

Item no 5.1

QUESTION NO 1

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 10 December 2020

- Question** (1) How many individual compensation claims were received in each of the last three years as a result of alleged personal injury or vehicle damage as a result of the condition of Council adopted roads and pavements, broken down by ward?
- Answer** (1) Table 1 below shows the number of individual compensation claims in the last three calendar years, broken down by ward.
- Question** (2) How many of these claims resulted in a financial payout by the Council, broken down by ward?
- Answer** (2) The final column of Table 1 shows the number of claims paid
- Question** (3) What was the total cost of compensation payments for successful claims in each of the last three years?
- Answer** (3) Table 2 shows the total cost of compensation claims in the last three calendar years, broken down by ward. Please note that there may be further claims for 2019 and 2020 still to be received.

Table 1 – Individual compensation claims in the last three years, by ward:

Grand Total	2018	2019	2020	Total	Claims Paid
Ward 1	81	33	37	151	24
Ward 2	77	19	47	143	42
Ward 3	21	3	4	28	3
Ward 4	21	11	3	35	2
Ward 5	21	24	11	56	7
Ward 6	18	6	4	28	10
Ward 7	23	37	41	101	20
Ward 8	9	7	10	26	6
Ward 9	7	11	10	28	5
Ward10	25	11	15	51	7
Ward11	108	61	34	203	25
Ward12	15	9	2	26	3
Ward13	22	21	16	59	14
Ward14	25	8	12	45	7
Ward15	25	21	8	54	9
Ward16	16	17	5	38	6
Ward17	19	19	5	43	4
Grand Total	533	318	264	1,115	194

Table 2 - Total cost of compensation payments, by ward:

Grand Total	2018	2019	2020	Total
Ward 1	£4,355			£4,355
Ward 2	£7,229	£359	£1,165	£8,753
Ward 3	£416		£75	£491
Ward 4	£4,405			£4,405
Ward 5	£3,569	£2,847		£6,416
Ward 6	£21,062			£21,062
Ward 7	£6,779	£715	£1,046	£8,540
Ward 8	£320	£504	£216	£1,040
Ward 9	£150	£308	£120	£578
Ward10	£9,941		£120	£10,061
Ward11	£17,007	£6,475		£23,482
Ward12	£6,717	£108		£6,825
Ward13	£1,814	£6,489	£1,539	£9,842
Ward14	£6,639			£6,639
Ward15	£14,288	£269	£301	£14,858
Ward16	£325	£645		£970
Ward17	£1,750	£1,997		£3,747
Grand Total	£106,765	£20,715	£4,583	£132,063

Item no 5.2

QUESTION NO 2

**By Councillor Lang for answer by the
Convener of the Transport and
Environment Committee at a meeting
of the Council on 10 December 2020**

Question

What criteria is used by the Council to determine whether new traffic lights are required to control the flow of traffic at a road junction?

Answer

The criteria for installation of traffic signals at junctions are set out by the Scottish Executive in Technical Memorandum "*SH6/73 Criteria for Traffic Light Signals at Junctions*".

Principally, these are:

- (a) traffic volumes;
- (b) pedestrian demand; and
- (c) site accident record.

The memorandum also states that "Traffic flow alone cannot be used to justify control".

If accident investigation and prevention have not identified any reason to install traffic signals on the basis of the number/severity of accidents, then traffic and pedestrian surveys would have to be commissioned to determine if either of the other two criteria have been met.

In addition, other signalised junctions can be installed for new developments as part of Section 75 agreements. These are paid for by the developer. The installation of traffic signals at junctions within new developments are subject to criteria detailed above.

The Council has approved criteria to assess whether or not the installation of a puffin/toucan crossing would be justified under the pedestrian crossing improvements programme. However, this programme is only for stand-alone crossing facilities and does not apply to providing new signals at junctions

Item no 5.3

QUESTION NO 3

By Councillor Booth for answer by the Convener of the Planning Committee at a meeting of the Council on 10 December 2020

Question

How will the '15 minute city' approach be used to inform

- a) the forthcoming City Plan, and
- b) ongoing development management?

