

Item no 5.1

QUESTION NO 1

By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 12 March 2020

- Question** (1) Could the Convener please list the streets where road maintenance was carried out during
- a) 2018,
 - b) 2019, and
 - c) 2020 to date
- Answer** (1) Please see tables 1 and 2 below with details of capital renewals in 2018/19 and 2019/20.
- Question** (2) Could the Convenor identify from this list:
- a) streets which already had pavement widths in line with Street Design Guidance
 - b) streets which had their pavements generally widened as part of this maintenance in order to meet the minimum widths specified on the Council's Street Design Guidance
 - c) streets with pavements which remain below the minimum widths specified by the Street Design Guidance
- Answer** (2) (a) The designers consider the Edinburgh Street Design Guidance (ESDG) as part of every scheme and will always attempt to incorporate elements within their projects. However, footway widths form only one part of the wider remit of the ESDG and are not currently recorded separately.
- (b) In general, the ESDG will only be applied in a small number of cases for locations that have been identified for surface enhancement using surface treatments, such as slurry sealing and surface dressing.

- (c) The current GIS records do not contain accurate records of the pavements which do not meet the minimum width as set out in the ESDG.

It is intended to capture footway widths as part of the footway network condition surveys in future.

Table 1: 2018/19 Capital Renewals

Location	Type	Method
Burgess Road	Carriageway	Resurfacing
A7 Bridges Corridor	Carriageway	Resurfacing
Lanark Road	Carriageway	Resurfacing
Boswall Loan	Carriageway	Resurfacing
Ferniehill Place	Carriageway	Resurfacing
Dreghorn Drive	Carriageway	Resurfacing
Oxgangs Farm Avenue	Carriageway	Resurfacing
Albert Street	Carriageway	Resurfacing
Willowbrae Road	Carriageway	Resurfacing
Rosebery Avenue	Carriageway	Resurfacing
Craigentenny Road/Wakefield Avenue	Carriageway	Resurfacing
Gorgie Road	Carriageway	Resurfacing
Queen Street	Carriageway	Resurfacing
Marionville Road	Carriageway	Resurfacing
Chrichton Street	Carriageway	Resurfacing
Gorgie Road	Carriageway	Resurfacing
Station Terrace	Carriageway	Resurfacing
Duddingston Crescent	Carriageway	Resurfacing
Craighleith Junction (Queensferry Road)	Carriageway	Resurfacing
Newliston Road	Carriageway	Resurfacing
Brighton Place (Phases 1A to 4)	Carriageway	Setts Renewal
Broughton Road	Carriageway	Strengthening
Wester Hill	Carriageway	Strengthening
A702 Home Street to Bruntsfield Place	Carriageway	Strengthening
Bankhead Avenue	Carriageway	Strengthening
Lothian Road	Carriageway	Strengthening
East Barnton Avenue	Carriageway	Strengthening
Road	Carriageway	Surface Dressing
Echline Terrace	Carriageway	Surface Dressing
Gogarloch Syke	Carriageway	Surface Dressing
Gordon Loan	Carriageway	Surface Dressing
Forthview Road	Carriageway	Surface Dressing
Granton Park Avenue	Carriageway	Surface Dressing
Pirniefield Place	Carriageway	Surface Dressing
Northfield Circus	Carriageway	Surface Dressing
Hay Avenue	Carriageway	Surface Dressing
Mortonhall Park Drive	Carriageway	Surface Dressing
Pentland View	Carriageway	Surface Dressing
Colmestone Gate	Carriageway	Surface Dressing
Camus Avenue	Carriageway	Surface Dressing
Caiystane Terrace	Carriageway	Surface Dressing
Caiystane Avenue	Carriageway	Surface Dressing
East Caiystane Road	Carriageway	Surface Dressing

