

THE CITY OF EDINBURGH COUNCIL

MEETING 8

14 DECEMBER 2017

QUESTIONS AND ANSWERS

Item no 5.1

QUESTION NO 1

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question (1) To ask what number of pedestrian crossings within the City of Edinburgh have been fitted with a pedestrian signalling box with working rotating cones underneath, which enable partially sighted individuals to know when it is safe to cross?

Answer (1) There are currently 596 traffic signal installations in the city. 409 have rotating tactile cones for use by partially sighted pedestrians

Question (2) To ask what number of pedestrian crossing within the City of Edinburgh have been fitted with a pedestrian signalling box but do not also have rotating cones to aid the partially sighted?

Answer (2) 187 of the 596 traffic signals do not have rotating tactile cones installed for partially sighted pedestrians. However, 98 of these have an audible sounder which “bleeps” when the green man is showing, thus signalling to partially sighted pedestrians when it is safe to cross.

Question (3) To ask what number of pedestrian crossings within the City of Edinburgh have not been fitted with a pedestrian signalling box at all?

Answer (3) There are 13 traffic signal installations which are not fitted with pedestrian pushbutton boxes. In all cases, this is because there is no pedestrian requirement as the sites have no footways, thus no through route for pedestrians.

Item no 5.2

QUESTION NO 2

**By Councillor Jim Campbell for
answer by the Convener of the
Finance and Resources Committee at
a meeting of the Council on 14
December 2017**

- Question** (1) How many instances in the last 12 months has City of Edinburgh (CEC):
- a) Email been unavailable to half or more of all CEC email account users
 - b) Of individual user reported problem accessing CEC email accounts?
- Answer** (1) a) In the last 12 months, there have been 9 instances where email has been unavailable to half or more of all CEC email account users.
- b) In the last 12 months, there was 963 occasions when individual users reported they could not access email accounts.
- Question** (2) What is the total duration of such periods of mass loss of service as requested in 1a?
- Answer** (2) Total downtime was 23 hours 28 mins, the total uptime was 8736 hours 32 mins, the e-mail service was available 99.7% of the time.
- Question** (3) Provide as of November 2017 total number of CEC email:
- a) addresses
 - b) addresses that are not alias to another account
 - c) accounts that are dormant
- Answer** (3) a) Total number of emails addresses
- i) Learning and Teaching = 8628 user email accounts; ea.edin.sch.uk
 - ii) Corporate = 7576 user email accounts; edinburgh.gov.uk

- b) Account not subject to alias
 - i) Learning and Teaching = 8628
 - ii) Corporate = 7576
- c) Suspended Accounts
 - i) Learning and Teaching = 560
 - ii) Corporate = 639

Item no 5.3

QUESTION NO 3

By Councillor Brown for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

Having been in touch with departmental officials following complaints received from residents over the quality of workmanship in relation to temporary pavement and road repairs in Drum Brae / Gyle ward, can the Convener confirm what plans are in place to ensure sufficient personnel are in place to ensure the Council 'gets it right first time' in order to deliver value for money for the City's taxpayers?

Answer

The Transport and Environment Committee approved an improvement plan for Road Services on [10 August 2017](#). This was developed to address service delivery issues, including poor defect repair decisions. A progress update was considered at Committee on [7 December 2017](#).

Training is underway to ensure that inspectors are categorising repairs correctly and providing information on the nature of each defect in such a way that the team can then prepare adequately for each repair.

The service has sufficient resource to ensure that this approach is successful. It should be noted, however, that the nature of the defect will dictate whether a permanent repair is possible on the first visit.

The service recognises that the outcome in this particular case was not acceptable and are taking action to ensure that this situation will not arise again in the future.

Item no 5.4

QUESTION NO 4

By Councillor Jim Campbell for answer by the Lord Provost at a meeting of the Council on 14 December 2017

Question

Following the recent phase launch of Edinburgh 2050, encouraging the widest conversation amongst all strata of our City, building on the experience of other Cities and our own earlier Radical Enlightenment, can the Lord Provost indicate the progress in raising the £350,000 target to launch this conversation?

Answer

The target of £350,000 is an estimate which has still to be validated by the Steering Committee. Also not all of the agreed target will need to be raised in cash terms as offers of support in kind will be offset.

I will be engaging with Edinburgh's business community over the coming months. As part of this, the Chief Executive and I will host two dinners in early January (Wednesday 10, Thursday 11) with leaders from Edinburgh's business community.

