

Item no 10.1

QUESTION NO 1

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 23 September 2021**

Many residents across the city are actively looking to purchase an electric car. One factor in their decision relates to the availability of existing and proposed EV charging infrastructure.

Question (1) How many working EV charging points are there currently in Edinburgh on council land and where are they located

Answer (1) There are 77 EV charging points on Council land across the city. The table below provides further details on the locations.

Question (2) In which financial year was each EV charging point installed?

Answer (2) The financial year in which each was installed is included in the table below.

Question (3) When the council permits charging operators to run charging points on its land, does it specify a proportion of the time that charge points should be available for use and, if so, what is that standard?

Answer (3) The placing of any equipment or apparatus on the public road network by members of the public, including charging operators not appointed by the Council, is not permitted at this time.

This is because apparatus occupation on roads and pavements is only permitted if placed by Statutory Undertakers (public utilities) and Roads Authorities.

In addition, equipment on the public road network is normally not permitted for public safety, accessibility, road maintenance, and/or equipment responsibility reasons.

Under the terms of section 109 the New Roads and Street Works Act 1991 and Section 58 and the Roads (Scotland) Act 1984, consent must be obtained in writing from the

Roads Authority for excavating in or placing anything on a road and pavement. If consent is requested for the placing of private charging points, it will not be granted at this time. If consent is not requested/granted, installation of a charging point would be an offence.

Question (4) Has that minimum standard been met over the past twelve months?

Answer (4) As permission is not granted to charging operators to run charging points on its land, it is not possible to answer this question.

Question (5) What is the minimum availability standard for the proposed new EV charging points?

Answer (5) As permission is not granted to charging operators to run charging points on its land, it is not possible to answer this question.

Table 1 – Existing EV Charge Points on Council Land

Asset Description	No. of Charge Points	Chargepoint Type	Chargepoint Manufacturer	Financial Year
Russell Road Depot, 38 Russell Road	1	7 kw single outlet, smart	Elektromotive	2012/13
Russell Road Depot, 38 Russell Road	1	7 kw single outlet, smart	Elektromotive	2012/13
Cowan's Close Depot, Cowan's Close	1	7kW single outlet, smart	Elektromotive	2012/13
Ingliston Park & Ride	2	22 kw double outlet, smart	APT	2015/16
Ingliston Park & Ride	2	22 kw double outlet, smart	APT	2015/16
Straiton Park and Ride	3	50 kw double outlet, smart, AC/DC	APT	2015/16
Hermiston Park and Ride	3	50 kw double outlet, smart, AC/DC	APT	2015/16
Blackhall Library	2	22 kw double outlet, smart	APT	2015/16
Westerhailes Healthy Living Centre	2	22 kw double outlet, smart	APT	2015/16
East Neighbourhood Centre	3	50 kw double outlet, smart, AC/DC	Siemens	2015/16
Murryburn Depot/Cab office	3	50 kw double outlet, smart, AC/DC	Siemens	2015/16
Ingliston Park & Ride	3	50 kw double outlet, smart, AC/DC	ABB/BMM	2016/17
FETA, South Queensferry (transferring to Transport Scotland ownership Aug 2020)	3	50 kw double outlet, smart, AC/DC	ABB/BMM	2016/17
FETA, South Queensferry (transferring to Transport Scotland ownership Aug 2020)	2	22 kw double outlet, smart	ICU/BMM	2016/17
North Neighbourhood Office	2	22 kw double outlet, smart	APT	2017/18
South Neighbourhood Office	2	22 kw double outlet, smart	APT	2017/18
West Neighbourhood Office (Drumbrae Library)	2	7 kw double outlet, smart	APT	2017/18
Straiton Park and Ride	2	7 kw double outlet, smart	APT	2017/18