Location	Type	Method
Fairmile Avenue	Carriageway	Surface Dressing
Pentland Road	Carriageway	Surface Dressing
Kirkgate	Carriageway	Surface Dressing
Kingsknowe Terrace	Carriageway	Surface Dressing
Caiyside	Carriageway	Surface Dressing
Auchingane	Carriageway	Surface Dressing
Caiystane Avenue	Carriageway	Surface Dressing
Fishwives Causeway	Carriageway	Surface Dressing
Caiyside	Carriageway	Surface Dressing
Auchingane	Carriageway	Surface Dressing
Leadervale Road	Carriageway	Micro-Asphalt
Clackmae Road	Carriageway	Micro-Asphalt
Mounthooly Loan	Carriageway	Micro-Asphalt
Caiystane Crescent	Carriageway	Micro-Asphalt
Pentland Avenue	Carriageway	Micro-Asphalt
Baberton Mains Loan	Carriageway	Micro-Asphalt
Dumbryden Road	Carriageway	Micro-Asphalt
Broomhouse Avenue	Carriageway	Micro-Asphalt
New Mart Road	Carriageway	Micro-Asphalt
Caledonian Crescent	Carriageway	Micro-Asphalt
Pentland Avenue Remedial Work	Carriageway	Micro-Asphalt
Kingsknowe Terrace	Carriageway	Micro-Asphalt
Bankhead Drive	Carriageway	Micro-Asphalt
Orchard Place	Carriageway	Micro-Asphalt
Columba Road	Carriageway	Micro-Asphalt
Silverknowes Drive	Carriageway	Micro-Asphalt
Society Road	Carriageway	Micro-Asphalt
Leven Terrace	Carriageway	Micro-Asphalt
Kings Haugh	Carriageway	Micro-Asphalt
Paisley Crescent	Carriageway	Micro-Asphalt
Cambusnethan Street	Carriageway	Micro-Asphalt
Restalrig Square	Carriageway	Micro-Asphalt
Hillwood Rise	Carriageway	Micro-Asphalt
Russell Road	Carriageway	Micro-Asphalt
Murrayfield Road	Carriageway	Micro-Asphalt
Pleasance	Carriageway	Micro-Asphalt
Mountcastle Drive South	Carriageway	Micro-Asphalt
Duddingston Road	Carriageway	Micro-Asphalt
Northfield Broadway	Carriageway	Micro-Asphalt
Restalrig Road S	Carriageway	Micro-Asphalt
Bankhead Broadway	Carriageway	Micro-Asphalt
Harrison Road	Carriageway	Micro-Asphalt
Broomhouse Bank	Carriageway	Micro-Asphalt
Mansfield Rd	Carriageway	Retread
Glenbrook Road	Carriageway	Retread

Location	Type	Method
Haughead Rd	Carriageway	Retread
Buteland Rd	Carriageway	Retread
Boswall Terrace	Footway	Resurfacing
Learmonth Avenue	Footway	Resurfacing
Gorgie Road	Footway	Resurfacing
Ryehill Terrace	Footway	Resurfacing
Hermitage Place and Vanburgh Place	Footway	Resurfacing
Wardlaw Place	Footway	Resurfacing
Main Street, Ratho	Footway	Resurfacing
Reid Terrace	Footway	Resurfacing
George Square	Footway	Flags

Table 2: 2019/20 Capital Renewals

Location	Type	Method
Southfield Place	Carriageway	Resurfacing
Craigentenny Road	Carriageway	Strengthening
Wakefield Avenue	Carriageway	Strengthening
Duddingston Crescent	Carriageway	Resurfacing
Oswald Road	Carriageway	Resurfacing
Lower Granton Road	Carriageway	Resurfacing
Orchard Brae Gardens	Carriageway	Resurfacing
East Crosscauseway	Carriageway	Strengthening
Bryce Road	Carriageway	Resurfacing
Brighton Place	Carriageway	Carriageway Setts
Rose Street (40%)	Carriageway	Carriageway Setts
Alemoor Crescent	Carriageway	Surface Dressing
Auchingane	Carriageway	Surface Dressing
Broomhouse Place North	Carriageway	Surface Dressing
Broomhouse Street South	Carriageway	Surface Dressing
Brunstane Bank	Carriageway	Surface Dressing
Brunstane Crescent	Carriageway	Surface Dressing
Caiyside	Carriageway	Surface Dressing
Carlowrie Castle Access	Carriageway	Surface Dressing
Chesser Loan	Carriageway	Surface Dressing
Corbiehill Avenue	Carriageway	Surface Dressing
Dumbeg Park	Carriageway	Surface Dressing
Gilmerton Dykes Drive	Carriageway	Surface Dressing
Gilmerton Dykes Grove	Carriageway	Surface Dressing
Glenogle Road	Carriageway	Surface Dressing
Gordon Road	Carriageway	Surface Dressing
Lennox Row	Carriageway	Surface Dressing
Mountcastle Bank	Carriageway	Surface Dressing
Niddrie Marischal Road	Carriageway	Surface Dressing
Prospect Bank Road	Carriageway	Surface Dressing
Ravelston House Park	Carriageway	Surface Dressing
Restalrig Circus	Carriageway	Surface Dressing
Robb's Loan	Carriageway	Surface Dressing
Saughton Mains Drive	Carriageway	Surface Dressing
Saughton Park	Carriageway	Surface Dressing
Silverknowes Gardens	Carriageway	Surface Dressing
Silverknowes Grove	Carriageway	Surface Dressing
Southhouse Avenue	Carriageway	Surface Dressing
Southhouse Loan	Carriageway	Surface Dressing
South Scotstoun	Carriageway	Surface Dressing
Stenhouse Gardens	Carriageway	Surface Dressing
Stenhouse Gardens North	Carriageway	Surface Dressing
West Caiystane Road	Carriageway	Surface Dressing

