

Item no 10.1

QUESTION NO 1

By Councillor Thornley for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 December 2022

To ask the Convener:

Question (1) On what date he wrote to Lothian Buses regarding Bus Service Single Fares as agreed at September's meeting of Full Council?

Answer (1) Rather than writing to Lothian Buses, I placed the issue on the agenda of a meeting I had with the Managing Director in my office on the 28th of October.

Question (2) Whether he has received a response?

Answer (2) We had a constructive discussion about this issue and Lothian Buses' wider ticketing strategy. At that time the ticketing structure was being reviewed in response to the changing travel patterns people are establishing as Edinburgh transitions out of the pandemic. Although Lothian Buses continues to offer fantastic value for money, we also discussed a shared desire to avoid any fare rise as long as possible due to the cost of living crisis. It is notable, however, that ticket prices have not increased since February 2020 despite Lothian Buses making significant investments in fleet, systems and staff in that time.

We both agreed that your proposal had merits, but would add to Lothian Buses' costs in the short-term. It was agreed, therefore, to review the matter again in the future.

Subsequent to the meeting, I received this written response from Lothian Buses:

"The Lothian network and portfolio of fares and tickets are built around the principle of interchange as it has always been the case that some journeys across the city might require a connection. Our purpose is to deliver a world class, socially inclusive and sustainable public transport network within the context of the legislative and funding environment in which we operate.

As a wholly commercial business, 95% of our income is generated from our customers. As such, decisions we make on products and price points will have a significant impact on the viability of the business. In contrast, the legislative framework and funding arrangements in London, where a transfer ticket is available, are different and only 48% of income is forecast to come from customers in 2022/23.

The Lothian fares strategy reflects the reliance we have on income from our customers. Our single fare is keenly priced and continues to be amongst the lowest in the UK. Discounting is then applied on a graduated basis to those products which commit the customer to a longer period of travel with us. For frequent travellers our contactless capping and Ridacard product is typically less than a single fare, with the more journeys made, the more cost effective the product becomes. For a significant proportion of our customers, including under 22s, over 60s and those with disabilities, the Scottish National Entitlement Card enables travel at no cost to the user.

The current mix of products and prices has contributed to Lothian's ongoing successful performance, which is in sharp contrast to the relative decline in bus travel seen in many other UK cities – including London where a transfer ticket is available. It follows that the penalty for any mistake in setting either the price of a transfer ticket or the period for which it would be valid would be severe. All that said, with every fares revision we conduct a review of the ticketing portfolio to ensure that are continuing to respond to customer demand whilst remaining affordable.

A transfer ticket could be introduced in Edinburgh, and could be equally as well managed as in London, however whether it would make economic sense to do so would be most fundamentally predicated on a change to the framework within which public transport is financed in this city.”

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|-----------------|--|
| Question | (3) Whether he will share a copy of his letter and the response received? |
| Answer | (3) See above |

Item no 10.2

QUESTION NO 2

**By Councillor Neil Ross for answer
by the Leader of the Council at a
meeting of the Council on 15
December 2022**

At the start of this new term of the Council, on 26 May and 30 June, the Council approved appointments from political groups of the members of Council committees and other bodies.

Question (1) When have any later appointments been made, to which committees/boards and by which political groups?

Answer (1) **25 August 2022**

Finance and Resources - SNP
Transport and Environment – SNP
Governance, Risk and Best Value – SNP
Pensions – SNP
Regulatory and Licensing Sub – SNP
Edinburgh and South East Scotland Region – Elected
Member Oversight Committee – SNP
SESPlan Joint Committee (South East Scotland Regional
Joint Committee) - SNP

27 October 2022

Governance, Risk and Best Value – SNP
SEStran - SNP

Question (2) Are there any vacancies remaining to be filled and, if so, for which committees/boards and from which political groups?

Answer (2) Regulatory and Licensing Sub - Labour

Item no 10.3

QUESTION NO 3

By Councillor Lang for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 15 December 2022

At its 20 June 2022 meeting, Council resolved that the agreed report on establishing a Young People's Assembly "would also cover the option of consulting with the Edinburgh Association of Community Councils (CC) on amending the 'scheme for community councils' to ensure that young people had a stronger role within CC decision making".

