

Item no 10.1

QUESTION NO 1

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 16 December 2021

In September, the Transport Convener publicly committed to the Equal Pavements Pledge, and this pledge is prominently placed on the Transport for All website:

<https://www.transportforall.org.uk/campaign/equal-pavements-pledge/>

This includes a commitment to "undertake a professional accessibility audit of your streetspace".

Question (1) What action is being taken to ensure any current or future proposed ETRO or TRO embeds this pledge?

Answer (1) The specific element of the Pavements Pledge which would relate to matters dealt with by ETRO or TRO would be the protection of blue badge bays. In developing ETROs and TROs, officers look at existing disabled parking arrangements and seek to protect or replace this (if protecting the existing bays cannot be achieved).

Alongside this, in developing schemes which require an ETRO or TRO officers also engage the relevant key stakeholder groups where required (e.g. Edinburgh Access Panel and Living Streets).

Question (2) Will independent professional accessibility audits of the existing streetscape and any planned schemes be carried out for all current or future ETRO or TROs, so it is clear what contribution any plans make to achieving the pledge and how the combination of elements being proposed for each area work together to achieve that or otherwise?

Answer (2) The Council is committed to working with relevant stakeholders, including those representing people with mobility, visual and other impairments, as it develops projects (not only those where legal orders are required) and carries out Integrated Impact Assessments for projects on the street network. As part of the design process for any planned scheme officers are required to consider, where

applicable, any changes to road and pavement layouts which will deliver the aims of the pledge.

Alongside this design work, other officers within the Council (e.g. Roads Inspectors, Street and Environmental Enforcement Officers and Parking Attendants) undertake patrols across the city and take enforcement action where there are breaches of the Council's approved policies and standards.

An audit of the city's streetscape has already started with the creating a comprehensive GIS inventory of locations on footways where dropped crossings (or other features such as raised tables or continuous footways) to facilitate pedestrian movement are present. This work also considered locations which would benefit from creating a continuous accessible network for walking and wheeling. This inventory is being used to prioritise a programme of dropped crossings and measures on side roads.

Item no 10.2

QUESTION NO 2

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 16 December 2021

In the report to the Council in June 2021 on the potential retention of Spaces for People measures, it indicated that the monitoring of measures will be reported to Transport and Environment Committee prior to the implementation of the associated Experimental Traffic Regulation Orders (ETROs).

In the report, there was a link to this data.

<https://www.edinburgh.gov.uk/downloads/file/29562/monitoring-cycle-counters>

Question (1) Please could you provide updated data to the present date?

Answer (1) The report to Council in [June 2021](#) confirmed that monitoring proposals would be reported to Transport and Environment Committee prior to implementation of the ETROs and that, thereafter, monitoring information and feedback received following implementation would be reported to Transport and Environment Committee with recommendations on next steps.

The data collected from 58 walking and cycling counters across the city is published online and updated daily at: <https://www.edinburgh.gov.uk/cycling-walking/statistics-cycling-edinburgh/1>

Question (2) Could this data be updated monthly from now on?

Answer (2) As noted above, this data is updated daily.

Question (3) This data is very limited, which is a concern given the level of investment in active travel and the need to ensure budget is spent on effective projects. What are the plans for additional locations for continual cycle counts and when will these be active?

Answer (3) The data published daily provides information on all walking and cycling counters across the city, while the information noted in the June 2021 report presented information only for those Spaces for People schemes which already had counters in place.

There are currently no plans for new walking and cycle count locations.

Question (4) There has been reference previously to a more comprehensive public data source being published. When will this be live?

Answer (4) As indicated above this is live now, and available via the above link to the Council website.

Item no 10.3

QUESTION NO 3

By Councillor Jim Campbell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 16 December 2021

On 29 November Forth Ward Members received an email raising concerns that no Safe Route to the new Victoria Primary School would be in place when it opens early next year. This is despite the likelihood that many more students will now have to cross the busy A901, Lindsey Road, due to the Primary School moving to a new building in Western Harbour. The reason given for this omission, apparently by Council Officers, was the secondment of Officers to the Spaces for People Programme.

I am grateful for the Deputy Leader's intervention to resolve this nonsense.