Answer

- a) Concepts of 15-minute and 20-minute neighbourhoods are based around urban planning ideas of localism and mixed-use areas with ease of access to services. These concepts have become particularly relevant since the outbreak of COVID-19. 'Choices for City Plan 2030' Main Issues Report (MIR) consultation document on the future for the City included two key choices: *'a sustainable city which supports everyone's physical and mental wellbeing'* and *'a city where you don't need to own a car to move around'*. These support the aspiration for inclusive, walkable and active travel enabled neighbourhoods, with access to good quality homes, open space, community infrastructure, schools, employment and local shopping. Choices for City Plan 2030 articulated a preferred strategy for high-density mixed-use development on brownfield land, supporting this type of neighbourhood in Edinburgh. The city has been mapped in terms of 10-minute walk access to key services and facilities. This analysis shows that many areas currently have a high level of access. The areas where this is not the case tend to be lower density, post Victorian era suburbs. Consideration is being given to policies which would support services in these areas, where opportunities arise.

These matters will be addressed in the policy

consideration for the proposed City Plan 2030 which will be presented to Planning Committee on 24 February 2021.

- b) The Scottish Government's Programme for Government and recently published Position Statement on National Planning Framework 4 both refer to and support the 20-minute neighbourhood concept. Currently there is no adopted national, regional or local planning policy that requires the concept to be part of the design of a development.

Development Management decisions which have required mixed use development with active commercial street frontages support localities. For example, shopfront units can be occupied by a range of business users including shops, cafes, hairdressers, plumbers, electricians and digital businesses. CEC promotes active travel connectivity through planning policies, which improve connectivity within in neighbourhoods and across neighbourhoods. Development Management will continue to promote, encourage and achieve this type of development in appropriate locations.

Item no 5.4

QUESTION NO 4

By Councillor Booth for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 10 December 2020

Following the recent publication of the Scottish Government's 'Private Sector Rent Statistics', which show that private sector rents in the Lothians are the most expensive in Scotland, and have risen by 45.9% for a 2-bed property in the period 2010 to 2020, while the consumer price index for the same period has risen by 21.5%, please could the Convener respond to the following questions:

Question (1) Does the Convener consider that the evidence required in order for the council to apply for a rent pressure zone is deliverable?

Answer (1) The evidence required for a Rent Pressure Zone (RPZ) application was detailed in a [report](#) to the Housing and Economy Committee on 1 November 2018. The report noted that the timescale to collect robust actual rent data, required for any RPZ application, is likely to be three to five years, once robust data collection systems and standardised reporting were in place across local authorities. The timelines are unable to be compressed because the evidence on rent increase had to be related to in-tenancy rent increase of Scottish Private Residential Tenancy that came into force on 1 December 2017.

Since the report in 2018, Council officials continue to work with other local authorities, Scottish Government and third sector partners to develop a compliant methodology for gathering robust evidence required for an RPZ application.

Question (2) Does the Convener consider that, if the council were to have the power to require landlords to declare the rents they charge at point of landlord registration and annually thereafter, this would provide sufficient evidence to allow for an RPZ to be applied for?

Answer

(2) The guidance for RPZs states that Councils can apply to Scottish Ministers to have an area designated as an RPZ if they can prove that:

- rents payable within the proposed RPZ are rising by too much;
- the rent rises within the proposed RPZ are causing undue hardship to tenants; and
- the local authority within whose area the proposed zone lies is coming under increasing pressure to provide housing or subsidise the cost of housing as a consequence of the rent rises within the proposed zone.

While the collection of private rents data at point of Landlord Registration and annually thereafter would help to provide evidence for rents rising by too much, other information would be required, for example, household income is likely to be required to demonstrate tenants' undue hardship caused by rent rises.

Question

(3) Does the Convener consider that the power to take action to address excessive rent rises should lie with local authorities, or with the Scottish Government?

Answer

(3) While the Convener believes that local authorities are best placed to take action to address excessive rent rises in their areas, this needs to be supported by relevant legislation which must come from the Scottish Parliament. It is important to have a standardised approach to data collection and reporting across Scotland, which could be best facilitated by Scottish Government.

Question

(4) When did the Convener last meet with Scottish Government officials or ministers to discuss action to tackle rising private sector rents, and what was the conclusion of that discussion?

Answer

- (4) At every meeting relating to housing or homelessness with either Scottish Government officials or ministers the Convener raises the issue of high private rents in Edinburgh.