Question (1) Why did the report tabled in November 2022 make no mention of this or report on the work undertaken in response to this part of the agreed June 2022 motion?

Answer (1) This was included in the report to Council on 22 September 2022, where it was agreed we would explore this. The November report focused on researching and developing the model for the Young People's Assembly. As this was approved, young people's involvement in the review of the scheme for community councils and a range of other relevant issues will be taken forward.

Question (2) What work has been undertaken so far in response to this part of the June 2022 motion?

Answer (2) There is a statutory process for reviewing the Scheme, including set consultation periods. Young people's involvement will be undertaken as part of that but it's not something that could start early and outside the process. There will be a review of the scheme for community councils in 2023.

Question (3) When is it expected that the outcomes of this work will be formally reported, either to Council or a relevant executive committee?

Answer

- (3)** This will be formally reported in 2023 once the statutory process for reviewing the scheme is complete. At this stage it is not possible to give a date. This is because the length of the review can depend on the level of feedback. A scheme review tends to take nine months due to the statutory consultation periods.

Item no 10.4

QUESTION NO 4

By Councillor Lang for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 15 December 2022

At the Council meeting on 22 September 2022, Council resolved that "a report would come to Council in October 2022 on voting rights for religious representatives" on the Education, Children and Families Committee.

Question (1) Why has this report not yet come to Council?

Answer (1) It has taken time to secure someone to do the independent Equalities Quality Impact Assessment (EQIA). It was agreed at the Full Council Agenda Planning Meeting that a briefing note would be circulated rather than a report.

Question (2) When will the report come to Council?

Answer (2) The report will come when the impact assessment has been completed, this is likely to be March 2023 and a report will come to Full Council May 2023.

Item no 10.5

QUESTION NO 5

By Councillor Lang for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 15 December 2022

- Question** (1) Is there currently sufficient capacity within the three primary schools - Queensferry, Echline and Dalmeny, to accommodate projected school roll numbers over the next 5-10 years from the catchments currently covered by these schools?
- Answer** (1) No.
- Question** (2) If not, would an expansion of the three schools on their existing sites be sufficient to accommodate projected school roll numbers?
- Answer** (2) Yes. However, the scale of expansion required is likely not to be acceptable from an education, cost, disruption and possibly planning perspective.
- Question** (3) How much money has or is due to be raised for educational investment as a result of each of the following Section 75 developer contributions from the following planning approvals?:
- a) [16/01797/PPP](#)
 - b) [20/05023/FUL](#)
 - c) [16/06280/FUL](#)
 - d) [14/01509/PPP](#)

- Answer** (3) a) Builyeon Road 16/01797/PPP - £10,900,218 – per unit rates established in the PPP application and this figure is based on an assumed housing mix of 50% houses and 50% flats; payments are linked to AMC applications that will set out the housing mix.
- b) Springfield 20/05023/FUL - £1,919,497
- c) South Scotstoun (16/06280/FUL + 20/00802/FUL) - £6,026,290 (£5,287,123 + £739,167)
- d) Ferrymuir Gait (14/01509/PPP) - £660,000 - the legal agreement requires £135k towards additional classrooms at Queensferry Primary School (already delivered) and £525k towards secondary school.
- Question** (4) How much of this money has been allocated for a new primary school at Builyeon Road?
- Answer** (4) £12,836,912 index linked to Q4 2017 at date of payment.

Item no 10.6

QUESTION NO 6

By Councillor Caldwell for answer by the Leader of the Council at a meeting of the Council on 15 December 2022

The main works of the Trams to Newhaven extension are set to be completed by the end of December, with additional works to carry on through to June 2022 which is welcome news and the Project is to be commended. The project will be looking at adjustments, defect repairs as well as implementing essential amenity such as bins and bus stops until then.

Question (1) Does the Council leader agree with me that the coming period is a critical moment for the project to ensure adjustments and resident feedback regarding the pavement, cycle lane and traffic flow are addressed?