Location	Type	Method
Allan Park Gardens	Carriageway	Micro-Asphalt
Almond Grove	Carriageway	Micro-Asphalt
Bonaly Brae	Carriageway	Micro-Asphalt
Braepark Road	Carriageway	Micro-Asphalt
Braid Road	Carriageway	Micro-Asphalt
Buckstone Loan East	Carriageway	Micro-Asphalt
Craigentiny Avenue	Carriageway	Micro-Asphalt
Cumnor Crescent	Carriageway	Micro-Asphalt
Echline Park	Carriageway	Micro-Asphalt
Inchkeith Avenue	Carriageway	Micro-Asphalt
Kaimes Road	Carriageway	Micro-Asphalt
Leadervale Road	Carriageway	Micro-Asphalt
Clackmae Grove	Carriageway	Micro-Asphalt
Main Street	Carriageway	Micro-Asphalt
Manse Road	Carriageway	Micro-Asphalt
Orchard Terrace	Carriageway	Micro-Asphalt
Ochil Court	Carriageway	Micro-Asphalt
Primrose Gardens	Carriageway	Micro-Asphalt
Queens Bay Crescent	Carriageway	Micro-Asphalt
Redford Bank	Carriageway	Micro-Asphalt
Redford Neuk	Carriageway	Micro-Asphalt
Redford Place	Carriageway	Micro-Asphalt
Restalrig Square	Carriageway	Micro-Asphalt
Silverknowes Road East	Carriageway	Micro-Asphalt
Silverknowes Southway	Carriageway	Micro-Asphalt
Silverknowes View	Carriageway	Micro-Asphalt
Southhouse Road	Carriageway	Micro-Asphalt
South Morton Street	Carriageway	Micro-Asphalt
Stewart Clark Avenue	Carriageway	Micro-Asphalt
Strachan Road	Carriageway	Micro-Asphalt
Swanston View	Carriageway	Micro-Asphalt
Sydney Park	Carriageway	Micro-Asphalt
Winton Drive	Carriageway	Micro-Asphalt
Zetland Place	Carriageway	Micro-Asphalt
West Craigie Farm Road	Carriageway	Retread
Kirkgate	Carriageway	Retread
Kirkgate	Carriageway	Retread
Cockburnhill Road	Carriageway	Retread
Harlaw Road	Carriageway	Retread
Abercromby Place	Carriageway	Resurfacing
North Leith Sands	Carriageway	Resurfacing
Albany Street	Carriageway	Resurfacing
Ocean Drive	Carriageway	Resurfacing
East London Street	Carriageway	Resurfacing
Annandale Street	Carriageway	Resurfacing

