the leaflet distribution. From the different channels employed to encourage responses to the consultation, a total of 1,003 objections were received.
- 4.5 The objections received, when expressed against the number of leaflets distributed, constitute a little over 3% of those properties consulted. In total, postcode data was provided for 648 responses, of which 59 (9%) showed that the respondent was located in an area not included in the current proposals.

Analysis of the responses

- 4.6 Details of objections received and the Council's considered response to those objections can further be found in Appendix 1.

Consideration of the Objections

- 4.7 Appendix 1 sets out the themes identified by proposal area and shows the number of instances that each theme was raised (i.e. the number of responses that contained that wording or wording to that effect). In many cases, the wording shown will exactly reflect what objectors have said.
- 4.8 Further details of objections are also included in Appendix 1, alongside the Council's response to specific issues that were raised during the consultation. The major themes of those specific issues are:
- Public/private issues;
 - Concerns relating to the proposed Garage Services Permit;
 - Concerns expressed in terms of the proposals for Abbeyhill Colonies; and

- Specific issues relating to the proposals in Portland Street.

4.9 Any changes that are proposed as a result of the consideration of the objections are set out in Appendix 2.

Integration with other Projects

4.10 As has previously been reported to Transport and Environment Committee, the proposals for parking controls have been developed in conjunction with other projects and have been developed to incorporate other Council initiatives, such as:

- The rollout of bin hubs as part of the Communal Bin Review; and
- Commitments made for parking provision linked to Tram to Newhaven.

4.11 The written elements of the draft Traffic Order also make changes to a parent Order that governs parking restrictions across the city. The significant majority of these changes relate to the potential introduction of new restrictions, new permits and new Zones, however changes have been incorporated to support, for example, Electric Vehicle (EV) charging parking places.

4.12 As none of the objections received related to the TRO articles which affect EV parking places, these changes have been approved separately in accordance with the Council's Scheme of Delegation. This is to ensure that enforcement can take place at existing EV parking places now that tariffs are in place for those using the charging infrastructure.

Tram

4.13 The elements of the proposals that make up the proposed northern expansion of the CPZ include some of the areas of the city with the highest levels of parking demand (each of the five review areas included in this part of the TRO sit near to the top of the results which were reported in September 2019, with the lowest ranked area at number 16, while Leith Walk area was recorded as having the highest parking demand of any area within Edinburgh).

4.14 The completion of the Trams to Newhaven project has the potential to add further parking demand to these already busy areas, placing increased pressure on the existing kerbside space.

4.15 Concern in terms of the potential impact parking, particularly in Leith Walk and Pilrig, was one of the issues that led to an initial approach from residents in these areas asking the Council to consider parking controls as a deterrent to increased parking demand.

4.16 The introduction of parking controls in the areas covered by the northern elements of Phase 1 would mitigate against the potential for areas close to the extended Tram line to be used as urban park and rides.

4.17 Tram is expected to begin running to Newhaven in Spring 2023. As such, it would be desirable to ensure that the introduction of controls could take place in advance of this to pre-empt any issues arising from increased parking demand.

Amendments to the advertised Order

- 4.18 It is only legally possible to amend an advertised Order if the amendment being made results in the revised restriction being less onerous than the one that was advertised. For example, a yellow line (restrictive) can become a parking place (permissive) without the further need to advertise that change. Similarly, a permit parking place can become a shared use parking place, as shared-use parking allows a wider range of users the ability to park.
- 4.19 While this report is primarily concerned with considering the feedback received from the consultation process, the process of considering and introducing new parking controls involves ongoing reviews. In the course of those reviews, there have been a number of changes identified as now being required.
- 4.20 The changes identified primarily relate to modifications to communal bin locations, but also in the case of changing circumstances. While this report does not detail all these changes, they are outlined and referred to in Appendix 2 as “Consequential Changes”.
- 4.21 Amendments that have been initiated as a result of objections received are also detailed in Appendix 2, where there is an explanation of the means of resolving the proposed change, either as an amendment to the advertised Order, or via separate legal process.
- 4.22 A number of other required amendments have also been identified which have the effect of making the restrictions more onerous. These therefore cannot be accommodated within the current legal process. These will be taken forward under separate legal process, in accordance with the Council’s Scheme of Delegation, with the intention that this process will be completed, if possible, prior to the completion of implementation of the wider measures set out in this report. These changes will be subject to the same legal process as all other Orders, including advertisement and the right to object.

Implementation

- 4.23 Subject to the approval of Transport and Environment Committee to set aside the objections outlined in this report, implementation of the measures contained in the advertised, and amended, traffic order is anticipated to commence towards the end of 2022, and to continue into 2023.
- 4.24 Arrangements will be made to appoint a suitable contractor to undertake the required work.
- 4.25 The need for poles for associated signage will be minimised, utilising existing street furniture where possible and seeking permission to use other means of locating signs that does not require new street furniture. In addition to streetscape benefits, this approach will also ensure that implementation costs are, wherever possible, kept to a minimum.
- 4.26 The numbers of ticket issuing machines is also to be minimised, restricting their use to locations expected to be in higher demand from shoppers and visitors.

- 4.27 As part of the preparatory work leading to implementation, further contact will be made with residents and businesses within the affected areas, advising them of the anticipated implementation schedule and providing further details on permit eligibility and means of application.

Amending Fees and Charges

- 4.28 The Council set its annual fees and charges for resident, retail, business and trades permits, pay-and-display parking and Visitor Permits in February 2022.
- 4.29 The existing fees and charges schedule lists the prices by area.
- 4.30 If the recommendations on Phase 1 of the SROP are approved, an amendment to the advertised prices will be required in order to bring the new zones into line with those that currently operate in the CPZ.

5. Next Steps

- 5.1 If the report recommendations are approved, the legal process to introduce parking controls into the area covered by Phase 1 of the SROP will be finalised, with the Order formally being “Made”. This will include the amendments outlined in this report.
- 5.2 Further legal processes will be commenced, as required, to make any amendments that have been identified as part of this process but which cannot be progressed as part of the new Order.
- 5.3 A full implementation plan will be developed for the required tasks, such as the extensive lining and signing works, and an appropriate funding mechanism will also be identified.
- 5.4 A communications plan will be developed in order to ensure that those affected by the implementation works are notified in advance and updated as the project moves forward.

6. Financial impact

- 6.1 It is anticipated that the work required to implement Phase 1 of the SROP, including all signs and markings work and the provision of any required ticket issuing machines will incur costs of approximately £2.5m. This is based on a detailed assessment of the road marking, signing and ticket machine costs associated with the current design of the proposed measures.
- 6.2 These costs will be split over two financial years (2022/23 and 2023/24) with the areas covered by the northern elements of Phase 1 expected to be completed within the 2022/23 financial year, in advance of the commencement of Trams running to Newhaven.
- 6.3 Phase 1 of the scheme is expected to generate significant revenue for the Council, through elements such as permits and pay and display parking, however this will be

slightly offset by an increase in the operational costs associated with the enforcement contract.

- 6.4 Taking both the additional revenue and operational costs into account, it is anticipated that Phase 1 of the scheme will deliver an annual surplus of at least £2m per annum. Any additional income, after all costs are accounted for, would be used to fund transport improvements across Edinburgh, in line with legislative requirements
- 6.5 The funding mechanism for Phase 1 implementation costs is currently being finalised. However, it is expected that these costs will be met through a re-profiling of the Capital budget programme from within the Place Directorate.

7. Stakeholder/Community Impact

- 7.1 An informal consultation exercise on the possible introduction of parking controls in the Phase 1 area was conducted in late 2019. That exercise saw leaflets delivered to all addresses within the affected areas, with residents and businesses invited to:
 - 7.1.1 View details of the proposal online;
 - 7.1.2 Complete a detailed online questionnaire;
 - 7.1.3 Leave comments on an interactive map of the draft proposals;
 - 7.1.4 Provide further feedback via the dedicated website; and
 - 7.1.5 Attend drop-in sessions attended by Project staff, where plans could be viewed, and questions answered by staff in attendance.
- 7.2 The results of that consultation were reported to Transport and Environment Committee in January 2021.
- 7.3 When the Order was advertised in October 2021, notifications were sent out by email and by letter to statutory consultees and to those on the Council's database of parties wishing to be consulted on traffic orders. Details of the consultation were also posted on the Council's website, on the [Tellmescotland](#) website and on a bespoke website prepared for this consultation.
- 7.4 The advertising of the draft traffic order saw further leafletting of addresses within the Phase 1 area (in total, around 31,500 addresses were included in the leaflet distribution), with a targeted direct mailing by Royal Mail to all addresses. The leaflet outlined the proposals and led interested parties to the Council website and that of our consultant, where they could find:
 - 7.4.1 Detailed plans of the proposals; and
 - 7.4.2 Details of how to engage in the consultation process.
- 7.5 The results of the consultation linked to the advertising of the draft Order are contained within this report.

- 7.6 The proposals for parking controls are anticipated to result in a positive impact in respect of carbon impacts, and adaptation to climate change, discouraging commuting to work and encouraging increased use of public transport and other, more sustainable form of transport.
- 7.7 The potential adverse impact of the proposals could be that migration of parking pressures moves to neighbouring areas. Monitoring processes are already in place to ensure that, should any such migration occur, then further action can be taken to address parking pressures that arise in those areas.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - The Council's response to Objections.
- 9.2 Appendix 2 - Proposed Amendments to the advertised Order.

Appendix 1 – The Council’s Response to Objections

This appendix summarises the objections received during the six-week period during which the proposals were advertised for public comment.

This Appendix further provides a response to the points raised by objectors and, where appropriate or required, indicates what changes are proposed to the advertised proposals. Details of how those changes are to be accommodated can be found in Appendix 2.

The objections have been split into distinct areas, based on the different areas originally identified in the Review, as well as reflecting the proposed new Zones that those areas would constitute should the proposals proceed to implementation.

Further objections have been grouped by type, reflecting significant issues that warranted detailed consideration or responses.

The sections of this Appendix that cover area-based objection themes and comments, which are further broken down into sub-themes, are as follows:

- 1) Leith and North Leith (Zone N8);
- 2) Pilrig and Leith Walk (Zone N7);
- 3) Gorgie and Gorgie North (S6);
- 4) Abbeyhill (N6);
- 5) Shandon (S5) and B8 (S7).

The sections of this Appendix that deal with specific issues or themes are:

- 6) Garage Service Permits
- 7) Public/Private Issues
- 8) Abbeyhill Colonies
- 9) Portland Street

Section 1

Leith and North Leith (Zone N8);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: existing parking is sufficient/ controls are not required	" If the proposal goes ahead, more people who work but do not live here will park in our car park to avoid paying for parking, creating more problems for the residents."	28	Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly. The proposal has been designed to offer as much parking availability as is safely possible. Whilst there can never be a guarantee of parking immediately outside homes, the aim of this proposal has been to provide enough parking for all potential permit holders. Where there are shared use bays, those who do not hold or do not wish to purchase a permit, will have the option to use these bays.
	" So not only are we going to have to start paying a lot of money, but we are also likely to have to drive around finding a parking space, which isn't very efficient, convenient or environmentally friendly."		
No parking issues: current time/weekday proposals won't address problem / problems are in evening	"I can guarantee if I bought a permit I would not be able to park despite this." "This makes the proposed residents parking allocation even more inadequate."	86	
No parking issues: from commuters/visitors parking issues	"I live here and have no problem finding a parking place either during the day or late in the evening."	100	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Leith was ranked 8 th and North Leith 18 th . Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas.
	"Currently I, and everyone in my stairwell has absolutely no issues availing of parking in and around our residences."		
Worsen situation: safety/ traffic/ speed	"There is no commuter parking pressure in our area to be addressed."	16	
	"there have NEVER been any issues with residents and visitors parking I.e. there is enough room for everyone, never a problem getting a parking space."		

Sub-theme	Example Responses	no. objections	Response
Worsen situation: reduce spaces / no guarantee of a space	"Implementing CPZ between the hours of 8.30 - 5.30 will make no difference to the problems we face. In fact, it will make life harder for residents who would now also have to pay."	10	The initial engagement asked respondents to indicate their preferred period of control, with 47% of the responses in support of the 8:30am-5:30pm option. Considering that these are the times when commuter parking, and parking for local shops and businesses is at levels of peak demand, this option was deemed the most appropriate for the area.
	"The only time it may prove slightly difficult is late at night when everyone is home. However, this is solved by simply driving round the block until a space is found & walking back round the corner."		
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	"The street will become a narrow 2-way street with traffic too close to the curb. Much less safe for pedestrians who could step off the curb into traffic. "	17	The designs are aimed to create 'chicanes' in certain roads where speeds are often higher. Monitoring of these issues will occur.
	" It will also have the disbenefit of increasing speeds on Portland St. At the moment, drivers have to drive slowly and negotiate their progress with drivers coming the opposite direction."		See specific section on Portland Street

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	"This will cause inconvenience for visitors, tradespeople, and the youth centre, and also additional costs for permits."	12	The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.
	"it seems like that measures would only serve to increase costs to residents, introduce complexity for visitors (I'd love to know where you are thinking of locating a pay and display option) and present an enforcement issue."		Visitor Permit prices are, however, set at a level lower than pay-and-display, with current Visitor Permits available at a rate of 2/3 of pay-and-display, but offering 50% more time. Pay-and-display options will be available throughout the zones, in the form of shared-use parking.
Elderly/disabled people rely on visitors	"My husband and I are disabled and rely on our children to care for us and they visit regularly. I do not want to have to pay to see my children nor do I want them to be timed by their visits."	7	One of the main aims of parking controls is to improve accessibility. One of the ways that we do that is to offer an increased (double) number of visitor permits to those who have disabled badge. Those permits are also available at half the normal price.
	"This cul de sac has a lot of older residents who rely on visitors and don't necessarily have the funds to buy permits/visitor permits."		The price for visitor permits is also set at a much-reduced rate when compared to other forms of pay-and-display parking. The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo
Access for tradespeople/services	"Introducing permit parking will disrupt this, not least because it will make it more difficult for residents to have visitors, receive deliveries or home-based services." "There are several hundred apartments etc in the area, there are always people who rent, continually moving, trying to get removal vehicles parked somewhere and there are always tradesmen from fixing domestic appliances to painters etc."	13	The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses. The Trades Permit offers tradespeople monthly or annual permits that enable them to park without further charge and without limit within any part of the CPZ. There are specific allowances within the traffic order to enable loading and unloading, as well as more significant situations like house removals.