Bankhead Depot	3	50 kw double outlet, smart, AC/DC	APT	2017/18
Bankhead Depot	1	22 kw single outlet, smart	APT	2017/18
Kirkliston Library	1	7kW single outlet, smart	APT	2018/19
Craigentinny Community Centre	2	7 kw double outlet, smart	APT	2018/19
Inch Park	1	7kW single outlet, smart	APT	2018/19
Drumbrae Library (inside garage)	1	7kW single outlet, smart	APT	2018/19
Portobello Town Hall	1	7kW single outlet, smart	APT	2018/19
Mortonhall Crematorium	1	7kW single outlet, smart	APT	2018/19
Mortonhall Crematorium	1	7kW single outlet, smart	APT	2018/19
Princes Street Gardens	1	7kW single outlet, smart	APT	2018/19
Westfield House Social Work Centre	1	7kW single outlet, smart	APT	2018/9
Wester Hailes Healthy Living Centre	2	7kw dual post	Swarco	2021/22
Saughton Park	2	7kw single wall boxes	Swarco	2021/22
Captains Road	3	7kw dual post	Swarco	2021/22
West Pilton Gardens	3	7kw dual post	Swarco	2021/22
Drumbrae Hub	3	7kw dual post	Swarco	2021/22
North Peffer Place	2	7kw dual charger	Swarco	2021/22
Clocktower Ind Estate	3	single wall charger	Swarco	2021/22
Kings Haugh	2	7kw dual charger	Swarco	2021/22
Craigmillar Waste Depot	3	7kw dual post	Swarco	2021/22
Murrayburn Depot	1	dual wall charger	Swarco	2021/22

Total No. of Charge Points

77

Item no 10.2

QUESTION NO 2

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 23 September 2021**

The Convener will be familiar with reports of waste collection service issues, in particular, over-flowing communal street bins of all descriptions.

Question

- (1) With many people now working from home and intending to continue with at least part-time working from home, what changes have been made to gear up the waste collection service to meet the increased demands placed upon it as a result in areas served by communal street bins?

Answer

- (1) As reported to Transport and Environment Committee in [April 2021](#) as part of the communal bin review update, the increased prevalence of home working and the increase in home deliveries and associated packaging is being kept under review to identify the ongoing trends and is feeding into the Council's planning for future communal bin services.

Since the outbreak of COVID-19, additional vehicles have been deployed to ensure that our waste and cleansing staff have been able to work safely and to meet the increased demand. In addition, social media campaigns have been developed to raise awareness of the increase in waste being produced and providing information what can be done to help, such as flat packing their cardboard before putting it into the bins.

In addition, recruitment is underway for additional HGV drivers for the service.

Fly tipping and mis-use of communal street bins by some businesses and landlords happens too often. In some cases, evidence, including names, of perpetrators has been provided to the Council by residents.

Question

- (2) Has the Council increased its enforcement action to deter fly tipping and mis-use of bins by some businesses and landlords? and

Answer (2) Unauthorised presentation of waste in communal street bins by some businesses happens too often.

The Street Enforcement Team has increased enforcement action for trade waste offences since 1 September 2020 in recognition of this.

However, enforcement action for domestic unauthorised presentation of waste is much more difficult to detect and it is generally not possible to distinguish occupier misuse from landlord misuse.

Question (3) How many businesses and landlords have had enforcement action taken against them in the past twelve months and how many fixed £200 fines have been issued over the same period, with comparator figures for the preceding 12 months?

Answer (3) The table below shows a summary of the fixed penalty notices issued from September 2019 and again from September 2020, including those issued to businesses

	1 September 2019 – 31 August 2020	1 September 2020 – 31 August 2021
Fixed Penalty Notices (Trade)	74	192
S.47 Notice (prescribing contract to be arranged by business)	15	0
Reg 4 Notice (requiring business to produce Waste Transfer Note)	102	110
TOTAL	191	302

Note: During the first lockdown (from March 2020) the Street Enforcement Team worked from home for several months which will have impacted on service delivery and enforcement action taken.

Item no 10.3

QUESTION NO 3

**By Councillor Neil Ross for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 23 September 2021**

Question

Administrative support is provided to councillors in the form of assistance with constituent casework and assistance with political and committee work, such as research and preparation for questions, answers, motions, amendments and addenda for full Council and Council committees, including work done by departmental assistants. What were the numbers of administrative and departmental support staff working for each political group, excluding independent councillors, and their total costs per group for 2020/21?

Answer

The support provided to each political group from within Member Services is detailed in the table below.

This does not include support provided by other Council teams, such as Committee Services, where support is provided in terms of motions, etc. given the difficulties in quantifying the level of support provided to any one political group.

