

## Item no 10.1

### QUESTION NO 1

**By Councillor Heap for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024**

**Question** (1) Why residents of the S6 [W] Controlled Parking Zone were advised they were not eligible for a Parking Permit when they were, and had simply applied too early?

**Answer** (1) All residents and businesses in the newly enforceable S6W area were advised that the permit applications could be made from 4 November 2024 onwards. Any permit applications made before 4 November 2024 (before the permit system was updated with relevant address data for S6W) would have received the standard system message advising them that their property was not linked to a zone and to contact the customer service team on 0131 469 3203.

**Question** (2) Whether they feel applicants for S6 [W] Controlled Parking Zone permits have been accurately advised how and when to apply?

**Answer** (2) There is of course always room for improvement, however all properties within the newly enforceable S6W area received at least three distinct pieces of correspondence from the Council, explaining when the parking zone would be implemented, when parking permits would be made available for purchase (as detailed above) and when enforcement would begin in the S6W area. The Council's website was also kept updated with relevant information - [Strategic parking review – The City of Edinburgh Council](#)

## Item no 10.2

### QUESTION NO 2

**By Councillor Heap for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 19 December 2024**

#### Question

In the light of Edinburgh Zoo saying that stress from firework noise was the primary factor in the death of a Red Panda in November, and a contributory factor in the death of another of these endangered species, what is the Council doing to help reduce firework noise around the vicinity of Edinburgh zoo and other places where large numbers of animals live, either through

- (a) Firework Control Zones around these places, and
- (b) A city-wide Firework Control Zone.

#### Answer

Council officers have been in touch with Edinburgh Zoo regarding the tragic death of the Red Panda and have engaged with them in respect of arrangements for a Firework Control Zone for the area surrounding the Zoo in 2025. Officers will continue to engage with the Zoo on this in the coming months.

Officers have also been in discussion with the Scottish Government on the potential for a city wide Firework Control Zone in future. A report on the lessons learned from Bonfire Night 2024 and preparing for 2025 will be presented to Culture and Communities Committee in February 2025.

## Item no 10.3

### QUESTION NO 3

**By Councillor Heap for answer by the Leader of the Council at a meeting of the Council on 19 December 2024**

#### **Question**

Pursuant to the Council decision of 7 November 2024 on a 'No fireworks sales' scheme:

When he will write to fireworks vendors in the city asking them to voluntarily stop selling fireworks

#### **Answer**

Culture and Communities Committee will receive an update on the lessons learned from Bonfire Night 2024 and plans for 2025 in February 2025. This will provide an update on the actions agreed by the Council on 7 November 2024, including the action above.

## Item no 10.4

### QUESTION NO 4

**By Councillor Heap for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 19 December 2024**

#### **Question**

Pursuant to the Council decision of 7 November 2024 on a 'No fireworks sales' scheme:

- a) How the marque will be designed and distributed, and whether businesses and communities will be consulted as part of this process
- b) How the Culture and Communities Committee will be kept appropriately informed of progress ahead of November 2025

#### **Answer**

Culture and Communities Committee will receive an update on the lessons learned from Bonfire Night 2024 and plans for 2025 in February 2025. This will provide an update on the actions agreed by the Council on 7 November 2024, including how vendors who voluntarily cease firework sales can recognise this

## Item no 10.5

### QUESTION NO 5

**By Councillor Kumar for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 19 December 2024**

**Question** (1) When did the Council first start using unlicensed HMOs?

**Answer** (1) During the Covid-19 pandemic the Council began using properties which required an HMO licence, in order to meet the Council's statutory responsibilities in respect of homelessness.

**Question** (2) When did the emergency powers start under COVID-19 responses?

**Answer** (2) As soon as public health restrictions came into place, there was a need to use additional temporary accommodation to keep people safe.

**Question** (3) When did it end?

**Answer** (3) As reported Housing, Homelessness and Fair Work Committee in September 2022, officers highlighted the increasing risk of using non licensed HMOs to provide ongoing support for vulnerable people following the end of Covid restrictions. Committee members were briefed that the use of this accommodation would continue into 2023, to fulfil the requests of members to continue to provide support.

**Question** (4) What information was given to Convener and Leader of Council on potential implications of continued use of unlicensed HMOs?

**Answer** (4) Housing, Homelessness and Fair Work conveners were updated periodically during regular scheduled meetings. The Leader was briefed on the use of unlicensed properties at a meeting on 6 August 2024.

**Question** (5) What and when were elected members first informed on the serious nature and legal concerns around this?

**Answer** (5) Housing, Homelessness and Fair Work Committee were advised of the Council's legal position in respect of people with no recourse to public funds in September 2022. This report highlighted that, while all properties had been checked to ensure they were safe, there were some which had not applied or engaged with the Council to secure an HMO license.

The Council was advised of the Monitoring Officer's concerns around the continued use of unlicensed HMOs on 26 September 2024.

**Question** (6) Please provide a timeline for questions 1-5

**Answer** (6) 23 March 2020, the first Coronavirus lockdown was declared.

From 2020 – 2024, the Conveners of Housing, Homelessness and Fair Work Committee were updated on the Council's actions in respect of homelessness duties and accommodation.

In September 2022, Housing, Homelessness and Fair Work Committee was advised of the continued use of unlicensed HMOs as part of a report outlining the impact of accommodating people with no recourse to public funds.

On 6 August 2024, the Council Leader was briefed on the ongoing use of non licensed HMOs.

From 1 December 2024, the Council is no longer accommodating people in unlicensed HMO accommodation.

**Question** (7) Was the assessment that the Council has assurance and evidence that all legal obligations associated with housing and homelessness services, equality and human rights, and tenant and resident safety are being met – marked amber in the City of Edinburgh Council's Annual Assurance Statement on Housing Services reported in [September 2022](#) an accurate assessment?

**Answer** (7) The annual assurance statement covers the totality of the Council's housing and homelessness service and therefore the officer assessment was based on compliance across the whole service. However, the statement noted that the Council does not currently comply with its duty to offer suitable or emergency accommodation for people experiencing homelessness. Alongside this report, Committee also received a report on no recourse to public funds which highlighted the issue of using unlicensed HMOs. Committee approved the Annual Assurance Statement (as presented) for submission to the Scottish Housing Regulator.

**Question** (8) Was the assessment that the Council has assurance and evidence that all legal obligations associated with housing and homelessness services, equality and human rights, and tenant and resident safety are being met – marked amber in the City of Edinburgh Council's Annual Assurance Statement on Housing Services reported in [August 2023](#) an accurate assessment?

**Answer** (8) See answer 7 above. The assessment in 2023 was based on the same circumstances as 2022 and therefore the assessment remained the same. Committee approved the statement for submission to the Scottish Housing Regulator.

**Question** (9) Was the assessment that the Council has assurance and evidence that all legal obligations associated with housing and homelessness services, equality and human rights, and tenant and resident safety are being met – marked amber in the City of Edinburgh Council's Annual Assurance Statement on Housing Services reported in [August 2024](#) an accurate assessment?

**Answer** (9) While the assessment in 2024 considered the same information as 2022 and 2023 when the report was prepared by Committee, following the Monitoring Officer's report, a review of this assessment could have taken place. This was raised by Committee on 13 November 2024 and officers agreed that with hindsight this element of the assessment could have been reconsidered.

**Question** (10) In the aforementioned reports, there is no explicit mention of use of unlicensed HMOs. Is this accurate? Was this an oversight or an omission?

**Answer**

**(10)** As noted above, a report to Housing, Homelessness and Fair Work Committee in September 2022 highlighted the increasing risk of using unlicensed HMOs. Also in 2022, Committee members were briefed on the use of non licensed HMOs were advised that in order to support vulnerable households, this use would continue into 2023.

The service had plans to move away from the use of this accommodation and, through the Housing Emergency Action Plan, were working to change the mix of temporary accommodation (to move away from the use of unsuitable accommodation, which included but was not limited to non licensed HMOs). However, as reported to Committee on 1 October 2024, additional pressures on service provision meant that this was not possible.