Theme	Permit costs concern		
Sub-theme	Example Responses	no. objections	Response
Cost is unaffordable	<p>"You are targeting an area of multiple deprivation by expecting people to pay to park."</p> <p>"As 2 essential car users in the household for work purposes, we would struggle like many many others in the local area to budget for extra cost of parking permits or meter paying."</p>	44	Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils controlled parking scheme.
Permit should be cost-free	<p>"Surely if they are for the benefit of the local community then a permit should be issued free of charge for anyone living within these zones."</p> <p>"Do not charge for permits where parking has always been free!"</p>	4	The operation, enforcement and maintenance of the current permit scheme has significant costs associated with it. As per the answer above, those who benefit from parking controls are asked, via permit prices, to contribute towards running costs, with the remainder being met from other sources of parking income.
Money making scheme	<p>"This decision is morally wrong and is purely designed to generate more income for the city."</p> <p>" I do not believe this is the favourable opinion of the residents of Edinburgh but rather a decision taken by the council to extract more money from residents to fund their failing campaigns."</p>	17	<p>The Strategic Review of Parking was initiated by residents of a number of areas of the city, who asked the Council to consider parking controls. The results of surveys confirmed the need to manage parking in several areas.</p> <p>While parking may generate some income for the Council, that income is not guaranteed. There are significant costs associated with operating parking controls, which the Council asks permit holders to contribute towards. There are traffic management, health and environmental considerations that the Council has detailed in reports leading to the advertisement of this Order. Rather than being a financially driven scheme, these measures will assist the Council in meeting climate change goals, whilst improving conditions for residents and businesses.</p>

Theme	Private land/road query		
Sub-theme	Example Responses	no. objections	Response
Misuse of private car park	<p>"We have a small car park which is often misused by other residents."</p> <p>" I expect that the new restrictions would simply encourage misuse of private car parks and other free parking areas at the supermarkets and Ocean Terminal,"</p>	3	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p>
Already private parking (CPZ not needed)	<p>" Look at the extensive private developments in Leith which utilise large areas of land for private permit parking."</p> <p>" The majority of residential properties in the immediate area are post-2000 modern developments with designated private parking."</p>	3	

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	"Portland Street is already used as a cut-through to avoid the traffic lights. By removing parking / introducing double yellow lines, you are increasing the useable road width making it easier for cars to use it as a 2-way street and cut-through."	2	See specific section on Portland Street
	"By closing The Shore in one direction, the council has already created a 'rat run' down Seaport Street that means instead of just having idling traffic on one side of our home, we now have it on both."		
Traffic calming required	"Perhaps a one-way system, Portland St / North Fort St, would be better, to reduce the through traffic." "Add speed bumps to stop cars travelling at speed."	2	Unfortunately, consideration of such measures, or their impact, is outwith the scope of this Order, or this legal process.
Effect of roadworks	"the works at the west end of Pilrig St and the contra flow section outside McDonald Rd fire station make that route extremely time consuming, while the snarl ups that permanently beset Great Junction Street means that the alternative route down Bonnington road makes travelling to Seafield by car so gruelling that it is genuinely quicker to walk." "Between the never-ending road works, tram works and the state of local roads, Leith traffic has become one of the worst in town and despite the suggestion that the plans will address this, it is apparent that they will only make the situation worse and create even more congestion around the affected area."	2	Noted for better inter-departmental comms. The introduction of parking controls would, however, be expected to have a beneficial impact on congestion, with fewer commuter vehicles travelling into these areas.
Traffic unable to park forced onto surrounding roads	"By reducing the overall parking in this area for residents cars, more will be forced out onto Ferry Road outwith the restricted times causing congestion on a main road." " It will simply create congestion on the surrounding side streets where there is unrestricted parking."	5	Rather than address concerns individually and implement piecemeal restrictions, these proposals are to mitigate displacement from other areas.
Widening road will increase traffic	"What is the basis behind taking measures to widen Portland Street increasing the traffic flow and pollution on a residential street."	1	See specific section on Portland Street

Theme	Commuter parking issues		
Sub-theme	Example Responses	no. objections	Response
Car required for commute	<p>"Many of us rely on our vehicles to be able to get to work, take children to school, see family and make a living and these new proposals simply make having a car almost impossible. "</p> <p>" those with often require access to a vehicle due to employment out of town and for myself working in anti social hours."</p>	2	<p>Parking controls accept that there are those who require a vehicle and provide opportunities for residents and businesses to have access to space in which to park, primarily by removing or managing non-residential parking.</p> <p>Not anti-car, future-proofing. Rather than address concerns individually and implement piecemeal restrictions, these proposals are to mitigate displacement from other areas.</p>
Cars not used for commuting	<p>"We do not have a problem with commuter parking being such a small street and every resident has their own space in their driveway or if they own a second car this can be parked outside their driveway with no bother to anyone."</p>	1	<p>Rather than address concerns individually and implement piecemeal restrictions, these proposals are to mitigate displacement from other areas.</p>
Charge commuters not residents	<p>"I understand the need to prevent commuter parking in my area, so make the permits free for residents where it has always been free!"</p>	1	<p>Money gained from permits will go back into enforcement/upkeep of restrictions.</p> <p>Charging commuters to park isn't a sustainable option. CPZ is a means of persuading commuters onto more sustainable forms of transport.</p>
Commuters using resident parking	<p>Commuter parking is a two way problem. Motorists who live on my street also commute out of the area and it's at night when they return where the problem lies</p>	1	<p>Parking controls are designed to address parking issues attributable to incoming commuters. Initial data gathering did not suggest that there was support for evening parking. This reflects other work carried out in other locations, where evening and overnight controls were not supported.</p>

Theme	Inconsiderate parking		
Sub-theme	Example Responses	no. objections	Response
Abandoned vehicles	<p>"Incidentally, we have a couple of cars, a van and a taxi abandoned in our parking bays and the response from the council is that the parking bays are private and not up to them to do anything about it."</p> <p>"Many of my neighbours have gone to the Council to ask if there could be something done about the high amount of permanently parked and never used taxis, because it was creating so many difficulties for the rest of the neighbours to park, and the Council said that no, as things were, they could not do anything."</p>	2	<p>Parking controls will address many parking issues, but only those where the controls are directly applied. Parking in private areas is not covered by these proposals.</p> <p>Under these proposals, any vehicle parked during the hours of control will need to show evidence of having a permit, or having paid to park, or belong to a class of vehicle (or be carrying out an activity) permitted by the Order. Otherwise, any vehicles would be liable to enforcement action.</p>
Business parking in residential area	<p>" have made parking difficult for the rest of us because they like to have up to 12 taxis parked around the area."</p> <p>"What does pose a problem at times is the use of on-street parking by local businesses for their vehicle fleets."</p>	2	

Theme	Safety concern		
Sub-theme	Example Responses	no. objections	Response
Longer walk to property	"This means a longer walk to my building, which I don't mind during the day. But what about the evenings, especially during winter months when it's dark so early?"	8	Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.
Danger from increased traffic	" It is only a matter of time before someone is injured and this increased traffic will exacerbate that."	8	Parking controls are likely to have the opposite effect, reducing the number of vehicles travelling into these areas.
Impact on sightlines	"Vehicles parking or exiting from these bays will be forced to stop traffic in both directions due to the narrow street, sometimes this will be done unsighted due to larger vehicles obscuring views. This will be extremely dangerous with 2 way traffic travelling at increased speeds."	2	Parking places have only been provided where it is considered that it is safe to park. Consideration has been given to access and egress requirements. Parking layout could be reviewed if issues are identified.

Section 2

Pilrig and Leith Walk (N7);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: existing parking is sufficient/ controls are not required	"Residents parking here is not overwhelmed or a problem and this plan would be of no benefit to the local residents other than adding additional living costs which are already being stretched at this time."	31	<p>While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Of 124 areas surveyed, Leith Walk was ranked 1st and Pilrig 13th. Leith Walk in particular showed an average parking occupancy of 92%, with 91% of all streets subject to High parking pressure. While Pilrig was, on average, less heavily parked, many of the streets closest to Leith Walk were also subject to High parking pressure.</p> <p>Leith Walk (including Pilrig) was one of three areas where petitions were submitted to the Council asking for action to be taken to address parking pressures and deal with commuter parking. As stated above, these issues may not be evident in every street, but in looking at solutions like parking controls, the Council recognises the potential for migration, which is the reason why controls are being proposed on an area basis, rather than street-by-street.</p> <p>In terms of operating times, early engagement shows 47% of the responses for the preferred timeframes, were in support of the 8:30am-5:30pm option. This option was deemed the most appropriate for the area.</p> <p>Monitoring is planned so that any migration, as well as inconsiderate or unsafe parking can be directly addressed.</p>
No parking issues: current time/weekday proposals won't address problem / problems are in evening	"As such I can tell you that the only times when parking is difficult is at night and when there is a Hibs game (which is generally on Saturdays and evenings) these are times that permit holders don't apply."	3	
No parking issues: from commuters/visitors parking issues	" There is no issue with other people coming to park on my street who do not live there."	11	
Worsen situation: reduce spaces / no guarantee of a space	"Unless it can be shown that car ownership is going to be reduced in some way then the council should be working to provide more. not less parking."	19	
Worsen situation: Puts pressure on surrounding streets/ car parks/colonies with differing restrictions	" removing much of the on street parking would only push the issue onto Newhaven Road and Bonnington Road."	15	
Worsen situation: safety/ traffic/ speed	" If this is a daily occurrence you are risking the health and safety of the people that live in the area as there is only one road in and out."	4	

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	"The proposed changes are unmanageable and obstructive to visitors. Why should we have to pay for visitors to attend our private residence?"	5	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.</p> <p>Visitor Permit prices are, however, set at a level lower than pay-and-display, with current Visitor Permits available at a rate of 2/3 of pay-and-display, but offering 50% more time.</p> <p>Pay-and-display options will be available throughout the zones, in the form of shared-use parking.</p>
Visitors at weekend when CPZ in operation	" I would object to any parking charges on the weekend when people may have visitors."	1	<p>The proposals would not operate at the weekend, nor would any charges apply outside of the proposed Monday to Friday 8:30 to 5:30 time period.</p>
Access for tradespeople/services	"will the bin lorries be able to get round the West end turn of Cambridge Gardens into Cambridge Avenue if the cars are parked on the SW kerb rather than the NW kerb as now?"	3	<p>The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses.</p> <p>The Trades Permit offers tradespeople monthly or annual permits that enable them to park without further charge and without limit within any part of the CPZ.</p> <p>The design of the scheme has been undertaken in conjunction with colleagues from Waste. Consideration has also been given to access requirements in order to maintain servicing requirements. Double yellow lines will protect junctions for this purpose.</p>

Theme	Permit costs concern		
Sub-theme	Example Responses	no. objections	Response
Cost is unaffordable	"Having to pay for a permit to park in front of my home is ridiculously unfair and would create an unnecessary additional financial burden."	18	Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils controlled parking scheme. With the cost of permits being linked to either vehicle size or emissions, there are options available in terms of permit costs.
Money making scheme	"Please recognise there is no reasonable requirement for parking permits on this street and the only reason I forsee is Edinburgh City Council trying to make more money."	5	

Theme	Consultation materials + queries		
Sub-theme	Example Responses	no. objections	Response
Short notice to respond	"The consultation has been made on short notice, during a period of extraordinary upheaval in the neighbourhood whilst tram works are underway on Leith Walk, and with every-shifting COVID restrictions"	1	In terms of the legislative requirements, formal/statutory consultation requires a minimum of 21 days. All traffic orders advertised in Edinburgh adhere to that requirement. In this case, the period allowed was 42 days. Additional time was allowed at the end of the consultation for late submissions.
Did not receive cons. materials	"I would also like to point out it was very hard to find out about this place to introduce paid parking permits, I only heard through word of mouth."	1	Lessons learned with distribution companies. The Council typically uses trusted distribution companies for projects like this.
Issues with website/format	"As if this were not enough, the information available through the website is impenetrable, where it is even available."	1	Consultations under Covid have been a learning experience that will ultimately help us to provide detailed information in formats that are easily accessible to all. We developed websites and methods of imparting information that we had not previously employed. Improvements can (and will) be made.
Decision already made/consultation pointless	"I would like to think, this consultation is not just a tick box exercise and not looking for a few extra pounds off you hard working council tax payers."	1	All points raised through the consultation, where they relate to an objection to the premise or the detail of the proposal, are being recorded here so that objectors can see a response to their point. Some of those responses may be general in nature, but our aim is to cover the reasons for objection, present them to Committee and thereby allow an informed decision to be taken.
Not enough/inaccurate information provided	"As if this were not enough, the information available through the website is impenetrable, where it is even available."	1	We have endeavoured to make the information presented as accurate as it could possibly be, correlating various sources of information in order to provide a single picture of proposed and existing restrictions. If that information was incorrect, we have corrected it, but in many instances, we have been able to confirm that the information we held was correct, or been able to explain the reasons behind any apparent disparity.
Previous consultation against CPZ	"There has already been a consultation, at Pilrig St. Paul's Church, which massively rejected the proposal. "	2	The consultation referred to was part of an informal process carried out in advance of the legal process. The results of that consultation were reported to Committee and the decision taken to proceed to this formal advertising of the proposals, based on the evidence of parking pressures.

Theme	Inconsiderate parking		
Sub-theme	Example Responses	no. objections	Response
Unauthorised parking in private car park	"With reduced parking options it is likely people will park in the private allocated spaces in my car park when they are not entitled to (ie use my space and leave me with nowhere to park)."	1	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p>
Business parking in residential area	"What does pose a significant problem at times outside business hours is the use of on-street parking by local businesses for their vehicle fleets"	1	<p>Outside of restricted hours there would be little that could be done to remove properly taxed and otherwise roadworthy vehicles. There are restrictions on parking HGVs in residential areas, however.</p>

Theme	Private land/road query		
Sub-theme	Example Responses	no. objections	Response
Misuse of private car park	"I am a resident of Iona Street Lane and we already have significant issues with non residents parking their cars in our designated residents spaces."	1	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p>
Already private parking (CPZ not needed)	"We bought this house this year because we needed two parking spaces and the estate which we thought was privately run provides plenty of spaces for the existing residents. parking arrangements here are very cordial and there are never any issues or disputes over spaces."	1	<p>We accept that there will be streets, or areas, where there might not be the same wider parking problems. This proposal does recognise this, but also takes account of the potential for parking problems to move into the next available street, which is why controls are being proposed on an area basis and why monitoring of parking pressures will be undertaken should the proposed zones be implemented.</p> <p style="text-align: center;">See also section on Public/Private issues</p>

Theme	Safety concern		
Sub-theme	Example Responses	no. objections	Response
Longer walk to property	"It is likely that I will have to park at least a 5 minute walk from my own house meaning that I, a young woman will have to walk in the dark after I finish work which I find really unsafe."	2	<p>Parking has been</p> <p>Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.</p>
Public transport related health risk	"Forcing some to transition from private vehicles to public transport during a pandemic could be dangerous."	1	<p>Fortunately, the signs are encouraging in that we might have now been through the worst of the pandemic. Nonetheless, we do have to consider how our city functions in the future, as well as acting in a way that supports sustainability and addressing climate change.</p>

Theme	Impact on businesses		
Sub-theme	Example Responses	no. objections	Response
Customers prefer free parking	"Free parking in the area is also good for local businesses."	1	Unfortunately, that free parking is often used by commuters, who effectively sterilise space by creating conditions where shoppers and others cannot park. Charging for parking helps to create a turnover of space that supports local businesses by improving accessibility.