The guest list was created with input from Edinburgh Chamber of Commerce. Each event will host around 12 guests.

The cost of these dinners is being met from the Lord Provost's hospitality budget.

Item no 5.5

QUESTION NO 5

**By Councillor Hutchison for answer
by the Convener of the Planning
Committee at a meeting of the
Council on 14 December 2017**

Question (1) Can the Convener please advise how many requests have been received during the year to date for planning documentation for visually impaired citizens?

Answer (1) There has been 1 request for planning documentation for visually impaired citizens since January 2017.

Question (2) Can the Convener further advise the total cost of producing planning documents for visually impaired citizens in the year to date?

Answer (2) The Council's Interpretation and Translation Service produced the required documents at a costs of £1,024.85 for the transcription of a planning statement and pre-application documentation in respect of a major application.

Question (3) Will the Convenor agree to review the council's process for making planning documentation available to visually impaired citizens to make this more accessible and cost effective?

Answer (3) Yes, a review will be undertaken and members will be updated when complete.

Item no 5.6

QUESTION NO 6

**By Councillor Hutchison for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 14 December 2017**

- Question** (1) On what date was an approach made to the London Mayor's office in respect of a joint initiative on a transient visitor levy/tourist tax?
- Answer** (1) No formal approach has been made. However in February 2017 representatives of the London Mayor Office and the Chief Executive discussed the Tourism levy in London and Edinburgh.
- Question** (2) Who from the City Council made this approach and what form did it take?
- Answer** (2) See answer to 1 above.
- Question** (3) What exactly is the joint initiative being proposed?
- Answer** (3) We are currently working on developing a robust, evidence-based business case for consideration by the Scottish Government. This draws on the existing evidence available in the UK and abroad, including the London Mayor's Office. The next step will be comprehensive engagement with the full range of stakeholders, including the London Mayor's Office.
- Question** (4) Please detail the response from the Mayor's office
- Answer** (4) The discussion was informal and no formal record was made or response required.

Item no 5.7

QUESTION NO 7

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

In a response to my questions at The City of Edinburgh Council Meeting on 21st September about proposals for Low Emission Zones the Convenor replied “The Scottish Government has issued a public consultation document (Building Scotland’s Low Emission Zones). The Council is engaging in this consultation and a response will be considered by the Transport and Environment Committee in December”

No such report was provided to the 7th December Transport and Environment Committee – could the convenor inform Council when information on this matter will be reported to Council, either the Council or an Executive Committee?

Answer

The Council’s response was contained within the [Business Bulletin](#) for the Transport and Environment Committee on 7 December and includes the full response to Scottish Government.

Item no 5.8

QUESTION NO 8

By Councillor Lang for answer by the Convener of the Planning Committee at a meeting of the Council on 14 December 2017

Question

On 3 November, I contacted planning officials to ask what the average turnaround time was for building warrant applications. After receiving no reply, I sent another email on 19 November. Given I have still not received a reply or acknowledgment, can the Convener provide this information?

Answer

Between 1 December 2016 and 30 November 2017 the average time for determining a building warrant was 114 working days. This figure includes the time agents were addressing building warrant reports which is on average 38 working days. The building warrant report sets out the matters that need to be addressed by the agent in order for the building warrant to be processed to completion.

Item no 5.9

QUESTION NO 9

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

In response to item 5.3 of the October 2017 meeting of Council, the Convener advised me that "there are a number of locations through the city which may be used as parking by the public and/or residents. We will work to provide a comprehensive list of these locations over the next couple of weeks."

Given that almost six weeks have passed and in the absence of any updates from officials, can the Convener advise when I am likely to receive this list?

Answer

In addition to the information provided in October, officers have prepared a list of car parks as designated on the Council's asset register (below).

Our wider estate also includes car parks in housing estates, at Council offices, at schools and at leisure centres. This clearly is not a small piece of work and will take some time to prepare if Councillor Lang feels this would be of use.