## Item no 10.6

### QUESTION NO 6

**By Councillor Kumar for answer by the Leader of the Council at a meeting of the Council on 19 December 2024**

On employers National Insurance Contribution:

**Question** (1) Can the Council Leader confirm the total cost to the Council as a result of this increase?

**Answer** (1) Although the actual liability will depend upon a range of factors including the level of the 2025/26 pay award, the current best-estimate of the additional annual cost to the Council for direct employees (including Health and Social Care services but excluding the Housing Revenue Account, both of which are separately requested in Question 3) is £18.9m.

**Question** (2) Has the Council Leader had confirmation in writing that the entirety of this increase will be fully funded?

**Answer** (2) The Council Leader received confirmation in the form of a letter from the Rt Hon Ian Murray MP, Secretary of State for Scotland, on 1st November 2024. This stated the Chancellor would provide funding to the public sector to support the additional costs associated with the increased rate of employer's National Insurance Contributions (NICs).

**Question** (3) Can the Council Leader confirm:

- a) cost of ENICs for services below
- b) if this will also be funded
- c) he will lobby UK government that full funding should be passed on to Scottish Government and onto Local Authorities via COSLA
  - 1) Health and social care services
  - 2) The Housing Revenue Account
  - 3) ALEOs
  - 4) Commissioned services

- 4) Commissioned services
- 5) Contracted services
- 6) Third sector organisations delivering programmes through grants

**Answer**

**(3)** a) Where currently known, estimated annual costs are provided below. The remaining details will be included in the report being prepared in response to Councillor Staniforth's motion to be considered at the meeting of the Finance and Resources Committee on 16 January 2025.

- 1) Health and social care services

Relevant costs for directly employed by the Council are included in the total included in Question (1).

- 2) The Housing Revenue Account

£0.9m

- 3) ALEOs (Edinburgh Leisure, Edinburgh Trams, Lothian Buses, Edinburgh International Conference Centre, Capital Theatres)

£2.6m

- 4) Commissioned services

- 5) Contracted services

- 6) Third sector organisations delivering programmes through grants

b) if this will also be funded

The Council Leader will write to the Secretary of State for Scotland to confirm if these specific areas will be funded.

- c) he will lobby UK government that full funding should be passed on to Scottish Government and onto Local Authorities via COSLA

The Council will lobby the UK Government for full funding to be passed on to the Scottish Government and on to Local Authorities via COSLA.

## Item no 10.7

### QUESTION NO 7

**By Councillor Kumar for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 19 December 2024**

**Question** (1) Can the convener please explain what 'net zero ready' homes mean, in the context of the press release on Granton housing regeneration?

**Answer** (1) Neither the UK nor Scottish Government has agreed a formal definition or methodology for calculating Net Zero. However, the Council has calculated the CO2 emissions of new build homes by using the Scottish Building Standards domestic Standard Assessment Procedure (SAP) assessment.

'Net zero ready' homes in Granton Waterfront consider the operational regulated energy use of new build homes for defining emission levels.

The homes have been designed to reduce the carbon emissions through increasing the building fabric, sustainable technologies and gas free space and water heating.

Therefore, the residual carbon emissions generated by the homes are a result of the electrical national grid not being fully decarbonised. This remains outwith the control of the Council, hence the homes are referred to as net zero 'ready' for when the national grid is decarbonised.

**Question** (2) Can the convener please explain exactly how much carbon each home will produce when it is first built?

**Answer** (2) A carbon assessment for Granton Station View has been undertaken and the average residual carbon resulting from operational regulated energy of a property is 1,108kg CO2 / per property per year (i.e. the residual carbon as a result of the grid not being decarbonised).

**Question** (3) Can the convener explain what, if any, works would need to be undertaken for the homes to reach full net zero?

**Answer** (3) The homes will reach operational net zero status when the national grid is decarbonised. The sites have been designed to maximise the volume of carbon captured through the likes of tree planting. Further offsetting measures could be undertaken such as buying carbon credits however there is limited availability of local and validated offsetting schemes currently.

**Question** (4) Can the convener please provide an estimate of the cost per home, if any, for works to enable homes to reach full net zero?

**Answer** (4) Offsetting costs have been investigated up to the grid decarbonisation date of 2045 and these are estimated to be in the region of £1,500 per home. Using this metric, the cost to define the homes currently being delivered at Granton as net zero would be approximately £1m. A recent study carried out by energy consultants concluded carbon offsetting in this way is not yet a tried and tested method, therefore not representing value for money.

## Item no 10.8

### QUESTION NO 8

**By Councillor Kumar for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 19 December 2024**

**Question** (1) What is the convener's opinion on the language and tone used in letter to tenants communicating unlicensed HMOs?

**Answer** (1) Within the time available and recognising the importance of ensuring tenants were aware if they would be affected by the unlicensed HMO issue, I believe the communication was written to communicate clearly the issue and next steps

**Question** (2) Does this letter demonstrate Council's values of respect, integrity, and flexibility?

**Answer** (2) As noted above, I believe the communication was written to clearly communicate the issue and next steps to tenants.

**Question** (3) Did she have sight of the letter in advance and did she approve its contents?

**Answer** (3) The letter was not shared with me in advance and therefore I was not asked to approve its contents.

## Item no 10.9

### QUESTION NO 9

**By Councillor Aston for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024**

**Question** (1) Has a review been conducted to learn lessons from the widespread disruption (including cancellation of almost all Lothian Buses services) following heavy snowfall resulting from Storm Bert on 23<sup>rd</sup> November?

**Answer** (1) A review has been carried out by Road Operations. This concluded that deployment of winter treatments was correct and in line with the Council's winter weather procedures. However, following this review, communications between the Council and Lothian Buses control room will be strengthened to support bus service operations. This will include providing details of gritting routes, forecasting and treatment decisions.

Officers are also investigating improvements to the travel tracker system messaging.

**Question** (2) Are there lessons to learn specifically from when snowploughs were deployed, and whether they were deployed in sufficient numbers?

**Answer** (2) The Council deployed almost all of its gritters from 04:30 on Saturday 23 November and they remained on Primary 1 routes throughout the adverse winter weather conditions.

A primary 1 gritting route requires 20 gritters and 2 flat body trucks for park and ride sites. This leaves 3 gritters for resilience. On Saturday 23 November, 22 gritters and 2 flat bodied trucks were deployed. The remaining gritter was retained in case of any issues/resilience challenges

## Item no 10.10

### QUESTION NO 10

**By Councillor Aston for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024**

**Question** (1) What participation has the TEC convener been involved in regarding preparations and forward planning for winter readiness for 2024/25?

**Answer** (1) To date, I have not attended any operational winter readiness meetings.

**Question** (2) Are there sufficient levels of grit salt stockpiled for the coming winter?

**Answer** (2) Yes, the Council holds a total of 12,000 tonnes of rock salt (5,000 tonnes of operational stock and 7,000 tonnes resilience) and the 5 year average of salt usage within Edinburgh is 6,897 tonnes.

Further stock of 150,000 tonnes is held by the supplier within Edinburgh for wider distribution to the East of Scotland if required.

## Item no 10.11

### QUESTION NO 11

**By Councillor Mattos Coelho for  
answer by the Convener of the  
Transport and Environment  
Committee at a meeting of the  
Council on 19 December 2024**

#### **Question**

Can the Convener please provide a list of parking attendant enforcement routes?

