

Item no 10.1

QUESTION NO 1

By Councillor Parker for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 22 June 2023

Question (1) What consideration is given to bats and other wildlife when street lighting and lighting in parks is installed?

Answer (1) All new lighting schemes consider best practice, with reference made to specific guidance documents, depending on where the application site is located. Where requests are received for the installation of new lighting in dark areas, such as parks, ecology reports are requested before any progress is made with any lighting design.

Question (2) Is Council policy in relation to artificial lighting consistent with best practice guidance issued by the Bat Conservation Trust and Institution of Lighting Professionals as first published in 2018 and recently revised in May 2023?

Answer (2) The Council's Street Lighting Engineers are members of the Institution of Lighting Professionals, and the Council's lighting designs comply with current guidance (including BS5489-1:2020 Design of road lighting and Bat Conservation Trust/Institution of Lighting Professionals Bats and artificial lighting in the UK Guidance Note GN08 Rugby: Institution of Lighting Professionals, 2018.5). Although the latter guidance document was expected to be published in May 2023, it is still being rewritten and is likely to be published later this summer.

Question (3) If the answer 2) is no, will Council officers review policy with regard to the updated guidance, and how will Councillors receive assurances that Council policy is in line with this best practice?

Answer (3) N/A

Item no 10.2

QUESTION NO 2

**By Councillor McKenzie for answer
by the Leader of the Council at a
meeting of the Council on 22 June
2023**

- Question** (1) When will the feasibility study of an Edinburgh Drug Consumption Room be delivered to the Policy and Sustainability Committee?
- Answer** (1) The feasibility study will be presented to the Policy and Sustainability Committee on the 24 October 2023.
- Question** (2) What funding has been allocated for the feasibility study?
- Answer** (2) £49,206 has been allocated for the feasibility study.
- Question** (3) Who has been commissioned to undertake the feasibility study?
- Answer** (3) A consortium led by the University of Stirling has been commissioned to undertake the feasibility study.

Item no 10.3

QUESTION NO 3

**By Councillor McKenzie for answer
by the Convener of the Planning
Committee at a meeting of the
Council on 22 June 2023**

Question

When will a council officer be meeting with a representative of Planning Democracy to discuss how the Council can assist with the RAMPS project (a website which enables the progress of planning applications to be tracked in an accessible format), as originally requested on January 7th 2023 and finally agreed on April 13th 2023?

Answer

Officers have been investigating the potential for the RAMPS project to access data. At present the planning computer systems are in the process of being upgraded. This work is due to be completed by the end of July 2023 and it is thought that once this is done the RAMPS project should be able to access data. Officers will liaise with Planning Democracy, if required, after the system upgrade.

Item no 10.4

QUESTION NO 4

**By Councillor McKenzie for answer
by the Leader of the Council at a
meeting of the Council on 22 June
2023**

Question (1) Has the Council Leader written to then Minister for Local Government Empowerment and Planning in line with the motion passed at Full Council on May 4th?

Answer (1) A meeting with the Minister for Local Government Empowerment and Planning had already been arranged with the Leader of the Council before the passing of the motion at Full Council on 4th of May.

Question (2) Can the Council Leader share the letter?

Answer (2) N/A

Question (3) Has the Council Leader met with the Minister since May 4th?

Answer (3) Yes. There was a meeting on 11th of May.

Question (4) a) If so, did the Council Leader raise the points agreed in the motion?
b) If not, when does the Council Leader expect to next meet with the Minister?

Answer (4) The Leader of the Council discussed a number of issues during the meeting with the Minister relating to Local Government, including both review rights of appeal in planning and the Visitor Levy (Scotland) Bill.