Service Policy Advisors are detailed separately as they support both the Convener and Vice-Convener of Committees, rather than a particular political group.

We are unable to detail the costs per group as, given the low numbers of staff involved it would mean that in some cases individual salaries would effectively be disclosed. This information can be provided to elected members privately upon request.

Group	Full time equivalent (FTE) Staff
Conservative	5
EPIC	Supported by staff in SNP and Green Group
Green	2
Labour	3
Liberal Democrat	1
SNP	6
Service Policy Advisers	7

Item no 10.4

QUESTION NO 4

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

At the 26 August 2021 meeting of the Council and during the debate on reform of transport arms-length organisations, the Vice-Convener of Housing, Homelessness and Fair Work said:

“One councillor mentioned park and ride and, integrating (sic) park and ride would be great if we had big bits of land on the outskirts of our city for parking cars on, but I would kind of prefer that we look at it first whether we can build houses and new businesses and other things that the city probably needs more than park and ride. So I would just set that aside”.

Question (1) Does the Convener agree with this statement?

Answer (1) The Vice Convener, Housing, Homelessness and Fair Work was, I understand, referencing the difficulties in securing land for Park and Rides – a situation I fully recognise. Park and Ride sites are an important tool in the transportation toolbox – as a means of reducing the high number of often single occupancy cars which come into our city. Their success in absorbing some of that car traffic is evident. I would argue that more Park and Rides are a desirable aspect of the transport network, alongside integrated public and active travel networks to the relevant site. The economic, health and quality of life issues caused by excessive congestion in this city are significant and must be acted upon in a number of ways, including the expansion of Park and Rides, wherever possible

Question (2) Does coalition commitment 26 on expanding provision of park and rides for commuters still stand?

Answer (2) Yes

Question

(3) Can the Convener confirm whether the failure to deliver expansions of park and ride sites in Edinburgh over the last four years is as a result of any successful internal lobbying by the vice-convener of Housing, Homelessness and Fair Work?

Answer

(3) I have never, to the best of my recollection, discussed Park and Rides in any depth with the VC HH&FW and, as you are no doubt aware, the City Mobility Plan, adopted earlier this year after full scrutiny at the Transport and Environment Committee which you attended, contains a commitment to further develop P&R as one means of best serving the city's future needs.

This is shown in the emphasis on wider regional work as clearly stated in this quote (added italics):

'Edinburgh is the hub of a sub-regional economy that extends north (to Fife), west (to West Lothian and Falkirk), east (to East Lothian) and south (to Midlothian and the Scottish Borders). Strengthening cross border public transport services will be key to tackling the environmental and economic impacts of significant in-commuting into Edinburgh. We will continue to work with regional partners and neighbouring local authorities to coordinate spatial planning and transport at a regional level to support public transport provision across the region.

Our city region has seven park and ride facilities which support the transition from cars to public transport or active travel. These facilities are essential in helping us manage congestion and encourage more sustainable travel in the city. The sub-regional nature of these interchanges means that opportunities to enhance and expand existing sites and create new sites needs to be coordinated at a regional level.

We will continue to work with regional and local authority partners to investigate opportunities for expanding existing and creating new sites around the

edges of the city to tackle the highest levels of in commuting and congestion. Strategic interchanges will evolve - as gateways into the city they will fulfil a multi-purpose role in supporting more sustainable movement. Provision should include electric vehicle charging and other services such as click and collect.

Policy Measure MOVEMENT 9 Regional Interchanges
Investigate opportunities to expand existing and create new strategically placed transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel. Interchanges will include facilities to support sustainable travel.'

Item no 10.5

QUESTION NO 5

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Question

What is the status of the traffic regulation order(s), implementing the February 2020 decision of the Transport & Environment Committee to reduce the speed limit of 22 streets from 40mph to 30mph?

Answer

The Traffic Regulation Order (TRO) is currently being developed for publication, with implementation of the Order expected in Spring 2022 (this will however be subject to the TRO process and possible objections).

Item no 10.6

QUESTION NO 6

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Question

At the meeting of 14 May 2020, the Policy & Sustainability Committee agreed that a consultation should be initiated by the end of 2020 with regards to speed limits on rural roads. When will this consultation commence?