The Convenor most recently met with the Head of the Homelessness Division on 16 October 2020, where the pressure on housing, both in terms of social housing stock and the cost of homes in the PRS were discussed in the context of forthcoming legislative changes to local connection and unsuitable accommodation orders.

The [Edinburgh Rapid Rehousing Transition Plan](#) (RRTP), which was submitted to the Scottish Government after it was approved by Housing, Homelessness and Fair Work Committee on 18 September 2020 contains actions and policies the council is taking forward to tackle high private rents. These include actions to address the imbalance between supply and demand by building affordable housing and implementing new powers on short term lets as they become available.

Discussions with the Scottish Government focus on delivery and partnership working to achieve outcomes as set out in the RRTP.

Question

- (5) Would the council consider publicising the Rent Service Scotland process for challenging excessive private sector rents, to private sector tenants in Edinburgh?

Answer

- (5) Yes. A communication strategy is being developed

Item no 5.5

QUESTION NO 5

By Councillor Burgess for answer by the Leader of the Council at a meeting of the Council on 10 December 2020

Question (1) What actions are being taken to raise Council staff awareness of the Climate Emergency and to support staff in contributing to reducing carbon emissions?

Answer (1) New pages on sustainability have been created on the Council's staff intranet which detail Council net zero 2030 ambitions and highlight ways in which staff can contribute to sustainability targets in both their professional and personal lives. This includes links to and further information on:

- Mainstreaming sustainability within core Council business, for example through procurement and Integrated Impact Assessments
- Active and sustainable travel promotion and support, including the cycle to work scheme, bicycle mileage scheme, EV car hire scheme and encouraging use of EV fleet cars
- Promotion of Edinburgh Talks Climate, the Council-run on-line dialogue targeted to citizens and staff to help stimulate debate about climate change and encourage people to make real changes to their everyday lives

Areas being considered for development in 2021, subject to available capacity/resources include:

- Developing sustainability modules for staff training to be provided through the Council's on-line learning and development platform, CECIL
- Establishment of workplace sustainability champions within each service area
- Staff sustainability survey (to gauge and raise levels of awareness and inform future staff communication campaigns on sustainability)

- Further awareness-raising communications through a range of internal channels including the Orb, global staff newsletter, managers' newsletter, Senior Staff vlogs

Question (2) Why and when was the Council's senior staff Sustainability Programme Board suspended and when will it be re-established?

Answer (2) Sustainability Programme Board meetings were suspended following lockdown in March 2020 as part of senior staff capacity being diverted to Covid crisis response planning initially, and subsequently to adaptation and renewal (A&R) work. The A&R Programme also considers sustainability issues, particularly in relation to supporting a fair and green recovery from Covid. However, as the A&R programme bedded in, the Council also looked to re-establish the dedicated Sustainability Programme Board. It met on the 16th November 2020 and a programme of meetings is being scheduled for 2021.

Item no 5.6

QUESTION NO 6

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 10 December 2020**

Using street lighting columns for electric vehicle charging was first considered by the Council in a report submitted to the Transport and Environment Committee on 5 March 2019. The report identified that non-concrete street lighting columns located at the roadside of the footpath might be suitable for vehicle charging points with, preferably, a direct power feed from Scottish Power.

Although the Council is aiming to install EV charging points at a number of locations around the city, many residents without off street parking would greatly appreciate the convenience of on street charging outside their homes.

Question (1) Given successful implementation in other cities, will further consideration be given to using street lighting columns as part of the expansion of EV infrastructure in Edinburgh?

Answer (1) As part of the city's sustainability plans, trialling street lighting columns for Electric Vehicle Charging may be included in future phases of the roll-out of EV infrastructure in the city which will require further engagement between Council officers and with the marketplace. However, the following considerations also need to be taken into account in considering the use of street lighting columns:

- Only street lighting columns located at the front of the footpath are suitable to avoid the hazards associated with trailing cables;
- Street lighting columns are traditionally located at the rear of the footpath to limit the likelihood of vehicle damage;
- Concrete columns (of which Edinburgh has over 17,000) are not suitable for vehicle charging points;
- Parking arrangements adjacent to the vehicle charging point will need to be considered, especially within the Controlled Parking Zones; and

- Where a street lighting column is fed from a Scottish Power feeder or a street lighting network, with a direct feed from Scottish Power being preferred, liaison with Scottish Power (the Council's Distribution Network Operator) will be required:
 - as there may be a need for a new power supply (depending on the capacity of the charging unit); and
 - under the specification for public lighting supplies there can be no more than a 3% drop in voltage, which may limit the number of charging units in a street.