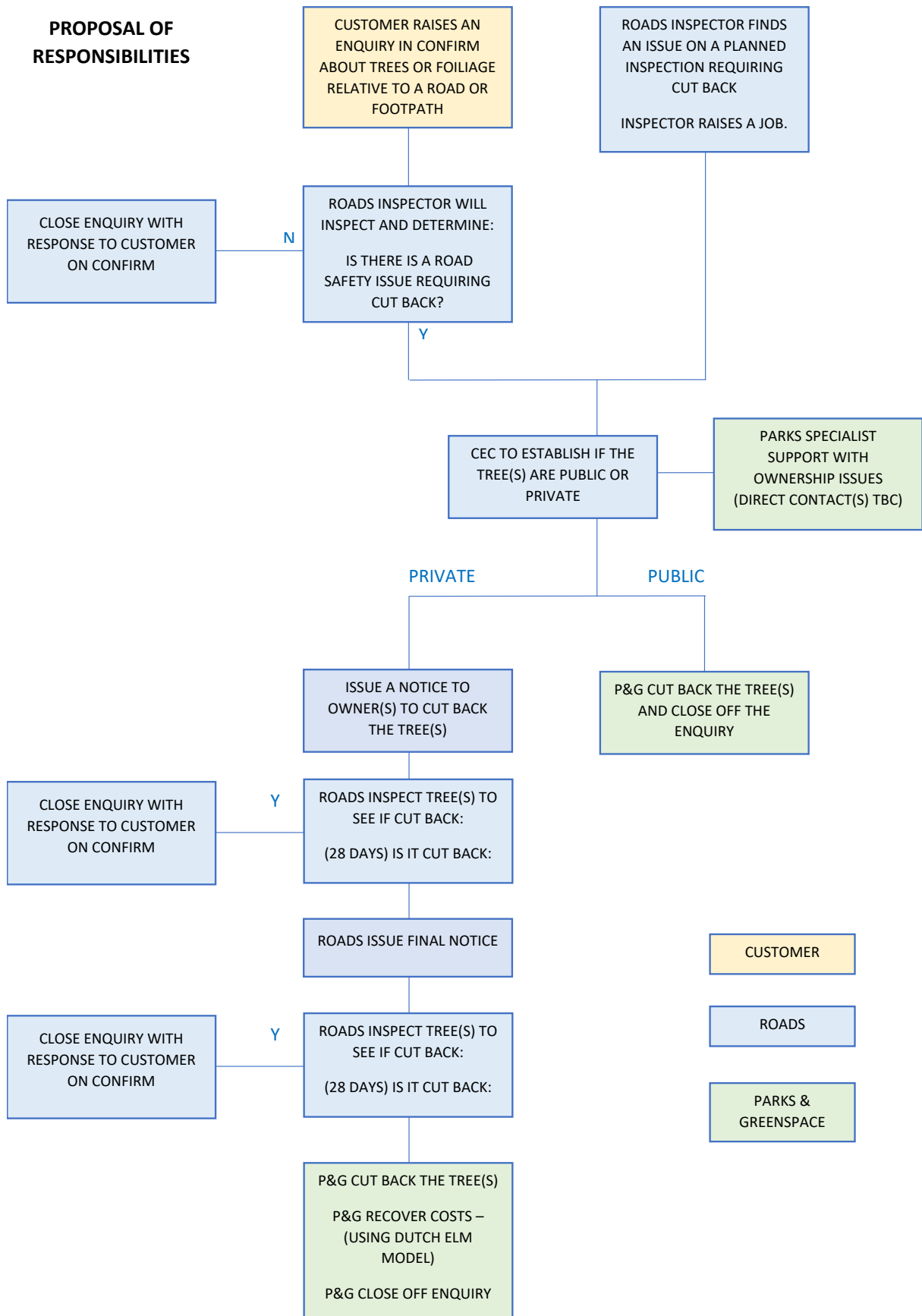
Item no 10.5

QUESTION NO 5

**By Councillor McKenzie for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 22 June 2023**

- Question** (1) Can the Convener confirm how many cases relating to foliage have been reported in the past 3 years?
- Answer** (1) There have been 8,591 cases reported to the Council since 1 January 2020.
- Question** (2) How many of these cases remain 'open issues'?
- Answer** (2) There are currently 850 open cases.
- Question** (3) Can the Convener outline the enforcement process for responding to reports relating to foliage on private land?
- Answer** (3) The chart below shows the process for dealing with cases relating to trees or foliage.
- Question** (4) How many foliage-related enforcement cases have been initiated in the past 3 years?
- Answer** (4) There have been 2,791 cases which have been concluded at one of the three stages set out below. There were 116 cases where the inspector did not think action was required and there were 722 cases which have been referred to parks as they were on public land or where parks have undertaken remedial works and the cost has been recharged to the owner.