- Question** (1) Does the Convener recognise this?
- Answer** (1) The Spaces for People programme has had no impact on the resources/planning for the new Victoria Primary School. Planning and officer discussions for this new school have been ongoing since before the pandemic.
- Question** (2) Can the Convener reassure Council that Safe Routes to School are a priority for her?
- Answer** (2) Yes, Safe Routes to School are a priority for me. The Council has committed to undertake a travel plan review of all schools within the city over the next 24 months and to invest in the routes being used by children and families to travel to school to ensure safe, sustainable travel is an option for all.
- Question** (3) Can the Convener assure Council that a safe route to school / travel plan will be shared with all Parents / carers of Victoria Primary students covering access to the new building before the school moves?

Answer

- (3)** Discussions are on-going with the school in preparation for opening and it has been agreed that a travel survey for parents will take place at the end of January. This will help to establish planned routes which will be used to travel to the new school and to ensure that any new crossing facilities are situated where there is the most demand. The outcome of the survey will be shared with the school.

Item no 10.4

QUESTION NO 4

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 16 December 2021

To ask the Convener of Transport and Environment:

There was an Edinburgh Council consultation in June 2018 on 2 options for the London Street crossing at Drummond Place; either a Puffin crossing (Option 1), which the criterion used by Transport officials within the council would have supported, or Option 2, to add step-outs either side of the junction (to significantly narrow the turning) as well as a raised table. The consultation attracted 173 responses with the step-out / raised table being supported by over 90% of respondents.

A plan has been prepared for these works.

The Policy and Sustainability Committee (under the revised Political Management arrangements in place during the pandemic) discussed an updated Pedestrian Crossing Priority list on 6th August 2020 - this had the London Street crossing at the top of the list with an stated 'Estimated Construction Year' being 2020/21 and £200,000 was included in the budget for 2020/21 for pedestrian crossing improvements.

- | | |
|-----------------|--|
| Question | (1) When are the works for this crossing to be put in place scheduled to be carried out? |
| Answer | (1) The design work for the crossing is complete. Construction will take place following the successful conclusion of the statutory process for the Redetermination Order required to alter the road layout. This will hopefully be completed by summer 2022, assuming no objections are received. Thereafter, it is hoped that construction will begin swiftly. |
| Question | (2) Has there been a change in process for bringing forward the Pedestrian Crossing Priority List which is usually an annual report to Committee given that the last time this was presented to Council was on 6th August 2020? |

Answer

- (2) There has been no change to process. It is intended to bring the report to Committee by Autumn 2022. The Road Safety team is continuing to undertake assessments and the outcomes of all assessments undertaken since August 2020 will be detailed within the upcoming report

Item no 10.5

QUESTION NO 5

**By Councillor Neil Ross for answer
by the Convener of the Regulatory
Committee at a meeting of the
Council on 16 December 2021**

Question

Following the passing of my motion on the Amplification of Sound on 28 October, has the convener written to Ben Macpherson MSP, the Minister for Local Government in Scotland, as requested, and, if so, can she publish the text of her letter and indicate the date it was sent?

Answer

I wrote to the Minister on 8 November 2021. A copy of that letter is included below.

Ben Macpherson MSP
St Andrews House
Regent Road
EDINBURGH
EH1 3DG

By email

Date 8 November 2021

Dear Ben,

Amplification of Sound in Public Spaces

Noise from busking and street entertainment has been a significant concern for some of the city's residents for some time. On 28 October the City of Edinburgh Council discussed the amplification of sound in public spaces. Councillor Neil Ross moved a motion (attached) with respect to the impact of amplified sound from buskers and street entertainers in public spaces in Edinburgh.

As a result I was asked to write to you to highlight the negative impact of amplified sound from buskers and street entertainers in public spaces in Edinburgh; and to request that Scottish Government considers whether new powers are required to allow the Council to effectively control the amplification of sound in public spaces under the Civic Government (Scotland) Act 1982, whether through an extension of the arrangements governing the licensing of public entertainment or by other means.

Background

In conjunction with their Police partners, Council officers in the City Centre

Neighbourhood Team previously ran a campaign in an attempt to minimise disturbance by buskers. This included the development of a 'Good Practice Guide', including a request system where the use of amplification was intended whilst busking in the city centre. This was discontinued after the first summer due to a lack of resources and enforcement powers.

Some years ago, the Council trialled temporary street signage regarding busking in the city centre and has adopted an informal role responding to initial complaints and advising buskers on the guidelines drafted by that team in 2015. In the vast majority of cases, they have to be forwarded to Police Scotland, who can use their legal enforcement powers in this respect.