Question (2) If so, when are proposals expected to be brought forward?

Answer (2) The earliest officers expect to bring forward any proposals on this will be quarter three of 2021.

Item no 5.7

QUESTION NO 7

By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 10 December 2020

Spaces for People: Continuous Improvement

For existing schemes up to and including those agreed at Full Council on 19th November 2020, following implementation date, can the Convener provide further detail regarding:

Question (1) The feedback and number of complaints received relating to each scheme?

Answer (1) There has been significant correspondence received on the Spaces for People programme since its inception. This means that the feedback has been considered as part of the initial implementation plans or in the review of each scheme (in a similar way to responses received for Traffic Regulation orders).

In two instances, formal complaints have been received and investigated through the Council's complaints process.

Complaints received related to the closure of Braid Road and access to Cockburn Street during periods of the part-time closure. Both complaints have been completed under the first stage of the procedure.

Question (2) A list of modifications that have been made or a scheduled to be made and why for each scheme and provide the cost of doing so?

Answer (2) Each scheme formally reviewed every two months. The outcome of these reviews and any proposed changes are reported to the Transport and Environment Committee (the last report was on [12 November 2020](#)). All modifications are contained in the scheme budget.

Question (3) What measures are in place to keep the segregated lanes safe for all?

Answer (3) Following installation, measures are inspected to ensure that they are in accordance with the plan and that there are no immediate safety concerns.

A schedule of weekly road asset inspections has been introduced to ensure that the schemes are appropriately maintained. Any damage, missing infrastructure or other defects are then followed up with the appropriate contractor for repair.

Question (4) How often are lanes inspected?

Answer (4) Following installation, a schedule of weekly inspections is carried out.

Question (5) Any logistical issues with maintaining the integrity, quality and safety of each scheme (eg missing bollards and length of time to replace them) and the cost of doing so for each scheme?

Answer (5) There are no logistical issues with maintaining the integrity, quality and safety of each scheme.

However, the programme has stock of replacement cycle lane defenders (CLD) and bollards that can be used to replace any missing or damaged assets.

The cost of inspection, maintenance cleansing and removal has been reserved within the £5.25m Spaces for People budget (Each individual project has a nominal 7.5% install cost reserve for maintenance during the period of the project).

Item no 5.8

QUESTION NO 8

By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 10 December 2020

Electric Vehicle Infrastructure Network

In CEC was awarded almost £2.5m in 2018 to complete their network of chargers by December 2020:

<https://www.transport.gov.scot/our-approach/environment/carbon-reduction-on-roads/switched-on-towns-and-cities-challenge-fund/winners-201819-switched-on-towns-and-cities-challenge-fund/>

The press release stated that the project will have an installation period running from January 2020 to December 2020, representing phase I of the City Council's EV charge point deployment.

Question (1) Can the Convener please provide a detailed update on progress and map of the 134 electric vehicle (EV) charging bays located within the 14 hubs across the city?

Answer (1) City of Edinburgh Council was awarded £2.2m from Transport Scotland through the "Switched on Towns and Cities Fund". Due to the impact of COVID-19, the funding period has been extended to April 2022.

A procurement plan has been developed, for engagement with the market in early 2021. A communications strategy has also been developed for implementation from early 2021. The implementation of Phase 1 of this programme is expected to be completed by 31 March 2022.

The table and map below show the implementation plan for Phase 1.