PROPOSAL OF RESPONSIBILITIES



Item no 10.6

QUESTION NO 6

By Councillor Thornley for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

In May 2023, the Transport and Environment committee agreed a mini flood study would be undertaken in North Gyle as one of the agreed projects for 2023/24, funded from the £2 million agreed in Lib Dem budget proposals for flooding.

Question (1) When does the Convener understand this flood study will begin?

Answer (1) It is intended the outline surface water study will be carried out in financial year 2023/24. There is no specific timescale for this project yet.

Question (2) What engagement with local groups, such as the North Gyle Flood Group, will be undertaken, to hear firsthand examples of how the issue is affecting them?

Answer (2) Council officers have already met with residents regarding the flooding and are aware of the issues faced. The findings of the study and potential options will be shared with affected residents and groups.

Question (3) Will the study include engagement with the Scottish Flood Forum?

Answer (3) Council officers have already engaged with the Scottish Flood Forum and informed them of the plans for this study. The initial study will be to consider the source of potential flooding and identify if there are viable options for mitigation measures. It is not intended that this will involve engagement with the Scottish Flood Forum unless there is a direct requirement to do so.

Item no 10.7

QUESTION NO 7

By Councillor Thornley for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

Question

In January 2022, the Transport and Environment committee agreed speed limit reductions from 40mph to 30mph on Queensferry Road, Glasgow Road, South Gyle Broadway and South Gyle Access.

When are these speed limit reductions going to be implemented?

Answer

I share your concerns about these delays and the outstanding 30mph to 20mph changes (TRO/20/07) agreed in January 2021.

In January 2022, Committee agreed speed reductions from 40mph to 30mph on 22 street across the road network, including Queensferry Road, Glasgow Road, South Gyle Broadway and South Gyle Access. It is currently anticipated that the designs for all 22 streets will be completed by October 2023, with implementation as soon as possible thereafter and hopefully by March 2024.

An update on the Council's road safety work programme is expected to be presented to Transport and Environment Committee in September 2023.

Item no 10.8

QUESTION NO 8

By Councillor Lang for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 June 2023

Question

Further to her answers at 10.4 on the 15 December 2022 meeting of the Council, when will the report on the voting rights for religious representatives come to Council?

Answer

Following additional information being provided, the report will be amended to include this information and will be shared at the full Council meeting to be held on 31 August 2023.

Item no 10.9

QUESTION NO 9

By Councillor Ross for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

I note that there are holidays from parking restrictions on Christmas Day, Boxing Day, New Year's Day and Easter Monday. I have had a few questions from residents and would appreciate some clarifications.

- Question** (1) Are these days set for us by the Scottish Government or does the Council have a choice of which days to choose?
- Answer** (1) Parking holidays are determined by the Council.
- Question** (2) Are they in line with the majority of Edinburgh workplaces?
- Answer** (2) The parking holidays have been set in line with traditional Scottish holidays. Council officers are unable to confirm if these are in line with the majority of Edinburgh workplaces.
- Question** (3) Do most Edinburgh employers take these holidays and close their workplaces on these days or is there another day, for example Good Friday, that is more commonly chosen for closing workplaces?
- Answer** (3) See answer 2.
- Question** (4) When were parking holidays last reviewed?
- Answer** (4) The parking holidays were last reviewed in 2018.

Item no 10.10

QUESTION NO 10

By Councillor Dijkstra-Downie for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

Question (1) How many outstanding road defects and potholes are currently registered under Categories 1, 2, 3 and 4?