Location	Type	Method
Great Junction Street	Carriageway	Resurfacing
Dalmeny Street	Carriageway	Sett Overlay
Hopetoun Street	Carriageway	Resurfacing
Gordon Street	Carriageway	Resurfacing
McDonald Road	Carriageway	Resurfacing
Pilrig Street	Carriageway	Resurfacing
Duncan Place	Carriageway	Resurfacing
Broughton Street	Carriageway	Resurfacing
Bonnington Road	Carriageway	Resurfacing
Easter Road	Carriageway	Resurfacing
Newhaven Road	Carriageway	Resurfacing
Broughton Road	Carriageway	Resurfacing
East Hermitage Place Junction	Carriageway	Resurfacing
Portland Place/Lindsay Road	Carriageway	Resurfacing
Links Place	Carriageway	Resurfacing
Commercial Street	Carriageway	Resurfacing
Academy Street	Carriageway	Sett Overlay
Duddingston Crescent	Footway	Resurfacing
East Crosscauseway	Footway	Resurfacing
Orchard Brae Gardens	Footway	Resurfacing
Dalgety Avenue	Footway	Resurfacing
Waverley Park	Footway	Resurfacing
Rose Street (40%)	Footway	Flags
Gogar Station Road	Footway	Slurry Seal
Dudley Avenue	Footway	Slurry Seal
Dudley Crescent	Footway	Slurry Seal
Dudley Grove	Footway	Slurry Seal
Dudley Terrace	Footway	Slurry Seal
Dudley Gardens	Footway	Slurry Seal
Riversdale Crescent	Footway	Slurry Seal
Riversdale Road	Footway	Slurry Seal
Morningside Drive	Footway	Slurry Seal
Braid Farm Road	Footway	Slurry Seal
Braid Hills Road	Footway	Slurry Seal
Northfield Grove	Footway	Slurry Seal
Northfield Drive	Footway	Slurry Seal
Glenallan Drive	Footway	Slurry Seal
Marmion Crescent	Footway	Slurry Seal
Hazeldean Terrace	Footway	Slurry Seal
Durward Grove	Footway	Slurry Seal
Milton Crescent	Footway	Slurry Seal
Milton Gardens North	Footway	Slurry Seal
Milton Gardens South	Footway	Slurry Seal
Magdalene Avenue	Footway	Slurry Seal
Magdalene Drive	Footway	Slurry Seal

Location	Type	Method
Milton Road	Footway	Slurry Seal
Craigmillar Castle Gardens	Footway	Slurry Seal
Castleview Avenue	Footway	Slurry Seal
Murieston Crescent	Footway	Slurry Seal
Murieston Terrace	Footway	Slurry Seal
Murieston Place	Footway	Slurry Seal
Murieston Road	Footway	Slurry Seal
Murieston Lane	Footway	Slurry Seal
Caledonian Place	Footway	Slurry Seal
Caledonian Road	Footway	Slurry Seal
Caledonian Crescent	Footway	Slurry Seal
Orwell Terrace	Footway	Slurry Seal
Orwell Place	Footway	Slurry Seal
Craigmount Terrace	Footway	Slurry Seal
Craigs Gardens	Footway	Slurry Seal
Craigs Loan	Footway	Slurry Seal
Craigs Crescent	Footway	Slurry Seal
Craigs Avenue	Footway	Slurry Seal
Craigs Grove	Footway	Slurry Seal
Clermiston Drive	Footway	Slurry Seal
Drum Brae Drive	Footway	Slurry Seal
Parkgrove Terrace	Footway	Slurry Seal
Traquair Park East	Footway	Slurry Seal
Traquair Park West	Footway	Slurry Seal
Pinkhill	Footway	Slurry Seal
Sighthill Loan	Footway	Slurry Seal
Broomhouse Court	Footway	Slurry Seal
Whitson Road	Footway	Slurry Seal
Comiston View	Footway	Slurry Seal
Comiston Grove	Footway	Slurry Seal
Comiston Springs Avenue	Footway	Slurry Seal
Parkhead Drive	Footway	Slurry Seal
Parkhead Crescent	Footway	Slurry Seal
Sighthill Drive	Footway	Slurry Seal
Murrayburn Approach	Footway	Slurry Seal

Item no 5.2

QUESTION NO 2

**By Councillor Rust for answer by the
Convener of the Finance and
Resources Committee at a meeting
of the Council on 12 March 2020**

- Question** (1) Pentland View Close Support Unit/ Comiston Farmhouse was closed in January 2015 and “for sale” boards were subsequently put up that year. As of today’s date the property remains in Council ownership. What is the status of the “current sale”?
- Answer** (1) The property remains under offer, subject to planning permission being received for the proposed residential development. The developer decided to withdraw the initial application and has submitted revised proposals to reflect feedback from Planning Officers.
- Question** (2) Please detail costs incurred by the Council to date since the closure and initial marketing in 2015, including:
- (a) officer time in Estates, Planning, Housing (HRA) and other service areas;
 - (b) all legal fees;
 - (c) all estate agency/marketing fees;
 - (d) buildings insurance;
 - (e) securing the building and grounds;
 - (f) any other internal or external upkeep costs;
 - (g) third party costs met; and
 - (h) any other costs.