Answer (1) Throughout the project, the team has worked closely with local residents and businesses to make sure that resident feedback is taken into account.

Notably, prior to construction commencing, the largest public consultation that the Council had undertaken outside the budget process informed the design of the project, with 8,000 individual contributions received.

The team has built a strong working relationship with Community Councils together on Tram (CCTT) to ensure that the needs of residents and businesses are considered, and this will continue with CCTT and with ward members until the end of the project.

Of course, as the project nears completion the ability to make changes reduces, in particular because of the challenging market conditions.

Question (2) Will the Council Leader join me, fellow Leith Walk ward 12 councillors and Community Councils Together on Trams for a 'walk down the Walk', before project completion, to highlight first hand both the positives and challenges arising from the largest Council Capital project in a decade?

Answer (2) Yes, I would be happy to join you.

Question (3) What scrutiny will Councillors on the Transport and Environment committee have when infrastructure is eventually passed on from the Trams to Newhaven project to relevant departments in the Place directorate?

Answer (3) The infrastructure will form part of the Council's road and public transport assets. The assets will be owned and managed by the Place directorate, and by Edinburgh Trams (through the operating agreement which is in place with them). The scrutiny and oversight of the Transport and Environment committee will be the same as for any other Council owned asset.

Question (4) Will the Council leader join me in extending thanks to the residents and businesses on Leith Walk whose lives have been, and continue to be, disrupted by works over the last few years?

Answer (4) I would like to take the opportunity thank all those who have faced and continue to face disruption due to the works. I understand this is the largest major infrastructure work that has taken place in the city for the past 100 years. The project, when complete, will be of huge benefit and this wouldn't have been possible without the support of the local community and businesses.

Item no 10.7

QUESTION NO 7

**By Councillor Davidson for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 15 December 2022**

Residents in Corstorphine are frequently exposed to high levels of air pollution and reduced mobility due to high volumes of traffic and delays along St John's Road

Question

- (1) Can the convener advise what steps he is intending to take in order to reduce traffic delays along St John's Road?

Answer

- (1) The actions that officers are progressing for St John's Road include:
- Monitoring traffic in the area and adjusting the timing of traffic signals (which are local to each of the traffic signal controllers) to manage the traffic flow along the St John's Road corridor;
 - In addition, as the corridor is capable of running the Split Cycle Offset Optimisation Technique (SCOOT) method of traffic signal control, procurement of new equipment is underway to enable SCOOT to operate effectively;
 - Considering proposals for a new layout at the A8/ Drumbrae South roundabout as currently traffic flow into the roundabout from the other arms, especially in the peak periods, constricts the traffic flow westbound exiting from St John's Road. This then creates a bottleneck through the St John's Road corridor when traffic is queued back from this roundabout; and
 - A re-design of the junction/roundabout is being developed to remove the roundabout and replace it with a signalised junction. Modelling work is still taking place to ascertain the effects of this on the network. In addition, other options are also being considered on how to manipulate the existing infrastructure at the roundabout to improve traffic flow along St John's Road.

Question

- (2) What steps the council is taking to address air pollution in Corstorphine?

Answer

- (2) A revised draft Air Quality Action Plan was approved for consultation by the Transport and Environment Committee on 8 December 2022.

The plan proposes action on the A8/Drumbrae South junction, which would aim to reduce vehicle emissions by introducing interventions to best managing the traffic flow on the St John's Road corridor, particularly between the junctions of Clermiston Road and Drumbrae South.

The Intelligent Infrastructure project will be completed in June 2023. This includes 10 new air quality monitoring units which feed live pollutant data on Nitrogen Dioxide, and Particulate Matter 2.5 and 10, back to the city's new Urban Traffic Management and Control (UTMC) system. This will allow high levels of pollutants to be quickly identified and will automatically (in conjunction with the SCOOT system) implement a traffic control strategy along St John's Road to improve traffic flow and reduce vehicle emissions in the vicinity of Corstorphine.