Answer (1) The number of outstanding defects (both hard landscaping and asphalt) on the system on the 14 June 2023 are as follows:

- Cat 1 – none outstanding
- Cat 2 – 41 outstanding
- Cat 3 – 200 outstanding
- Cat 4 – 131 outstanding

I accept this data does not reflect the true condition of our roads, footpaths and cycleways. Indeed, I would urge residents to report defects using this link:

https://webforms.edinburgh.gov.uk/site/portal/request/road_defect

Question (2) What are the intended timescales for repair of defects in each of these categories?

Answer (2) The intended timescales for defects are as follows:

- Cat 1 – 24 hours
- Cat 2 – 5 working days
- Cat 3 – 60 working days
- Cat 4 – Programmed work

The Transport and Environment Committee approved a report titled The Risk Based approach to Road Asset Safety Inspections – Update on [6 October 2022](#), within which the timescales were included (Appendix 1, page 22).

Question (3) What are the current estimated timescales of repairs within each of these categories?

Answer (3) The current estimated timescales are the same as the intended timescales.

Question (4) How many of these defects per category do not currently have an identified timescale for repair?

Answer (4) Only Cat 4 defects do not have a timescale. There are 131 Cat 4 defects.

Item no 10.11

QUESTION NO 11

**By Councillor Dijkstra-Downie for
answer by the Convener of the
Transport and Environment
Committee at a meeting of the
Council on 22 June 2023**

- Question** (1) What time do collection crews start their collections of waste and recycling from on-street communal bins, communal bin hubs and underground bins during weekdays, and at weekends?
- Answer** (1) Work shifts begin at 0600. Subject to where each route starts, the earliest collection should not be before 0630.
- Question** (2) What is the earliest time that glass collections from communal bins take place during weekdays, and at weekends?
- Answer** (2) Glass collections from communal bins should only take place on weekdays and should not be earlier than 0700.
- Question** (3) In light of the increased frequency of collections from communal bin hubs in areas such as Trinity and Newhaven, has consideration been given to the impact of these more frequent early collections on residents at the start of the route?
- Answer** (3) Whilst the increased collection frequency is welcomed by many residents, I accept that this work can be disruptive. Changing the starting point for each route to another location simply moves any impacts of early collections to somewhere else on the route.
- Question** (4) If so, what mitigations are in place?
- Answer** (4) Routes are typically designed in such a way that they are compact and cover as small a geographical area as possible for efficiency purposes. Routing will continue to be reviewed as the communal bin project roll-out progresses.

Item no 10.12

QUESTION NO 12

**By Councillor Davidson for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 22 June 2023**

Ward councillors were previously advised that road safety interventions would be progressed for Ellersley and Kinellan Roads in the 2022/23 programme. This did not happen.

Question (1) Will the convener advise which projects were included in the 22/23 programme?

Answer (1) An updated Road Safety Delivery Plan to April 2024 was agreed at Transport and Environment Committee in [December 2022](#).

Question (2) Which projects are also included in the 23/24 programme of works?

Answer (2) See answer 1. Public demand for road safety improvements exceeds the resources available. Recognising that there have been challenges in delivering the road safety programme within the resources available, an update on the Council's programme of work for road safety is scheduled for Transport and Environment Committee in September 2023. This will allow Committee members to agree funding priorities and scrutinise delivery on an ongoing basis.

Question (3) What are the next steps he sees in improving pedestrian safety and reducing speed on these two roads?

Answer (3) As noted in answer 2, an update on the delivery plan for the road safety programme is scheduled for Transport and Environment Committee in September. The updated plan will include details of the next steps in improving pedestrian safety and reducing speed on roads across the city, including Ellersly Road and Kinellan Road.

Item no 10.13

QUESTION NO 13

By Councillor Caldwell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

With Trams to Newhaven successfully launching on June 7th, and much discussion about traffic re-routing, I am hoping to obtain clarity on how the Council are engaging with residents in residential streets just off of the tram route.

Question (1) In addition to the Automatic Traffic (and speed) Counter installed by the Road Safety team on Easter Road this Spring, what traffic level monitoring has taken place on the streets directly west and east of Leith Walk and Elm Row since January 2022?

Answer (1) No formal traffic level monitoring has taken place on streets directly west and east of Leith Walk and Elm Row since January 2022 by the Trams to Newhaven project. Traffic modelling was procured as part of the design development.