Answer

- (2)**
- a) The disposal forms part of normal business for officers in Estates, Planning and Housing and therefore a specific time/cost allocation has not been recorded.
 - b) This matter was largely dealt with by internal Council Solicitors. External legal support in relation to a review of the sale process cost £8044.00.
 - c) Estates agency fees for disposal are £15,000 for the current disposal. As the property was marketed as a residential property, external agents were used to ensure maximum exposure e.g. through ESPC.
 - d) As the property is vacant, it forms part of the overall Council cover on vacant buildings.
 - e) £15,700.
 - f) £300 (on ground maintenance).
 - g) None.
 - h) None.

Item no 5.3

QUESTION NO 3

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 12 March 2020

Question (1) How many complaints / concerns have been received by the Council in respect of the installation and operation of new LED street lighting?

Answer (1) 206 complaints have been received.

Question (2) How many of these complaints/ concerns have been in connection with household alarm/intruder/safety/lighting systems?

Answer (2) 43 complaints have been in relation to security alarms.

Question (3) What checks were undertaken or experience gathered from other local authorities prior to award of contract/successful tendering in connection with such systems?

Answer (3) The Council worked with CGI to prepare all of the required tendering information. As part of the scoring of tenders, site visits were made to other local authorities where similar projects were nearing completion or were complete. Once a preferred bidder was selected, the system was tested to ensure that it work, was compatible with the Council's ICT systems and provided an appropriate level of security.

Question (4) What is the contractual position where householders have experienced costs in endeavouring to rectify issues with system conflict?

Answer (4) The street lighting central management system (CMS) is operating within permitted free-to-air bandwidths, and in accordance with the rules of doing so. Therefore, the Council and the Contractor do not consider there to be a systems conflict. However, the CMS provider is currently working with local alarm companies to investigate the root cause of alarm events.

Item no 5.4

QUESTION NO 4

By Councillor Jim Campbell for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 12 March 2020

Question

The Convener will be aware that the previous Directors of Marketing Edinburgh explicitly pointed out that Marketing Edinburgh had sufficient funds to meet all obligations on their resignation.

Can the Convener confirm Marketing Edinburgh has continuously been able to cover all its obligations, including any cost associated with an orderly decision to cease trading, since the previous board resigned en-masse?

Answer

The Board of Marketing Edinburgh has undertaken a comprehensive review of the financial position of Marketing Edinburgh both in year and for future years. A report on this was considered in private by Finance and Resources Committee on 5 March 2020. The Board have developed a proposition for future service delivery in 2020/21 and a detailed report on this will be presented to Housing, Homelessness and Fair Work Committee later in the year.

Item no 5.5

QUESTION NO 5

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 12 March 2020

Question (1) What is the current process followed for moving or removing a bus stop?

Answer (1) Bus stops can be moved or removed for a number of reasons, including to facilitate new developments, installation of new road infrastructure or due to safety or accessibility concerns. Normally works that require a new road layout that impacts bus stop positioning will include details of this on drawings and this will be included in any associated consultation. It is also normal practise to attach information in a shelter or to a bus stop pole in advance advising of the plan to remove, the date when it is expected to happen and the location of the replacement, or nearest alternative.

Currently a Bus Stop Working Party, comprising representatives from Police Scotland, Lothian Buses, and the Council's transport team carry out, where required, site visits to consider requests for removals or relocations.

Although there is no statutory requirement to consult, if the bus stop is to be moved, the property owner/occupier adjacent to the new location will be informed. This is often objected to and if the objection cannot be removed through discussion, or alternative location agreed, a Committee report will be presented.

A proposal to pilot a new methodology for reviewing bus stop provision will be presented to Transport and Environment Committee on 20 March 2020.

Question (2) Could the convener provide a table of the number of bus stops moved or removed in each ward over the past year and the rationale for this

Answer

- (2) The table below shows the location of bus stops which have been moved or removed over the past year, with the reason for doing so.

Stop Location/ Ward	Date relocated/remov ed	Reason
Lower Granton Road / Forth Ward	July 2019	To facilitate installation of Toucan crossing
Bingham Avenue / Portobello & Craigmillar Ward	June 2019	To improve disabled access
York Place / City Centre Ward	June 2019 and February 2020	As a result of the redesign of public realm / road layout
Bankhead Avenue / Sighthill & Gorgie Ward	April 2019	New road infrastructure

Item no 5.6

QUESTION NO 6

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 12 March 2020

Question

What monitoring is being carried out of the new road layout at Picardy Place to ensure that it is performing as expected and that congestion isn't being created by the new layout and that traffic is not choosing to avoid it?