Current position

Under the Civic Government (Scotland) Act 1982, Police officers may seize sound-making equipment (no matter where located) if a person fails to stop the noise on being asked to do so. Police Constables may also serve Fixed Penalty Notices for this offence.

Although Police Scotland may use these powers in the relevant circumstances, use of these must be balanced against other priorities. The Council would welcome the provision of further enforcement powers in order to support Council officers to encourage best practice.

Statutory provisions under the Environmental Protection Act 1990 allow for local authorities to require the abatement of a noise nuisance if the noise amounts to a Statutory Nuisance. However, 'Statutory Nuisance' is not defined. It is normally determined by reference to the noise itself and its duration, volume, character, time of day and frequency. This means that the disturbance must be long-term and sustained. The noise must also be affecting an individual in a domestic property. This legislation is used when noise is emanating from a premise or from a vehicle, machine or equipment in the road. It is not applicable to street noise such as buskers, as it is often difficult to establish that there is a sustained problem from the same person.

I would appreciate the opportunity to discuss opportunities to develop a way forward in this regard.

Yours sincerely
Cathy

Councillor Catherine Fullerton
Convener – City of Edinburgh Council Regulatory Committee

Item no 10.6

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 16 December 2021**

Back in 2017 the Council committed to making repairs on a right-first-time basis and was looking at the purchase of a Hot Box machine to allow hot repairs to be done. Please can you provide the following:

Question (1) The proportion of emergency repairs carried out within the expected timescale over the past twelve months?

Answer (1) The information below provides details of road defect repairs in 2020/21 and 2021/22 as this information is collated by financial year. The data in Appendix 1 shows this service is consistently achieving the performance target for all Category 1, 2 and 3 defects on a monthly basis.

Question (2) The proportion of temporary repairs that are subsequently replaced by permanent repairs within the expected timescale over the past twelve months? What is that timescale?

Answer (2) It is not possible to provide details of the proportion of temporary repairs which are subsequently replaced by permanent repairs. A process has been established to review all Category 1 defects and a follow up job where possible is created and scheduled within one month of the temporary repair being completed.

The Road Operations team have, however, confirmed that:

- They undertook 420 permanent hot box repair jobs last year. Historically there is an average of 2.02 defects per job and so the number of defects permanently repaired will be approximately 840;
- In addition, the response squads carried out 120 permanent repair jobs; and
- 65,000m² of targeted priority surfacing was carried out over the last nine months. These jobs are targeted at roads where patching is not feasible.

Question (3) How many 'hot box' repair machines does the Council have at its disposal at present for making 'hot' permanent repairs?

Answer (3) A 'hot box' is not a repair machine, rather it is an insulated lorry with an active heating system which keeps the asphalt contained within it hot for a longer period of time. The Council has one hotbox and six insulated lorries which serve a similar purpose.

Question (4) Has the Council investigated the potential of 'road mole' type repair solutions and, if so, what conclusion was reached?

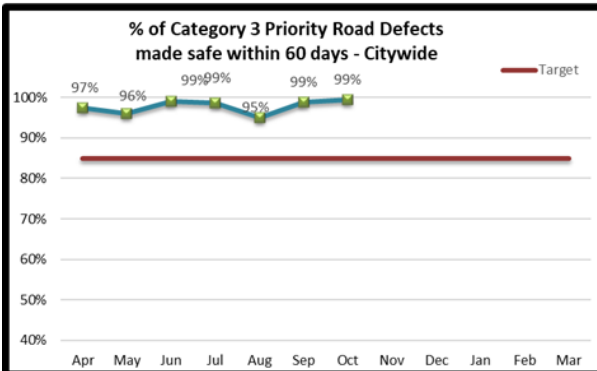
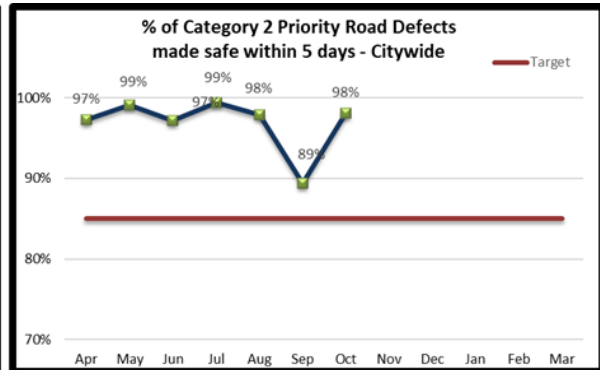
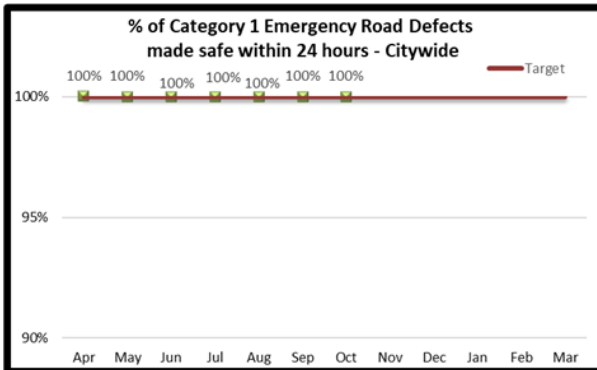
Answer (4) Yes, Council officers investigated the potential of the 'Road Mole', through discussion with the 'Road Mole' team and a demonstration of the vehicle in Liverpool.