As part of the work being undertaken on the Corstorphine Connect Low Traffic Neighbourhood (LTN), traffic counts have been taken for all key streets in the LTN, including St John's Road, as well as air quality monitoring sites. Through this, officers will be able to accurately track changes to traffic and air quality and adapt the scheme to try and resolve any issues that occur.

Question

- (3) What steps he is intending to take to reduce the volume of traffic on St John's Road?

Answer

- (3) In conjunction with the use of Intelligent Traffic Systems (which can be utilised to prioritise active travel and public transport), the Corstorphine Connect LTN will flexibly adapt to support the reduction of private vehicles on St John's Road. I would be happy to meet Ward Councillors and Community Councils to discuss what further steps can be taken in the Corstorphine / Murrayfield Ward to help reduce car use further.

Item no 10.8

QUESTION NO 8

**By Councillor Davidson for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 15 December 2022**

In the Deep Clean Initiative briefing note circulated to all councillors on the 24th November no streets in Ward 6 Corstorphine/Murrayfield had been deep cleaned.

Question (1) Can the Convener advise why certain wards have not been included in the Deep Clean Initiative so far?

Answer (1) The programme for the Deep Clean initiative runs for the full financial year 2022/23. The approach has been prioritised to target at the areas of most need, based on LEAMS data and visual inspections of streets, and started in the east of the city. Progress is also dependent on work required and other influences (such as car parking).

Question (2) When he expects the initiative to be carried out in Corstorphine/Murrayfield?

Answer (2) This will be dependant on progress through the areas that have been identified as most in need, with a further assessment of the Corstorphine/Murrayfield Ward being undertaken early in January. However, deep cleans have taken place in the ward by as part of the Council's normal cleansing activities in areas of high leaf fall (such as the streets around Murrayfield Avenue and Ravelston).

Item no 10.9

QUESTION NO 9

By Councillor Caldwell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 December 2022

Members in a previous Trams to Newhaven APOG agreed to a no-left-turn from Elm Row onto London Road. This no-left-turn has been repeatedly flaunted (into a green man) by drivers not bothering to use the Picardy turnback, despite initial modelling showing they would. Can the Convener please confirm;

Question (1) What actions are the administration taking to liaise with Trams to Newhaven and partners in the Police to ensure that correct road usage is being adhered to at this junction?

Answer (1) This has been discussed at the last two tram APOG meetings, one of which Ward Councillors were invited to take part in. The Trams to Newhaven project team have discussed this matter with Police Scotland, who have agreed to provide greater enforcement in the area.

Question (2) A No Left Turn may increase the amount of traffic through the densely-populated residential Brunswick Street as it is a cut-through. What alternatives are there at this stage to ensure traffic isn't encouraged to use Brunswick Street to cut the corner?

Answer (2) The project team have been asked by locally elected members to review the decision to ban this left turn. This review is ongoing and an update will be provided to Ward Councillors in the first instance when this review is complete.

Question (3) What additional resource are delegated to the Trams to Newhaven project to ensure adaptations can be made at the 'snagging' stage of the project when necessary?

Answer (3) The team is resourced to deal with defects and snagging to the end of the project delivery. When the project completes, the project team will disband. Additional support is currently being considered so that the Council can manage and procure resolution of any defects that may become apparent after completion.

Item no 10.10

QUESTION NO 10

By Councillor Parker for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 December 2022

Question (1) When will the permanent works to introduce a pedestrian and cycle crossing at Hermitage Drive / Braid Road / Braidburn Terrace start / finish?

Answer (1) The full works package tender for this junction (along with Braidburn Terrace, Comiston Road / Greenbank Crescent and the minor junctions with Braid Crescent, Greenbank Place and Braidburn Crescent) is due to be published by 16 December 2022, with a return date of 6 January 2023 at the latest.

The exact programmed date for this junction will be determined through discussion with the successful contractor, but the package of work is registered to commence on 30 January 2023 and is scheduled to run until the end of April 2023. However, this timeline may be impacted by delays due to extended lead-in times for signal / lighting hardware and certain natural stone products which could lead to the full package of works not being completed until May or June.