Question (2) What, if any, traffic monitoring is being considered before the end of 2023?

Answer (2) On-going monitoring is taking place as traffic movements become clear now that Trams to Newhaven is operational.

Question (3) Does the Convener agree that the most densely populated area in Scotland, located just outside of, but impacted by, the Trams to Newhaven project, has had a material change in traffic flow and that residents should be part of an evolving process to further develop safer, greener and cleaner streets?

Answer (3) Yes.

Item no 10.14

QUESTION NO 14

By Councillor Whyte for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 22 June 2023

Question (1) Given the recent incidence of wildfires in Scotland this year what action is the Council taking to enforce the Park Rules in its parks that no Barbecues are allowed outwith designated areas?

Answer (1) Council officers are using social media communications both through Edinburgh Outdoors and the Council's social media page to remind people that barbeques are only allowed in designated areas within parks. A poster has also been used to warn people of the dangers of barbeques in the Pentland Hills Regional Parks. Officers on site will also address any issues as they arise in parks and open spaces.

Question (2) What related action is the Council taking to discourage retailers from selling single use barbecues within the Council area given that work by the University of Sheffield has shown that a typical summer barbecue releases more greenhouse gas emissions than 80-mile car journey and single use barbecue creates additional waste that is often left as litter in Edinburgh's parks?

Answer (2) Whilst I understand and sympathise with the point being made the Council has no powers to seek to restrict the sale of products which are legally on the market.

Experience shows that to be effective retailers need to be persuaded to take action nationally and myself and the Transport and Environment Convener plan to write to relevant Scottish Government minister asking that they consider taking up this issue with the major supermarkets and suppliers.

I have also asked that the Corporate communication team broadens the messages on social media encouraging businesses to voluntarily stop selling single use barbeques.

Item no 10.15

QUESTION NO 15

By Councillor Bruce for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

Question

Please list the outstanding remedial works required to conclude the tram line completion from York Place to Newhaven and please detail the expected costs for these works?

Answer

Remedial works characterised as defects can be raised within 2 years of overall contract completion. There is no additional cost as they are contained within the forecast cost to completion.

Work is currently ongoing with the contractor to agree a final list of remedial works and programme. I will share it with the APOG once it is available.

Item no 10.16

QUESTION NO 16

By Councillor McVey for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

On June 1st the Transport Convenor replied to the below question with the following:

Question (1) How many car parking spaces (based on average use on available bays) have been reduced through the rollout of the CPZ in June 2023?

Answer (1) No marked car parking spaces have been removed due to the rollout of Controlled Parking Zone (CPZ). The layout of all parking places and yellow lines reflects the Council's legal obligations, and the need for the layout of parking places to avoid negative impacts on vehicle movement or access to property, including private or off-street parking places. Parking places have been located, following consultation, where it is considered safe and appropriate for vehicles to park.

Question (1) Does the Convenor understand that the information given to Council on June 1st above is inaccurate? As exemplified by stretches of double yellow lines on streets like Lindsay Street, Nichollfield and many other locations across the new CPZ areas that serve no purpose in terms of improved connectivity, accessibility, access to local services or improved safety.

Answer (1) You will recall that you were Council Leader when these plans were developed under the leadership of your Transport & Environment Committee Convener. Additionally, Councillors in your group gave the plans their full support under your leadership. In short, double yellow lines on streets like Lindsay Street *“that serve no purpose in terms of improved connectivity”* are there with the full support of you and your group.

Nonetheless, Officers assure me that no marked parking places have been removed. The above-mentioned controls have been applied to previously uncontrolled areas of the road to help ensure access and improve road safety.