Answer

As with all junctions across the city, this junction is monitored on an ongoing basis from the Traffic Control Centre, which is co-located in the Lothian Buses Control Room at their Annandale Street depot.

The junction also has good coverage on the Council's Public Space CCTV system and this is used to monitor traffic conditions, while direct feedback on any delays to public transport is received from Lothian Buses.

Since commissioning, adjustments have been made to traffic signal timings to manage traffic flows. This has helped conditions on Leith Street during the morning peak travel period.

There is no specific monitoring of traffic avoiding the junction. However, monitoring of traffic signals on alternative routes have not shown increases in demand (which would suggest significant re-routing to avoid Picardy Place is not occurring).

Item no 5.7

QUESTION NO 7

By Councillor Rust for answer by the Leader of the Council at a meeting of the Council on 12 March 2020

Question

What steps are taken, and by whom, to check the content of webcasts of Council and Committee meetings prior to their uploading on to the online webcast library on the council website to ensure that they are a complete and accurate record of the meeting which took place?

Answer

Council officers are responsible for recording and uploading video files to the online webcast library from the encoder based at the City Chambers.

The Council records over 350 hours of committee meetings per annum and to comprehensively check the accuracy of webcasts would require an officer to physically watch all 350 hours. In addition, the Council does not have the capability to make changes to video files during or after the recording process.

In order to edit or amend the content must be sent to the external provider for processing.

In a very limited number of cases videos suffer disruption when being uploaded, source files are retained on the encoder so they can be uploaded again. As a result, and with consideration of the use of staff resources and the small risk of error, the Council does not check the webcasts of its meetings.

Item no 5.8

QUESTION NO 8

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 12 March 2020

In August 2018, there was an in-principle decision to install a new speed table on Rosshill Terrace near Dalmeny Station. This followed the deputation of the Dalmeny Station Residents' Association to the Transport & Environment Committee in October 2017.

Council officials initially offered to carry out the work "in the first weeks" of the 2019 school summer holidays. This was then delayed until autumn 2019 and then to spring 2020.

Question

Can the Convener of Transport and Environment provide clarity on when the speed table will be installed?

Answer

The timetable for installation of a raised table near the Dalmeny Station as an addition to the existing traffic calming features is provided below.

Project update:

Phase	Update Nov 19	Update March 20
Detailed design	January 2020	March 2020
Tender/Works package	February 2020	April 2020
Road Closure Notification	TBA	Mid April 2020 (3 Months notice)
Installation	Spring 2020	Summer 2020

Item no 5.9

QUESTION NO 9

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 12 March 2020

In May 2019, the then Almond Neighbourhood Partnership agree to allocate NEP funding from 2018/19 and 2019/20 for a new pedestrian crossing on Bo'ness Road in Queensferry.

Question

Can the Convener of Transport and Environment clarify when the new crossing will be installed?

Answer

The timetable for installation is provided below. The installation has been timed to coincide with the summer school holidays:

Phase	Update March 2020
Detailed design completion	April 2020
Tender/Works package	May 2020
Installation	Summer School Holiday 2020

Item no 5.10

QUESTION NO 10

By Councillor Whyte for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 12 March 2020

Social and Affordable Homes Project - 1 Linksvie House, 26 Tolbooth Wynd and associated areas at Kirkgate, Giles Street and Coatfield Lane, Leith

Question (1) Can the Convener explain, given coalition Commitment 1 to “Deliver a programme to build at least 10,000 social and affordable homes over the next 5 years” why the above project has stalled with a number of Council properties lying empty for a number of years?

Answer (1) In January 2016 the Health, Social Care and Housing Committee approved demolition and commencement of the rehousing process for 21 homes which would allow new homes to be delivered as the “Coatfield Lane” project. The rehousing process included buying back of five privately owned homes. A Business Bulletin update to Housing & Economy Committee in November 2017 advised that “subject to conclusion of all buy backs and the required statutory consents and approvals, this project should commence on site in 2019”.

Buyback of homes has taken longer than originally anticipated with the final purchase concluded in summer 2019. Following a procurement process, a company has been awarded the contract for the demolition of empty flats with works expected to commence on site in early Spring.