The Council will have on-site presence on a daily basis and will work with the residents, church and other key stakeholders to ensure that communication is open, access is maintained, and disruption is kept to a minimum

Question (2) When will the permanent works on Braidburn Terrace start / finish?

Answer (2) See answer 1. It is intended to commence works in Braidburn Terrace and the other minor junctions early in the programme, with the higher impact junctions programmed later when supply of materials and hardware availability is established.

Question (3) When will the permanent works at the traffic lights at Greenbank junction start / finish?

- Answer** (3) The full resurfacing works at the Greenbank junction have been phased later in the programme in recognition of the potential issue with the supply of materials and signals hardware.
- As this junction will have the highest impact on the traffic network and will require full closure, the resurfacing work (incorporating the new ducting for the redesigned junction layout) is scheduled for early evening / night work over the course of a week to minimise disruption to public transport and local traffic through the day. This has been discussed and agreed with the Lothian Buses.
- Once the dates for the works have been determined, these will be advertised online and on social media platforms, as well communicated locally to elected members and local residents.
- Question** (4) When will the permanent works to widen the pavement at Braid Crescent and to introduce a raised road table at the junction start / finish?
- Answer** (4) See answer 1.
- Question** (5) For each of the above (1-4), when will residents be notified of these works and via what means
- Answer** (5) As outlined in answer 3, once the dates for the works have been determined these will be advertised online and on social media platforms, as well communicated locally to elected members and local residents.
- Question** (6) What are the ETROs in place which make up the Greenbank-Meadows Quiet Route?
- Answer** (6) [TRO/21/29](#) covers the Travelling Safely South Area Experimental Order for various roads and covers the Greenbank-Meadows Quiet Route.
- Question** (7) For each ETRO listed in 6): i) when did the ETRO start, ii) when will it end, iii) when will public consultation for each go live and end, iv) how will the consultation be run and v) when / how will residents be informed of this?

- Answer** (7) i) The Order came into effect on 21 November 2022.
- ii) The order is in place for up to 18 months.
- iii) The statutory consultation went live on 21 November 2022 and will end on 20 May 2023.
- iv) People can comment, offer support or raise an objection during the initial six months of this period, ending on 20 May 2023. Details on how to do this is included - <https://www.edinburgh.gov.uk/downloads/file/32260/advert>
- v) Notification, with an accompanying Frequently Asked Questions (FAQ), has been sent to all statutory consultees, Councillors and Community Councils. In addition, the Council website has been updated, providing a [link](#) to the ETRO documents and details of how to submit comments or object. A press release has been issued and social media communications have been used to communicate more widely.

Street bills have also been erected along the route and these will be checked and replaced, as necessary, during the initial six month period.

Question (8) What type of monitoring will take place to review road safety in the area when Braid Road reopens (including along the Greenbank-Meadows Quiet Route), when will this monitoring occur, what information will be gathered as part of this, when / where will this information be shared and how does this link to the newly revised Road Safety Action Plan?

Answer (8) The Road Safety and Traveling Safely teams have been working closely on the re-opening of Braid Road to two-way traffic. Additional traffic surveys are scheduled for Spring 2023 to enable speeds and traffic volumes to be reviewed against the results from the surveys undertaken in March 2019. The results of both sets of speed surveys can be provided to anyone who wishes to see them.

This approach is consistent with both previous Committee decisions and the new draft Road Safety Action Plan.

Question (9) What is the outcome of the latest site investigations at Braid Road – i) south of Braid Hills Road and ii) between Riselaw Road & Riselaw Crescent – where traffic surveys previously found average speeds exceeded tolerance levels?

Answer (9) The Road Safety team undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. Traffic data allows resources to be directed to the locations where there is significant speed limit non-compliance.

Traffic surveys were carried out on Braid Road at two locations in March 2019:

- between Riselaw Road and Riselaw Crescent, from 8 to 14 March, when the free flow average speed recorded was 25.9mph; and
- south of Braid Hills Road, from 24 to 30 March, when the free flow average speed recorded was 27.9mph.