Theme	Alt suggestions		
Sub-theme	Example Responses	no. objections	Response
Increase parking spots for residents	"Unless it can be shown that car ownership is going to be reduced in some way then the council should be working to provide more. not less parking."	1	The proposal has been designed to offer as much parking availability as is safely possible. It does remain within the power of individuals and households to determine their need for car ownership. This is not something that the Council can directly influence, other than to promote measures that help residents and others to make informed choices about their mode of travel.
Sufficient public transport/EV instead e.g. park and ride	"Would the more sensible option be to wait until the tram works have been complete and roads returned to their former states before making any irrational decision, Then put a consultation out as we as residents and you as our elected councillors would have a better way of understanding our needs."	1	<p>The areas around the route of the tram are already subject to parking pressures. The Review recognised the potential for that situation to deteriorate with the arrival of Tram, and was one of the reasons that the Council was asked to investigate controls in this area.</p> <p>Tram and parking controls are linked and there is distinct synergy in considering these different projects within the same timeframe in order to counter future parking pressures before they occur.</p> <p>Edinburgh is well-served by public transport, but even so there is room to improve. One of the ways that any income that is raised from parking could be spent is on improving public transport infrastructure.</p>

Section 3

Gorgie and Gorgie North (S6);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: current time/weekday proposals won't address problem / problems are in evening	I've lived on Stewart Terrace for 15 years and during that period the only times I've found difficulty finding a parking space is during match days at Tynecastle and Murrayfield. That you are proposing to bring in parking restrictions that will not include most days when matches are on is quite extraordinary. Outwith these times, I've never had an issue getting parked in the area, but now it's being proposed that I will be subject to an annual charge while still likely leaving me unable to find a parking space during the only period when restrictions would be beneficial.	38	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. While Gorgie was ranked 28 th and Gorgie North 14 th not treating these areas at the same time as neighbouring Shandon (3 rd) would have the significant potential to exacerbate existing pressures.
No parking issues: existing parking is sufficient/ controls are not required	I have just had a look at the parking proposal for Hutchison Park. We have lived in Hutchison Park for 38 years and we have never had a problem with parking apart from a Saturday when there is a football match on at Tynecastle Stadium. What is the point of putting parking permit areas here as no-one parks here during the day apart from the people that live here. We don't have a problem with people driving here, parking their cars for the day then bussing into town. Is this just another money making scheme?	74	Strategically, addressing parking pressures in areas that lie adjacent to two of the busiest commuter routes into the city is a key element of managing commuter parking as well as congestion, air quality and achieving environmental targets. Evidence from the individual surveys from both Gorgie and Gorgie North shows significant pressures in many streets. Those pressures would increase should parking controls be taken forward in Shandon, or only in those parts of Gorgie/Gorgie North where existing pressures are acute.
No parking issues: from commuters/visitors parking issues	The parking in this Street is not an issue. And the volume of commuters is definitely not at the magnitude that is being implied. It's managed perfectly fine in the 14 years I've lived here. No one double parks on this street either. Last night I counted 4 available spaces and this morning 6. We do not need controlled parking.	20	Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas.

Sub-theme	Example Responses	no. objections	Response
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	The development is off of the main road, and is quiet and rather private. These plans will only encourage strangers that don't live in the complex to park here, especially if parking spaces will be advertised on the likes of Ringo and would encourage people to park here when attending nearby football and rugby stadium matches.	19	Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.
Worsen situation: reduce spaces / no guarantee of a space	Far from benefitting residents, the proposals would create parking problems where none exist at present. The flatted development consists of 99 dwellings and has 99 marked parking bays including 1 marked "Disabled". There is kerbside parking for approximately 18-20 vehicles.	38	Many streets in this area currently show evidence of parking pressures, as highlighted by the parking surveys conducted at the beginning of the Review. Parking controls will help to manage demand for parking , assisting residents in being able to find an on-street parking space if they have need of one. Parking controls have been shown to create opportunities, rather than limit them.
Worsen situation: safety/ traffic/ speed	Reduce harmful emissions from road transport; Given the major factor of vehicle emissions near me are from the rush hour traffic, school runs and key arterial roads of Chesser Avenue and Slateford Road there is more of an argument of improving traffic flow instead. While implementing a controlled parking zone may have a benefit I feel the main emissions in the area are due to vehicles passing through the area and in driving to the Edinburgh West Retail Park and nearby Supermarkets. Implementing a controlled parking zone may also have a detrimental effect as residents vehicles are parked elsewhere. Improve the safety for all travelling in our city; The roads around my residence have more safety issues due to 2 key factors: 1) Their use as 'rat runs' during school hours / rush hour and at weekends from the Edinburgh West Retail Park. Given these vehicles are using the streets to bypass congestion on Chesser Avenue and Slateford Road the proposals of permits during weekdays will not alleviate these issues and may potentially exacerbate it in particular around the Hutchison Road area where no parking is permitted.	2	Reducing the number of vehicles belonging to non-residents will have the beneficial effects of reducing congestion, improving traffic flow and offer additional benefits in terms of reduced emissions and improved safety. It has long been recognised that traffic levels increase to fill created roadscape. Increasing capacity or flow of traffic simply supports existing issues with congestion, which is why the introduction of parking controls is an approach that seeks to reduce the opportunities for non-residents to find space to park, encouraging those who commute to do so by more sustainable means. Other initiatives, such as the rollout of 20mph zones and the potential for Low Traffic Neighbourhoods, are separate to this proposal.

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	I think the council needs to look a traffic calming measures as a priority as the area is used as a cut through from Slateford Road to Chesser Avenue and access to the retail park including heavy goods vehicles.	1	While outwith the scope of this consultation, these comments will be passed to colleagues responsible for traffic management.
Traffic calming required	I think the council needs to look a traffic calming measures as a priority as the area is used as a cut through from Slateford Road to Chesser Avenue and access to the retail park including heavy goods vehicles.	1	
Traffic unable to park forced onto surrounding roads	I would like to formally object to the proposed Controlled Parking Zone Implementation for Edinburgh area S6. This control is wholly unnecessary where there are little to no parking issues. On the bigger picture I would like to object to measures being introduced anywhere in the city. Every time new parking zones are introduced it only causes the problem to be moved elsewhere and causes congestion where the parking is available.	2	The Council is aware that parking migration is a risk, which is why a monitoring strategy has been formulated to determine the location and extent of any migration. That information will help to inform future decisions relating to parking controls.

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	I would like to OBJECT to the proposed parking permit scheme in Gorgie, specifically on Wheatfield Terrace and Wheatfield Street. It's very rare that I can't park close to my flat, and I don't see a need to bring in the permit system. This will cause particular problems when I have family or friends staying with me. Even with the cheaper visitor permits it would be ridiculously expensive for them to park for a week here, despite there being plenty of empty spaces.	5	The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo. Visitor permits are, however, designed to offer short-stay parking options rather than to accommodate longer stays. Edinburgh is well served by more sustainable travel options that could be utilised for longer visits.
Elderly/disabled people rely on visitors	<p>I am writing to object to the proposed controlled parking in Chesser Crescent.</p> <p>The street is not used by commuters into the centre of Edinburgh. Many houses have drives, some with less than a car space between them so the idea of yellow lines seems ridiculous.</p> <p>There are many residents who are elderly with some requiring carers throughout the day and I am concerned their care could be impacted</p>	5	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.</p> <p>One of the main aims of parking controls is to improve accessibility. One of the ways that we do that is to offer an increased (double) number of visitor permits to those who have disabled badge. Those permits are also available at half the normal price.</p> <p>The price for visitor permits is also set at a much-reduced rate when compared to other forms of pay-and-display parking.</p>
Access for tradespeople/services	The introduction of double yellow lines will prevent deliveries, carers, even utility vehicles from parking while they carry out their activities.	9	Double yellow lines permit deliveries to be made, up to a limit of 30 minutes. Dropping off and setting down of passengers can also be undertaken on such restrictions, while nearby parking places will accommodate other visitor parking needs.

Theme	Unable/concerned about parking near home		
Sub-theme	Example Responses	no. objections	Response
Permit won't guarantee parking space		16	While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.
Matchday parking (Tynecastle/Murrayfield)	Every single day it is a nightmare to get parked in this area & yet you are proposing to remove what looks to be about half the available spaces and replace them with permit holder spaces, it at all. This just seems like a way to make money out of already strapped for cash people. Gorgie isn't exactly rolling in money is it! Weekends and evenings when there are games at Murrayfield or Tynecastle - what will happen then??	10	The issue of match-day parking is being investigated separately, with further details of possible measures to be reported to this Committee later this year.
Too many cars for number of spaces	<p>I disagree with the plans to make the west side of wheatfield Road a pay and display only and should at least be marked as pay and display or permit holders area (brown sections).</p> <p>There is around 1/3 of the current parking space for Wardlaw terrace being removed on the south side of the road, which is currently essential parking spaces for many. Removing this section will only increase the problem of lack of parking. I would assume the only reason for doing this is to widen the space for vehicles to pass, but as the top of Stewart terrace is one way, vehicles don't often have trouble passing here. The main areas of concern for passing are on Wardlaw Street, Wardlaw place and Stewart terrace when commercial vans and delivery drivers are temporarily parked.</p>	1	<p>Agreed. The design will be amended to change approximately 1/3 of the proposed pay-and-display spaces on Wheatfield Road to shared-use parking places.</p> <p>Agreed. The yellow lines on Wardlaw/Stewart Terrace will be reduced in length so that they extend approximately 30m east of the steps from Slateford Road, providing for safe crossing for pedestrians. The remainder will be transferred to shared-use parking or permit holder parking.</p> <p>Refer to Appendix 2</p>

Theme	Commuter parking issues		
Sub-theme	Example Responses	no. objections	Response
Car required for commute	If I decided not to get a permit, I would then have to use my car to go to work before 0830, returning after 1730 adding one more vehicle to the commute.	3	The proposals are generally designed to address issues caused by commuters who commute into these areas.
Cars not used for commuting	The location of the development is extremely well serviced by Edinburgh's excellent bus service. Putting in place tighter parking controls in this area will not see a reduction in car movements as I suspect the vast majority of those that commute to the city centre use the bus due to restrictions there and those, including myself, that commute further afield won't have their commuting habits altered or benefitted by the introduction of the permits.	2	It remains the responsibility of individuals to determine their own travelling needs and to make decisions based not only on those need, but also on the impact of their choices.
Charge commuters not residents	If commuter parking is such an issue, as you suggest, I don't see why the residents of Appin Street should be punished with the possibility of being unable to park near their homes, or having to pay for the privilege.	1	Charging commuters to park isn't a sustainable or viable option. CPZ is a means of persuading commuters onto more sustainable forms of transport.
Commuters using resident parking	You are going to encourage commuters and other residents into my parking and I do not think I have the right under title deeds to prevent them using these private parking spaces. This proposal is ill-conceived, unnecessary and will create a problem where one does not currently exist! you already solved the problem of silly parking by neighbours by putting in double yellows a few years ago.	2	Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly. Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.

Theme	Permit costs concern		
Sub-theme	Example Responses	no. objections	Response
Cost is unaffordable	We don't have a problem with people driving here, parking their cars for the day then bussing into town. Is this just another money making scheme? People are struggling enough with money without this! We object to these plans! As always though, the decision has been made and asking people to let you know their thoughts about these plans is pointless.	26	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. While Gorgie was ranked 28 th and Gorgie North 14 th not treating these areas at the same time as neighbouring Shandon (3 rd) would have the significant potential to exacerbate existing pressures.
Permit should be cost-free	Hutchison View has no parking pressures don't think this has been looked into properly. If this is an issue and you want to ensure that all residents are able to park then why are you not issuing free permits instead you have passed this over to a private company taken the money from residents and lining the pockets of a non Edinburgh based company.	2	Strategically, addressing parking pressures in areas that lie adjacent to two of the busiest commuter routes into the city is a key element of managing commuter parking as well as congestion, air quality and achieving environmental targets. Evidence from the individual surveys from both Gorgie and Gorgie North shows significant pressures in many streets. Those pressures would increase should parking controls be taken forward in Shandon, or only in those parts of Gorgie/Gorgie North where existing pressures are acute.
Money making scheme	It is clear that this CPZ is to act as a revenue generator for Edinburgh Council at the detriment of local residents. Many of the area's residents will struggle to pay for the permit that will be required, as they may already be financially stretched to afford paying for their vehicle.	17	Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas. Revenue from permits meets approximately 50% of the cost of operating the permit scheme. No surplus revenue is generated from the sale of any permit.

Theme	Private land/road query		
Sub-theme	Example Responses	no. objections	Response
Non-council adopted road	With regards to Appin Place specifically, I would like to point out that the council has not adopted the whole road, meaning a large part of it is private land. Your proposal includes adding yellow lines on these sections of the street, which as you are not the owner, would not be legal, and would certainly not be enforceable. The same gone for all the parking within the street. The parking bays are separate to the 'adopted' roadway, and as I understand, were not adopted at the time, so again, these cannot be included into any parking restrictions. Any attempt to do so would not be legal and enforceable and would instead be preventing the owners i.e. the residents of Appin Place, to their legal right to access to their land.	3	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p> <p>See also specific section on Public/Private.</p>
Misuse of private car park	The development is off of the main road, and is quiet and rather private. These plans will only encourage strangers that don't live in the complex to park here, especially if parking spaces will be advertised on the likes of Ringo and would encourage people to park here when attending nearby football and rugby stadium matches. This would cause problems for residents, for example creating noise pollution by people not living here as well as the potential for non- residents to make mess and use the communal bins. As a female living alone this encouragement of non-residents into the development makes me feel less safe.	2	

Theme	Alt suggestions	19	
Sub-theme	Example Responses	no. objections	Response
Suggests CPZ times	<p>Having lived in Moat Street for almost 10 years, I can tell you that the parking problems that occur are almost always after 5.30pm and over the weekend. This is due in the main to sporting events at Murrayfield and Tynecastle, as well as parking and then travelling into the city centre.</p> <p>Any time I am on the street during working hours, the streets have many available parking spaces.</p> <p>Therefore the proposal to introduce parking permits during weekly working hours will be completely ineffective at reducing parking problems for the residents of this area.</p> <p>By introducing this parking zone, all that it will succeed in doing is effectively taxing the residents, who have problems parking out of normal working hours and who will continue to struggle to park during these hours.</p> <p>If a parking zone is to be introduced, then it should be in the evening and at weekends.</p>	8	<p>The initial engagement asked respondents to indicate their preferred period of control, with 47% of the responses in support of the 8:30am-5:30pm option. Considering that these are the times when commuter parking, and parking for local shops and businesses is at levels of peak demand, this option was deemed the most appropriate for the area.</p>
Provision of disabled bays	<p>This is nothing more than a waste of tax payers money implementing this and an extra tax on the residents of Edinburgh. Enough money is squandered by Edinburgh Council every year. Such a shame an amazing city is run by the mental asylum.</p> <p>Access to business will be affected. Few disabled spaces are planned. This WILL significantly affect the ability of builders, carers or community NHS staff to do their jobs but to name a few.</p>	2	<p>The introduction of parking controls creates opportunities that may not currently exist, by limiting lengths of stay for non-residents and removing commuter parking.</p> <p>Blue badge holders who are resident are entitled to free permits and can more generally park without charge in any shared-use of pay-and-display bay, as well as on any single or double yellow line.</p> <p>The Council will be honouring any existing disabled bays and will investigate all requests for new bays.</p>

Sub-theme	Example Responses	no. objections	Response
Implement traffic calming	I think the council needs to look a traffic calming measures as a priority as the area is used as a cut through from Slateford Road to Chesser Avenue and access to the retail park including heavy goods vehicles.	2	Traffic calming measures are outwith the scope of this proposal, but the Council has taken steps to improve road safety in residential areas through the implementation of 20mph speed limits. Further work is ongoing in a number of areas on measures that would discourage rat-running.
Increase parking spots for residents	I believe if the council wish to improve the situation they should be looking at creating more parking not restrictioning and removing the current spaces. Please see this email as my formal objection to the proposed CPZ plan.	4	Parking places have been provided where it is considered safe to do so. Changes are being proposed to increase those spaces, although the design has been predicated on the need to ensure enough space for permit holders.
Sufficient public transport/EV instead e.g. park and ride	If your aim is to try and reduce car ownership and reduce commuters parking in residential streets, you must introduce a congestion charge as in London and use this to finance park and ride sites, public transport improvements including 7/7 bus lanes, and make decent infrastructure for walking and cycling.	1	The Council not only has an ambitious Active Travel programme and extensive bus lanes on the majority of arterial routes, but is in the process of finalising details that will see the implementation of a Low Emission Zone.
Pay and display/free for residents	Finally, and importantly, I believe that any changes imposed by the council to parking for residents that already have cars should be free of cost. In short, if a resident parks their car for free on the street as is, they should be given a permit for their area for free, as they only lose out by the parking restrictions being brought in. Any persons that subsequently move into the area with established parking charges etc would be expected to pay for these measures.	1	Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils controlled parking scheme.