A number of benefits, challenges and limitations were identified. Officers attempted to set up a trial of the equipment in Edinburgh but it was not commercially viable. Officers also sought to seek an option to establish a contract hire of the equipment but the equipment was in its infancy and there was no viable offer returned.

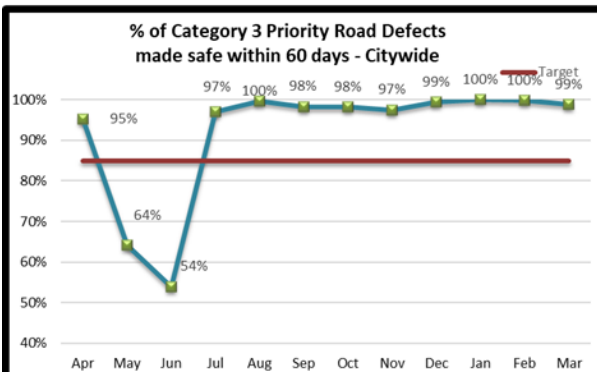
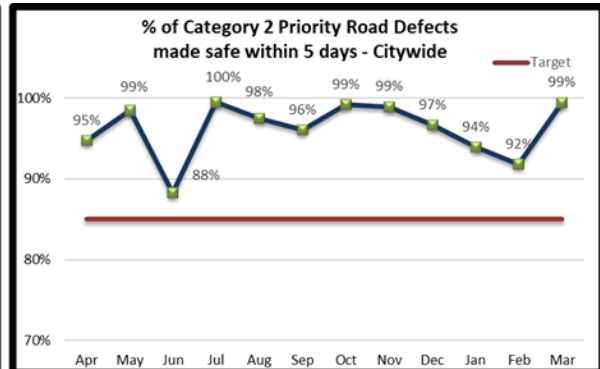
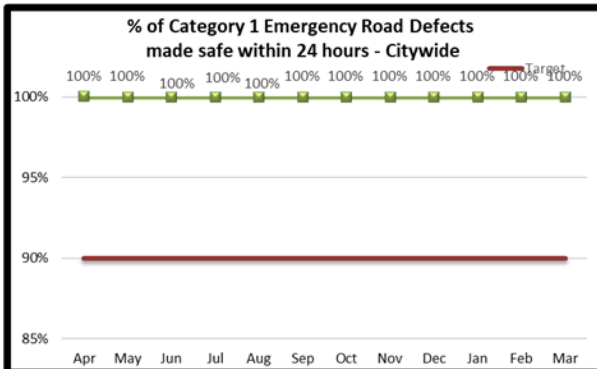
However, officers have engaged with JCB who have developed a similar item of plant named the 'Pothole Pro'. This is more commercially accessible, and a one-week trial is planned this month to better understand and test the potential benefits of adopting this dedicated equipment.

Appendix 1:

2021/22 – YTD:



2020/21:



Please note: the data for 2020/21 includes the time period following the outbreak of Coronavirus (COVID-19) when the service stood down Category 3 defects to protect staff and to comply with government legislation. This led to the dip in Category 3 performance

between April and June 2020. Despite the uncertainty at the time, the Road Operations team maintained Category 1 and Category 2 defects throughout the pandemic.