Answer

The Transport and Environment Committee received an update on this on [28 January 2021](#).

Before we undertake any consultation, analysis of street data for the roads across the city that have a speed limit above 40 mph and monitoring surveys are required to help us develop proposals for consultation. The street data analysis is currently underway, and monitoring will be arranged once the analysis is complete. The outcome of this will be provided to Transport and Environment Committee.

Item no 10.7

QUESTION NO 7

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

On 6 August 2020, the Policy & Sustainability Committee approved an updated prioritisation list for new pedestrian crossings to be installed in 2020/21.

Question (1) Which of the 17 crossings listed in appendix 1 of the August 2020 report were installed in the 2020/21 operating year as scheduled?

Answer (1) An update on the delivery of the pedestrian crossing programme was provided to the Transport and Environment Committee on [22 April 2021](#), as part of a report on the delivery of the wider Road Safety Improvements Programme. The report included information on various factors that had impacted on the delivery of improvements scheduled to be constructed during 2020/21 and 2021/22.

Five of the 17 crossing improvements that were expected to be delivered during financial year 2020/21 were completed within the financial year, with construction of one further improvement undertaken shortly afterwards during the school Easter holiday period. Two more improvements were delivered as part of other work programmes.

Question (2) Which if any of the crossings listed for installation in 2021/22 have been installed?

Answer (2) None of these crossings have been delivered yet.

Question (3) When will the Transport & Environment Committee next be asked to approve an updated priority list for the current and future years?

Answer (3) An updated programme will be presented to the Committee for approval in early 2022. This will include the outcomes of crossing assessments undertaken in the spring and autumn 2021 batches.

Item no 10.8

QUESTION NO 8

By Councillor Osler for answer by the Convener of the Regulatory Committee at a meeting of the Council on 23 September 2021

Section 188 of Edinburgh Corporation Order Confirmation Act 1967 (Control of loudspeakers) stated:

“(1)(a) A person shall not, **without the consent of the Corporation**, operate any loudspeaker in any street.

(b) Any person acting in contravention of this subsection shall be guilty of an offence.”

And

Section 461 (Street musicians):

“A person shall not, in any public place, for or in expectation of personal re- ward, continue to sound or play any musical instrument, or to sing or perform, after being required to desist **by any person resident or occupying premises in the neighbourhood**, or by any constable. ”

These are obviously no longer in force.

- | | |
|-----------------|--|
| Question | (1) What consideration has the Council given to reinstating them? |
| Answer | (1) The reinstatement of these powers is not currently being considered by the Council. The powers were replaced by the Civic Government (Scotland) Act 1982 which gave powers to Police Scotland to deal with any noise disturbance issues arising from street musicians. The Council welcomes responsible street musicians and performers which help to brighten the atmosphere in our city. Where possible, Council officers actively support Police Scotland in its role in relation to street performing to achieve balanced, fair, sensible and positive street performing behaviours. |
| Question | (2) What measures could the Council use instead to control the use of loudspeakers and amplified music from street musicians? |

Answer

- (2) The Council has limited powers to regulate busking and street performing under the Civic Government (Scotland) Act 1982. As noted in answer 1, noise nuisance and disturbance issues are a matter for Police Scotland to address. Under section 54 of the 1982 Act, Police Scotland can request buskers or street musicians to stop performing where their performance is disturbing others. It is an offence not to cease singing or using a sound producing device when required to do so by a Police Officer and can result in the matter being referred to the Procurator Fiscal and/or any equipment seized.

The Council continues to encourage street musicians to be considerate of the public and any neighbouring businesses while performing. The Council's [website](#) has a range of best practice tips for performers to help them better integrate with their surroundings and which help to minimise any nuisance towards residents and businesses.

Item no 10.9

QUESTION NO 9

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Question

What consideration has been given to extending the current temporary provision of toilet facilities in Inverleith Park, Leith Links and the Meadows?

Answer

A report on public conveniences is due to be considered by Transport and Environment Committee on 14 October 2021. This will an update on temporary provision of toilet facilities.

Item no 10.10

QUESTION NO 10

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

With reference to Qu 15.4 relating to *Spaces for People* market research, for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 24 June 2021, the response was: "*Questions have been asked about a small number of responses to the market research (13 out of 583 (2% of the sample). These questions are being investigated. However, even if all 13 were to be discounted, there is no material impact on the outcome of the research.*".