- Question** (2) Will the Convenor apologise for misleading Council?
- Answer** (2) Based on the information provided to me by Officers, the Council has not been misled.
- Question** (3) Can the Convenor confirm that the Council knows and has tracked how much space has been lost for resident parking, either for legitimate reasons (such as improve line of sight at junctions, improved access to bin hubs etc)?
- Answer** (3) No marked parking places have been removed. The Council does not hold data on parking volumes in unrestricted roads.
- If you want to increase the amount of parking available to make car use more convenient in your Ward a motion can be submitted to the Transport & Environment Committee, but it would have to be considered within the context of the Parking Action Plan consultation currently underway.
- Question** (4) Does the Convenor understand that the arbitrarily constrained approach which has been implemented will cause issues for local residents accessing their properties which didn't need to be the case?
- Answer** (4) The approach has been taken to help ensure access and improve road safety.
- You will recall that you were Council Leader when these plans were developed under the leadership of your Transport & Environment Committee Convener. Additionally, Councillors in your group gave the plans their full support under your leadership. In short, any "*arbitrarily constrained approach*" is there with the full support of you and your group.

Question

- (5)** Can the Convenor now answer the questions tabled on June 1st honestly:
- a) How many car parking spaces (based on average use on available bays) have been reduced through the rollout of the CPZ in June 2023?
 - b) How many of these reductions were due to:
 - i) improving connectivity by reducing double parking on narrow streets blocking general vehicle and service vehicle access?
 - ii) improving access to local bin hubs and other serviced amenities?
 - iii) improving visibility at junctions?
 - iv) another reason?

Answer

- (5)** No marked parking places have been removed. The Council does not hold data on parking volumes in unrestricted roads.

You will recall that you were Council Leader when these plans were developed under the leadership of your Transport & Environment Committee Convener. Additionally, Councillors in your group gave the plans their full support under your leadership. In short, if any "*car parking spaces have been reduced through the rollout of the CPZ*" has happened it did so with the full support of you and your group.

Item no 10.17

QUESTION NO 17

By Councillor Work for answer by the Convener of the Regulatory Committee at a meeting of the Council on 22 June 2023

Question (1) Is the Convener aware of the pressure put on small local Gala committees such as Kirkliston and Davidson's Mains due to the fees the Council charges for these relatively small community events?

Answer (1) The Council has consistently supported community events, such as Gala Days, within the licensing fee structure. The current fee structure offers substantial discounts to the cost of Public Entertainment Licenses for community, charitable, religious and community group events. This was last reviewed by Regulatory Committee in 2015. In 2019, Licensing Sub-Committee made clear that the Council would not entertain fee reduction requests from community groups seeking to obtain discounted fees on behalf of commercial operators.

However, the discounted fee structure does not apply to amusement devices, which are considered to be commercial activities. In these circumstances, commercial operators of devices (such as funfairs) are required to obtain a separate licence for the public entertainment use of a funfair.

Question (2) Will the Convener commit to a review of the fee structure to allow those small community groups to put on fantastic local events loved by residents?

Answer (2) As noted in answer 1, a discounted fee structure is already in place for community groups to host local community events. However, a small number of inconsistencies have been identified this year in the administration of public entertainment license applications. The Regulatory service is currently reviewing this, and I expect a report to be presented to Regulatory Committee later in the year on the lessons learned in 2023.

Item no 10.18

QUESTION NO 18

**By Councillor McFarlane for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 22 June 2023**

Question (1) To ask the convener why Euro 6 compliant diesel-fuelled cars are included in the parking diesel surcharge despite being fully LEZ compliant.

Answer (1) The committee decision was taken in 2018 and applies to all Euro classes equally, and is independent of the LEZ. At the time, the Transport and Environment Committee Convener (your party Colleague, Cllr Macinnes) correctly said that failing to act on the known dangers of diesel emissions would be an act of *“turning back the clock”* and that *“evidence is mounting that diesel emissions are causing serious health problems and worsening air quality in cities across the globe”*.

Indeed, right across Europe the use of diesel as a fuel for private vehicles has been disincentivised and the sale of these vehicles has fallen significantly as a result.

I feel that, with less than one year until we launch Edinburgh’s LEZ, now would be the wrong time to abandon the diesel surcharge. You are, of course, welcome to raise the issue at the Transport and Environment Committee if you want to *“turn back the clock”*.