Item no 10.7

QUESTION NO 7

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 16 December 2021**

Question

Following the passing of my motion on Zebra Markings for Side Streets on 25 November, has the convener written to the Scottish Government Ministers for Transport and Active Travel, as requested, and, if so, can she publish the text of her letters and indicate the dates they were sent?

Answer

There is an established procedure in place whereby Scottish Local Authorities can apply to Transport Scotland for authorisation to use traffic signs or road markings that are not prescribed within the relevant roads' legislation. We would need to follow this process to formally seek authorisation for any trial of informal zebras in Edinburgh. As this authorisation has to be applied for on a location specific basis, we will not be in a position to do this for some time, while we investigate and potentially consult on suitable locations.

A letter was sent to Scottish Government Ministers for Transport and Active Travel notifying them that we intend to seek authorisation for a trial next year and seeking support for this.

The letter was not finalised and sent until a review of the report on the outcomes on the Manchester trial was complete as this informed the contents of the letter to Scottish Ministers.

It should be noted that the motion which passed on this matter was in fact a Coalition amendment, as noted in the Minutes of the meeting.

“Dear Mr. Matheson and Mr. Harvie

At the City of Edinburgh Council we are very keen to explore low cost but high impact ways of helping us move rapidly towards a net zero carbon, healthy and inclusive transport system.

One of the issues we currently face is that available forms of pedestrian (and cycle) priority street crossings, either signals or the ‘zebra’ are both relatively expensive, with significant infrastructure needed over and above the necessary road markings. Many mainland European countries use much cheaper variants of the zebra, relying either on paint alone or on paint supported by fixed signs rather than flashing beacons (we’ve shown a few examples below, from Italy and Denmark).

We’re aware of trials of this type of crossing recently conducted in Manchester. Early results of the trials, involving using the low cost zebras on side roads, appear encouraging, with large increases in drivers’ propensity to give way to pedestrians recorded.

We are looking at options for a similar proposed trial in Edinburgh, potentially including crossings in both the same type of location and possibly for crossing secondary roads in locations where a conventional zebra or signalled crossing would not be affordable. We would hope to submit proposals in the first half of 2022, in the meantime we would very much welcome your support in principle for such an experiment.



Should you wish to discuss this important topic, my colleague, Martin Scott, will be pleased to make arrangements – martin.scott@edinburgh.gov.uk.

Yours sincerely and kind regards,

Councillor Lesley Macinnes
Transport and Environment Convener”

Item no 10.8

QUESTION NO 8

By Councillor Jim Campbell for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 16 December 2021

Councillor access to documents relating to the Monitoring Officer and Brodies earlier work around whistleblowing allegations

Question (1) Can the Convener confirm if the Council will have to pay a third party to give Councillor's access to these Council documents?

Answer (1) A small amount will have been incurred in order for two councillors to have access to these documents prior to November Council. This was facilitated by the Inquiry Team as they retain the most comprehensive and accessible record of these documents. However, following the November Council decision, arrangements have been made for Councillors who wish to do so to examine the relevant documents on Council premises facilitated by Council staff so no third party costs will be incurred.

Question (2) If so, what amount is envisaged?

Answer (2) See Q1 above. The costs associated with the Independent Inquiries have been reported regularly to Council and the Finance and Resources Committee, most recently on 9 December 2021.

Question (3) Can the Convener confirm if the Council retains in its own possession any copies of these documents?

Answer (3) Yes

Item no 10.9

QUESTION NO 9

By Councillor Cook for answer by the Council Leader at a meeting of the Council on 16 December 2021

To ask the Council Leader how many times in the last 12 months they have met with:

- Question** (1) The Scottish First Minister
- Answer** (1) As Councillor Cook would expect, there has been continuous engagement with representatives of the Scottish Government and Cabinet Ministers and Ministers on a number of issues relating to the pandemic and wider matters. I have not analysed the enormous amount of meeting records to give a definitive answer if there has been a meeting in the last year that included both me and the First Minister, but I have no records of any direct meetings. Although to assure Councillor Cook, if I felt the need for a 1 to 1 with the First Minister to help take forward our programme for the Capital on any specific issue, I wouldn't hesitate in progressing it.
- Question** (2) The Cabinet Secretary for Finance and the Economy
- Answer** (2) Numerous times at various meetings such as but not limited to the Scottish Cities Alliance, Edinburgh City Region Deal and the City Centre Taskforce Oversight Group.
- Question** (3) Essential Edinburgh
- Answer** (3) Numerous times at various meetings through regular forums such as but not limited to the Strategic Implementation Group of ETAG (which I have Chaired since the start of the pandemic) and others like the Economic Advisory Panel.
- Question** (4) The Edinburgh Hoteliers Association
- Answer** (4) Numerous times at various meetings through regular forums such as but not limited to the Strategic Implementation Group of ETAG (which I have Chaired since the start of the pandemic).
- Question** (5) The Edinburgh Chamber of Commerce