Following the approval of a report on the [Evaluation of the 20mph Speed Limit Roll Out](#), site investigations will be undertaken at locations where an average speed above the normal tolerance of 24mph in a posted 20mph speed limit is recorded.

A further report was presented to the Committee on 27 February 2020, titled [Approach to Extension of 20mph Speed Limits](#), which included details of the approach to be used in determining the suitability of additional speed reduction measures. These include improved or additional signage and road markings, the periodic deployment of vehicle activated speed signs and, potentially, physical traffic calming measures.

However, the use of physical traffic calming measures will generally only be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.

There is not a history of speed related collisions in Braid Road, between its junction with Buckstone Terrace and

Braid Farm Road, in the latest available 3-year period (to the end of June 2022) of personal injury collision data.

I accept, however, it is likely that there will have been some reduction in collisions in 2020 and 2021 due to reduced traffic levels arising from the Pandemic, although this has to also be seen against a longer term declining trend.

However, personal injury collisions are still a major factor (although far from the only one) that we use to direct and prioritise Road Safety resources to the locations where they can provide most benefit. There were still around 500 people injured in the city's streets in each of these years. Without a significant increase in both budget and staff resources, directing more resource towards locations without a collision history is likely to result in less resources being directed to those locations that do.

Therefore, the proposals for this location will be improved or additional signage and road markings and the deployment of vehicle activated speed signs. The implementation of these additional measures should be completed by the end of the current financial year.

Question **(10)** What interventions do the Council plan to make at the sites listed in 9) in order to improve safety, when will consideration of this come forward, how will decisions be made about the implementation of any suggested measures identified, when / how will residents be informed about this and how does this link to the newly revised Road Safety Action Plan?

Answer **(10)** See answer 9. The proposals are consistent with both previous Committee decisions and the new draft Road Safety Action Plan.

Item no 10.11

QUESTION NO 11

By Councillor Aston for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 December 2022

Question

Will the Transport and Environment Convener lay out, given his recent comments in the press about potentially implementing a congestion charge, what criteria he will use to judge whether to proceed with a congestion charge in 2025, including reference to:

- a) The increase in public transport capacity he believes is necessary.
- b) The level of congestion on Edinburgh's roads.
- c) Any other factors which he believes are relevant.

Answer

I don't feel that it falls within my remit alone to make a decision to proceed with a congestion charge. Instead, I hope to work cross-party on this issue, and consult residents and businesses whilst working in partnership with surrounding local authorities.

The City Mobility Plan (CMP) refers to the potential to explore a 'Pay as you Drive' scheme, if necessary, under Policy Measure 39, to encourage the use of sustainable modes of travel and reduce congestion.

The CMP states that the need for this tool would be considered when assessing the impact of other demand management tools in meeting this Plan's objectives. CMP has a 2 yearly review cycle, and its first formal review will be undertaken during next year with a report to Committee presented by the end of 2023. Progress against meeting CMP objectives will be a key part of the review.

Item no 10.12

QUESTION NO 12

**By Councillor Campbell for answer
by the Convener of the Housing,
Homelessness and Fair Work
Committee at a meeting of the
Council on 15 December 2022**

Question (1) To ask the convener of the HHFW if she can confirm if the stock condition surveys have taken place for Greendykes House, Wauchope House, Craigmillar Court, Peffermill Court and Coillesdene House, and if not when they are likely to be completed?

Answer (1) The stock condition surveys for Greendykes House and Wauchope House are currently scheduled to be progressed in financial year 2024/25. Coillesdene House is also scheduled for structural and condition surveys in financial year 2024/25.

The scheduling of these surveys is based on the following:

- Coillesdene House is towards the end of the survey process as this is a minority Council owned block; and
- Greendykes and Wauchope are towards the end of the survey process as they are deemed to be better condition than most other blocks.

Craigmillar Court and Peffermill Court have been excluded from the stock condition analysis as both are currently scheduled for full block upgrades in financial year 2023/24. Design proposals are currently being developed for both blocks.