Item no 10.19

QUESTION NO 19

**By Councillor McFarlane for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 22 June 2023**

- Question** (1) To ask the Transport and Environment Convener for clarity on the policy of fixing permanent signage to the listed railings in the West End, whether permission needs to be sought from residents and businesses before the placement of such signage and why this cannot be displayed on existing lampposts instead.
- Answer** (1) Permission must be sought from the owner of the property before signage can be attached to it. Lamppost columns are used wherever possible when they are able to accommodate signs.
- Question** (2) To further ask whether additional road marking is in the pipeline as part of CCWEL on Melville Street to delineate the allocation of parking spaces and denote who may use them?
- Answer** (2) Road markings in Melville Street, east of the statue, are still to be completed. These markings will delineate parking spaces with a mixture of regular parking, permit parking, car club and loading only spaces.

Item no 10.20

QUESTION NO 20

By Councillor Work for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 22 June 2023

Question (1) How many vacant council properties are there currently in the Almond Ward?

Answer (1) There were 122 vacant Council properties as at 13 June 2023. This can be further broken down as follows:

Repairs required	57
Scheduled to be demolished	20
New Builds (not yet ready)	19
Unlettable (e.g. decant properties, whole house retrofit projects etc)	13
Newly void	9
Utility issues	3
Letting in progress	1

Question (2) Are targets being met for the turnaround time for getting void properties rented to new tenants?

Answer (2) Turnaround targets are not being met. There is a focus on returning long term voids back into circulation which will continue to affect average relet times until these properties are relet.

Question (3) What is the cost to the council's HRA of lost rental income from properties not available for rent?

Answer

(3) Void rent loss is not captured at Ward level.

In 2022/23, the amount of rent lost through properties being empty city-wide was £2,323,634. This figure represents the amount of rent lost while properties are empty and going through the letting process. This is reported annually to the Scottish Housing Regulator as part of our Annual Return on the Scottish Social Housing Charter.

Item no 10.21

QUESTION NO 21

By Councillor Flannery for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 22 June 2023

Our decisions on how to get from A to B are based on the choices available and how we feel about them. There are several factors which can influence how we choose to move, including availability and quality of infrastructure, cost, journey time, safety, personal ability and convenience. - City Mobility Plan

Question (1) In the light of this statement, can the Convener confirm what alternative arrangements are being explored to serve residents in the South of the city who are now cut off from the city centre because of the withdrawal of the No 41 bus route?

Answer (1) I accept there are concerns about the service changes, and I will ensure Transport & Environment Committee members have a chance to question Lothian Buses' Managing Director on the matter when she next attends.

Lothian Buses' Service 9 and Service 24 provide residents in the south of the city (including the Grange area and Marchmont) with direct connections to the city centre. The Service 9 covers some of the stops previously served by the 41 and routes via the east end of the city centre, while the Service 24 routes via the west end and Frederick Street.

Both services run every 20 minutes daytime (30 minutes each on Sunday), providing up to 6 buses per hour linking the city centre. Lothian Buses have assured me that will continue to monitor the performance of services in these areas. Nonetheless, bus connections to George IV Bridge can be made at Tollcross or Frederick Street/Hanover Street with walking routes also available from Surgeons' Hall or South Bridge.

The Services 47/47B also provide additional connectivity options to the west end of the city centre for those in the south of the city.

Service changes are undertaken by Lothian Buses with consideration of areas of demand set against covid recovery, changing travel patterns, limited resource and higher operating costs.

In response to the growing city region, changes in travel patterns and to fully integrate with the opening of Trams to Newhaven, their network has been fully reviewed to ensure that it continues to meet the evolving needs of customers and the communities served.

New services, route variations, and amended timetables are likely to be a regular feature as patronage grows, travel behaviours continue to evolve and bus driver numbers recover and increase to pre-pandemic levels.

Question (2) Can the Convener confirm how the City Mobility Plan which makes several direct references to 'people with mobility issues' are to be prioritised with the recent withdrawal of two bus routes, No 42 and No 41, and the scaling back of disabled parking spaces and universal provision?

Answer (2) I welcome the point you make about many people in Edinburgh with mobility issues relying heavily on public transport.