Question

What was the outcome of that investigation and how were the anomalies explained?

Answer

As set out in my response to Council Question 15.4, there were 13 responses which required investigation, and following this, there were four responses which required further follow-up investigation.

The Panel Providers fraud investigation into the 13 concluded that nine of the respondents were bona-fide based on checks of their digital fingerprints and confirmation of their identity.

The remaining four responses were from new panel members and had completed all of the normal on-boarding checks prior to being invited to participate in this consultation. The fraud investigation has been able to verify that their digital fingerprints are different, but they were not able to establish contact for further verification. On that basis, the Panel Providers will monitor involvement of these individuals in any future surveys they are invited to participate in.

It is usual for specific quotas of survey respondents to be targeted and therefore completion by similar respondent profiles would be expected.

Item no 10.11

QUESTION NO 11

By Councillor Mowat for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 23 September 2021

Question

To ask the Convener of Education, Children and Families how many spaces are available for pupils in each year group of High School across the City?

Answer

This is a huge piece of work as this information is not held centrally. It would require officers to contact every school and ask for the information from each Head Teacher.

If Cllr Mowat can advise what specific information she needs I will try and get a response or I would be happy to meet to discuss.

Item no 10.12

QUESTION NO 12

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Question (1) What discussions have been held with Historic Environment Scotland regarding the proposed extended closure times of Queen's Drive between Holyrood Park Road and Holyrood Gait?

Answer (1) Council officers are having ongoing discussions with Historic Environment Scotland (HES) on the current consultation on vehicle access to the road networks in Holyrood Park and on balancing the needs of all park users. Officers will seek further discussion with HES once the outcome of the consultation is known (the consultation closes on 30 September and is available [here](#)).

Question (2) What analysis has been done regarding the impact this extended closure will have on traffic on surrounding streets?

Answer (2) Once the outcome of the consultation is known, Council officers will work with HES to arrange traffic surveys and modelling to ensure effective management of the network.

Item no 10.13

QUESTION NO 13

By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Can the Convener please provide details of:

Question (1) The City of Edinburgh Council's bid to the UK Office for Zero Emission Vehicles (OZEV) through the "On-Street Residential Chargepoint Scheme."

Answer (1) The Council intends to submit a bid by February 2022 to the UK Office for Zero Emission Vehicles (OZEV) seeking funding to extend on-street residential charging opportunities in the city.

Question (2) The outcome of this funding bid?

Answer (2) The outcome of the funding bid will be confirmed following submission.

Item no 10.14

QUESTION NO 14

**By Councillor Johnston for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 23 September 2021**

Question

Can the Convener confirm what budget has been set aside for the potential removal of the Spaces for People projects and how said budget compares to the initial provision, which was in excess of £800k?

Answer

Following the decision of Council in June 2021 to progress with Experimental Traffic Regulation Orders to retain some measures in place beyond the end of the Coronavirus pandemic, the removal and reinstatement allowance for 2021/22 has been reduced to £0.250m (the includes an allowance of £0.05m for the removal of Town Centre measures at the appropriate time).

In addition, an allowance of £0.230m has been made for material and contract changes for scheme revisions.

I am expecting a report to a future Transport and Environment Committee on how the remaining “removal allowance” or “scheme revision allowance” should be allocated.

Item no 10.15

QUESTION NO 15

**By Councillor Johnston for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 23 September 2021**

In QUESTION NO 15 on 11 March 2021, the Convener of the Transport and Environment Committee was asked what pre-testing of the public consultation survey was carried out and what was the scale and profile of the test sample? the response was: "Given the timescale for development and delivery of the engagement, it was not possible to pre-test the survey..."

Question (1) Given, there was more time to prepare for the Lanark Road engagement, what pre-testing, quality control and approval process was undertaken for the Local Engagement Survey for Lanark Road?

Answer (1) The timeline and arrangements put in place to engage with local residents recognised that it would be challenging to complete all of the actions from Council in time to report to Transport and Environment Committee in September. The change of date for Committee has not provided more time to prepare but has ensured that responses from residents through the survey will be available in advance of Committee.