#### **Answer**

Parking Attendant beats can change in response to the changing demands upon enforcement resources, however the Street Visit Schedule (copied below) outlines the current minimum number of enforcement visits that should be made to specified streets:

| Visit Area Code | Street Type            | Priority | Visit Requirements   |  |                  |                          |                       |  |                        |
|-----------------|------------------------|----------|--|--|------------------|--------------------------|-----------------------|--|------------------------|
|                 |                        |          | Daily Visits   |  |                  | Weekly/Monthly Visits    |                       |  |                        |
|                 |                        |          | Daily Mon-Fri  | Saturday   | Sunday           | Weekly Weekday Visits    | Weekly Weekend Visits | Monthly Weekday Visits   | Monthly Weekend Visits |
| 1               | Greenways*             | High     | 2 visits per day during peak hours (0730-0930 and 1600-1830)<br>2 visit per day between peak hours | 2 visits per day (0830-1830)   | 2 visits per day |                          |                       |  |                        |
| 2               | Main Traffic Routes*   | High     | 2 visits per day during peak hours (0730-0930 and 1600-1830)<br>2 visit per day between peak hours | 2 visits per day during peak hours (0730-0915 and 1530-1830)<br>1 visit per day between peak hours | 2 visits per day |                          |                       |  |                        |
| 3a              | Central CACZ           | High     | 2 visits between 0830-1330<br>2 visits between 1330-1830   | 2 visits between 0830-1330<br>2 visits between 1330-1830   | 4 visits per day | 1 visit<br>18.30 - 22.00 |                       |  |                        |
| 3b              | Central CACZ           | Medium   | 2 visits between 0830-1330<br>2 visits between 1330-1830   | 1 visit between 0830-1330<br>1 visit between 1330-1830   | 2 visits per day |                          |                       | 2 visits 18.30 - 22.00   |                        |
| 3c              | Central CACZ           | Low      | 1 daily  | 1 visit  | 1 visit          |                          |                       | 1 visit 18.30 - 22.00  |                        |
| 4               | Peripheral CACZ        | Medium   | 1 daily  |  |                  |                          |                       | 1 visit 17.30 - 22.00  |                        |
| 5               | Extended CPZ           | Medium   | 1 daily  |  |                  |                          |                       | 1 visit 17.30 - 22.00  |                        |
| 6               | Priority Parking Areas | Medium   | 1 daily during controlled period   |  |                  |                          |                       |  |                        |
| 7a              | Outside CACZ           | High     | 1 daily  |  |                  |                          | 1 visit               | 2 visits 18.30 - 22.00   |                        |
| 7b              | Outside CACZ           | Medium   |  |  |                  | 1 visit                  |                       |  | 1 visit                |
| 7c              | Outside CACZ           | Low      |  |  |                  | 1 visit (as applicable)  |                       |  |                        |
| 8               | Tram Routes in CPZ     | High     | 2 visits per day during peak hours (0730-0930 and 1600-1830)<br>2 visit per day between peak hours | 2 visits per day during peak hours (0730-0930 and 1600-1830)<br>1 visit per day between peak hours |                  |                          |                       |  |                        |
| 9a              | School Restrictions    | High     | 2 weekly visits start or finish times 0830-0900 or 1515 -1545 (11:45-1215 Fridays)                 |  |                  |                          |                       |  |                        |
| 9b              | School Restrictions    | Medium   | 1 weekly visit start or finish times 0830-0900 or 1515 -1545 (11:45-12:15 Fridays)                 |  |                  |                          |                       |  |                        |
| 9c              | School Restrictions    | Low      |  |  |                  |                          |                       | 2 monthly start/finish 08.30-0900 or 1515-1545 (11:45-12:15 Fridays) |                        |
| 10              | Problem Streets        | High     | 1 daily  | 1 daily - if required  |                  |                          |                       |  |                        |

\* There may be slight variations to peak hours on different routes.



## Item no 10.12

### QUESTION NO 12

**By Councillor Jack Caldwell for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 19 December 2024.**

**Question** (1) The Royal Society of Edinburgh published a report titled “Inquiry into public financial support for tree planting and forestry” in February 2022. Additionally, Edinburgh Council’s Draft Ready Climate Plan estimates Edinburgh will need to plant around 160,000 trees before 2030 to reach the Million Tree City target.

Can the Convener please confirm, over the last year, how many new (not replacement) urban street trees have been planted, broken down by ward, by the Council?

**Answer** (1) 88 new urban street trees were planted over the last year:

- 20 in Ward 5 – Inverleith; and
- 68 in Ward 14 - Craigentinny/Duddingston.

**Question** (2) Roughly what proportion of these were funded from;

- a) Scottish Government or Forestry Scotland funding?
- b) Other funding sources ie the Edinburgh and Lothians Greenspace Trust?
- c) Developer contributions such as under Section 75 of the Planning Act?

**Answer** (2) The 68 trees in Ward 14 were funded by The Woodland Trust Emergency Tree Fund. The 20 trees in Ward 5 were funded through the Edinburgh Million Tree City budget.

**Question** (3) What steps is the Convener taking to ensure that streets across the city without gardens or parks (such as high, street-facing tenements) are being considered to ensure Tree Equity?

**Answer**

- (3)** Areas for new tree planting are identified based on both feasibility and their potential contribution towards improving tree equity. All new tree planting projects are assessed using the tree equity score online tool which allows for areas of low tree equity to be prioritised. This data-driven assessment includes tree canopy cover, climate, health and socioeconomic data.

## Item no 10.13

### QUESTION NO 13

**By Councillor Davidson for answer  
by the Convener of the Education,  
Children and Families Committee at a  
meeting of the Council on 19  
December 2024.**

**Question** (1) How many early years equity and excellence lead posts were the council funded by the Scottish Government through the National Improvement Framework Plan 2023?

**Answer** (1) 20

**Question** (2) How many of these posts are currently vacant?

**Answer** (2) 2 posts. Adverts closed and interview due to take place before end of December 2024.

## Item no 10.14

### QUESTION NO 14

**By Councillor Dijkstra-Downie for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024.**

**Question** (1) Since the incident on 20 October 2024, what actions have been taken to prevent access of cars to the paths?

**Answer** (1) Existing telescopic bollards at several locations – including at Hawthornvale – have been raised to bar access where existing infrastructure allows.

**Question** (2) What further actions are being proposed or in progress?

**Answer** (2) Officers are developing a package of works to improve restrictions at all points of access onto the North Edinburgh Path Network. Officers recently held a workshop with representatives from the emergency services and are currently working on identifying the most appropriate access controls to be rolled out across the area.

## Item no 10.15

### QUESTION NO 15

**By Councillor Dijkstra-Downie for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024.**

- Question** (1) In relation to the remains of the damaged wall at the east end of Great Michael Square, can the Convener confirm:  
The date and reason for the original damage sustained?
- Answer** (1) Unfortunately, no details of the incident have been recorded but officers understand that the wall was struck by a vehicle.
- Question** (2) Plans and timescale for the remainder of the wall to be removed or repaired and hoarding removed?
- Answer** (2) A quotation has been requested to rebuild the wall and once received, if acceptable, the works will be progressed. Local ward Councillors will be advised when the repair will be progressed once the timescale is confirmed.

## Item no 10.16

### QUESTION NO 16

**By Councillor Dijkstra-Downie for  
answer by the Convener of the  
Transport and Environment  
Committee at a meeting of the  
Council on 19 December 2024**

Weeds and Grass Cutting at Newhaven

**Question** (1) What weed treatments have been applied in the village of Newhaven in 2024?

**Answer** (1) In 2024, one application of weed treatment was applied in the village of Newhaven. This was carried out in August.

**Question** (2) What grass cutting schedule for the Old Burial Ground has been in place in 2024?

**Answer** (2) The old burial ground (otherwise known as the Pirates graveyard) was cut approximately every 2 weeks. The padlock was changed towards the end of summer by a person unknown, meaning the Council was unable to gain access after this but officers will look to gain access for future maintenance.

## Item no 10.17

### QUESTION NO 17

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024.**

The Convener will be aware that in 2017, a pedestrian was killed while crossing at the Davidson's Mains roundabout. The statutory consultation on the traffic orders and redetermination orders to make the roundabout safer closed on 22 March 2024.