Section 4

Abbeyhill (N6);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: current time/weekday proposals won't address problem / problems are in evening	"Moreover, parking spaces are most difficult to find in the evening, when they are most likely to be occupied by residents. This indicates that those primarily occupying the spaces are in fact residents, rather than commuters or shoppers; a CPZ would therefore do nothing to improve the situation for residents."	3	The initial engagement asked respondents to indicate their preferred period of control, with 47% of the responses in support of the 8:30am-5:30pm option. Considering that these are the times when commuter parking, and parking for local shops and businesses is at levels of peak demand, this option was deemed the most appropriate for the area.
No parking issues: existing parking is sufficient/ controls are not required	" I have lived in Milton street for the past 20 years and I have never had problems with parking in my street."	19	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Abbeyhill was ranked 4 th out of 124 areas, with an average parking occupancy of 86%. 91% of all roads in this area were subject to High demand for parking. Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas
No parking issues: from commuters/visitors parking issues	"I am not convinced there is an issue with commuters here. There are many spaces free during weekdays which then fill up at night. I have seen this out my window for many months. There is a good level of turnover"	4	
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	"Introduction of permit holder parking will force those who cannot afford to pay for a permit to relocate their parking location to the nearest available unrestricted on street parking, thereby unfairly congesting neighbouring areas."	15	Ultimately, each resident will need to consider whether they need or want to buy a permit. The Council will be monitoring parking pressures in neighbouring areas so that action could be taken to mitigate against any migration of parking.

Sub-theme	Example Responses	no. objections	Response
Worsen situation: reduce spaces / no guarantee of a space	"You are trying to force us people to pay for parking but you are not providing enough spaces for us."	23	While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.
Worsen situation: safety/ traffic/ speed	"The proposals significantly reduce the available parking and will create additional pressures in surrounding areas, and I believe will substantially increase traffic, congestion and emissions, as people are forced to circle around in search for available spaces."	4	Rather than having the indicated effect, the likelihood is that it will be easier to find a parking space, as competition from commuters is removed and permit issue is limited to two permits per household.

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	"Adding pay and display in to the mix will surely only add to this increase of traffic."	2	Pay and display is provided on a limited basis, primarily in close proximity to shops and businesses, as a means of supporting their ongoing business needs. Shared-use parking, which is primarily there to meet residential demand, has the flexibility to be used by others, and supports visitors, tradesmen etc who have a need to visit the area.
Traffic calming required	"Our street is already used as a rat run for those that want to avoid the no-right turn at the top of easter road, and would definitely benefit from speed bumps."	1	While outwith the scope of this consultation, these comments will be passed to colleagues responsible for traffic management.
Widening road will increase traffic	"We as residents are always able to find parking in the area without much driving around. I believe designated parking areas will worsen the parking situation for everyone, decrease the amount of spaces available for everyone - especially for residents, and increase traffic and emissions due to people circling repeatedly to find available parking spaces."	1	<p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p> <p>Spaces have been allocated to locations where it is considered safe or appropriate to park, taking into account the needs of pedestrians, cyclists and the need to maintain the safe movement of all road users.</p> <p>Rather than having the indicated effect, the likelihood is that it will be easier to find a parking space, as competition from commuters is removed and permit issue is limited to two permits per household.</p>

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors		6	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo</p> <p>Visitor Permit prices are, however, set at a level lower than pay-and-display, with current Visitor Permits available at a rate of 2/3 of pay-and-display, but offering 50% more time.</p>
Access for tradespeople/services		3	<p>The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses.</p> <p>The Trades Permit offers tradespeople monthly or annual permits that enable them to park without further charge and without limit within any part of the CPZ.</p> <p>There are specific allowances within the traffic order to enable loading and unloading, as well as more significant situations like house removals.</p>

Theme	Safety concern		
Sub-theme	Example Responses	no. objections	Response
Longer walk to property	"Some of the female residents have voiced concern for their safety if they can't get parked and face a walk home in the dark."	1	<p>It is not the aim of this proposal to increase walking distances or to have any form of adverse impact on the safety of those who live, work or visit within any of the proposed new zones.</p> <p>Controlled parking is expected to have the impact of improving the availability of parking space, as competition from those who do not live in these areas is reduced.</p>

Theme	Alt suggestions		
Sub-theme	Example Responses	no. objections	Response
Suggests CPZ times	"Has the possibility of part time permitted hours been looked in to? I work up in Newington and a lot of the streets around there are permitted for example, between 11-3pm. This seems to stop people that don't live there leaving there cars there for a long period of time. "	2	Many of the areas involved in Phase 1 are not only densely residential, but also have a range of businesses, shops etc that mean that part time restrictions would only have limited impact. In areas where there is commuter parking, like Abbeyhill, approaches like Priority parking would do little to address those problems, and have little or no beneficial impact in reducing commuting by car or reducing congestion or improving air quality.
Provision of disabled bays	"This also affects wheel chair users in the area."	1	Blue badge holders who are resident are entitled to free permits and can more generally park without charge in any shared-use of pay-and-display bay, as well as on any single or double yellow line. The Council will be honouring any existing disabled bays and will investigate all requests for new bays.
Implement traffic calming	"It's almost impossible for residents to park in these streets already and if restrictions are not imposed as part of the above proposal, this situation will only be exacerbated as drivers try to find unrestricted areas to park."	4	Traffic calming measures are outwith the scope of this proposal, but the Council has taken steps to improve road safety in residential areas through the implementation of 20mph speed limits. Further work is ongoing in a number of areas on measures that would discourage rat-running. Parking controls are expected to reduce the overall number of vehicles in areas such as Abbeyhill, as vehicles belonging to commuters are effectively prevented from parking on-street.
Increase parking spots for residents	"Will residents instead be given discounted public transport fares as a green and eco-friendly initiative instead of purchasing a parking permit for a personal vehicle?"	2	As is presently the case, it will continue to be at each resident's discretion to make decisions as to the most appropriate form of travel for their needs. If residents do choose to use public transport in preference to a private vehicle, then that choice will help to make Edinburgh a cleaner and more sustainable place to live.
Sufficient public transport/EV instead e.g. park and ride	"My suggestion, which will no doubt be ignored, would be to impose a hybrid pay and display/ permit parking on the whole of road network within the proposed area and supply permits free of charge to those who live and own cars adjacent to the area."	1	Edinburgh continues to have one of the best public transport services in the UK. Some commuters still choose to use their personal vehicle, which is why measures like parking controls are required. The operation of any permit scheme, as well as enforcement of that scheme and maintenance of signs and lines incurs costs that are met in part by those who benefit from those schemes. Currently, permit holders contribute around 50% of that cost.

Pay and display/free for residents	"Alva Place must be included with the rest of the Colonies in that it should have permits for residents only. It is already difficult enough to get a parking space on this street, and if measures are implemented that prohibit non-residents from parking in other Colony streets, this will only exacerbate the problem on Alva Place."	3	See separate section on Abbeyhill Colonies.
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Section 5

Shandon (S5) and Craiglockhart/B8 (S7);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: current time/weekday proposals won't address problem / problems are in evening	<p>I have lived in the Shandon colonies for over 20 years and have had any issues parking during the day between 8am and 6pm, so see no need for this. There are still sufficient spaces in the colonies for work vans to come and park to perform tasks.</p> <p>There is an issue on parking at night in the colonies after 6pm, but not during the day, so I see no need for this at all.</p>	16	<p>Areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Shandon was ranked 3rd, with an average parking occupancy of 89%. 92% of all streets in this area were classed as experiencing High parking pressure.</p> <p>Shandon was one of three areas where petitions from residents led to the creation of the Strategic Review of Parking.</p> <p>Monitoring of surrounding areas will assist in determining whether there has been migration and will inform future decisions about any further measures required.</p>
No parking issues: existing parking is sufficient/ controls are not required	<p>I have been a resident for over twenty years and I have never had a problem parking. I may have had to drive round looking for a space but there has always been one to find.</p> <p>If you look at the Merchiston area during the day time there are usually no cars parked there. You have driven them to park elsewhere.</p>	20	
No parking issues: from commuters/visitors parking issues	<p>I recently moved to Harrison Gardens so I wasn't able to participate in previous consultations.</p> <p>Here are the reasons why I think this proposal is not going to improve the situation:</p> <ul style="list-style-type: none"> - the majority of the cars parked in the Shandon area are not used for work commute but for family purposes, some cars are parked for weeks in the same spot and get mainly moved on weekends. 	5	
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	<p>I have lived in the Shandon Colonies for over 20 years . I do not see that these proposals offer anything better than what we have already - indeed I believe that they will make the situation worse. There will be a large number of spaces lost to residents and visitors. This will lead to people parking outside the zones and just build up other problems.I believe that this is just a money making exercise and not part of a real transport strategy.</p>	4	

Sub-theme	Example Responses	no. objections	Response
Worsen situation: reduce spaces / no guarantee of a space	<p>2) Capacity reduced to impracticable levels</p> <p>The current proposal, subject of the consultation running 22 October 2021 - 12 November 2021 will reduce parking spaces in Meggetland Terrace by more than 60% ,from 68 open spaces to c 27permit holders spaces. On a one car per household basis this would not be enough for all of the properties. There would be a serious deficit with the majority of residents unable to park on the street on which they live. Those who have not yet put in drives would, we assume, not be granted planning going forward if their house faced a zoned area. It is likely therefore that those who have not had the funds to put in a driveway will be much more disadvantaged than those with drives.</p>	28	<p>Parking spaces have been provided where it is considered safe or appropriate to allow parking. In this particular location we have had to make specific allowances for servicing requirements, which has meant that parking needs to be more closely managed.</p> <p>Controlled parking does not preclude either permitted development or development subject to planning consent. Applications should be made in the same way as before.</p> <p>Early engagement shows 47% of the responses for the preferred timeframes, were in support of the 8:30am-5:30pm option. This option was deemed the most appropriate for the area.</p>
Worsen situation: safety/ traffic/ speed	<p>I live on Harrison Road (plot 1864 on the map) and strongly object to the changes proposed.</p> <p>Harrison Road already has traffic congestion issues as it is used as a short cut route between Slateford Road and Polwarth Terrace, or as somewhere to park when Hearts are playing. Parking spaces are already sparse in this area.</p> <p>Allowing free parking on Harrison Road will only increase the traffic, noise and road pollution in the area as more cars will be looking to park here.</p>	3	<p>Harrison Road is within the proposed S5 zone and partially within the existing S4 zone. During the controlled hours as proposed, all of this street would be subject to parking control, parking charges and limits of stay.</p>

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	<p>I live on Harrison Road (plot 1864 on the map) and strongly object to the changes proposed.</p> <p>Harrison Road already has traffic congestion issues as it is used as a short cut route between Slateford Road and Polwarth Terrace, or as somewhere to park when Hearts are playing. Parking spaces are already sparse in this area.</p>	1	<p>Traffic calming measures are outwith the scope of this proposal, but the Council has taken steps to improve road safety in residential areas through the implementation of 20mph speed limits. Further work is ongoing in a number of areas on measures that would discourage rat-running.</p>
Traffic calming required	<p>Harrison Road already has traffic congestion issues as it is used as a short cut route between Slateford Road and Polwarth Terrace, or as somewhere to park when Hearts are playing. Parking spaces are already sparse in this area.</p>	1	
Matchday traffic	<p>The parking provided is not nearly sufficient meaning cars are parked around the local area. The council have sought to protect those in the new housing complexes that surround by making all parking there residents only, however, that only results in further congestion on the main road and around the older housing where on street parking is all that is available.</p>	2	<p>The issue of match-day parking is being investigated separately, with further details of possible measures to be reported to this Committee later this year.</p> <p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p>

Theme	Commuter parking issues		
Sub-theme	Example Responses	no. objections	Response
Cars not used for commuting	<p>I recently moved to Harrison Gardens so I wasn't able to participate in previous consultations.</p> <p>Here are the reasons why I think this proposal is not going to improve the situation:</p> <ul style="list-style-type: none"> - the majority of the cars parked in the Shandon area are not used for work commute but for family purposes, some cars are parked for weeks in the same spot and get mainly moved on weekends. 	2	<p>The proposed measures will assist residents in being able to find spaces near to their homes. If vehicles are used infrequently, then there are other options available, with Car Club vehicles located within the Shandon area that offer an alternative to private car ownership.</p>

Theme	Unable/concerned about parking near home		
Sub-theme	Example Responses	no. objections	Response
Parking blocking driveway	<p>Park and drive - I do not see as being a large problem. Maybe more so when the festival, football or rugby are on. Visitors and tradesman are a different issue. If they are not parked correctly they block the road or can take up 2 parking spaces. These issues are not on a daily basis thankfully.</p> <p>Also the disabled parking bay in the colonies. One is constantly used by people in Ashley Terrace [it was for a lady in Ashley Terrace but she has been dead for years] and different cars are parked in the space in Shaftsbury. Other spaces are also abused.</p>	2	<p>Parking controls will help to manage unsafe or inconsiderate parking practices, with action being able to be taken if vehicles are parked illegally or incorrectly.</p> <p>Unfortunately, we can only remove disabled parking spaces if the need to remove has been identified. We will investigate the need for existing spaces prior to any measures being implemented.</p>
Too many cars for number of spaces	<p>The parking provided is not nearly sufficient meaning cars are parked around the local area. The council have sought to protect those in the new housing complexes that surround by making all parking there residents only, however, that only results in further congestion on the main road and around the older housing where on street parking is all that is available. We are frustrated by the current situation and now this proposal sets to make it even more challenging for local residents to park near their homes.</p>	1	<p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p> <p>The design of parking in new developments is primarily the responsibility of the developer, although recent changes to parking standards now limits the number of spaces within new development as a means of managing parking demand.</p>
Permit won't guarantee parking space	<p>Going down the line of permits, in my view is not the answer. I would accept this proposal if I was guaranteed a parking space but that will never be the case. Families that have been here for years now have children, who once they reach 17 are driving, and car owners - more pressure on parking.</p>	3	

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	<p>9. You are penalising non-car-owners. The benefit to the area of households with no car is enormous – how much larger the parking problem would be if every household had a car. And what about non-car-owners? They will be disadvantaged by these proposals in several ways:</p> <p>a. If ever they need to park a hire car they will need to pay to park it.</p> <p>b. Under the current proposals the likelihood of being able to park a hire car near the house drops from something to nothing, as the side-streets in the Colonies are proposed to be permit-holders only, leaving the only option to be finding a place on Shaftesbury Park.</p> <p>c. They will need to pay for parking for any visitors, who also have no chance of parking on a side-street near the house rather than Shaftesbury Park.</p> <p>d. They will need to pay for parking for any tradespeople, or carers, who do not hold a permit, and again these people will have no chance of parking near the house.</p>	2	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.</p> <p>The price for visitor permits is also set at a much-reduced rate when compared to other forms of pay-and-display parking. These permits can be purchased by residents and are for use on any vehicle. They can be used to park in any permit parking place, shared-use parking place and permit parking area.</p> <p>While Visitor Permits can be used for Tradesmen, they can also make use of the Council's Trades Permit, which allows parking across the CPZ for a monthly or annual fee. This allows Tradespeople access to parking across all areas where parking controls apply, at no cost to the resident.</p>
Access for tradespeople/services	<p>Designating the streets around Shandon as permit holder only will not stop the problem as I don't expect the restrictions will be policed/enforced during the evening and households with multiple cars will be able to obtain multiple permits. What it will do is make it difficult for tradespeople and visitors to park anywhere near the houses they are visiting. During the time I have lived in Shandon I have never failed to find a parking space between 9am and 5pm.</p>	8	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo</p>

Theme	Inconsiderate parking		
Sub-theme	Example Responses	no. objections	Response
Business parking in residential area	Parking continues to be an issue in the local area but the main factors involved will not be addressed by the proposed changes. The single largest contributory factor to the challenges around parking in the area is the constant and continued illegal parking by staff and customers of the local take away food businesses. Not content with taking up local parking spots by the dozen these visitors park on pavements, across the entrance to roads, in bus lanes and cycle lanes and on double red lines with complete impunity as neither the council, the police or the council's parking attendants are remotely interested in tackling this blight of non resident law breakers.	1	<p>The introduction of wider parking controls will assist the Council in addressing issues like these. An increased presence by Parking Attendants will allow more enforcement action to be taken.</p> <p>The anticipated introduction of powers to enforce footway parking, even where there are no on-street restrictions, will help the Council tackle this dangerous and anti-social practice.</p>

Theme	Specific Issues		
Sub-theme	Example Responses	no. objections	Response
Craiglockhart Terrace	"The Pavement to Nowhere" on the North-East side of Craiglockhart Terrace has not been addressed and will continue to exist. If this were removed then more parking for residents and visitors would be available and Craiglockhart Terrace would be significantly safer to negotiate for pedestrians, cyclists and motor vehicles;	1	The footway in question was provided as part of a Planning condition related to development within Craiglockhart Terrace. Removing or adjusting this footway is outwith the scope of the proposals as advertised.