Internal testing (including quality checking) was undertaken proportionate to the need to work at pace and the timeframe available. However, following feedback particularly in respect of Question 5 in the engagement survey, the survey has been recently amended.

Question (2) What steps were taken to ensure all residents in the prescribed local area received a letter?

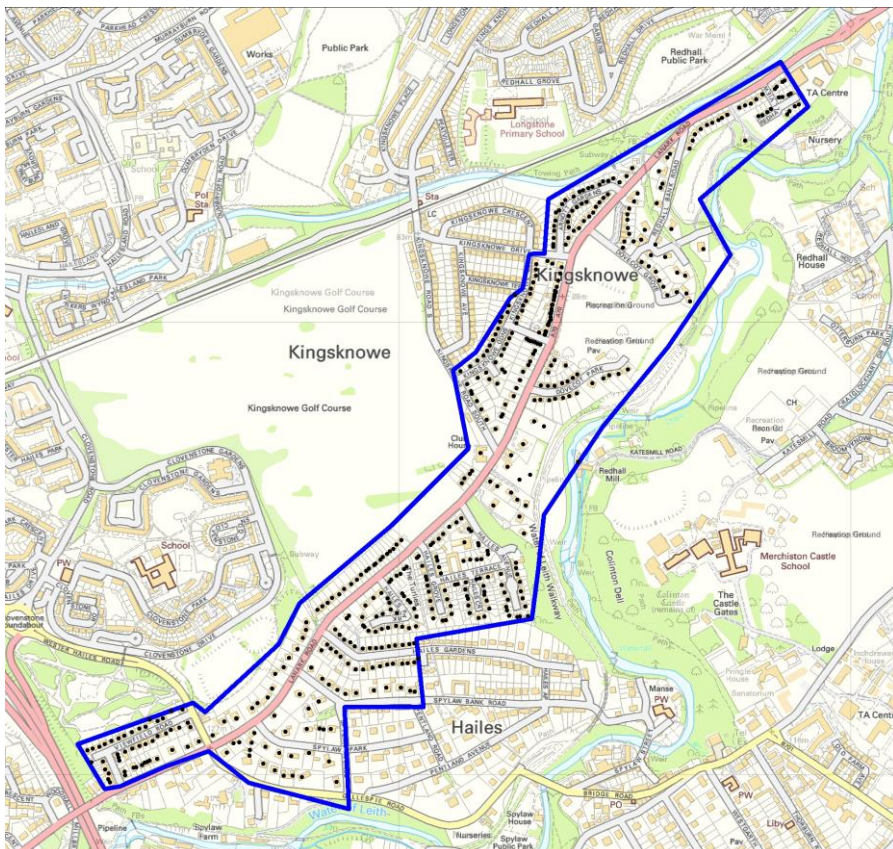
Answer (2) A distribution company was engaged to deliver the letters and non-deliveries were reported back to the Council. Four properties within one block did not receive the letter on the 1st attempt as entry could not be gained. However, letters were delivered on the 2nd attempt, which was within 5 days of the 1st delivery attempt.

Question (3) How did council officers decide on the designated letter drop boundary?

Answer (3) The map below shows the boundary which was developed to include the properties (both residents and businesses) which have a frontage directly adjacent to the measures, cul-de-sacs leading from the measures and properties approximately within 300m of the measures.

Question (4) Did council officers consult any elected councillors when setting the boundary of the area designated to receive letters, to ensure local knowledge was incorporated?

Answer (4) Following a request from a Councillor, the boundary information was shared with local ward Councillors (from the four affected wards) and Transport and Environment members. There was no feedback received on the proposed boundaries.



Item no 10.16

QUESTION NO 16

By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Question (1) Following a response received to similar question in April 2021 can the Convener provide the latest data (*previously provided is indicated in italics*)

Question (1) Since the installation of the various temporary Spaces for People schemes across the city intended to aid with social distancing during the Covid 19 Pandemic how many personal injury or accident claims have been made against the Council?

*Previous Answer (1) a) There have been five claims in total
b) There has been one each from the following schemes:
Dalry Road, Buckstone Terrace, Princes Street, Morningside Road and Pennywell Road.*

a) In total.

b) By scheme.