- Question** (1) Can the Convener set out the actions which have been undertaken in the 11 months since the objection period closed?
- Answer** (1) Following the conclusion of the formal Traffic Regulation Order (TRO) advertising process, officers have attended a public meeting at the Davidson's Mains Primary school to discuss proposed signalised junction layout options. Officers have undertaken an initial review of the junction and will undertake the outline design and modelling stages in early 2025.
- Question** (2) Is a fully signalised junction now being considered and what traffic monitoring/modelling has been undertaken to assess this?
- Answer** (2) Following the outcome of the TRO process, a decision was taken to review the proposed junction layout and information from the detailed traffic count (which was received in September 2024). It is anticipated that the necessary modelling will be complete by February 2025, at which point officers will consider the most appropriate road layout to progress.
- Question** (3) What are considered to be the next stages and timelines for the project?
- Answer** (3) Following the above decision, a design brief will be developed to prepare the necessary contract and procurement documents.
- Question** (4) What funding is currently allocated to this project?

**Answer** (4) £200,000 is currently assigned from the 2024/25 Road Safety Delivery Programme. Subject to funding, it is now expected to be delivered during the 2025/26 financial year (subject to network access).

**Question** (5) Would such funding be rolled over to the next financial year if it is not spent in this financial year?

**Answer** (5) See above.

## Item no 10.18

### QUESTION NO 18

**By Councillor Lang for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 19 December 2024.**

Playing Fields – Kirkliston Leisure Centre:

#### **Question**

To ask the Convener of Culture and Communities, what work is being undertaken to provide:

- a) the necessary signage against dog fouling, and
- b) the additional bins which have been requested by Edinburgh Leisure in order for them to reopen the playing fields at Kirkliston Leisure Centre.

#### **Answer**

Edinburgh Leisure have confirmed that signage has been installed and that additional bins have been purchased and delivery is awaited.

## Item no 10.19

### QUESTION NO 19

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024.**

Traffic changes in Silverknowes

Further to the answers provided by your predecessor on 29 August 2024 (Item 10.1) on traffic changes in Silverknowes:

- Question** (1) Has a contractor been appointed to undertake the works?
- Answer** (1) No. Initial procurement processes have commenced and it is hoped a contractor for the Silverknowes Road changes will be appointed shortly.
- Question** (2) Have the final design changes been agreed?
- Answer** (2) Yes.
- Question** (3) If so, can these designs be published so residents are aware?
- Answer** (3) Yes – these will be circulated to Ward Councillors and relevant Community Councils following the Council meeting.

## Item no 10.20

### QUESTION NO 20

**By Councillor Ross for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024.**

#### **Question**

On 7 March this year, and following a survey of residents, the Transport and Environment Committee decided to implement a revised Option 3 for the Braid Estate section of the Greenbank/Meadows Cycle Route. Please can you provide a progress update on implementation?

#### **Answer**

The design process for this work is substantively complete. Some minor revisions are being made following feedback from South Morningside Primary School Parent Council. The Council has commenced initial procurement processes for appointing a contractor and will seek to advertise the updated Experimental Traffic Regulation Order (ETRO) early in 2025.

## Item no 10.21

### QUESTION NO 21

**By Councillor Thornley for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024**

To ask the Convener, further to my question to his predecessor on 2<sup>nd</sup> November 2023

**Question** (1) Last year there were 110 locations where free-flow average speed had been measured above normal tolerance and were on the waiting list for further site investigations. How many sites are currently on the waiting list?

**Answer** (1) At the start of this financial year there were 131 locations on Speed Management list. On-site works to install additional lines and signs at 54 sites commenced in November 2024 and will be complete before the end of the financial year.

The remaining 77 sites and other additional surveyed locations will be considered for inclusion in the 2025/26 Road Safety Delivery Programme. The Road Safety team undertakes batches of speed surveys twice each year. Sites of concern will be considered for inclusion in future programmes.

Speed survey and collision analysis will be undertaken at recently completed sites to assess changes in driver behaviour / further intervention.

**Question** (2) For a list of those sites, broken down by ward

**Answer** (2) See schedule of 2024/2025 and proposed 2025/2026 sites below.

## Speed Management Sites – Included in 2024/2025 Delivery Plan

| Street Name                       | Speed Limit | Ward                         |
|-----------------------------------|-------------|------------------------------|
| Cammo Gardens                     | 20 mph      | Almond                       |
| Corbiehill Road                   | 20          | Almond                       |
| Craigs Road                       | 20          | Almond                       |
| High Street, Kirkliston           | 20          | Almond                       |
| Kirkliston Road                   | 20          | Almond                       |
| Lennymuir                         | 20          | Almond                       |
| Main Street, Davidsons Mains      | 20          | Almond                       |
| Queensferry Road, Kirkliston B800 | 20          | Almond                       |
| Scotstoun Avenue                  | 20          | Almond                       |
| Silverknowes Road East            | 20          | Almond                       |
| Whitehouse Road                   | 20          | Almond                       |
| Chester Street                    | 20          | City Centre                  |
| Queen Street                      | 20          | City Centre                  |
| Milligan Drive                    | 20          | Colinton/Fairmilehead        |
| Mounthooly Loan                   | 20          | Colinton/Fairmilehead        |
| Swanston Road                     | 20          | Colinton/Fairmilehead        |
| Woodhall Road                     | 20          | Colinton/Fairmilehead        |
| Campbell Avenue                   | 20          | Corstorphine/Murrayfield     |
| Clermiston Road                   | 20          | Corstorphine/Murrayfield     |
| Gordon Road                       | 20          | Corstorphine/Murrayfield     |
| Ladywell Road                     | 20          | Corstorphine/Murrayfield     |
| Murrayfield Road                  | 20          | Corstorphine/Murrayfield     |
| Ravelston Dykes                   | 20          | Corstorphine/Murrayfield     |
| Sleigh Drive section 2            | 20          | Craigentinny / Duddingston   |
| Curriehill Road                   | 20          | Currie                       |
| Drum Brae Drive                   | 20          | Drum Brae/Gyle               |
| Granton Road                      | 20          | Forth                        |
| Starbank Road                     | 20          | Forth                        |
| Kingsknowe Road South             | 20          | Fountainbridge/Craiglockhart |
| Slateford Road                    | 20          | Fountainbridge/Craiglockhart |
| Claremont Park                    | 20          | Leith                        |
| Lochend Road                      | 20          | Leith                        |
| Balcarres Street                  | 20          | Morningside                  |
| Braid Hills Road                  | 20          | Morningside                  |
| Craighouse Gardens                | 20          | Morningside                  |
| Craighouse Road                   | 20          | Morningside                  |
| Falcon Road West                  | 20          | Morningside                  |
| Greenbank Drive                   | 20          | Morningside                  |
| Marchmont Road                    | 20          | Morningside                  |
| Morningside Drive                 | 20          | Morningside                  |
| Myreside Road                     | 20          | Morningside                  |

|                               |    |                          |
|-------------------------------|----|--------------------------|
| Freelands Way                 | 20 | Pentland Hills           |
| Wilkieston Road               | 20 | Pentland Hills           |
| Joppa Road                    | 20 | Portobello / Craigmillar |
| Mountcastle Drive South       | 20 | Portobello / Craigmillar |
| Brunstane Road South          | 20 | Portobello/Craigmillar   |
| Robertson Avenue              | 20 | Sighthill/Gorgie         |
| Stevenson Drive (20s section) | 20 | Sighthill/Gorgie         |
| Beaufort Road                 | 20 | Southside/Newington      |
| Blackford Avenue              | 20 | Southside/Newington      |
| Grange Road                   | 20 | Southside/Newington      |
| Kilgraston Road               | 20 | Southside/Newington      |
| Mayfield Road                 | 20 | Southside/Newington      |
| Prestonfield Avenue           | 20 | Southside/Newington      |
|                               |    |                          |