Section 6

Garage Services Permit

Theme:	Garage Services Permit	
Sub-Theme	Example Responses	Response
No Need for scheme	We are putting in writing our objections to the whole scheme on the following reasons. Nobody wants them in the street.	<p>The proposed controls were instigated as a result of approaches to the Council, with residents concerned at the impact on parking as a result of non-residential vehicles. Surveys carried out confirmed that in the Leith Walk, Pilrig and wider Leith areas there were significant parking pressures - and that those pressures were of sufficient significance to warrant the introduction of parking controls.</p> <p>The Garage Services Permit was proposed after discussions between Council officials and individuals representing garage business. Those discussions resulted in the advertised proposals, a permit that has been designed to offer a solution to businesses carrying out servicing and repairs on vehicles that may not be owned by residents of the area. This is a new scheme and the Council will be monitoring the success of this new permit closely to ensure that it provides the intended benefits.</p>
	<p>I object to the whole scheme.</p> <p>As its totally unwanted, unnecessary, costly for no benefit, and will have a negative effect on your business as this whole scheme needs to be looked at by someone who totally understands the smaller businesses and how the motor trade works.</p>	
	<p>I've run my business in North Leith since 1979 and have never been aware of parking difficulties anywhere in the area. The proposals are unnecessary, unwanted and will inevitably create spill-over parking problems in adjoining areas.</p>	
Cost	it's a way of introducing costs which hold no benefit to garages that in fact may inflict costs directly onto their customers which will make it even harder for garages to compete for work as it's hard enough with all roadworks/roads closed etc.	<p>Permit charges are a means of both managing demand and covering costs incurred by the Council of operating, maintaining and enforcing the restrictions. They are ultimately a means by which the Council can ensure that the service, and the benefits that it brings, can be delivered.</p>
	As I am a single person garage business with a small turnover and would feel the effects of this stealth tax on my business	

Sub-Theme	Example Responses	Response
Permit availability	<p>As a vehicle repairer, I object to there being a five-day limit on Garage Services Parking Permits;</p> <p>The permits must be useable for at least 15 days (or more) - a 5-day cut-off is far too short for problem vehicles.</p> <p>I would also require permits useable for at least 15 days , Also a 5 day cut off is to short for problem vehicles.</p> <p>One permit should be allocated to each garage's breakdown van/car and the 5 day cut off isn't going to work as sometimes problem vehicles which are left at door (e.g. 2-3 weeks waiting on parts). So we recommend at least 15 days.</p> <p>A significant number of vehicle repairs simply can't be completed in five days because of spare parts and other component supply delays and the difficulty of programming in unexpected major repairs. I request that the limit be increased to at least fifteen working days.</p>	<p>While it is not proposed at this time to extend the period of usage beyond the proposed 5 days, there is scope within current operating procedures to accommodate exceptional circumstances by means of a specific dispensation. Should the proposal proceed, and the Order be brought into effect, garage businesses would be able to arrange such dispensations through the Council's parking dispensation service. Further details can be found at: https://www.edinburgh.gov.uk/parking-spaces/dispensations-suspensions/1.</p>
Permits for other vehicles	<p>I am writing to object to the whole controlled parking scheme, its unnecessary and certainly unwanted, it will have a negative effect on my business and customers,</p> <p>I would at need the permanent permits for a works van/car to do breakdowns, call-outs, jump-starts, punctures, etc etc.</p> <p>If this scheme has to go ahead I would want one permit for my works van for parts pick up and breakdowns,</p> <p>I ask that a vehicle permit be permanently allocated for a works recovery vehicle for every-day events like attending breakdowns, lock-outs, replacing punctured tyres, jump-starting engines etc.</p> <p>One permit should be allocated to each garage's breakdown van/car</p>	<p>With regard to vehicles operated by the business, such as breakdown vehicles, it is not the aim of the proposed Garage Services Permit to provide parking for vehicles directly linked to the business, nor to provide permits to enable staff to commute.</p> <p>The permit is intended to provide parking opportunities for vehicles that belong to customers, in order to support the leaving of those vehicles prior to, and after, work has been carried out.</p> <p>However, the operation of the scheme will be kept under review, so that should a need to amend the permit scheme be identified, these changes could be brought forward under separate legal process.</p>

Sub-Theme	Example Responses	Response
Other issues	<p>I refer to the above Proposals. I emphatically object to their implementation.</p> <p>I've seen the 'tiled' maps of the proposals which are so full of mistakes and omissions that I challenge the whole consultation process. The process is invalid because the information supplied is so defective as to be misleading. Tile 869 is typical with long lengths of kerbside space unattributed.</p>	<p>The assertion that the plans are incorrect is misleading. The plans related to this proposal cover those areas where it is legally permissible for measures to be proposed and take further account of other projects, such as Tram and Leith Connections, both of which have been widely consulted upon in the wider Leith Walk and Leith Areas. All “omissions” referred to are where other proposals are being brought forward separately, or where the Council cannot currently introduce restrictions.</p> <p>The quoted tile number, 869, is indeed typical, as this map tile covers areas affected by Leith Connections, where it has not legally been possible to advertise restrictions in expectation of the advertising of measures linked to that project.</p>
	<p>I object to the proposed layout of Shared Use bays on Giles Street opposite my premises. There are no Garage Services Parking Places and I expect that my business and my neighbouring business, Kerr Automotive Ltd (employing six people and providing a vital local service) will be instantly unviable. Jane Street has approximately forty-five metres of dedicated Garage Services Parking Places, Arthur Street has over sixty. There are also dedicated places on Gordon Street, Manderston Street and Royal Park Terrace. I request that at least thirty metres of dedicated Garage Services Parking Places be allocated outside 90 Giles Street extending northwards round into the cul-de-sac behind The Vaults building where a tandem space could be situated.</p>	<p>The allocation of specific Garage Services Permit parking spaces has been based on a detailed assessment of anticipated demand for on-street space, taking into account number of properties, vehicle ownership levels and likely permit uptake. In some locations consideration has also had to be given to other parking demands, such as those of other local businesses.</p> <p>In the particular situation described, the level of parking demand in this area meant that it was considered not be possible to set aside space for a specific use, as this would have a significant impact on the ability of other users to park near to their homes or to their destination. However, it is possible to extend the number of shared-use parking places to which garage businesses in this location will have access. This change will be accommodated within the Order prior to "Making". See Appendix 2.</p>

Section 7

Public/Private Issues

This section covers instances where residents have indicated that they believe that the Council is incorrectly, or illegally, proposing parking controls on areas that are considered “private”, where residents have documentation indicating ownership of land and/or parking places that are included in the proposals.

Individual responses, on a location/development basis can be found in the table below. The following paragraphs set out the Council’s understanding of the general position in terms of ownership and the status of public roads within the legislative context.

The Council is “the owner” of relatively few roads. In most cases, the ownership of the road will lie with the owner of the adjacent property, where every property owner owns the land underneath the road, extending out to the centre line of the carriageway. Many newer developments will share ownership of the land on which the development sits, including the roads and landscaped areas etc between all individual property owners.

In terms of Roads legislation, when any person constructs a road, the act of creating a road immediately confers a responsibility, enshrined in law, upon the local roads authority. That responsibility extends to managing how roads are used and, in the case of adopted roads, to maintaining them.

This transfer of responsibility does not change ownership, but it does impact upon the rights of the property owner, as roads status does mean that the right to introduce parking restrictions, parking places and other forms of management (such as One Way streets, bus lanes etc) rests solely with the roads authority.

In terms of private roads, the roads authority can introduce measures (via legal processes if required) to manage how that road is used, as well as introducing restrictions designed to improve road safety. However, the introduction of parking places, and especially where there is to be a charge for that parking, is only possible on a private road where the person or persons responsible for the maintenance of that road has given their consent.

The proposals contained within the traffic order to which these objections have been received have been entirely confined to roads that the Council has formally adopted as public roads. This allows the introduction (again via legal processes such as this one) of parking places, parking charges, as well as measures designed to manage traffic flow or to allow for the safe passage of road users.

The following table addresses the objections received in regard of public/private issues.

Theme:	Public Private Issues		
Area/Street	Example Comments/Objections	Area / Zone	Response
Appin Place	Your proposal includes adding yellow lines on these sections of the street, which as you are not the owner, would not be legal, and would certainly not be enforceable. The same gone for all the parking within the street. The parking bays are separate to the 'adopted' roadway, and as I understand, were not adopted at the time, so again, these cannot be included into any parking restrictions. Any attempt to do so would not be legal and enforceable and would instead be preventing the owners i.e. the residents of Appin Place, to their legal right to access to their land.	Gorgie (S6)	<p>The adoption certificate for this development, covering Appin Place and Appin Lane describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p>
Hermand Street	I would like to formally reject the proposal of the Controlled Parking Zone at Hermand Street, Edinburgh. I live in a property here and require access to the private car park which is permit only. Each property is entitled to 2 parking spaces for this car park which would be lost if this were to be made a Controlled Parking Zone	Shandon (S6)	The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.
I am currently a resident at Hermand street, EH11 1LR. I have recently received a letter about a Controlled Parking Zone and would like to formally reject this proposition. I require access late at night to the private car park which may not be possible if zoned parking were to be introduced, allowing anyone to park overnight.	There are two car parks associated with developments in this area. Both are privately maintained roads, and neither are included in this proposal. The first of these is situated to the rear of Nos 11 to 16 Hermand St. The second is situated to the rear of 10 to 14 Hermand St.		
Our title deeds state that we have 2 parking spaces allocated to us in the private car park to the rear of the property. How can you take these away from us to create 'zoned parking'?	The proposals as advertised cover only those areas where the road has been adopted, with one exception. A recessed parking layby situated on the right as you enter the car park from Hermand Cres, has been incorrectly included. The proposals for this layby will be removed from the proposal.		
Hermand Terrace	According to my deeds the area looks to be private property. I have attached an image of tile 1921 on your website in which I have coloured in red and green the area that is part of the property according to the deed. I have literally just now bought another copy of the deeds on the ScotLIS website which confirms that.	Shandon (S6)	<p>The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Balfour Place	<p>My deeds clearly show that I own this land, along with the other residents within the area, and it is therefore not within council scope of zoning. Critically, this also includes the access to the school which may take some negotiation re. placement of parking barrier on our (residents) part. If you look on street view, you'll see the area that is cobbled - if it's cobbled, it's private land, not council. Please confirm you agree with this once you look at your records and that you don't intend to zone this area of private land.</p> <p>I am in process of selling my sister's flat at 16/5 Balfour Place and have always understood that the parking area of the development is part and parcel of the amenities belonging to the residents. The grounds are maintained by the factor, currently James Gibb and formerly LPM. As far as I am aware my sister never had any notification of adoption of any part of the area that was included in the development.</p> <p>I am emailing to advise that I object to the scheme that you are intending to adopt with trying to introduce paid parking to Balfour Place, where I live, which is private property and not owned by the council.</p>	Pilrig (N7)	<p>The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p> <p>In terms of the adoption process, the general process is that the developer constructs "Roads" under Road Construction Consent, indicating which of those Roads are considered to be "Prospectively Adoptable", i.e. where there might be an expectation or intention that those roads will become part of the adopted road network.</p>
Balfour Place	<p>I was given this email address upon my request for help in understanding Balfour Place parking bays and the new "Controlled Parking Zone" scheme for Leith. Our owners have, until just now, been under the impression that the parking bays at Balfour Place are privately owned by the Residents. However, the Leith "Controlled Parking Zone" scheme has uncovered a discrepancy between the belief – held by the residents of Balfour Place – and the City Council. Council documentation indicates the parking bays have been "adopted" by the Council in addition to the footpaths and roadways in Balfour Place; this has been a rather shocking discovery. My questions for you are: how does the "adoption" process work and what documentation exists regarding Balfour Place? We'd like to better understand it and review the documentation related to "adoption" of the roads / footpaths / parking bays at Balfour Place. While we believe there is confusion about the parking bays – all owners believe we still own those – we certainly want to see what documentation exists related to this topic.</p>		<p>Having completed the roads construction, and completed the required maintenance period (during which defects are addressed), the person responsible for the maintenance of the road (typically the developer or their agent) will formally apply to the Council for the roads, or parts of the road network, to be formally adopted. This ultimately translates into an adoption record, showing which roads have been added to the Council's List of Public Roads.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Gordon Street	<p>I have recently been made aware by a neighbour that the new CPZ coming into effect in Leith will be removing the private car park for the flats on Gordon Street. First of all I think it is atrocious that this was not included in any of the correspondence to us about the CPZ and seems extremely sly on your part. Secondly, I would like to enquire as to how the council believes removing our car park will make parking easier for local residents, as that does seem to be the tagline for this entire project. I would like to point out that the assumption that it is commuters who are taking up spaces in Leith is baseless and entirely incorrect. The hardest time to get a space is late at night when everyone is home. Who is commuting these days, are you in an office right now? Furthermore, my (and I would assume many others) car insurance is predicated on my car being in a locked car park over night so by taking away the car park you are both making it harder to park and more expensive for me. Where was the discussion with the local people on this matter? Again this reeks of yet another plan of Edinburgh Council's to pillage Leith for all it's worth while not actually caring about the area at all. I will be contacting my local councillor and MP about this as I find this blatant lack of actual interest in Leith in the face of gaining a wee bit extra money absolutely despicable.</p>	Leith (N7)	<p>The proposals for the development lying to the north of Gordon Street include a small section of parking within Gordon Court (3 spaces), which reflects the adopted status of those spaces.</p> <p>There are currently 3 disabled persons parking places within this area. These will be retained under the current proposal.</p> <p>The remainder of the parking areas in this area are not proposed to be controlled, as they do not form part of the adopted road. No car parks are being controlled. No spaces will be lost.</p> <p>Gordon Street itself will be a mixture of parking places, with yellow lines at junctions.</p>
North Hillhousefield	<p>North Hillhousefield has parking bays for resident parking according to the proposed restrictions parking bays are going to have restricted hours parking. At a meeting a year ago we as residents of North Hillhousefield were assured that's we would not be affected. People who live here have a right park in a private estate. This is outrageous. To think you can place these restrictions on our parking bays. People work shifts and also may not use vehicles on a daily basis. These restrictions a year ago were not supposed to be affecting North Hillhousefield.</p>	Leith (N8)	<p>No parking places are proposed for this development. All parking bays are considered to be private road, which means that they were not included in our designs.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Hutchison Park	<p>Hutchison Park is a small estate of a variety of houses built in the mid 1980's. It is constructed in a square formation around the residents' car park. Homeowners purchase their property along with a parking space. It was made clear that as the car park at Hutchison Park was designated private property the Council were unable to deal with an untaxed car which had been abandoned in our car park. An email to this effect was accompanied by a map outlining the estate with the car park coloured yellow and clearly noted as private property!</p>		<p>The car park referred to is clearly marked as being a privately maintained road. As such, there are no plans to include it in the current proposals. None of the plans produced show any measures in any part of that private road.</p>
Hutchison Park	<p>We have a private car park which is surrounded by the Barret built houses. These spaces are all allocated to the residents and have been paid for when the houses were purchased. (I have this with my title deeds).</p> <p>Unfortunately we never put up signs for private resident parking as basically it was not really necessary. However because of your intervention we are now getting an influx of people from the area starting to use our spaces. Because rather than pay your money grabbing exercise they are going to steal our spaces for nothing !! Also you have marked an area for no parking against No 13. There are 2 private spaces there according to my plans so look again.</p>	Gorgie (S6)	<p>No measures have been introduced. Any increase in the use of the private car park is unconnected with this proposal.</p> <p>The point in respect of the two parking spaces outside No 13 is, however, well made. These spaces are not shown as being part of the adopted road and will be removed from the proposal. Thank you for bringing this to our attention.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Pilrig Heights	In my street, Pilrig Heights, there is currently no requirement for controlled parking. We are well away from Pilrig St, and can control parking privately via the management company if necessary. We pay our factors to maintain parking spaces currently as well as for upkeep - I see no reason to also pay the council to park here too. Furthermore, I am not sure the spaces actually belong to the council.	Pilrig (N7)	<p>There is an issue in terms of the proposals for Pilrig Heights, in that the proposals do include some areas that are shown as being privately maintained road.</p> <p>These areas are as follows:</p> <p>1) The area lying between Nos 8 and 10 Pilrig Heights, a stub road leading to parking places, is privately maintained road and will be removed from the proposal. The yellow lines will terminate at the extent of the adopted road and no restrictions would be applied beyond that point.</p> <p>2) The parking area accessed between Nos 35 and 37 is also privately maintained road and will be removed from the proposal. The yellow lines will terminate at the extent of the adopted road and no restrictions would be applied beyond that point.</p> <p>The remainder of the parking places and roads within the estate have, according to the adoption record, been adopted as part of the public road network.</p>
Pilrig Heights	I would be interested to know if Edinburgh City Council actually have adopted these parking bays as my understanding was that they were built as part of the private development at Pilrig Heights.		
Pilrig Heights	The areas highlighted in Pink should remain privately managed by the estate and the Factoring company (James Gibb). They are Monoblock paved and were created as part of the estate. We, as residents, don't not believe the council should take these over as this will cause a two-tier parking issue in the estate. Parking in the estate should remain under control of the Factors of the estate.		
Pilrig Heights	This is a private residential area and the parking within the estate is for the use of residents who pay a considerable amount in factor fees for the maintenance of these grounds and have done so for the last decade. It is utterly contemptable to now bring in charges for the use of our own parking bays in order to raise additional income for the council.		
Pilrig Heights	<p>Your proposals to introduce controlled parking on Sheets – 1044 and 1103 include car parking areas between Buildings – 6& 10 and that adjacent to Building – 37. These areas of parking are NOT adopted by City of Edinburgh Council (CEC) and hence these areas are private and owned by owners of Pilrig Heights.</p> <p>Current proposals show conversion of part of existing mono-block parking areas into paid Permit Holder Parking. This proposal is objected to on the following grounds: Our development has circa 358 flats with a total parking provision of under 275 car parking spaces including spaces on surface parking areas and the car park. Owners have been sold flats and given the impression that all car parking spaces were privately owned by the development, and they have bought their properties under good faith.</p>		