Answer (1) a) In total, there have been 14 claims made.
b) The claims relate to the following schemes: Dalry Road, Buckstone Terrace, Princes Street x 2, Morningside Road, Pennywell Road, Glanville Place, Mayfield Gardens, Bruntsfield Place x 2, George IV Bridge, Hamilton Place, Bakers Place and Duddingston Road.

Question (2) **Question (2) What has been the outcome of these claims?**

Previous Answer (2) All of the claims are still open at present.

a) Number of successful claims.

b) Total Payments / Compensation if applicable.

Answer

- (2) a) To date 13 claims are open and one claim was repudiated.
- b) There have been no payments made.

Item no 10.17

QUESTION NO 17

By Councillor Doggart for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 23 September 2021

Question (1) How much will Council expenditure reduce annually (in current year terms) for each of the 5 affected care homes if they are to close, as initially proposed to the EIJB in June 2021?

Answer (1) The current Health and Social Care annual budgets for the relevant care homes are as follows:

Drumbrae	£2.757m
Clovenstone	£1.466m
Fords Road	£1.522m
Ferrylee	£2.323m
Jewel House	£1.254m
Total	£9.322m

The EIJB Bed Based Care Strategy recommends a change in use of Drumbrae Care Home to provide Hospital Based Complex Clinical Care and the EIJB noted that the four care homes proposed for decommissioning no longer meet Care Inspectorate standards. The EIJB bed based care proposals provides for reinvestment of £8.400m p.a. in wider care provision including £1.23m for procurement of respite care (currently provided at Ferrylee); a contingency of £3.79m for increased procurement of care at home and residential care; and investment of £3.38m in a revised model of care specialising in nursing and dementia care to be delivered through retained internal care homes at Marionville, Inchview, Royston, Castlegreen and North Merchiston.

The EIJB anticipate an overall annual saving of c £0.922m though implementation of the above proposals.

Question (2) How much debt remains outstanding for each of the 5 affected care homes if they are to close, as initially proposed to the EIJB in June 2021?

Answer (2) Debt outstanding for the relevant care homes at 31st March 2021 was as follows:

Drumbrae	£6.000m
Clovenstone	£0.152m
Fords Road	-
Ferrylee	£0.116m
Jewel House	£0.016m

Drumbrae Care Home opened during the 2013-2014 financial year with the cost of this investment being repaid over a 20-year period.

Item no 10.18

QUESTION NO 18

By Councillor Whyte for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 23 September 2021

Question

Why was the street design accepted when the “Cycle Way” meets the designated Edinburgh Street Design Guidance but the footway doesn’t?

Answer

It is incorrect to state that the footway width in the Leith Walk design does not meet the Edinburgh Street Design Guidance (ESDG).

The ESDG recognises that flexibility is required to accommodate a variety of modes in the design of existing streets. Leith Walk is classified as a Strategic Retail/High Street. In these cases, the guidance is that footways should be a minimum of 2.5m wide. However, there are situations in which reductions in footway width are permissible, these are explained in ESDG P3 – Footways and are summarised below:

- When segregated cycle provision is being installed in existing streets, it may be acceptable to reduce footway widths.
- Footways may have reduced widths, over short lengths not exceeding 3m in long profile, to negotiate mature trees and other obstructions e.g., bus stops, but they should at no point be less than 1.5m from kerb edge to building line.
- Where public utility services underlie the footway, special arrangements may be necessary at sections of reduced width to accommodate utilities in the carriageway or verge.

The ESDG also recommends that one way cycle lanes should be 1.75m wide but should be no less than 1.5m. In exceptional circumstances this can be further reduced to 1.25m and parallel to bus stops can be reduced to 1.2m (see ESDG C2 – Cycle Lanes and ESDG C4 – Segregated Cycle tracks – Hard Segregation).

Leith Walk is almost 2km long with footways on both sides of the road, and we have identified approximately 240m of footway that is less than 2.5 m wide. Where sections of footway are less than 2.5m wide on Leith Walk this is due in all cases to the presence of a cycleway in combination with other factors such as bin bays, loading bays, bus stops and pedestrian crossings as per ESDG. There are no sections where the width of the footway reduces below 1.5 metres, with the narrowest section being 1.8 metres for a distance of 28 metres.