### Speed Management Sites – Proposed 2025/2026 Delivery Plan

|   |    |                           |
|---|----|---------------------------|
| Main Street, Kirkliston                 | 20 | Almond                    |
| Quality Street                          | 20 | Almond                    |
| Queen Anne Drive                        | 20 | Almond                    |
| Silverknowes Road                       | 30 | Almond                    |
| Station Road - High Street - Kirkliston | 20 | Almond                    |
| Quality Street                          | 20 | Almond                    |
| B800 - Flyover                          | 30 | Almond                    |
| Cramond Road North                      | 20 | Almond                    |
| Maybury Road Northbound                 | 20 | Almond                    |
| Maybury Road Southbound                 | 20 | Almond                    |
| B800 - Flyover                          | 30 | Almond                    |
| Silverknowes Road East                  | 20 | Almond                    |
| Queensferry Road, Kirkliston B800       | 20 | Almond                    |
| Whitehouse Road                         | 20 | Almond                    |
| Cammo Road                              | 30 | Almond                    |
| Abercromby Place                        | 20 | City Centre               |
| Dean Bridge                             | 20 | City Centre               |
| Douglas Gardens                         | 20 | City Centre               |
| Colinton Mains Drive - 20mph section    | 20 | Colinton / Fairmilehead   |
| Oxgangs Road                            | 30 | Colinton / Fairmilehead   |
| Oxgangs Road North                      | 20 | Colinton / Fairmilehead   |
| Colinton Mains Drive                    | 20 | Colinton Mains            |
| Westgarth Avenue                        | 20 | Colinton/ Fairmilehead    |
| Oxgangs Road North                      | 20 | Colinton/ Fairmilehead    |
| Balgreen Road - 20mph section           | 20 | Corstorphine/ Murrayfield |
| Corstorphine Bank Drive                 | 30 | Corstorphine/ Murrayfield |
| Craigleith Drive                        | 30 | Corstorphine/ Murrayfield |
| Ellersly Road                           | 20 | Corstorphine/ Murrayfield |
| Kinellan Road                           | 20 | Corstorphine/ Murrayfield |
| Orchard Road South                      | 20 | Corstorphine/ Murrayfield |
| Queensferry Terrace                     | 20 | Corstorphine/ Murrayfield |
| Saughton Road North                     | 30 | Corstorphine/ Murrayfield |

|   |    |                            |
|---|----|----------------------------|
| Saughtonhall Drive                            | 30 | Corstorphine/ Murrayfield  |
| St John's Road - 20mph section                | 20 | Corstorphine/ Murrayfield  |
| Campbell Avenue                               | 20 | Corstorphine/ Murrayfield  |
| Ravelston Dykes                               | 20 | Corstorphine/ Murrayfield  |
| Marionville Avenue                            | 20 | Craigentinny / Duddingston |
| Marionville Road                              | 20 | Craigentinny / Duddingston |
| Restalrig Road South                          | 20 | Craigentinny / Duddingston |
| Curriehill Road                               | 20 | Currie                     |
| Lower Granton Road                            | 20 | Forth                      |
| West Harbour Road                             | 30 | Forth                      |
| Granton Road                                  | 20 | Forth                      |
| Arboretum Place                               | 20 | Inverleith                 |
| Belford Road                                  | 20 | Inverleith                 |
| Craigcrook Road                               | 30 | Inverleith                 |
| East Fettes Avenue - north of Carrington Road | 20 | Inverleith                 |
| Inverleith Terrace                            | 20 | Inverleith                 |
| March Road                                    | 20 | Inverleith                 |
| Orchard Brae                                  | 20 | Inverleith                 |
| Strachan Road                                 | 20 | Inverleith                 |
| Pilrig Street                                 | 20 | Leith Walk                 |
| Rodney Street                                 | 20 | Leith Walk                 |
| Gilmerton Station Road                        | 20 | Liberton/Gilmerton         |
| Lang Loan                                     | 30 | Liberton/Gilmerton         |
| Liberton Drive                                | 20 | Liberton/Gilmerton         |
| Gilmerton Station Road                        | 30 | Liberton/Gilmerton         |
| Morningside Drive                             | 20 | Morningside                |
| Polwarth Gardens                              | 20 | Morningside                |
| Greenbank Drive                               | 20 | Morningside                |
| East Mayfield                                 | 20 | Newington                  |
| Dalmahoy Road - 20mph section                 | 30 | Pentland Hills             |
| Harlaw Road, Balerno - 20mph section          | 20 | Pentland Hills             |
| Ravelrig Road - 20mph section                 | 20 | Pentland Hills             |
| Somerville Road                               | 20 | Pentland Hills             |
| Johnsburn Road                                | 20 | Pentland Hills             |
| Lanark Road West - west of Ravelrig Gait      | 20 | Pentland Hills             |
| Freelands Road                                | 30 | Pentland Hills             |
| Brighton Place                                | 20 | Portobello / Craigmillar   |
| Duddingston Row                               | 20 | Portobello / Craigmillar   |
| Greendykes Road                               | 20 | Portobello / Craigmillar   |
| Portobello High Street/Abercorn Terrace       | 20 | Portobello / Craigmillar   |
| Stevenson Drive                               | 20 | Sighthill/Gorgie           |
| Craigmillar Park                              | 20 | Southside/Newington        |
| Grange Loan                                   | 20 | Southside/Newington        |
| Holyrood Park Road                            | 20 | Southside/Newington        |
| Oswald Road                                   | 20 | Southside/Newington        |

## Item no 10.22

### QUESTION NO 22

**By Councillor Mattos Coelho for answer by the Leader of the Council at a meeting of the Council on 19 December 2024**

At a meeting on the 27<sup>th</sup> November 2024, with Liberton/Gilmerton ward councillors, representatives from Police Scotland, Fire and Rescue, council officers and local organisations about the incidents that took place on the 5<sup>th</sup> November in Gracemount and Moredun areas of the ward. Officers assured participants that the Council Leader had been in contact with UK Government regarding regulations for fireworks sales

**Question** (1) Can the Council Leader confirm when these discussions took place?

**Answer** (1) Officers understand that Councillor Day had contact with the Scottish Government in relation to the sale of fireworks. It is also understood that he met with the Ian Murray MP in respect of disorder within his constituency

**Question** (2) Can the Council Leader confirm who the UK government representative, what was discussed, and what were the outcomes?

**Answer** (2) Within the Scottish Government, officers understand that contact was made with the Victims and Community Safety of Scotland Minister, Siobhian Brown MSP.

## Item no 10.23

### QUESTION NO 23

**By Councillor Mattos Coelho for  
answer by the Leader of the Council  
at a meeting of the Council on 19  
December 2024**

At the meeting of Development Management Sub-Committee on 20<sup>th</sup> of November regarding an application in the Council Leader's Ward: the deputation said "...the community in that area deserves better than a whole lot of immigrant people coming in" followed by "...people were blinded by the homeless village [Social Bite Village]..."

**Question** (1) Does the Council Leader agree that it is paramount for a convener to condemn xenophobic or other racist comments from deputations or any other participants at committees?

**Answer** (1) Yes I agree.

**Question** (2) Will the council leader agree to watch the webcast of the meeting identified above, to understand the behaviours described, to allow him to identify what necessary actions should be taken to inform conveners on how to proceed in similar situations in the future?

**Answer** (2) I will engage with officers to see how situations like the one mentioned are not repeated.

**Question** (3) Will the council leader liaise with all conveners to make sure they are trained accordingly?

**Answer** (3) Yes.

## Item no 10.24

### QUESTION NO 24

**By Councillor Staniforth for answer  
by the Convener of the Finance and  
Resources Committee at a meeting  
of the Council on 19 December 2024**

**Question** (1) Do CGI subcontract to NICE Systems UK Ltd or to Qognify for any services provided to CEC?

**Answer** (1) No

**Question** (2) Do CGI subcontract to any other companies in order to provide services to CEC and, if so, which companies?

**Answer** (2) Yes.

This information is not publicly available in line with agreed exemptions.

## Item no 10.25

### QUESTION NO 25

**By Councillor Parker for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 19 December 2024**

**Question** (1) At the Housing, Homelessness and Fair Work committee on 3<sup>rd</sup> December as part of the Housing Revenue Account (HRA) update, committee noted that: "Internal charge savings have been secured by identifying cases where the HRA was charged for maintenance of non-HRA land in the past"

Please can the Convener confirm:

- a) What was the total value of the incorrect charges?
- b) Over how many years were the charges incorrectly applied?