Area/Street	Example Comments/Objections	Area / Zone	Response
South Lorne Place	The occupants of 5/7 South Lorne Place formally and strongly object to your proposed plans as outlined on the website They imply our parking space can be blocked and that our car park is not privately owned and monitored by an independent company.		The spaces referred to have not been adopted by the Council as part of the adopted road. Consequently, they do not form part of the current proposal and no measures have been shown on any plan that would imply that parking controls are proposed for these spaces.
South Lorne Place	We manage the Development that consists of 5 & 7 South Lorne Place, Edinburgh, EH6 8QN. The boundary of the Development has been plotted on the road adoption plan (see attached). We have been asked by the co-proprietors to seek assurances from you that the parking zone implementation will not include any of the parking spaces within the Development boundary, as these parking spaces are allocated to individual properties and therefore privately owned. Please provide these assurances by confirming that the parking spaces will not be considered in the new parking zone implementation.		The access roads leading to these spaces are, however, adopted and, as such, are proposed to be controlled by means of yellow lines. It should be noted that, as private road, the parking spaces in this area are subject to the general requirements of legislation in that the right of management and/or control of those roads rests solely with the roads authority. Only the roads authority may legally control who is entitled to park in such areas, or take any enforcement action.
South Lorne Place	I have both a specific objection to a detail of the proposed CPZ and an overall objection based on the proposal's aims. My specific objection relates to Tile 1046 as contained within the online plans. This covers South Lorne Place in Leith, where I live. At the end of South Lorne Place, in front of No 5, is a piece of private land which includes allocated parking spaces for each of the flats in No's 5 and 7, and access to those spaces. In the original plans which were made available for public viewing there was no indication of any proposed change to this piece of land. As it is privately owned, this would be correct. However, in the proposals contained within Tile 1046, I note that you now intend to double and single yellow line the access to the allocated parking spaces upon the piece of private land. I understand that this may be something to do with a belief that the Council has adopted the access to the parking spaces as a roadway. I think that if you check your records you will find that this is not the case.	Pilrig (N7)	The north to south section of South Lorne Place is adopted and has, therefore, been included within this proposal.
Spey Street Lane	Regarding the proposals for Spey Street Lane, I would advise that this is a Private Lane which City of Edinburgh Council have no authority over.	Pilrig (N7)	Spey Street Lane is, according to the Council's records, an adopted road.

Area/Street	Example Comments/Objections	Area / Zone	Response
Springfield	<p>The spaces marked in your consultation diagrams in PINK with shading show that the mono block spaces on the development I own my property on as 'permit holder' spaces are not adopted by the council and only the roads have been.</p> <p>The above spaces are private land and are owned by the development and are classed as private land.</p> <p>These spaces are managed by our factor. I've owned on the development since it was constructed and these mono block spaces have NEVER been owned or adopted by the council.</p>	Pilrig	<p>The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p>
Springfield	<p>I live in Springfield and saw that numbers 5-10 Springfield were to be subject to the CZP measures. I explained to the person in attendance that these car spaces are in fact all private parking spaces as evidenced in the Title Deeds and are therefore should not be part of the CZP plan.</p>	Pilrig	<p>During the review process, one discrepancy was identified, where a parking layby lying to the east of nos 61 to 69 Springfield had been incorrectly identified as being part of the adopted road. This error has now been amended on the Council's List of Roads and the proposals for this layby are now proposed to be removed prior to the potential making of the Traffic Order.</p>
Springfield	<p>The spaces you have in pinky/purple indicating permit space are private parking spaces. My parents live at number XX. The space outside their house is their private parking space and is on the deeds to their house as such. When this estate was built by Whimpey, each house was sold with a private parking space.</p>	Pilrig	<p>The remainder of the proposals for the Springfield estate cover only those areas that records show as having been adopted.</p>
Springfield	<p>I would be extremely disappointed if this proposal means I would then need to purchase a council permit to guarantee a parking space when I already pay for my private permit through my factoring fees.</p>	Leith	
Springfield?	<p>I formally object to the proposal in Springfield EH6 5SE. Every house and flat paid for a private parking space (it's in our missives). The plan in your map is incorrect, at least 7 houses are showing on your map as being parking spaces that you want to make permit or pay and display?</p>	Pilrig	
Springfield	<p>I do object to the proposal of confiscating the privately owned parking space as it is part of my property. The city of Edinburgh Council has maybe adopted the road Springfield but not my parking space which registered in the Register of Scotland as an integral part of my property.</p>	Pilrig	

Area/Street	Example Comments/Objections	Area / Zone	Response
Tower Wynd	Having looked at Plots 811 and 752 (the areas surrounding my property) the proposals appear to encroach on private land - this land belonging to co-proprietors of multiple private residential developments in the area. I am sure the drafter of the proposals has made an error here and this matter will be revisited if a CPZ is ultimately introduced.	Leith	The accuracy of the proposals in this area have been double checked. One instance referred to relates to Tower Place (above). A second instance of yellow lines encroaching onto private road has been identified in Tower Street Lane. While these lines are potentially required to allow access and to improve road safety, the basic premise behind this proposal has been to avoid restrictions on any private road. For that reason these lines will be removed.
Waverley Park	Tile 1401 waverley park terrace, there are parking spaces with no colouring, this area has been questioned before and i was under impression this area had been adopted by the council, therefore should be included in the plans. Can you confirm if its council adopted land or still belongs to development.	Abbeyhill	Waverley Park Terrace is adopted. The proposals do include this street, placing yellow lines and parking places on those parts that are public road (and excluding an adjacent privately maintained parking layby).

Area/Street	Example Comments/Objections	Area / Zone	Response
<p>Elsie Inglis Way Jex Blake Drive and Stanley Place</p>	<p>I'd like to formally object to the implementation of parking controls in my area.</p> <p>These changes could cause significant disruption and inconvenience to residents in my development. Elsie Inglis Way and Jex Blake Drive are new streets in a recent development which included various parking spaces. We were informed at the time of purchase that these parking spots could not be marked and policed as "residents only" as the council would not allow this. As a result we already have several non residents such as commuters and customers of local businesses parking in areas which should be for residents only.</p> <p>Residents frequently have to leave our streets and parking area to park elsewhere due to this.</p> <p>The plans I've seen for this area show no change to the restrictions on Elsie Inglis Way or Jez Blake drive (so no restrictions at all as per current situation) which means that if implemented we would face even more difficulty finding a spot to park as all other streets around us would have new controls in place. We would be the only area available for commuters and other non residents to park free of charge.</p> <p>I don't particularly want parking controls in my area in any case but the situation would not be as problematic if our development could be marked as residents only similar to other older developments in Edinburgh.</p>	<p>Abbeyhill</p>	<p>These are two examples, representing a number of comments/objections received from residents of Elsie Inglis Way, Jex Blake Drive and Stanley Place.</p> <p>At the time of proposing Phase 1 of the Review, these roads had not been formally adopted. At the time of writing, they remain under private maintenance.</p> <p>While it would be possible, and also the preferred approach, to include these roads within the CPZ should they become part of the adopted road, there are no plans to propose controls on these roads at the present time.</p>
	<p>I'm resident and owner at X Elsie Inglis Way. We just received news of the Controlled Parking Zone (CPZ) measures to address parking pressures in the Abbeyhill area.</p> <p>Checking the proposed layout I'd like to express heavy concerns and objections to the parking spots in Elsie Inglis Way and Jax Black Drive not being included in the proposal as permit holders only parking.</p> <p>I can't stress enough that this area is already suffering from heavy parking pressure now, in particular from non-residential vehicles. If the current proposal goes through as is, parking will be more restricted everywhere else, leaving our immediate area extremely difficult to find parking as a resident. Given that the aim of the proposal is to reduce these issues I find it surprising and concerning that this area of parking would be neglected from the proposal.</p>	<p>Abbeyhill</p>	<p>This situation will be kept under review, so that steps could be taken if the adoption status changes. Should there be a desire to add these streets to the CPZ, that would necessitate a further traffic order process.</p>

Section 8

Abbeyhill Colonies

Theme:	Abbeyhill Colonies	
Example Comments	Response	
<p>I wish to formally oppose the proposed CPZ for Alva Place in the Abbeyhill colonies. Alva Place must be included with the rest of the Colonies in that it should have permits for residents only. It is already difficult enough to get a parking space on this street, and if measures are implemented that prohibit non-residents from parking in other Colony streets, this will only exacerbate the problem on Alva Place.</p>	<p>Traffic Orders can be complicated. The variation order covering the proposals for Phase 1 of the Review runs to around 70 pages, which can make it difficult to find the detail needed.</p>	
<p>We live on East Norton Place which is directly across from the Abbeyhill Colonies and located on a single yellow line. With the current proposal, all the colony streets will be made unavailable for us to park with the exception of Maryfield and Alva Place. These two streets will be in direct competition for parking with East Norton Place, top of Easter Road, residents on the tenement side of Maryfield colony residents, colony residents, and paid parking where applicable.</p>	<p>The detail covering these points is in that Order, however, with the Council recognising that looking at situations in isolation is not the way to address parking pressures or deliver true benefits, and that we need to provide the right mixture of parking opportunities for the range of users that will have need of the available space.</p>	
<p>I appreciate that the colonies are a conservation area (as is East Norton Place being in the New Town Conservation area), however, we are residents of Abbeyhill and should be able to park in Abbeyhill unrestricted. I believe that reserving all but two streets for Colony residents is going to leave an uneven ratio of available parking. We have endured years of terrible parking and to now have the available streets narrowed to just two is an unfair burden.</p>	<p>The proposal (and draft Order) therefore recognises the challenges in finding a solution that meets the needs and expectations of residents not only in the colonies, but also on London Road, East Norton Place and Cadzow Place, as well as making provision for parking that serves the many businesses on the London Road corridor.</p>	
<p>To make matters worse, we have been made aware that the Abbeyhill Colony Association is petitioning to have Alva Place and Maryfield included in colony resident only parking. As I have friends who reside in the colonies, I know that this is not the general consensus of residents in the colonies and would be a further step in the wrong direction. I am advocating for a better solution for all residents in the general area of the colonies. Once the CPZ is in place, there will be sufficient parking for everyone in the area so long as either the colonies are opened up for Abbeyhill Residents (N6) or residents on the periphery of the colonies are granted access to park in the colonies.</p>	<p>In terms of permits, therefore, and recognising the limited availability of parking for residents of London Road, East Norton Place and Cadzow Place, the Order will allow residents of these streets to buy permits that allow them to use not only general permit space within the zone, but also allows them access to the Permit Parking Area covering the colonies.</p> <p>The same applies to residents of Maryfield, Maryfield Place and Alva Place – they too will be entitled to permits that allow them access to the maximum space, including the Permit parking Area. This recognises the limited availability of space in this area, especially for those on London Road. (Continues)</p>	