Implementation	kW and time	Location	Primary Users	Implementation Time
25 slow chargers	7kW 6-8 hours	Ingliston and Hermiston Park and Ride sites	Visitors and commuters	Stage 1 26 weeks delivery

				NB: Ingliston will include three rapid chargers and both sites require the construction of electrical substations.
9 rapid chargers	50kW 25 minutes	Various Sites	Taxi/Private Hire and general use	Stage 2 8 weeks delivery
32 fast chargers	22kW 2-4 hours	Various Sites	Residents	Stage 3 8 weeks delivery

These are broken down by site below:

Location	Infrastructure Planned	Number of Charging Points	Primary Users	Electrical Connection Cost
India Street / Circus Gardens	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£50,000
Fettes Avenue	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£28,000
East London Street	Rapid 50kW	2 (4 charging bays)	Taxi and general use	£18,000
Ingliston Park and Ride	Rapid 50kW	3 (6 charging bays)	Taxi and general use	£50,000
Heriot Row	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£32,000
Kings Road	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£35,000
Sheriff Brae	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£15,000
Comely Bank Avenue	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£17,000
Montgomery Street	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Thirlestane Road	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£50,000

Stewart Terrace	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Maxwell Street	Fast 22kW AC/DC mix	4 (8 charging bays)	Residents	£18,000
Ingliston P&R	Slow 7kW AC	15 (30 charging bays)	Visitors and commuters	£50,000
Hermiston P&R	Slow 7kW AC	10 (20 charging bays)	Visitors and commuters	£25,000



Question (2) Can the Convener provide a detailed breakdown of the cost per installation/hub and detail the budget that is still to be allocated, and confirm to which installation this is linked?

Answer (2) The cost of the electrical connection work will be £424,000 (excluding VAT). This includes the construction of the two electrical substations required at the Park and Ride sites. The electrical connection costs are shown above. It is not possible to provide a breakdown of the cost per installation/hub until the procurement process has been completed.

Item no 5.9

QUESTION NO 9

By Councillor Rust for answer by the Leader of the Council at a meeting of the Council on 10 December 2020

- Question**
- (1) What engagement has there been over 2019/2020 with The Edinburgh Tram Inquiry led by Lord Hardie:
- (a) By the CEC team responsible for the tram extension?
 - (b) By the Leader, Transport and Environment Convener or other members of his Administration?

- Answer**
- (1) The project team have not engaged with The Edinburgh Tram Inquiry. The Inquiry relates to the first phase of tram construction and the project does not fall within the Inquiry's Terms of Reference. The project team have reviewed evidence given to the Inquiry to inform the lessons learned summarised at paragraphs 2.23 to 2.25 of the Final Business Case. In addition, the project team engaged with Professor Bent Flyvbjerg of the Said Business School at the University of Oxford to inform its assessment of Optimism Bias in the Final Business Case, having taken account of expert evidence given by him to The Edinburgh Tram Inquiry.
- To my knowledge, I do not believe that there has been any direct engagement with the Tram inquiry by the Administration.

- Question**
- (2) When was the last update received from the Inquiry by the Leader in terms of its progress and when it would publicly report?

- Answer**
- (2) No update has been received from the Inquiry on progress or on when it will publicly report. The Inquiry was commissioned by the Scottish Government and it is they who would receive any such progress updates.

Item no 5.10

QUESTION NO 10

By Councillor Rust for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 10 December 2020

Nurseries

Question (1) The addendum to Item 7.6 passed by the Education Children & Families Committee on 4 March 2020 stated, “Committee requests to know the amount allocated to each child (on an hourly basis) in Local Authority nurseries”. This information has not been presented to date. Please can it now be presented.

Answer (1) The budget for LA settings is not allocated on an hourly basis. For funded only settings the budget is allocated based on the registered capacity.

Question (2) The addendum welcomed the “independent review” of rates of Partner providers anticipated to start in August 2020. This review has commenced, and CEC has commissioned Scotland Excel to undertake the project – Scotland Excel is funded by Scotland’s 32 local authorities. Please advise how this constitutes an independent review.

Answer (2) Scotland Excel is the Centre of Procurement Expertise for the local government sector. They are a not for profit organisation and were commissioned by the Scottish Government to develop a suite of supporting operational guidance and information for the early years expansion, including setting sustainable rates for the delivery of funded early learning and childcare.

The organisation has significant experience in developing sustainable rate processes through our work on the National Care Home Calculator. Scotland Excel are not directly involved in procuring local Early Learning and Childcare services, therefore there is a degree of autonomy to the process and outcome; and

Scotland Excel understands how the sustainable rate process can be developed and managed appropriately, and compliantly, in line with procurement or contract requirements.