Do these charges represent capital or revenue spending?

**Answer** (1) **What was the total value of the incorrect charges?**

The Housing Service Improvement [Plan](#) was established in 2019/20. The plan sought to:

- Improve customer satisfaction with services, their homes and the neighbourhoods they live in;  
  
Improve operating performance across lettings, repairs, rent collection and estate management; and
- Reduce operating costs and maximise investment in tenants' homes and estates.

This led to the creation of a workstream to review all expenditure incurred by the Housing Revenue Account (HRA) which included reviewing recharges from other areas of the Council.

Recharges to the HRA for grounds maintenance was an area covered by the review. This identified that the service was still being charged for land that had previously been held by the HRA but had been transferred to the General Fund. The level of annual charge initially identified was £500,000 and a retrospective adjustment was made in 2021/22 for the charges made in 2020/21 (the year the review was fully instigated).

Further analysis was undertaken in 2023/24 and identified a further £152,000 of annual charges and a retrospective adjustment was made back to 2020/21 which provided a one-off credit to the 2023/24 revenue account of £456,000.

In total £956,000 of charges made from 2020/21 – 2022/23 were reimbursed to the HRA account.

**Over how many years were the charges incorrectly applied?**

The review focussed on any charges that had been incorrectly charged since the review was fully instigated in 2020/21.

**Do these charges represent capital or revenue spending?**

Revenue only

- |                 |            |   |
|-----------------|------------|---|
| <b>Question</b> | <b>(2)</b> | What assurance is in place to identify any further instances of incorrect charges being applied to the HRA?   |
| <b>Answer</b>   | <b>(2)</b> | All services that recharge costs to the HRA are subject to ongoing review to ensure the charges are in line with relevant legislation, guidance and the current operational position. |
| <b>Question</b> | <b>(3)</b> | Is the Convener concerned about value for money for Council tenants if Council charges are misapplied to the HRA?   |
| <b>Answer</b>   | <b>(3)</b> | The Convener is concerned by any errors that impact the HRA but believes from officers that the above errors are being rectified.   |

## Item no 10.26

### QUESTION NO 26

**By Councillor Parker for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19<sup>th</sup> December 2024.**

**Question** (1) What changes have been made to the Greenbank-Meadows Quiet Route following the road safety audit? Please provide drawings, where possible.

**Answer** (1) Additional road markings to highlight the presence of the cycleway across side roads have been added on Hermitage Drive and Braid Avenue. In addition, the cycle crossing of the southern end of Braid Avenue has been adjusted to provide an improved crossing angle and the give-way build outs on Braid Road have been adjusted to feature build outs on one side of the road only. The designs are currently being updated following feedback from South Morningside Primary School Parent Council, they will be circulated to Ward Councillors following this update and can be requested by emailing [ActiveTravel@edinburgh.gov.uk](mailto:ActiveTravel@edinburgh.gov.uk)

**Question** (2) Which school travel plans have been considered as part of this work, and what revisions have been suggested to these in response to the changes being made to the Quiet Route? Please provide drawings, where possible.

**Answer** (2) The impact of the proposed changes to the Quiet Route have been considered and officers will continue to take cognisance of these impacts during the development of the School Travel Plans for all four of the local schools (South Morningside, Canaan Lane, St Peter's and George Watsons).

The local schools are all at differing stages of School Travel Plan (STP) arrangements. Officers are aware of concerns raised by the respective school communities and have been/will continue to engage with appropriate stakeholders.

All of the schools in the area have separate STPs, however, it is recognised the planned changes to the Quiet Route may change the travel environment for many parents, carers and children traveling to the respective sites.

Officers have met with the South Morningside Parent Council and received feedback relating to the current design. Changes to the proposed Quiet Connection layout will be considered and discussed again in the New Year.

Since the decision to proceed with 'Option 3' was taken, Canaan Lane Primary School has developed a STP. Changes to the quiet connection do not necessitate changes to this existing travel plan. However, the STP does raise concerns about related streets (such as the level of traffic on Woodburn Terrace). Officers are scheduled to meet with Canaan Lane Primary School in mid-January to discuss the STP and will consider whether any additional measures may be required.

- |                 |   |
|-----------------|---|
| <b>Question</b> | <b>(3)</b> What specific traffic calming measures are to be implemented alongside changes to the Quiet Route? Please provide drawings, where possible.  |
| <b>Answer</b>   | <b>(3)</b> Additional and renewed speed control measures (such as lining and signing on Braid Road south of Hermitage Drive) are to be implemented, together with installation of a give-way priority pinch point on Braid Road between Braidburn Crescent and Braid Crescent, and road narrowing on Hermitage Drive and Braid Avenue for the introduction of the cycleway and two D-islands on Midmar Drive. The drawings will be shared with Ward Councillors and are available on request. |
| <b>Question</b> | <b>(4)</b> What is the total cost of implementing the changes to the Quiet Route? If an exact amount is currently unknown, please provide an estimate.  |
| <b>Answer</b>   | <b>(4)</b> It is expected to cost between £80,000 and £100,000.   |

## Item no 10.27

### QUESTION NO 27

**By Councillor Rust for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 19 December 2024.**

#### Question

Please advise the total cost to the Council of the Colinton/Fairmilehead by-election held on 14 November 2024?

Please provide a breakdown, to include:

- (a) hire of polling stations
- (b) payments to polling station staff
- (c) payments to election count staff
- (d) production of ballot papers
- (e) publication of notice of poll and all advertising
- (f) council staff time
- (g) any other third-party payments
- (g) all other costs.

#### Answer

- (a) £3,427.73
- (b) £10,203.05
- (c) £406.50
- (d) £14,050.35
- (e) £468.00
- (f) £1,977.33
- (g) £46,225.91 (third party and all other costs).

## Item no 10.28

### QUESTION NO 28

**By Councillor Cowdy for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 19 December 2024**

**Question** (1) What are the capacities and current rolls of each of the Authority's Early Years settings?

**Answer** (1) The December 2024 Care Inspectorate registered capacity for LA settings is 6005.

- School age - 0
- 3-4 year old – 5256 places
- 2 year olds – 632 place
- Babies – 117 places

The roll in LA settings in December 2024 is 4483

**Question** (2) What are the capacities and current Funded rolls of each of the PVI partner settings?

**Answer** (2) The December 2024 registered capacity for private providers is 6059. Taken from the Care inspectorate website. [Find care](#)

We don't hold a breakdown of the registration of each age group. This can be found on the CI website.

**Question** (3) What forecast rolls is the Authority using for future capacity planning – for each Local Authority setting and for each PVI setting?

**Answer**

- (3)** Our delivery of funded hours is based on 65% of places being available in LA settings and 35% of place in Private provider settings. The current level of funded provision in LA settings is 60% and in private providers is 40%.

We therefore have no plans to increase private provider provision.

Future provision for LA provision will increase by the following in January 2025

Maybury Primary School – 128 places

Ratho Primary School – 32 places.

## Item no 10.29

### QUESTION NO 29

**By Councillor Cowdy for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 19 December 2024.**

In February 2024, a briefing note was circulated to Members of the Education, Children and Families Committee informing them of a change to Inclusion policy that would end the pilot of Enhanced Support Bases and to Secondary Resource Provision in favour of extending Enhanced Support Provision to all secondary schools.

Given this significant proposed change to Inclusion policy:

**Question** (1) Why was a recommendation not brought to ECF Committee for scrutiny and approval?

**Answer** (1) In February 2024, a briefing note was circulated to Members of the Education, Children and Families Committee informing them of a change to the Inclusion policy that would end the pilot of Enhanced Support Resource Provision in favour of extending Enhanced Support Provision to all secondary schools.

**Question** (2) On what authority was the decision taken?

**Answer** (2) This was a delegated decision and there was no requirement for the decision to be taken by the ECF Committee.