Question (2) Can she provide the results of the stock condition surveys for each of these buildings, or commit to providing the results once the surveys have been undertaken and provide a timeframe for when this is likely to be?

Answer (2) As noted above, stock condition surveys have not yet been carried out. Once the surveys for Greendykes House, Wauchope House and Coillesdene House are complete, and the reports finalised, these will be shared.

Question (3) Can she provide an outline of when these buildings are likely to be included in the capital programme for significant refurbishment?

Answer (3) As noted in answer 1, work will begin on Craigmillar/Peffermill in financial year 2023/24.

It is anticipated that Greendykes, Wauchope and Coillesdene Houses will be included in the capital programme after financial year 2025/26.

The stock condition survey will help to determine any necessary reprioritisation of investment in blocks outwith those already in delivery or design development (these are May/Gunnet, Oxcars/Inchmickery, Cableswynd/Linksvie, Craigmillar/Peffermill and six Moredun blocks).

Item no 10.13

QUESTION NO 13

By Councillor Aston for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 15 December 2022

Question

Will the Housing, Homelessness and Fair Work Convener, in light of her answer to my question to her at the 24th November 2022 Council meeting, outline what steps she is taking to increase the number of larger (four and five bedroom) social rented properties which are being built to address the fact that no such properties have recently been let to families with overcrowding Silver priority who need them?

Answer

On 1 December 2022 Housing, Homelessness and Fair Work approved the “Strategic Housing Investment Programme” 2023-2028 (SHIP), which included a potential pipeline development programme that could deliver 11,937 affordable homes approved for site start and 11,375 completions over the next five years. However, the number, mix and proposed sizes of properties are not finalised until planning consent has been granted. In addition, the Council’s “Edinburgh Design Guidance”, requires that 20% of homes in new planning applications are for family housing, with three bedrooms or more.

As part of programme planning, the Council will seek to work with Registered Social Landlords (RSL) partners to increase the supply of larger homes. However, this is dependent upon suitable sites being available and affordability for Council and RSLs. Housing design takes place in the context of the needs identified through HNDA3; consultation with local housing teams; the individual site constraints; planning requirements; site capacity; and viability, which is more challenging for larger homes as grant funding and rents do not increase proportionally to cover the additional construction costs.

Three and four bedroom homes that are suitable for families are under construction on sites across the city and in design

development. Within the Council's own housebuilding programme there are currently 190 social rented homes that are in design or under development that have three or more bedrooms. When looking at the overall pipeline across all of the affordable tenures, it is currently projected that 933 homes will be built that will have three or more bedrooms.

The latest Housing Need and Demand Assessment (HNDA3; July 2022), estimates that between 24,000 to 35,000 affordable homes will be required in Edinburgh between 2021-2040. The HNDA notes that although population is projected to increase overall it is driven by an ageing population and increasing numbers of smaller households. The numbers of one and two adult households are growing, while the number of larger households is increasing at a slower rate.

Item no 10.14

QUESTION NO 14

**By Councillor Campbell for answer
by the Convener of the Culture and
Communities Committee at a
meeting of the Council on 15
December 2022**

The convener will be aware that I asked a question about the lifelong learning review in September to which she offered a meeting with me. I asked at that point for a briefing instead to be provided to all councillors and I have not had a response since then.

Question

To ask the Convener if she will provide a briefing for councillors on the lifelong learning, review ahead of any report going to committee alongside an update on the engagement with management committees and stakeholders?

Answer

Following on from Councillor Campbell's question, we have been in touch directly and I have provided a copy of the Community Empowerment Update report which was considered by Culture and Communities Committee on Tuesday, together with some additional information which has also been shared with Committee members.

If required we could also arrange a members briefing if there are further questions that Councillors would like to be clarified.

Item no 10.15

QUESTION NO 15

By Councillor Booth for answer by the Leader of the Council at a meeting of the Council on 15 December 2022

Question

Further to his answer to my question at full council of 24 November 2022, what public health benefits, or benefits to the licenced trade, does the council leader expect will result from his changes to the composition of the licensing board?