Example Comments	Response
<p>I am a resident of Maryfield. Finding a parking place here during the day is extremely difficult as well as in Maryfield place and Alva place. So where do we park? Other colony streets, Rossie Place, Brunton Gardens, Elgin Place or Montgomery street.</p> <p>Why do you have to split colonies? Why should our 3 streets become part of Meadowbank in new Zone N6?</p> <p>Like I said, parking in our 3 streets is very difficult now, the parking proposal we are after should ease this situation, but this plan will make our situation worse by putting extreme pressure on parking in these two streets.</p> <p>So, if I cannot find space in my Maryfield or Maryfield and Alva places, where shall I park my car? in Meadowbank area? A very long way from my house. And I am 66 years old I think your proposal needs to be reviewed.</p>	<p>(continued) <i>For the first comment box (opposite) see answers on previous page.</i></p> <p>The basic premise behind the proposals was to provide an improvement over the current, uncontrolled situation. Controlled parking isn't just about residents, however, as we do need to consider the needs of businesses and other users. The proposals went through several iterations, each of which had their pluses and minuses in terms of how they impacted and improved parking. Ultimately, creating a larger Permit Parking Area (PPA) was the best way of ensuring the needs of residents throughout the colonies and surrounding streets were met and a means of ensuring that we were not significantly limiting legitimate access to space based on the address of the permit holder.</p>
<p>While I welcome the parking controls in general, I am most concerned Alva Place (upper colonies), Maryfield Place and the east side of Maryfield are not to be included in the Permit Parking Area, along with the rest of the Colonies.</p> <p>I really do not understand the Council's thinking behind introducing two different kinds of parking in the Colonies. I understand the proposed Permit Parking Area is to allow for reduced street markings and associated parking furniture in the Conservation Area. But all of the Colonies are within the Conservation Area, including Alva Place, Maryfield Place and Maryfield. If this proposal is implemented, there would be several line markings on the above streets, not to mention some kind of parking meter, presumably. Given how narrow the pavements are, where on earth are these going to go without making the pavement even narrower?</p> <p>To add insult to injury, all of Rossie Place and Norton Park have been given PPA status! Why? They are not part of the Conservation Area. I understand that there will be a need for both Zone and shared parking. However, surely this should be on Rossie Place and Norton Park? There could be some PPA on the Colony side of Rossie Place but the rest should be Zone and shared parking.</p>	<p>It is worth saying that even if Rossie Place had been excluded from the PPA, they would still have been entitled to permits to park within it. Extending the PPA was a means of retaining additional flexibility, in situations where the marking of bays would have resulted in an overall loss of space. That clearly would not have been in the interests of anyone within the area.</p> <p>In terms of the proposed status of Maryfield and Mayfield Place, these streets are those that are in the closest proximity to local shops and businesses. While there is some P&D parking on Montrose Terrace, the PPA status meant that we had to identify some local opportunities for P&D that would address not only the needs of businesses, but also of visitors to the area. While there is an option to use visitor permits, there also needs to be an opportunity for ad-hoc or unplanned visits to any area, with those occasions being supported by either P&D or shared-use parking. It was considered an essential part of the PPA status to provide these opportunities, improving flexibility of provision in a situation that would otherwise have been so inflexible as to have negatively impacted on residents, businesses and visitors.</p> <p>(continues)</p>

Example Comments	Response
<p>I have an objection to the CPZ for Edinburgh area N6. I believe that the Maryfield and Mayfield place/ Alva place parking arrangements should be the same as all other colonies and Rossie Place. If this is not the case, many problems will be created (as opposed to solved) for people living here. These streets cannot be used for passing on other problems, particularly as Maryfield place/ Alva place has become a rat run for people to turn down to get onto Easter Road.</p>	<p>(Continued) See above paragraphs for an explanation of the reasoning behind the proposed layout.</p>
<p>I genuinely hope that my concerns are considered. As I mentioned we have endured terrible parking for years. We were so thrilled about the CPZ, but it appears that we might be worse off.</p>	<p>This comment was related to concerns in terms of limiting access to the colonies to residents of East Norton Place. It is a point well made, though, as the aim of these proposals is to improve parking for all residents of Abbeyhill. That means that we have to take a broader look at the parking provision and make decisions based on how to best provide parking options that meet the needs of all residents and those of local businesses.</p>
<p>I would like to formally object to the proposed parking permit reconfiguration in the N1 and N6 areas. It is not an opposition to the reconfiguration generally but an opposition to how the top of Easter Road is being reallocated. We believe the current solution does not work and unfairly and unnecessarily impacts us, other residents on Easter Road, and the Colonies.</p> <p>I do not understand why the permit boundary line needs to be amended for Easter Road residents (please refer to tile 1282). There are more than enough parking spaces in the N1 zone for everyone as I have never been unable to find a space during my time living here. In comparison, I used to live in the colonies and parking was very difficult. Relocating Easter Road residents to the Colonies N6 parking zone will only exacerbate this issue. Furthermore, my understanding is that my postcode will only be allowed to park on two minor streets in the colonies as the remaining streets around the colonies will be reserved for Colony residents only. This in practice will mean there will be extremely few parking spaces available, and if no space can be found the only alternative will be to park significantly further away.</p> <p>If my parking zone changes from Zone N1 to N6 I will no longer be able to see my car from my flat which I can see at the moment. This gives me peace of mind, especially before and after football matches and at night.</p>	<p>Having considered this point it is now proposed to retain the current permit boundary, allowing residents of Easter Road continued access to Zone N1.</p> <p>This will not only have the effect of addressing the points made opposite, but will also address some concerns intimated by residents of the Colonies, reducing the overall number of residents who would have access to parking within the Permit parking Area.</p> <p>We know that boundaries of the CPZ can lead to situations where CPZ residents choose to park for free across the boundary. While there is no firm evidence that Easter Road or other N1 residents park in the colonies, there is a distinct likelihood that this is the case. Retaining the boundary along the east side of Easter Road would reduce potential pressure in the Colonies.</p>

Example Comments	Response
<p>I do not see any evidence in the proposal, to suggest that number of vehicle owners in this area has been considered.</p> <p>Living on Maryfield Place, i know that all of the residents in the colonies and residents on rossie place, Maryfield, montrose terrace, easter road and east norton place use our street for parking. I also know that businesses in this area also use our streets for parking.</p> <p>I don't believe that grouping our street in with the proposed N6 area would fix, help or benefit this issue. I think it would mean a lot of the residents would have to park much further away from their home which is inconvenient and worries me about the safety of my car.</p> <p>Looking at the proposed permit maps, i see very little areas where we would be able to park. Removing our access to park in the other colonies seems ridiculous to me.</p>	<p>The preparation of the proposals has involved an assessment of likely permit uptake, based on our experience elsewhere in the CPZ. That assessment has indicated that the proposed designs allow sufficient parking in most areas for the anticipated uptake.</p> <p>A number of comments have indicated that residents of London Road etc park in the colonies. This clearly reflects the limited availability of parking space (none on London Road and limited space on Montrose Terrace, for example). Given that the Council's responsibility extends to offering the same opportunities to anyone resident within the proposed zones, these allowances have to be retained, otherwise we would be significantly reducing the available parking options for a number of residents who have few other places to park.</p> <p>The proposals themselves will leave parking in most parts of the colonies unchanged, with parking able to take place in the same locations that it does now. Some additional yellow lines have been proposed in conjunction with the Communal Bin Review, but the aim of the general proposal has been to retain the flexibility of parking that currently exists, whilst protecting the use of the colonies and restricting their use to residents of the immediate area.</p> <p>See also the initial response in this section, which explains how access will be retained to all colonies parking by all residents in this immediate area.</p>
<p>Has the possibility of part time permitted hours been looked in to? I work up in Newington and a lot of the streets around there are permitted for example, between 11-3pm. This seems to stop people that don't live there leaving there cars there for a long period of time.</p>	<p>This type of approach is unlikely to work in areas where there are a range of competing demands, especially where there are shops and other businesses. Given the ability to park for free at certain times of the working day, visitors would concentrate their visits on those times, potentially exacerbating present issues rather than solving them.</p>

Example Comments	Response
<p>While I welcome the parking controls in general, I am most concerned that the Colonies are to be part of the new Zone N6 and not an extension of Zone N1.</p> <p>Logically, the Abbeyhill Colonies, along with Rossie Place, Edina Place, Bothwell Street and the tenements on the east side of Easter Road should be part of Zone N1. They are the final corner of the Leith Central Community Council as well as being in Leith Walk Ward and Edinburgh Northern and Leith constituency, unlike the rest of Abbeyhill and Meadowbank where Zone N6 is proposed.</p> <p>There is no vehicular or pedestrian access to these other parts of the proposed Zone N6. If parking wasn't available within our small area, it would be necessary to drive back to Easter Road then along London Road to the wider Abbeyhill area or Meadowbank. This would then involve a long walk back home which, if at night, could be a safety issue. I am a woman in my late 60s and would not like to walk home alone later in the evening.</p>	<p>As has been discussed in earlier responses to points made in respect of the proposed parking layout, the proposal has been designed to take account of the wider requirements of residents, businesses and visitors.</p> <p>It has always been the case that these proposals stood separate from the existing zones and that they primarily added new zones. As a zone N1 already stretches across a significant area. As with other existing Zones, they are of a size that would not support further extension. Managing the size of zones is a key part of ensuring that it is not possible to easily commute (using a permit) from one part a zone to another, either to work or for other purposes. Inter-zone commuting has the potential to significantly impact parking opportunities for bona-fide residents of the zone.</p> <p>There are wider implications that supported the creation of a new zone for Abbeyhill. With parking provision already limited in Montrose Terrace and London Road, moving the colonies into N1 would have the added effect of significantly reducing parking options and opportunities for many residents, some of whom have commented within this consultation of their need to continue to be allowed to park in the colonies.</p> <p>The concessions and arrangements outlined in this Section of Appendix 1 will act to protect colonies residents, removing parking that may currently take place by N1 residents unwilling to purchase permits and ensuring that access to the colonies is by those who live there, or in immediately adjacent streets.</p> <p>There is little evidence to show that this view, that the colonies should be part of N1 rather than in the proposed N6, is widely held.</p> <p>It should also be noted that it is not legally possible to make such a change without a further legal process. It is, therefore, recommended that, if it decided that Phase 1 of the Review is to be implemented as proposed, including the new N6 zone as advertised, the situation with regard to permit numbers and availability of space be carefully monitored in this area to ensure that there is sufficient space available for permit holders. That process of monitoring and review should result in consideration of whether there is any further need to consider changes to zone boundaries. That review would also consider in greater detail the wider implications for residents not only in the colonies, but in neighbouring areas as well.</p>

Section 9

Portland Street

Theme:	Portland Street	
Example Comments	Response	
<p>I am writing to strongly object to the Council's proposals for parking in Madeira St and Portland St and other parts of the North Leith controlled parking zone. I have no idea why you think that it would be in the interests of residents to remove dozens or scores of parking places in the zone and then charge us for policing it. Your leaflet sets out the benefits of CPZs, but this is disingenuous if you are simultaneously creating pressure on parking spaces by painting double yellow lines on hundreds of metres of roadside that are not restricted at present.</p> <p>According to map tile 808, in Madeira St between Prince Regent St and Portland St, it is proposed to remove many metres of parking by painting double yellow lines. For example, it is proposed to paint double yellow lines in front of numbers 50 to 56. There is no indication of the warehouse entrance between numbers 56 and 68, so the map doesn't even show how little parking would be left if these proposals were implemented.</p> <p>At the Portland end of Madeira St there are long stretches of double yellow lines that remove parking spaces unnecessarily. Removing the parking spaces in front of the garden of 69 Madeira St will have no effect on sightlines in Madeira St or Portland St.</p> <p>In particular the removal of so much parking from Portland St is completely unnecessary and will create pressure on the parking spaces that are left, including in Madeira St. It will also have the disbenefit of increasing speeds on Portland St. At the moment, drivers have to drive slowly and negotiate their progress with drivers coming the opposite direction. It's not a bad thing that drivers have to slow down.</p> <p>The effect of the introduction of the CPZ in Madeira St will be to charge us for parking when previously we weren't charged and to reduce the availability of parking. Of course, it will have the benefit of removing from the street vehicles not belonging to residents that can sit there for months and even years, but if that gain is offset by the loss of parking spaces indicated on the map, all that we will be left with is a new cost. Given that a potential commuter intent on using our area for parking and then catching a bus into town would have to drive through heavy traffic from whichever direction to get here, it seems to me likely that most of the cars parked in the area belong to residents, so that is who the removal of spaces will have an impact on.</p> <p>I would therefore be grateful if you would revise your maps for Madeira St and Portland St with the aim of maximising and not minimising the parking available to residents and visitors.</p>	<p>This consultation response is one of many (approx. 25) that raised the issue of lost parking on the south-east side of Portland Street, as well as issues associated with that loss.</p> <p>Based on the number of objections received on this issue, it is now proposed to reinstate as much parking provision as it is considered safe and appropriate to do so on the south-east side of Portland Street.</p> <p>The yellow lines that these changes will replace were proposed in recognition of the narrowness of Portland Street and the access needs of the Housing-maintained end-on parking on the north-west side of the street.</p> <p>Those needs do need to be balanced with the need to provide sufficient parking for residents and visitors, as well as recognising that parked vehicles can act beneficially in terms of reducing traffic speeds and making streets less attractive as short cuts.</p> <p>Refer to Appendix 2 for details of the proposed changes.</p>	

Appendix 2 – Proposed Amendments to the Advertised Order

This appendix details the changes that are proposed to the Order that was advertised in October 2021.

This appendix is split into two sections:

- 1) General amendments to take account of design changes
- 2) specific amendments being made in response to objections received.

Section 1

General or Consequential Amendments

This section outlines the type of changes being made in order to accommodate minor amendments to the design of the proposed measures.

In line with the legislative requirements, modifications can be made to an advertised order where the effect of the modification does not make a restriction or a provision within the advertised order more onerous. Changes that increase a restriction, or are more prohibitive, cannot be accommodated in this way.

The following table sets out examples of the scenarios and impact of those changes. In this table the letters:

- **DYL** denote Double Yellow Line
- **SYL** denote Single Yellow Line
- **DPPP** denote Disabled Person's Parking Place.

Table 1
Page 54

No	Description	Change Required	Net result	Conclusion
1	A proposed bin hub location is to be re-sited within proposed parking places to take account of feedback received.	The DYL supporting the bin hub moves and the adjacent parking places are adjusted to accommodate the move.	No net loss or gain in terms of overall parking provision. Change is not more onerous.	Change can be accommodated, and the proposal will be amended within this legal process.
2	A proposed bin hub location is to be adjusted to take account of feedback received. The hub moves into an area where a DYL was proposed.	The DYL supporting the bin hub moves and the adjacent parking place is extended to occupy the space vacated by the hub.	Net increase in parking provision. Change makes the Order less onerous at that location.	Change can be accommodated, and the proposal will be amended within this legal process.
3	An existing DPPP has been identified and confirmed as being no longer required.	The DPPP will be removed and the adjacent parking place extended to occupy the resulting space.	The adjacent parking place is of a type that is less restrictive (i.e. allows a wider group of users to park) and is therefore less onerous.	Change can be accommodated, and the proposal will be amended within this legal process.

4	An existing DPPP has been identified and confirmed as being no longer required.	The DPPP will be removed and an SYL marked in its place.	An SYL allows loading and parking outside of controlled hours. This change is, therefore, less onerous.	Change can be accommodated, and the proposal will be amended within this legal process.
5	A proposed DYL is now proposed to be changed to SYL. None of these changes are proposed where DYL was originally proposed for road safety reasons.	The DYL will be removed and, in its place, a SYL will be provided.	An SYL operates for only part of the day and is therefore less onerous than a DYL.	Change can be accommodated, and the proposal will be amended within this legal process.

Section 2

Specific Amendments

This section outlines the type of changes being made in order to accommodate minor amendments to the design of the proposed measures. The following table sets out examples of the scenarios and impact of those changes.

In line with the legislative requirements, modifications can be made to an advertised order where the effect of the modification does not make a restriction or a provision within the advertised order more onerous. Changes that increase a restriction, or are more prohibitive, cannot be accommodated in this way.

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
1	Clockmill Lane. Yellow lines shown in private lane	Remove yellow lines from advertised Order.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
2	Public/Private issue. Springfield Estate, Pilrig. Concern that the proposal extends into private parking places.	Minor amendment following review of Council adoption records to remove a block of permit holder parking to the East of Nos. 61 to 69 Springfield.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
3	Giles Street. Insufficient allocation of space for garage businesses	Extend entitlement to use Services Garage Permits in additional parking places in the vicinity of garage businesses in this street	Less	Proceed to make amendment prior to "Making" of Traffic Order.
4	Portland Street. Insufficient space provided for residents and visitors. Yellow lines too extensive.	Remove yellow lines on south-east side and replace with permit holder or shared-use parking places	Less	Proceed to make amendment prior to "Making" of Traffic Order.
5	Wheatfield Road. Extent of pay-and-display parking.	Transfer 1/3 of pay-and-display to shared use parking places.	Less	Proceed to make amendment prior to "Making" of Traffic Order.