Committee members were informed of what action was being carried out by a briefing on 14th February 2024. This was confirmed by the internal audit review that was reported to GRBV on 31<sup>st</sup> October.

## Item no 10.30

### QUESTION NO 30

**By Councillor Bruce for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024.**

Works took place recently to upgrade the Traffic Light system at the junction of Lanark Road West and Bridge Road in Balerno. Section 75 monies from new housing developments in Balerno of approximately £250,000.00 were used to complete this project.

Taking the above into consideration, please can the convener answer the questions below:

**Question** (1) Why did the Council not make it clear on the Weekly Roads report that this included narrowing of existing roads and extending pavements? (making it more difficult for vehicular traffic especially double decker buses and HGV's).

**Answer** (1) The weekly road report is used for notification of works rather than detailing the works which are being undertaken.

The works were an upgrade to existing traffic signal infrastructure, with minor pedestrian improvements. These types of works are not normally subject to councillor or public consultation as they are classed as maintenance works.

The design of the changes to layout went through the normal design process, including tracking vehicle movements to ensure the turns could still be made, as the changes to the road layout were planned.

**Question** (2) How much of the Section 75 monies are still available for the local area to make other improvements considering the additional need brought by building new housing developments in Balerno?

**Answer** (2) There is approximately £53,861.33 left from the original Section 75 contribution (although final costs of the changes are still awaited). However, as part of the planning condition, the monies were earmarked for traffic signal improvements.

**Question** (3) Assuming some Section 75 monies are still left to spend – what is the deadline for their use?

**Answer** (3) 2029/30.

**Question** (4) I received a number of complaints about the section of pavement that was extended on the east side of the junction due to a section of pavement pointing out in the road – did the contractors that took on this work contact council officers to raise a concern about this? If so, what was the council’s response?

**Answer** (4) The section of pavement was discussed on site with engineers, who also assisted in the revised road layout of the junction. The contractor and Council officers met on site and agreed on laying the kerb edge (which is common practice for this type of road layout). No concerns were raised by the contractors.

The site has been monitored and no issues with vehicle movements have been recorded.

**Question** (5) How many complaints were received from residents in Balerno about the junction before the works took place?

**Answer** (5) There were no complaints received by residents before the works took place. The purpose of the works was to upgrade aged traffic signal infrastructure that was reaching the point of obsolescence. The upgrade provides LED traffic signal optics that are more energy efficient than the previous tungsten halogen lamps. The traffic signal controller is also more energy efficient. Overall, there will be a 40% reduction in energy costs with the new signals.

As this was funded by a Section 75 contribution, it made financial sense to fully upgrade the signals rather than waiting to utilise council maintenance budgets to carry out the work.

**Question**

- (6)** If the Council is intent on putting pedestrians at the top of the “Transport Hierarchy”, why has the Council not used the Section 75 monies to:
- (a) Complete the pavement from the bus terminus at Balerno to Malleny Millgate?
  - (b) Complete the short section of pavement on Lanark Road West from the junction of Ravelrig Hill to the homes further up the road?
  - (c) Replace the worn out and dangerous pavement on the west side of Mansfield Road from the Bus terminus to the junction of Harlaw Road?
  - (d) Replace the many other pavements that are worn out and dangerous in the local area?

**Answer**

- (6)** As part of the planning conditions, the monies used were assigned to traffic signal improvement works only.

All other roads and pavements in the area will continue to be inspected and prioritised for future investment, in-line with our Roads and Infrastructure Investment Strategy.

## Item no 10.31

### QUESTION NO 31

**By Councillor Jason Rust for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 19 December 2024.**

Works at Oxfangs House

**Question** (1) Work began on 8th January 2024 with an initial completion date of six months. What is the timescale for completion of this project?

**Answer** (1) Due to additional improvements internally to tenants' homes, the new estimated completion date for the project is March 2025.

**Question** (2) As of 5th December 2024 two of the decks still have asbestos on the walkways with their tenants still to be decanted.

(a) When is the decant scheduled?

(b) For how long is it estimated residents will be decanted?

(c) What security measures will be put in place during the decant such as security doors and/or cameras?

**Answer** (2) a) The decants are being managed over six phases so that tenants can use a void flat within the same address temporarily to minimise disruption for tenants. Decant dates are confirmed to affected residents by the local housing officer.

Decants for the next phase will take place at the beginning of January and tenants have been advised of the dates. Phase 5 of the asbestos removal will be carried out on w/c 13 January 2025 and Phase 6 on w/c 27 January 2025.

b) Tenants will be decanted for up to 4 weeks.

- c) The option of installing temporary security cameras is available to tenants and they are aware of this. However, the landings are secured at each end with locked doors. The security doors are locked outwith the contractors site hours.

**Question** (3) When are television ariels being installed?

**Answer** (3) Tenants have access to existing ariels. A new integrated reception system is almost complete for all the flats.

**Question** (4) Will the Convener agree to issue residents with a newsletter to inform them of the plans for the work given the lack of communication to date?

**Answer** (4) Newsletters have been issued intermittently throughout the project jointly by the Council and the contractor. However tailored engagement has been more effective due to the nature of the decant schedule. All residents are aware of how to speak to the site manager, the Council's Tenant Liaison Officer and the local housing team if they have any issues.

A newsletter will be issued with an update of what has been completed and what remains to be completed in January 2025.

## Item no 10.32

### QUESTION NO 32

**By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 19 December 2024**

- Question**
- (1) Please will the convener list all projects in the Active Travel Investment Programme 2022 - 2027, and for each project also list:
- a) the original Planned Construction Start Date
  - b) the current Planned Construction Start Date
  - c) the number of months the construction date has been delayed

**Answer**

(1) The table below is based on original and current planned construction completion dates rather than construction start dates as information on original planned construction start dates is not available for many projects that have been included within the Active Travel Investment Programme (ATInP) for a number of years. However, original planned construction completion dates for these projects are available (response provided on [2 May 2019](#)).

Many of the original planned dates that are available were not expressed in terms of a specific month, so it is not possible to provide delays to completion measured in months.

Current planned construction start and completion dates for the ATInP are available on the Council [website](#) and are updated regularly.

| <b>Project</b>   | <b>Original estimated construction completion</b>          | <b>Current estimated construction completion</b> |
|--|--|--|
| City Centre West-East Link (Melville Crescent)         | 2017-2019  | December 2024                                    |
| West Edinburgh Link                                    | 2022   | June 2026  |
| Roseburn Path to Union Canal                           | Funding dependant, no original fixed date for construction | December 2024                                    |
| Meadows to George Street                               | 2022   | May 2028   |
| George Street and First New Town                       | 2021   | June 2029  |
| Charlotte Square                                       | 2016 (dependent on Developer funding)                      | February 2027                                    |
| Dropped Kerbs Programme (Phase 2)                      | Rolling programme starting 2018/19                         | August 2025                                      |
| Citywide Public Bike Parking – annual rollouts         | Ongoing  | Ongoing  |
| Meadows to Union Canal                                 | 2016/17  | July 2026  |
| Secure On Street Cycle Parking (Phase 2)               | 2017-2020  | August 2025                                      |
| Cameron Toll to Bioquarter                             | Funding dependent, no original fixed date for construction | May 2026   |
| North Edinburgh Active Travel (NEAT) Connections       | Project dependent on CEC housing development programme     | March 2027                                       |
| Leith Connections – Foot of the Walk to Ocean Terminal | Summer 2023  | December 2025                                    |
| Morrison Street  | 2019/20  | On hold  |
| Marchmont to Blackford                                 | 2015/16  | Under review                                     |
| QuietRoute 30 – Holyrood Park to Ratcliffe Terrace     | 2017/18  | November 2025                                    |
| Smokey Brae Improvements                               | 2024/25  | October 2026                                     |
| QuietRoute 8 – Balgreen Road to Edinburgh Park         | 2017/18  | Under review                                     |
| Fountainbridge/Dundee Street                           | 2017/18  | October 2027                                     |
| Deanhaugh Street and Leslie Place                      | 2017/18  | December 2024                                    |
| QuietRoute 9 - Roseburn to Gyle                        | 2017/18  | October 2025                                     |
| Corstorphine Connections                               | Q3 2024  | March 2025                                       |
| QuietRoute 5 – Holyrood Park                           | 2017/18 (phase 1)  | Under review                                     |
| A8 Gogarstone to Middlenorton                          | 2018/19  | Under review                                     |
| QuietRoute 6 – Meadows to Bread Street                 | 2017/18  | Under review                                     |