Archaeological investigation will take place after the demolition is complete and, as the findings may have an impact on the final design and layout of the new development, the Housing Service via their agent has requested that the Planning application be placed on hold. Local members received an updated briefing on the project in February and we will be engaging with local residents throughout the next stages of the regeneration.

Question

- (2)** What impact does this failure to deliver by the Council on a site in its ownership and control have on the Commitment and on the Council's ability to provide tenancies to reduce homelessness through a Housing First approach or other means?

The following information may assist the Convener in assessing progress to date on this matter:

- A project team was formed to consider the options for the area and undertake consultation in 2014;
- Twelve of the Council owned properties have been empty since at least late 2015;
- Approval to redevelop and end tenancies and garage leases was agreed at her Committee's predecessor Committee in January 2016;
- The business bulletin to Committee on 2 November 2017 expected commencement on site in 2019:
- A planning application was lodged by the Council's agents on 28 September 2018 with an expected determination date of 27 November 2018 but this remains outstanding seventeen months later;
- The properties remain empty, are deteriorating and rather than improving the area leave it blighted with what resembles an abandoned site.

Answer

- (2)** The status of the Coatfield Lane project (32 new homes) is not impacting on the overall pace and delivery of the Council led affordable housing programme. The Council currently has 700 new affordable homes under construction as part of mixed tenure developments with over 2,000 affordable homes in design and development.

The Council is on track to approve 10,000 new affordable homes through it's own housing building programme, RSLs and developers, with 1900 homes complete or currently under construction. It is anticipated that more than 1,700 new affordable homes will be approved for site start by the end of the current financial year. This is the highest number of affordable homes ever approved for site start in Edinburgh.

The status of the Coatfield Lane project is not impacting on the delivery of the Council's homeless strategy. Around 70% of available Council homes are let to homeless households as permanent housing (the highest of any local authority). The Council has also increased the provision of temporary accommodation. As of 4 February 2020, forty new Housing First tenancies have been created, with a further fifty-one service users identified and receiving support to access housing. Work is ongoing with RSLs and support providers to meet the 275 tenancies target by 31 March 2021.

Item no 5.11

QUESTION NO 11

By Councillor McLellan for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 12 March 2020

Question (1) The total cost of all council consultation and legal advice and representation in the Judicial Review sought by Nuveen Real Estate of planning permission granted to the Dunard Concert Hall.

Answer (1) The total external costs of the judicial review and mediation processes are £27,950.

Question (2) The total cost to date of all council consultation and legal advice and representation in its request for a Judicial Review of the Scottish Government decision to grant planning permission on appeal for the Edinburgh Marina.

Answer (2) The total external costs of the judicial review and appeal work are £26,147.

Question (3) The total cost, over the last five years, of all council consultation and legal advice and representation in the Cameron House case.

Answer (3) The Cameron House Community Centre construction case was dealt with in reports to Education, Children and Families Committee in 2014 and Governance Risk and Best Value Committee in 2015. The key staff involved at the time have now left the Council but it is not understood that any external legal advice was sought in relation to this matter and accordingly external legal spend in relation to this matter was zero.

Question (4) How many live cases the Council is currently pursuing through the courts and tribunals system?

Answer

(4) The Council is currently pursuing the following number of cases through the courts and tribunals system:

Childcare – 41

Debt recovery (sequestration) – 12

Debt recovery (Sundry) - 75

Adults with Incapacity – 53

Planning enforcement – 1

ASBOs/evictions/Banning Orders – 13

Total: 195

It should be noted that this number will fluctuate as matters are progressed, commenced and settled.

Question

(5) What is the total bill for external legal advice and representation for court hearings and tribunals in each of the past five financial years?

Answer

(5) 2014/15 – approximately £697k

2015/16 - approximately £636k

2016/17 - approximately £664k

2017/18 - approximately £452k

2018/19 - approximately £607k

These figures are best estimates as invoices are not always broken down and such work may be subsumed into eg a larger project fee. To fully extrapolate this detail would involve a significant amount of resource.

It should be noted that these figures also include where CEC has been mandated by court to pay third party fees and therefore has no option but to do so. This also includes costs for hearings where only certain persons (eg Advocates) can appear.