Answer

I'm sure the persistent questions regarding the new member of the Licencing Board are not personally targeted, but I would expect all members of the Licensing Board to uphold the Licensing Objectives set out in the 2005 act, namely:

- Preventing crime and disorder;
- Securing public safety;
- Preventing public nuisance;
- Protecting and improving public health; and
- Protecting children and young people from harm.

I'm sure all board members, from a range of backgrounds and skills will do their utmost to promote the Boards agreed Policy.

Item no 10.16

QUESTION NO 16

By Councillor Booth for answer by the Vice-Convener of the Licensing Board at a meeting of the Council on 15 December 2022

Question

Will the Vice-Convener give an update on his recent meeting with the Licensing Forum, and what joint work between the board and the forum does he anticipate in the future in order to promote the public health agenda?

Answer

I direct Councillor Booth to my email to the Licensing Board.

The Licensing Forum met on Friday 2nd December 2022. The notice of meeting and agenda are on the Council's website.

Following my appointment as Vice-Convener, I was asked by the Convener in June, to be the Board representative at Forum meetings, once it was re-established. While the Board will still have at least one full joint meeting with the Forum over 22/23, we are keen to ensure a more regular presence at their meetings. I was pleased to attend this meeting on behalf of the Licensing Board.

Some of the meeting was procedural:

- Positions - Paul Togneri was elected by the Forum as its Convener and following a vote Annick Gaillard as Vice Convener. For the avoidance of doubt, I do not have a vote.
- Data protection – the Forum members present agreed that their email addresses could be shared with other members for the purpose of facilitating Forum business.
- Future meetings - It was agreed that Friday afternoons were a good time for Forum members to meet and that the date of the next meeting would be in Spring 2023.

For my part I introduced myself, spoke about the newly constituted Board, its membership and timing of its meetings and our willingness to meet with the Forum more than the statutorily required one meeting per year. The latter offer was gratefully received.

I explained that the policy aspect of Board discussion is presently webcast, but the applications are not and that there had been discussion about the webcasting of the entire meeting, but some caution around that too. I intimated that the Board would be interested in the Forum's views on this going ahead.

I spoke about the current consultation and explained that there was some leeway for responses beyond 20 December as the Board was keen to receive the views of all stakeholders. We discussed the fact that the consultation is a two stage process and we confirmed that individual responses from Forum members are valid, but a Forum response is also encouraged. A council officer volunteered to collate responses from Forum members and submit to the newly elected Convener of the Forum to allow an initial Forum response to be submitted. A more detailed further response will be discussed in the new year. It was noted that the Board would welcome comment on all aspects of the current policy. We went over the consultation areas in some detail aided by Mr Fraser, Depute Clerk to the Board.

This was obviously the first meeting of the new Forum with a representative from the current Board and introductory in nature, but there is a clear desire among Forum members to work collegiately with the Board and as we know as members of the Licensing Board that is reciprocated by the Board. In terms of specific topics and areas of focus, I envisage public health will be key and much will depend on the issues highlighted through the Forum's upcoming response. The exact mechanisms of that engagement, be it formal or informal, will require to be discussed with the Convener and officers.

Item no 10.17

QUESTION NO 17

By Councillor Booth for answer by the Leader of the Council at a meeting of the Council on 15 December 2022

Question

What was the result of the Council Leader's recent meeting with Bòrd na Gàidhlig, and what actions will the council take over coming months to promote the Gaelic language?

Answer

The meeting with Bòrd na Gàidhlig was constructive and the Bòrd is keen to support the Council to continue to progress its ambitions for Gaelic in the city. Key to this is continuing to develop the cultural, social and employment opportunities which are needed for Gaelic to flourish beyond the classroom, supported by the Capital Gaelic network and wider partnership working.

In the near future, the Gaelic Implementation Group will be reconvened (pending the nomination of Elected Members from each party) with strengthened community representation from across all sectors to allow consideration of a wider remit.

A draft of the Council's third Gaelic Language Plan, covering the period 2023-2027 is nearing completion. It will be subject to public consultation in the new year and will be circulated to GIG members for comment in advance, once membership is agreed.