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
6	Wardlaw Terrace/Stewart Terrace	Reduce DYL so that it extends approx. 30m east of steps from Slateford Road. Remainder heading east to be turned into shared-use or permit holder parking places	Less	Proceed to make amendment prior to "Making" of Traffic Order.
7	Shandon. Shaftesbury Park Colonies. Disabled bays no longer required.	Investigate need for bays. Identify any bays no longer required and remove bays from draft Order. Where possible, transfer any space to either Shared-Use or permit holder parking places.	Less	Proceed to make any potential amendments prior to "Making" of Traffic Order.
8	Hutchison Park. Two private spaces opposite No 13.	Remove proposed yellow lines from private spaces and amend design to show yellow line crossing in front of these spaces.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
9	Pilrig Heights. Private parking areas included in error. Remove.	Remove all proposals from privately maintained roads.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
10	Hermand Crescent. Private parking layby shown with permit holder parking. Bays to be removed.	Remove bays from layby and run an SYL across the front.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
11	Tower Place. Permit holder spaces identified in correspondence as being mainly used by visitors.	Transfer approx. 30 to 40% of Permit holder parking to shared-use.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
12	Constitution Place. Yellow lines extend onto privately maintained road.	Remove yellow lines from all privately maintained roads (car park area at NW end).	Less	Proceed to make amendment prior to "Making" of Traffic Order.
13	Tower Street Lane. Yellow lines extend onto privately maintained road.	Remove yellow lines from all privately maintained roads.	Less	Proceed to make amendment prior to "Making" of Traffic Order.

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
14	Easter Road. Zone boundary proposed to move to centre of Easter Road.	Retain boundary along East side of Easter Road, meaning that Easter Road residents will continue to be eligible for N1 permits, rather than moving some to the proposed N6 Zone. Amendments required to Map Tiles and to Schedule 3 of the advertised Order.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
15	Cowan Road	Removal of existing disabled bays that were previously identified as being no longer required. Replace with either shared-use bays, permit holder bays or single yellow line as required.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
16	Gordon Court	Removal of existing disabled bay that has been identified as being no longer required. Replace with double yellow line to match surrounding restriction.	Neither More nor Less	Proceed to make amendment prior to "Making" of Traffic Order.

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QUESTION NO 1

By Councillor Younie for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 September 2022

Question (1) What action is being taken to reduce the enormous waiting times for young people to receive appointments from Children and Adolescents Mental Health Services (CAMHS)?

Answer (1)

Question (2) What outsourcing is being utilised to address these unsustainable waiting times?

Answer (2)

Question (3) What support is being provided to care givers and parents to support them alongside those in their care

Answer (3)

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QUESTION NO 2

By Councillor Flannery for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 September 2022

Question

Given we are 5 weeks into the new academic year, with regards the placement of Ukrainian Refugee Children can the Convener give figures for:

- a) How many children have been placed with a school, the names of the schools and the numbers each school has taken?
- b) How many are still on the waiting list?
- c) What contingency plans are in place for those waiting and for any future children coming to Edinburgh?

Answer

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QUESTION NO 3

By Councillor Parker for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

Question

Given the decision at Transport & Environment Committee on 27th October 2015 to phase out the use of glyphosate by the council, what work has been done on this already, and how close are we to seeing all use of glyphosate ended?

Answer

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QUESTION NO 4

**By Councillor Staniforth for answer
by the Convener of the Education,
Children and Families Committee at a
meeting of the Council on 22
September 2022**

Question **(1)** Why was Abbeyhill Primary School shut down for two days on the 12th and 13th of September, creating severe disruption for some parents, despite access to the school being possible and the school being nowhere near the likely crowds created by the Queen's funeral procession?

Answer **(1)**

Question **(2)** Why was it not possible to have provision for vulnerable children, at least, in Abbeyhill rather than located at Leith Walk given some vulnerable children react badly to change?

Answer **(2)**

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QUESTION NO 5

By Councillor Thornley for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

Question (1) What progress has been made on plans to upgrade the junction of Queensferry Road with Clermiston Road North?

Answer (1)

Question (2) When he expects work will begin on implementing these plans?

Answer (2)

Question (3) Given this junction lies on the walking route for many pupils attending the Royal High, what discussions have been had with local residents to inform the plans?

Answer (3)

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QUESTION NO 6

By Councillor Caldwell for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 22 September 2022

In 2018, the Housing and Economy Committee approved the Mixed Tenure Strategy which included Acquisitions & Disposals.

In September 2021, the Housing, Homelessness and Fair Work Committee approved the expansion of the Acquisitions and Disposals purchase criteria to include the purchase of homes in blocks where the Council owns 50% or more to increase the pool of homes that could be purchased to help address homelessness pressures.

This is reported on annually and most recently in July 2022.

Question (1) Of the total number of Disposals since the scheme began, how many Disposed flats are ground floor accessible properties and as such, are of high importance to ensure the Council's housing stock is accessible to people with physical disabilities?

Answer (1)

Question (2) How many Disposed flats were in stairwells or high-rise blocks with lifts?

Answer (2)

Question (3) How many Acquisitions since the scheme begun are ground floor flats, or otherwise accessible without the need for a lift or stairs?

Answer (3)

Question (4) Does the Convener agree with me that ground floor Council flats are of strategic importance in communities of high tenement density, such as Leith, Southside, Dalry and Stockbridge, where the stock of semi-detached properties is severely limited?

Answer (4)

QUESTION NO 7

By Councillor Caldwell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

On Thursday 1st September 2022, the Transport and Environment Committee approved the TRO and the report outlining an expansion of Controlled Parking Zones into the areas of Pilrig, Leith Walk, Abbeyhill, Craigentiny and Shandon, among others.

These new Controlled Parking Zones contain Statutory Conservation Areas such as Leith Walk and Pilrig, which are intended to preserve and enhance the character of the areas.

Can the Transport and Environment Convener please confirm;

Question (1) Will the Parking Review department maintain a strong working relationship with the Planning department to ensure that the character of these two Conservation Areas are not negatively impacted by the introduction of furniture, including ticket machines and new signage?

Answer (1)

Question (2) What considerations are being given to minimise new street furniture on pavements and make use of existing infrastructure, to ensure the Council continues our dedication to the 'Cut the Pavement Clutter project', alongside Living Streets UK and Paths for All?

Answer (2)

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QUESTION NO 8

By Councillor Caldwell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

The Scottish Government have announced a proposed £150m of funding for Active Travel across the country, including proposals to double the funding of the National Cycle Network in 2023.

The semi-abandoned railway line between Saint Mark's Park and Abbeyhill could provide a vital path linking the areas to Pilrig, Leith Walk, Allanfield and Easter Road and signal a major expansion of the North Edinburgh Path Network to the east of the City and facilitate easier walking, wheeling and cycling.

The Council's Active Travel team are currently conducting a feasibility study which is due later this year.

Can the Transport and Environment Convener please confirm;

Question (1) What additional resource have the Active Travel team been allocated to conduct the feasibility study?

Answer (1)

Question (2) What representations have been made so far to national bodies, such as Transport Scotland, to deliver funding for the proposed project?

Answer (2)

Question (3) What representations have been made so far to charities and third sector organisations, such as Sustrans, to deliver funding for the proposed project?

Answer (3)

Question (4) Now the 'Spaces for People' and the 'Travelling Safely ETRO' consultations have concluded, can the Convener assure me that appropriate Officer time will be dedicated to the Powderhall Active Travel Project, which was first discussed by the North East Locality back in 2018?

Answer

(4)

QUESTION NO 9

**By Councillor Neil Ross for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 22 September 2022**

The Council is currently facing soaring energy costs while working on its transition to net-zero.

Question **(1)** What action is the Council taking, in addition to previously announced plans, to further reduce its carbon footprint and its energy bill by implementing energy saving measures in its workplaces and public buildings?

Answer **(1)**

Question **(2)** Will officers report on these actions to the Finance and Resources Committee?

Answer **(2)**

Question **(3)** If so, when is a report likely to be presented?

Answer **(3)**

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QUESTION NO 10

**By Councillor Neil Ross for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 22 September 2022**

So much electricity is expended by keeping stair lights on in blocks of flats in the middle of the night when very few people are coming and going. I understand that, where the Council pays for the provision and maintenance of stair lighting, consideration is being given by officers to the installation of movement sensors so that lighting would be on only when people are moving in the stair.

Question (1) How many stairwells is the Council responsible for lighting?

Answer (1)

Question (2) Would this be a suitable project to finance from the Council's Spend to Save fund?

Answer (2)

Question (3) If so, when is a proposal likely to be presented to the Finance & Resources Committee for consideration?

Answer (3)

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QUESTION NO 11

By Councillor Booth for answer by the Leader of the Council at a meeting of the Council on 22 September 2022

Question

Further to his supplementary answer to my question at full council of 25 August 2022, the council leader has again failed to answer the question. Can I give him another opportunity to answer the question: what were the reasons behind his proposal to reduce the size of the licensing board while also creating a new position of vice-convener?

Answer

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QUESTION NO 12

By Councillor Booth for answer by the Leader of the Council at a meeting of the Council on 22 September 2022

Further to his answer to my question at full council of 25 August 2022, can the council leader outline:

Question (1) when he met with Bòrd na Gàidhlig, and what were the outcomes of that discussion?

Answer (1)

Question (2) whether he has any plans to meet with members of the Gaelic community in Edinburgh?

Answer (2)

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QUESTION NO 13

By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 September 2022

Question (1) 1) What are the council's next steps in identifying a site for a GME High School?

Answer (1)

Question (2) Will the council undertake a full options appraisal, including engagement with the Gaelic community, on the options identified so far as potential sites for a GME High School?

Answer (2)

Question (3) What are the council's plans to open a second GME primary school?

Answer (3)

Question (4) What is the pupil capacity of the Darroch annex?

Answer (4)

Question (5) When will Darroch reach capacity, if Taobh na Pairce were to remain as the only GME primary school?

Answer (5)

Question (6) What funding was received from the Scottish Government towards the Darroch refurbishment, and what conditions were attached to that funding?

Answer (6)

Question (7) What are the next steps in developing the council's strategy for Gaelic?

Answer (7)

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QUESTION NO 14

By Councillor Aston for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

Question (1) Has the Transport and Environment Convener had any discussions on the reliability and accuracy of the bus tracker app since the formation of the administration?

Answer (1)

Question (2) What steps has he taken to progress improvements, in conjunction with Lothian Bus, to improve the reliability and accuracy of the bus tracker app?

Answer (2)

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QUESTION NO 15

By Councillor Aston for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

Question

What engagement has the Transport and Environment Convener had with the UK Government regarding electric scooters?

Answer

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QUESTION NO 16

**By Councillor Campbell for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 22 September 2022**

Following the strike action the administration has put in place plans for a clean-up. Constituents in Portobello Craigmillar have been in touch to say that their bins were missed during this period and some collections have not taken place for four or five weeks. To ask the convener:

Question (1) Why the administration's plan for the clean-up did not prioritise all grey bins being collected, at least once, ahead of second collections or other types of waste collections?

Answer (1)

Question (2) Why the administration's plan has resulted in some bins not being collected for over a month?

Answer (2)

Question (3) To ask, from the last collection prior to strike action;

- a) How many kerbside grey bins did not have an uplift for 28 days or more?
- b) How many communal general waste bins did not have an uplift for 28 days or more?

Answer (3)

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QUESTION NO 17

**By Councillor Campbell for answer
by the Convener of the Culture and
Communities Committee at a
meeting of the Council on 22
September 2022**

The review of Lifelong Learning was launched on 8 June and the formal consultation process has now concluded. Councillors were not briefed ahead of the review and there was no report to committee. Can the convener confirm:

Question (1) Was she briefed ahead of the review?

Answer (1)

Question (2) Did she agree that it was not politically sensitive and so councillors did not need to be informed?

Answer (2)

Question (3) Who made the decision that it was not politically sensitive?

Answer (3)

Question (4) Have any management committees yet had discussions on future arrangements?

Answer (4)

Question (5) If not, when does she expect these discussions to commence?

Answer (5)

Question (6) When will a report come in front of councillors to set out any changes to the relationship between management committees and CEC lifelong learning staff based in community centres?

Answer (6)

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QUESTION NO 18

By Councillor Dobbin for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 22 September 2022

Question (1) Why was the Agenda Planning Meeting for the Housing, Homelessness and Fair Work committee rearranged three times?

Answer (1)

Question (2) Does the convener recognise that with many members working part time, rearranging with short notice could be a barrier to participation?

Answer (2)

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QUESTION NO 19

By Councillor Kumar for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 September 2022

It is well known that both James Gillespie's and Boroughmuir are over-subscribed but this is also the case for residents living within the catchment area. The knock on effect of this means that 'new' residents within the catchment area are not able to get a place.

To ask the convener:

Question (1) How many schools are oversubscribed across the city?

Answer (1)

Question (2) How many placing requests are refused for residents within catchment areas (this is to include new residents)?

Answer (2)

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QUESTION NO 20

**By Councillor Macinnes for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 22 September 2022**

Question (1) How much has the council spent on contractors and agency staff since the start of the administration?

Answer (1)

Question (2) Is the total spend expected to increase this financial year compared to the last year?

Answer (2)

Question (3) What action is the convener taking to reduce the levels of contracted and agency staff?

Answer (3)

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QUESTION NO 21

**By Councillor Macinnes for answer
by the Leader of the Council at a
meeting of the Council on 22
September 2022**

Question

How many meetings has the Council Leader had which were also attended by Conservative Group Leader Councillor Iain Whyte since the formation of the administration in May 2022?

Answer

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Item no 10.22

QUESTION NO 22

**By Councillor Macinnes for answer
by the Leader of the Council at a
meeting of the Council on 22
September 2022**

Question

At the June Full Council it was unanimously agreed by Council, following my motion which was constructively amended by Green and Liberal Democrat contributions, that we would receive a report on the establishment of a Young Person's Assembly within two committee cycles. Can the Leader tell us what interventions he has made, before receiving this question, to ensure that this vital contribution to effective policymaking and implementation will be brought forward?

Answer

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QUESTION NO 23

By Councillor Nicolson for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

Question

As a Council we have previously recognised the extreme difficulties caused for some residents as a result of flooding following major rainfall events, something we are seeing happen more frequently as a result of climate changes. One practical issue which has emerged is the supply of sandbags at appropriate times for some elderly or disabled residents who cannot collect them in person from fire service stations, as is the current practice.

What solutions to this would the Convener suggest that can be implemented effectively ahead of the winter season?

Answer

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QUESTION NO 24

**By Councillor McFarlane for answer
by the Leader of the Council at a
meeting of the Council on 22
September 2022**

Question (1) What assurances has the Leader had from BT about the removal of the unnecessary street clutter represented by redundant BT phone boxes?

Answer (1)

Question (2) By what deadline does he expect the work to have been undertaken?

Answer (2)

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QUESTION NO 25

By Councillor Aston for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 September 2022

Question (1) Given the impact of winter conditions on the city's transport, roads and infrastructure, what actions has the Transport and Environment Convener taken to ensure that the winter maintenance programme is being prepared effectively and what further actions does he plan to take between now and the beginning of the winter?

Answer (1)

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CITY OF EDINBURGH COUNCIL

Item No 3

THE CITY OF EDINBURGH COUNCIL

22 SEPTEMBER 2022

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 8.2 on the agenda – Motion by Councillor Thornley – Bus Service Single Fares	Edinburgh Bus Users Group
3.2 In relation to Item 8.5 on the agenda – Motion by Councillor Davidson – Support for Roseburn Businesses	Roseburn Traders
3.3 In relation to Item 8.7 on the agenda – Motion by Councillor Meagher – Rent Freeze	Living Rent

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