- Question** (3) The current approach will involve over 100 Partner providers providing a large amount of detailed and confidential information. Is CEC concerned that this complicated approach runs the risk of Scotland Excel receiving very low engagement and responses which when aggregated will not produce a proper outcome?
- Answer** (3) The Scottish Government Guidance on setting sustainable rates for funded providers includes a survey of costs as an approach to gather information to establish a sustainable rate. Information gathered by Scotland Excel in the survey of costs will not be seen by CEC.
- Question** (4) Has any consideration been given by CEC to the formation of an internal working group with representatives from each sector (large & small Partner Providers, Independent schools, Childminders, Charities, Playgroups) working with Scotland Excel?
- Answer** (4) This was considered along with other process outlined in the Scottish Government guidance on setting a sustainable rate for funded hours. However, only the survey of costs or survey of prices approaches allow all our partners to contribute to the process if they wish to do so.
- Question** (5) Partner Providers have been advised by Scotland Excel that CEC will not allow them to discuss their recommendations/report with Partner Providers before (or after) submission to CEC. Is there not a case for having the results of the exercise transparent and shared with the Partner Providers prior to submission to CEC?
- Answer** (5) We have a contractual agreement with Scotland Excel to carry out the survey of costs on behalf of CEC. Once we receive the outcome, the findings will be shared with the Education, Children and Families Committee for consideration and be available to the public.
- Question** (6) Why have Partner Providers been advised by CEC that the recommendations of Scotland Excel will not be shared with them at any stage of the process and that they can access some information via FOI requests?

Answer

- (6)** See answer to question 5. We have not advised partners that they will need to access information via FOI requests. There was some concern from partners that rival businesses could access the information they share with Scot Excel through the FOI process. This is not the case.

Item no 5.11

QUESTION NO 11

By Councillor Laidlaw for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 10 December 2020

Question (1) Given the need for Edinburgh to substantially increase its provision of on-street electric vehicle charging – in light of both rising consumer demand and the recent announcement by the U.K. Government that the ban on conventional petrol and diesel engine cars will be moved forward from 2040 to 2030 – can the Convener confirm if Edinburgh has applied for grant funding from the Energy Saving Trust’s On-street Residential Chargepoint Scheme?

Answer (1) The Council has not applied for grant funding from the Energy Saving Trust’s On-street Residential Chargepoint Scheme.

Question (2) If so, can she provide details of what has been applied for?

Answer (2) N/A

Question (3) If not, can she explain the reasons why not?

Answer (3) The Energy Savings Trust ‘On-street Residential ChargePoint Scheme’ funding is only available in the current financial year (2020/21) and must be fully utilised to pay for installation of chargers only.

The Council’s focus is currently on developing the Electric Vehicle (EV) network in the city for delivery of Phase One of the EV On Street Charger Project. As the necessary electrical infrastructure, supporting civil engineering and Traffic Regulation Order work is not at the delivery stage it was not appropriate for the Council to apply for and install the necessary new chargers in the current financial year.

The work which is being progressed to improve the electrical network will enable the Council to apply for similar funding should this become available in future years.

Item no 5.12

QUESTION NO 12

By Councillor Howie for answer by the Leader of the Council at a meeting of the Council on 10 December 2020

Question

Bearing in mind there is council involvement in all care home admissions, how many Edinburgh citizens/patients have been transferred from hospital to a care home without the individual's consent, legal authority or family support (such as a Power of Attorney or Guardianship Order) for each calendar month over the past twelve months?

Answer

There are no records of any individuals transferred from hospital to a care home without the individual's consent, legal authority or family support over twelve months.

Item no 5.13

QUESTION NO 13

By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 10 December 2020

The following questions concerning the council's current consultation on Gaelic Medium Education at secondary level are all supplementary to my questions on the same topic asked at the November meeting of council.