Answer

- (5)** Numerous times at various meetings through regular forums such as but not limited to the Strategic Implementation Group of ETAG (which I have Chaired since the start of the pandemic) and others like the Economic Advisory Panel.

Item no 10.10

QUESTION NO 10

By Councillor Cook for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 16 December 2021

To ask the Convener of Transport and Environment Committee how many times in the last 12 months they have met with representatives of:

- Question** (1) Edinburgh Taxi Association
- Answer** (1) No requests to meet Convener directly, but ETA take part in the Transport Forum which Convener chairs.
- Question** (2) Unite the Union Cab Branch
- Answer** (2) No requests to meet the Convener directly within last 12 months. Although the Convener has met with other Unite representatives to discuss, for example, ALEO reform.
- Question** (3) Lothian Buses
- Answer** (3) The convener has met with Lothian Buses 7 times in the last 12 months to discuss various matters. In addition, we maintain regular contact by phone on any matters which arise.
- Question** (4) The AA
- Answer** (4) The Convener has not been approached to meet the AA. They are on the invite list for the Transport Forum but have never attended.
- Question** (5) Essential Edinburgh
- Answer** (5) Essential Edinburgh have not met with the Convener but have engaged with officers during Spaces for People, in March an engagement session was chaired by Cllr Doran., due to the Convener's illness. The Vice Convener also meets with EE regularly as part of the George Street Association. The organisation has also made a deputation to Transport and Environment Committee in August and engage regularly with officers and the Convener via email.

Question (6) Edinburgh Hoteliers Association

Answer (6) The Association have not requested a direct meeting with the convener but were part of the Spaces for People engagement session with the Vice-Convener on 10 March 2021, as described above.

Question (7) Edinburgh Chamber of Commerce

Answer (7) The Convener met with the Chamber of Commerce in February 2021, and they were also present at the Spaces for People engagement session in March. In addition, the Chamber of Commerce have also engaged with officers on the City Mobility Plan.

Item no 10.11

QUESTION NO 11

By Councillor Mowat for answer by the Convener of the Regulatory Committee at a meeting of the Council on 16 December 2021

At the Regulatory Committee on 2nd December 2021 Councillor Day moved to continue Item 7.4 on the grounds of legal advice received, can the Convener clarify:

- Question** (1) Whether legal advice was sought on this item by councillors.
- Answer** (1) Legal advice was sought by councillors in relation to this item.
- Question** (2) Whether officers brought forward legal advice to councillors without a request.
- Answer** (2) See above.
- Question** (3) Which councillors were party to this legal advice?
- Answer** (3) The advice was provided to the Convener and Vice Convener of the Committee and to the Leader and Depute leader of the Council.

Item no 10.12

QUESTION NO 12

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 16 December 2021

Could the Convener detail:

The cost of providing the gull proof sack service

Question (1) Per household and

Answer (1) Based on approximately 2,300 households, the cost per household is £34.97 per household per year solely for collection (driver, loader and vehicle costs). The costs of disposal and administrative support are not included as this data is not held separately from other waste services.

For comparison, based on the 132,000 households that use the communal bin service, the current cost per household (of residual/non-recyclable waste collections) is £22.15 per year solely for collection.

Question (2) As a total cost

Answer (2) The estimated cost of collection of the gull proof bags from the 2,300 households that use the service is £80,431 per year.

For comparison, the estimated current cost of communal bin collections of residual/non-recyclable waste from the c.132,000 households that use this service is £2,924,240.

Item no 10.13

QUESTION NO 13

By Councillor Whyte for answer by the Council Leader at a meeting of the Council on 16 December 2021

Question

Given that the response to previous questions indicates that he believes that the appraisal of the Chief Executive is the Council Leader's responsibility can he confirm how many annual appraisals the Chief Executive has had since joining the Council in 2015 and since he became Council Leader in 2017?