Nonetheless, Lothian Buses have assured me that whilst Service numbers 41 and 42 were withdrawn and replaced by new/augmented service, not a single stretch of the bus network has been left without a service following these changes.

The City Mobility Plan and its associated action plans aim to provide everyone with a safer, cleaner, and greener environment and this will benefit those with mobility issues and others. If it does not, it will have failed.

The Council is currently consulting on these action plans and I would encourage people to respond to the Council's current consultation about this, in particular those with mobility issues and their representative groups.

Question

- (3) *Inclusion: For many the city has an excellent, inclusive public transport system, though some areas are poorly served limiting opportunities for those who live there. We also recognise that public transport and taxi usage can be unsuitable for people with severe mobility problems, therefore private cars are essential for some in the city – city mobility plan.*

Can he confirm that along with Lothian Buses, who are 'monitoring' the new No 9 route, that the Council is doing likewise, and responding to residents' concerns in a timely manner, particularly in the light of increased congestion on North Bridge and South Clerk Street due to the addition of the No 9?

Answer

- (3) I've seen no complaints about buses causing congestion on North Bridge and South Clerk Street, I expect the issue is due to non-essential car use and the partial closure of North Bridge. Nonetheless, I am always mindful of the impact congestion has on Lothian Buses' services and the wellbeing of their staff.

At city level I am pleased at the degree to which bus patronage has recovered post-covid, and impressed by the thought Lothian Buses invest in responding to changing travel patterns. Council officers have regular meetings with Lothian Buses, and at the next I have asked that patronage and feedback associated with recent service changes is discussed.

Item no 10.22

QUESTION NO 22

By Councillor Kumar for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 June 2023

- Question** (1) What are the current provisions made for CYP using BSL in mainstream schools?
- Answer** (1) We use interpreters in a number of classrooms and we have advertised twice for a BSL tutor, with another advert in progress. We have Teachers of the Deaf and Deaf Support Team Nursery Nurses who support the learning of BSL.
- Question** (2) Has the convener had discussions with leading third sector organisations around this area?
- Answer** (2) Officers have met regularly with the National Deaf Children's Society and with our own Tutors of the Deaf who also work nationally e.g. at Scottish Parliament. Commissioning of services remains a top priority. We also engage with academics e.g. at Edinburgh University.
- Question** (3) What are the convener's proposal for improvement / future provisions?
- Answer** (3) We hope to continue meeting with all stakeholders to promote BSL. It is taught as a qualification at Broughton High School. Mainstream schools have access to the Highland BSL 1+2 resource pack in order to teach BSL at L3. The signing in specialist provision is also advancing and we intend to further improve access to BSL provision within City of Edinburgh's BSL plan.

Item no 10.23

QUESTION NO 23

By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 22 June 2023

Further to the answer to my question 10.27 at full council on 4 May 2023, which contained inaccurate information, please will the convener:

Question

Further to the answer to my question 10.27 at full council on 4 May 2023, which contained inaccurate information, please will the convener:

- a) explain why inaccurate information was given in a council answer?
- b) set out when an accurate response will be provided?

Answer

- a) It was explained in the original answer that due to the quick turnaround required, the information was based on what could be provided by officers in the timescales available. It was highlighted (because of the timescales available) that the areas were calculated using a desk-based approach and that further assessment would be required for definitive site sizes to be provided.
- b) It is estimated the more detailed assessment involving estates and legal services where necessary will be completed by the end of July 2023 at the latest.

Item no 10.24

QUESTION NO 24

By Councillor Booth for answer by the Convener of the Transports and Environment Committee at a meeting of the Council on 22 June 2023

Question

Further to the answer to my question 10.30 at full council on 9 February 2023, please will the convener provide an update on progress towards the introduction of a school street at Stanwell Street to serve Bun-sgoil Taobh na Pairce?

Answer

The School Travel Plan (STP) for Bun-sgoil Taobh na Pairce is nearing completion and will hopefully be signed off by all stakeholders shortly.

An update on the STP will be incorporated into a report for Transport and Environment Committee on the wider road safety work programme in September 2023.