- Question** (1) Further to the answer to question 1, what proportion of the current school roll at Taobh na Pairce live within 3 miles of each of the four options for GME secondary as well as Darroch and JGHS, broken down by school year?
- Answer** (1) This question requires a considerable amount of analysis to be undertaken and will be answered in the GME informal consultation outcomes report which is expected to be complete in January 2021.
- Question** (2) Further to the answer to question 2, what proportion of the current Sgoil-araich and P1-4 at Taobh na Pairce currently live within a) 15 minutes' walk; b) 15 minutes' cycle of each of the four options, plus Darroch and JGHS?
- Answer** (2) This question requires a considerable amount of analysis to be undertaken and will be answered (as much as is possible with the data available to officers) in the GME informal consultation outcomes report which is expected to be complete in January 2021.
- Question** (3) Further to the answer to questions 3 and 4, how were these answers calculated, and did it assume travel at rush hour or outside of rush hour, in pre-covid or post-covid travel conditions?
- Answer** (3) This question will be answered in the GME informal consultation outcomes report which is expected to be complete in January 2021.

- Question** (4) Further to the answer to question 5, please can you supply this information broken down by school year?
- Answer** (4) This question will be answered in the GME informal consultation outcomes report which is expected to be complete in January 2021.
- Question** (5) Further to the answer to question 6, parts a) and b), please can you clarify that the intention is to withdraw curriculum support from JGHS as soon as Darroch opens in 2022? Why is that?
- Answer** (5) See answer at the end of questions.
- Question** (6) Further to the answer to question 6, parts a) and b), please can you clarify which subjects will be taught using curriculum support outside Darroch; when this will start, and which school years this will affect, and how many school pupils might be expected to attend curriculum support outside Darroch in a week? Will this be all subjects which cannot be taught in Gaelic, or is some other criteria used, and if so, what criteria? How is it expected that educational outcomes for GME pupils will be improved by this arrangement?
- Answer** (6) See answer at the end of questions.
- Question** (7) Further to the answer to question 6, parts a) and b), please can you outline what mode of travel is assumed for pupils travelling to a) Tynecastle, b) Boroughmuir, c) St Thomas' and d) JGHS for curriculum support, and in each case please give the estimated travel time;
- Answer** (7) See answer at the end of questions.
- Question** (8) Further to the answer to question 6, parts a) and b), when will the council publish, as referenced in the approved Gaelic Language Plan 2018 -2022, the long-term plan to ensure the quality and sustainable expansion of secondary GME which will support the increasing numbers of pupils from Taobh Na Pàirce and any future GME primary school, as they move into S1 and beyond, which was due for completion in 2020?

- Answer** (8) See answer at the end of questions.
- Question** (9) Further to the answer to question 6, part b), please can you clarify how many pupils in each of the city's secondary schools currently receive curriculum support in another school, and in each case identify what proportion of the school roll that represents?
- Answer** (9) See answer at the end of questions.
- Question** (10) Further to the answer to question 6, part b), please can you clarify what the mode of travel and travel time is for each secondary school which currently sends pupils to other secondary schools for curriculum support?
- Answer** (10) See answer at the end of questions.
- Question** (11) Further to the answer to question 6, parts c) and d), please can you clarify why a different answer was given to these questions at the parent consultation event on Wednesday 25 November? Which answer is correct?
- Answer** (11) Support from other schools refers to mechanisms already embedded in practice in Edinburgh secondary schools to provide consortia models, which allow pupils to access the broadest possible curriculum choice, usually in the senior phase. Where a school is unable, due to staffing or low demand from pupils, to offer exam courses in a particular subject, pupils can opt to join classes at another neighbourhood school, through planned collaborative agreements. Coordinated space is built into city-wide timetabling to accommodate this, usually on Tuesday and Thursday afternoons. Pupils are provided with travel support when this is necessary to ensure they can travel to the alternative school within the timeslots for travel that are made available. Pupils are also able to access courses offered by Edinburgh College in the same way. Increasingly sophisticated and strengthened digital practice will allow for further broadening of the curriculum for our learners.
- Which subjects are involved and the amount of time pupils spend in other schools will depend on pupils' subject choice and staffing levels. At present in GME, we are able to offer

Gaelic up to Advanced Higher. History is offered up to N5, with the final exam in English, with the hope being to transition History fully to Gaelic by the time the move to Darroch is made. Modern Studies at N5 will be offered as a course choice this year, following the same model as history, with teaching in Gaelic and final exam in English, with a view to full transition to Gaelic by the time pupils move to Darroch. The GME CL is looking at development of additional curricular areas. We would seek to maximise access to any additional GME teaching our own team are not able to offer, and to minimise disruption, through use of digital resource such as Esgoil.