Answer

I understand that the Council was in the process of developing a new approach to performance management when the Chief Executive was appointed, and this was subsequently approved in 2016 by the Corporate Policy and Strategy Committee.

Since becoming the Leader of the Council in 2017, I have discussed performance on an ongoing basis with the Chief Executive, which is consistent with the Council's approved performance management framework and policy. In addition to this ongoing approach, I commissioned the Local Government Association to undertake a formal 360-degree review as part of my ongoing discussions with the Chief Executive Spring 2019 which Councillor Whyte was part of. This will be repeated when possible, as I have already confirmed in previous answers.

Item no 10.14

QUESTION NO 14

By Councillor Whyte for answer by the Council Leader at a meeting of the Council on 16 December 2021

Question

Who took the decision, and under what authority, that the approach to the appraisal of the Chief Executive would change to being the sole responsibility of the Council Leader as opposed to the approach with all previous Chief Executives where appraisal was undertaken by a small committee made up of the political group leaders?

Answer

To repeat a part of my answer to Councillor Whyte from November 2018 and again in March 2021 “the Chief Executive is uniquely accountable to the whole Council, in its capacity as employer, **through the Leader of the Council**” which is the normal approach in local government.

This accords fully with the Council’s approved performance management framework and policy, which is applicable to all employees, including the Chief Executive. This policy was approved by the Corporate Policy and Strategy Committee in 2016.

Councillor Whyte may also wish to be aware that the Chief Executive’s job description, which forms part of his contract of employment, makes explicit that he is responsible to the Council, through the Council Leader. The job description for the Chief Executive was approved by Group Leaders in early 2015, again as reported to the Corporate Policy and Strategy Committee. Councillor Whyte may wish to reconsider asking such questions at Full Council, when these answers are already known to members of his group, including his colleague who was the Conservative Group Leader at that time.

Item no 10.15

QUESTION NO 15

By Councillor Whyte for answer by the Council Leader at a meeting of the Council on 16 December 2021

Question

Given that he has recognised in his response to previous questions on this topic that the Chief Executive is responsible to the whole Council and not just the Administration why he has not shared the Chief Executive's objectives with other Group Leaders and when he will do so?

Answer

I have previously answered a similar question from Councillor Whyte in March 2021.

Therefore, I restate that the Chief Executive's objectives are focused on dealing with the consequences of a global pandemic for both the Council and the City, including the Council's statutory responsibilities arising from the Civil Contingencies Act and providing direct leadership of the Council's Incident Management Team, which continues to operate.

Regular reports provided to the Policy and Sustainability Committee on the Adaptation and Renewal Programme ensure that progress within these objectives are not only shared, but that they are in the public domain.

In addition to these objectives, the Chief Executive continues to discharge the responsibilities of his role, as set out in his job description and aligned to the delivery of the Council's approved business plan.

I understand that Councillor Whyte doesn't support the Chief Executive in delivering the settled will of Council to improve the wellbeing of our residents and tackle climate change and poverty in our City- which Cllr Whyte and his party colleagues have consistently voted against. I further note that Cllr Whyte has failed to raise this for discussion at Group Leaders meetings since his last questions in March 2021- although I would also point out that while Group Leaders is a useful forum on some issues, it is not a forum to try and frustrate the settled will of Council.

Item no 10.16

QUESTION NO 16

By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 16 December 2021

- Question** (1) Please can the Convener clarify what Scottish Government funding was received for the refurbishment of the Darroch annex, and what conditions were attached to that funding?
- Answer** (1) The Scottish Government contribution was £4million.
- Question** (2) If the Darroch annex reverts to English Medium Education in the future, what are the implications of this for the funding received?
- Answer** (2) At the time the Scottish Government granted the funding the intention was that the Darroch Annexe would be suitable for a GME primary school in the longer term. If that does not transpire then discussions would need to be had with the Scottish Government about the status of the funding.

Item no 10.17

QUESTION NO 17

By Councillor Bruce for answer by the Convener of the Edinburgh Integration Joint Board at a meeting of the Council on 16 December 2021

Can the Convener confirm

Question

The number of Care Package requests that are currently outstanding for each locality?

Answer

The number of care package requests outstanding at 9 December 2021 in each locality are as follows:

- North-East – 163
- North-West – 210
- South-East – 231
- South-West – 191

The above number of requests includes those for people in hospital and at home.