Item no 5.12

QUESTION NO 12

By Councillor Main for answer by the Leader of the Council at a meeting of the Council on 12 March 2020

Question (1) What formal processes and procedures are used by officers in the Council to ensure that impact assessments are included as part of the development of change, strategies and policy work and reporting to committees timeously for decision making?

Answer (1) Directors or Heads of Service are responsible for deciding whether an Integrated Impact Assessment (IIA) is required, and for ensuring they are carried out as appropriate and follow CEC guidance.

- Service areas nominate a staff member/members as an Equality Diversity and Rights Advisor (EDRAs), whose role it is to support the IIA process within their service area.
- Strategy and Communications provide the Council's IIA guidance and design and deliver training for EDRAs; this is done in partnership with NHS Lothian and EIJB to secure consistency of approach.
- Strategy and Communications provide regular IIA training to these advisors on both the Council's IIA process and a range of equality and diversity issues.
- IIA findings and/or recommendations are then reflected within Committee reports as appropriate.

An internal audit of the Council's Policy Management Framework has recently been completed and is scheduled to be reported to GRBV Committee on May 5th 2020. It makes a number of recommendations for improvements to the IIA process, particularly in relation to ensuring web-site content and links are up to date. These are currently being actioned, due for completion by the start of April 2020.

Question (2) In the current projects developing major strategies across the Council, how many impact assessments have been included for each project, and at what stages of the process have these been carried out and when?

Answer (2) A review of the most recent major strategies developed across the Council shows the following:

Council Change Strategy: Planning for Change and Delivering Services 2020/23 – The Council's Change Strategy and budget proposals were considered by Finance and Resources Committee on 14 February 2020. All budget proposals were subject to an initial relevance and proportionality assessment by the relevant Head of Service and those requiring a formal Integrated Impact Assessment were subject to an IIA. As well as individual IIAs being carried out, a cumulative integrated impact assessment was undertaken, which considers the sum of smaller impacts identified by individual IIAs and assesses their effect when taken together. A cumulative impact assessment report was provided to the Committee along with the Change Strategy and budget proposals.

Choices for City Plan 2030 – A consultation draft was submitted to the Planning Committee on 22 January. The report noted an IIA had been undertaken and published as a background document. This details that an initial IIA workshop was held on 1 February 2019 to consider an early version of Choices, with this being followed by a second workshop on 22 October 2019 to assess the final Choices document. Equalities information will be gathered during consultation and used to inform future developments.

City Mobility Plan – A consultation draft was submitted to the Transport and Environment Committee on 16 January 2020. The report noted that a draft IIA had been prepared and made available as a background paper. The draft IIA will be reviewed and amended as required in light of intelligence gathered through the consultation. Intelligence, including equalities information, gathered through the Choices 2030 consultation will also help inform this process.

Item no 5.13

QUESTION NO 13

By Councillor Booth for answer by
the Convener of the Regulatory
Committee at a meeting of the
Council on 12 March 2020

Question

Please can the Convener identify the number of complaints against:

- a) taxi drivers, and
- b) PHC drivers from cyclists in each of the last 12 quarters?

Answer

The tables below show the complaints recorded where the customer has advised that they are a cyclist.

TAXI											
2017				2018				2019			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
2	4	2	2	3	12	7	10	6	2	0	0

PHC											
2017				2018				2019			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1	4	4	0	0	3	0	1	2	0	2	0

Item no 5.14

QUESTION NO 14

By Councillor Burgess for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 12 March 2020

Question

Whether it is possible for Council employees to elect to have their council pension contributions paid into an ethical pension fund of their choice rather than the Council's arms-length fund

Answer

Employees of City of Edinburgh Council, and all other Scottish Local Authorities, are entitled to join the Local Government Pension Scheme (LGPS), a defined benefit pension scheme operating under statute. New employees of the Council are automatically enrolled in the Lothian Pension Fund (LPF) and contributions are paid by their employer to the Fund to meet the cost of the benefits that accrue with the employee's eligible service.

Employees are able to decide to withdraw from the LGPS at any time and both the Council, as their employer, and their own contributions to their pension administered by LPF would then cease to be paid. Individuals choosing to opt out of the LGPS are then free to invest their own contribution component at their discretion, outside of the LGPS and without the involvement of the LPF.

For those employees of the Council that choose to withdraw from the LGPS there is no compensatory benefit for the employer contribution that the Council makes if they continue as a member of the scheme. Therefore, this sum is not able to be redirected by the employee, the LPF or the Council.