|  |   |                |
|--|---|----------------|
| One-way Street Exemptions                                    | 2018/21   | April 2026     |
| Minor Improvements – annual rollouts                         | Ongoing   | Ongoing        |
| Powderhall Railway   | Project dependent on declassification and acquisition of railway line | On hold        |
| Cultins Road Shared Footway                                  | 2017/18   | September 2026 |
| Queensferry High School Link                                 | Winter 2024   | Under review   |
| Local Development Plan Action Programme                      | 2023  | 2026-27        |
| Burdiehouse to Mortonhall                                    | 2024/25   | May 2026       |
| Bughtlin Burn Bridge   | 2026/27   | October 2025   |
| Portobello to Musselburgh                                    | 2022/23   | Under review   |
| Calton Road – Waverley Station to Leith Street               | 2018/19   | Under review   |
| Fillyside Crossing   | 2024/25   | June 2025      |
| Longstone Link   | New project   | Under review   |
| Balerno to Kirknewton  | New project   | Under review   |
| Reallocation of road space and reprioritisation of corridors | New project   | 2024-25        |

The current estimated construction completion dates for projects where construction is not already underway are subject to the outcome of any required statutory processes, funding availability and the ongoing work to prioritise the City Mobility Plan Capital Investment Programme.

The 36 experimental Travelling Safely projects are not listed because decisions on whether these are to be retained on a permanent basis will not be taken until next year. A programme for upgrading the infrastructure on projects that are retained cannot be developed until after this.

Projects included within the 2022-27 ATInP that have now been delivered are also not listed.

**Question** (2) Please will the Convener also outline the primary themes that are leading to active travel project delays, and what action is being taken to address these

**Answer** (2) **Common themes for delays to implementation:**

#### Funding

As reported to Transport and Environment Committee on 12 December 2024, significant reductions in external funding for 2023/24 has led to the need to the City Mobility Plan Capital Investment Programme. This has resulted in a pause on commencing work on some projects and is likely, in due course, to result in work on others ceasing or being phased over a longer timeframe. It is likely that, going forward, additional Council Capital and Revenue funding will be required to mitigate further delays.

Awaiting funding decisions from external funding partners – most commonly on the outcomes of annual funding bids or the approval of change control processes – has also impacted on the programme. In 2024/25, many funding application decisions were delayed by around 6 months.

This follows a review (in 2021) of the ATInP to reduce overall costs. The review included undertaking extensive value engineering reviews of the larger projects within the programme. However, in some cases, work originally descope from projects under this review has subsequently been taken forward due to new funding becoming available (e.g. the Melville Crescent element of CCWEL).

#### Processes

Changes to project scope/project reviews/redesigns can arise for various reasons (e.g. to reduce costs/value engineering) when work on schemes resumes after being on hold for lengthy periods, due to changes to national design standards and/or Edinburgh Street Design Guidance, changes to funding partner requirements, unexpected ground conditions, as a result of consultation feedback and in response to decisions of the Council or Committees.

Statutory or negotiated processes taking longer than expected (such as land acquisition by agreement/Compulsory Purchase Order, planning consent, traffic orders, public hearings and legal agreements (e.g. relating to works adjacent to/over railway lines)).

Some activities are restricted to or need to avoid certain times of year (e.g. wildlife surveys, landscaping planting periods and the bird nesting season) for ecological reasons (for example, a relatively short delay to a project that requires tree clearance to be undertaken at the outset could delay delivery by six months or more, if the delay would take the start of the construction period into the bird nesting season).

Increasing the use of Experimental Traffic Regulation Orders allows early implementation of schemes on a trial basis, generally using temporary infrastructure. However, assuming the trial is deemed a success, it may delay implementation of permanent infrastructure due to the time needed for the trial and the subsequent evaluation process. It also entails producing two designs and two delivery processes, increasing costs and workload.

The Council's new Consultation and Engagement policy (introduced in 2021) introduced new requirements for public consultations for some projects that were greater and of longer duration than previous normal practice.

### Officer resources

Development and delivery of ATInP projects spans a number of teams across the Council (including Transport Strategy and Partnerships, Traffic Signals, Street Lighting, Traffic Orders, Procurement, Legal, Estates and Planning). Therefore, these projects often need to be balanced with other competing workload priorities.

In some cases, this has meant that projects within the ATInP have had to be suspended, often for periods of in excess of a year, due to a lack of available officer resources.

Project Managers will manage multiple projects concurrently which means that where a task on one project takes longer than expected, it can often cause delay not just to that project but to others being managed by the same person.

Turnover can also impact on delivery, with recruitment generally taking several months.

Additional unplanned workloads/expansions of programme can arise for a variety of reasons (e.g. altering existing schemes or investigating new schemes/initiatives). Examples of this include the incorporation of prioritised actions from the Local Development Plan Action Programme and the experimental Travelling Safely projects into the ATInP.

The Spaces for People programme (delivering this extensive programme of measures on an urgent basis, in response to the COVID-19 pandemic) resulted in the reprioritisation of resources for a period of circa 18 months in 2020 and 2021.

#### **Mitigation measures:**

Many of the above reasons for delay are outwith the Council's control.

However, to mitigate some of the issues experienced, additional resources have been recruited to help to progress active travel projects.

There is ongoing and close liaison with external funding partners to try to minimise delays to funding decisions, understand potential future changes to funding and try to influence funding processes to increase efficiency.

A report recommending an improved process for the implementation of traffic calming measures was presented to the Transport and Environment Committee on 12 December 2024. The proposals presented in the report have the potential to result in quicker delivery of some active travel projects.

Some of the issues highlighted above (such as increased requirements for public consultation) are positive developments that will result in better projects. However, they do have an adverse impact on programmed delivery dates for projects that were initiated prior to the changes.

Programming of delivery dates for infrastructure improvement projects is difficult to do with a high degree of certainty during the initial stages of project inception and development, as projects are often not fully scoped and there are many potential risks to delivery, including the issues set out above. It is not therefore uncommon for there to be significant change to early delivery forecasts for such projects; however programming certainty increases as projects progress through their design and delivery lifecycle.

The introduction of a Programme Management Office in summer 2019 has improved the robustness of the programme and project management processes, which will enhance the reliability of project programming moving forward.

## Item no 10.33

### QUESTION NO 33

**By Councillor Campbell for answer by the Leader of the Council at a meeting of the Council on 19 December 2024.**

**Question** (1) Noting that Freedom of Information Request no. 50940, which was received on the 23/09/2024 has still not been answered.

This FOI relates to overseas travel by councillors and officials in the financial years 2022/23 & 2023/24.

Can he please confirm when he expects this FOI request to be completed?

**Answer** (1) Councillor Day's office provided a response to this question on 10 October 2024.

It is anticipated that the Council's response will be sent no later than Wednesday 18 December 2024.

**Question** (2) Can he give an explanation as to why this information has not been collected so far and why the response is delayed?

**Answer** (2) Councillor Day was unaware of any delay to this request and would encourage members to respond as a matter of urgency.

The requested information is not held centrally and necessitated the collection and collation of information from several Council areas. While information was received timeously from the majority of Council services, there was an unfortunate delay concerning the return from Education which has led to the late issue of the Council's response. This was due to a realignment of FOI responsibilities within Education when a small number of requests were not immediately assigned for action. These issues have now been resolved and the revised FOI arrangements within Education will create greater efficiencies going forward.