STREET NAME	ESTABLISHMENT NAME
BAVELAW ROAD	BAVELAW CAR PARK AND GROUND
BRIDGE STREET	BRIDGE STREET CAR PARK
CASTLE TERRACE	CASTLE TERRACE CAR PARK
CHARTERHALL ROAD	BLACKFORD HILL CAR PARK
COLINTON MAINS GARDENS	CAR PARK
COWAN'S CLOSE	COWAN'S CLOSE CAR PARK
CRAMOND GLEBE ROAD	CRAMOND GLEBE CAR PARK
CURRIEHILL STATION	CURRIEHILL STATION CAR PARK
DALMENY STATION	DALMENY STATION CAR PARK
DEANPARK BRAE	QUARRY HOWE CAR PARK
EASTER DRYLAW DRIVE	GROUND FOR CAR PARKING
EASTFIELD ROAD	INGLISTON PARK & RIDE
EDINBURGH ROAD	HAWES PIER CAR PARK
GLASGOW ROAD	
GULLAN'S CLOSE (264 CANONGATE)	GULLAN'S CLOSE CAR PARK
HARLAW ROAD	HARLAW RESERVOIR CAR PARK
HAWTHORNBANK	GROUND (819 SQ YDS) FOR HOUSING DEVELOPMENT
HIGH STREET	CAR PARK
INDIA PLACE	STOCKBRIDGE HEALTH CENTRE CAR PARK
KIRKGATE	KIRKGATE CAR PARK
LOCHSIDE AVENUE	
LONGSTONE STREET	CAR PARK
MARKET STREET	CAR PARK - MARKET ST SIDINGS SPACE 63
MARKET STREET	MARKET ST SIDINGS CAR PARKING SPACE 64
MARSHALL'S COURT	MARSHALL'S COURT CAR PARK
MORRISON STREET	
MUIRHOUSE AVENUE	CAR PARK
MURRAYBURN DRIVE	
NEWCRAIGHALL ROAD	NEWCRAIGHALL PARK AND RIDE SITE (PART)
NEWCRAIGHALL ROAD	NEWCRAIGHALL PARK & RIDE (OWNED PORTION)
OBSERVATORY ROAD	CAR PARK
OXGANGS BROADWAY	CAR PARK
OXGANGS DRIVE	CAR PARK
OXGANGS GARDENS	OXGANGS GARDENS CAR PARK
OXGANGS GROVE	CAR PARK & AMENITY GROUND
PENTLAND VIEW COURT	PENTLAND VIEW CAR PARK
REGENT ROAD	
RICCARTON MAINS ROAD	HERMISTON PARK & RIDE
ROSE LANE	THE BINKS CAR PARK
RUTLAND COURT LANE (ST CUTHBERT'S LANE)	RUTLAND COURT CAR PARK
SEAPORT STREET	SEAPORT STREET CAR PARK
SIGHTHILL ROAD	CAR PARK - GATE 55
SILVERKNOWES ROAD	SILVERKNOWES ROAD CAR PARK

SOUTH GYLE CRESCENT	
SOUTH GYLE ROAD	SOUTH GYLE STATION CAR PARK
ST LEONARD'S STREET	ST LEONARD'S CAR PARK
STRAITON ROAD	STRAITON PARK & RIDE
SWANSTON ROAD	CAR PARK AND ORNAMENTAL GROUND
TOLBOOTH WYND	CAR PARK AND LANDSCAPING
WHITEHILL STREET	CAR PARK
WEST SHORE ROAD	

Item no 5.10

QUESTION NO 10

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

What report has been received from the police following the fatal accident at the Davidson's Mains roundabout in May of this year and what changes are planned to the roundabout as a result?

Answer

An initial report, providing basic details of the fatal collision that occurred on the morning of 14 May 2017, was received from Police Scotland by e-mail that evening. The Police investigation into the collision has been concluded and a report has been submitted to the Procurator Fiscal's Office, which is currently sub judice.

The Road Safety team undertakes an annual collision investigation into all streets within the City of Edinburgh Council area, using collision details supplied by the Police.

From this analysis, it is possible to determine locations where the collision rate is giving cause for concern and where remedial measures may be required. This location was not identified as a site for concern in the investigation that was undertaken in early 2017.

However, following the fatal collision on 14 May, the location was added to the list of Accident Investigation and Prevention sites for further investigation and the potential implementation of remedial measures.

It is intended to consult with the local community and other stakeholders over possible improvements to the roundabout in spring next year.

Item no 5.11

QUESTION NO 11

By Councillor Burgess for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

Whether the council will replace lighting in tenement stairs with more energy efficient LED lighting?

Answer

On [30 April 2015](#), City of Edinburgh Council approved prudential borrowing of £2.13 million over 10 years for the replacement of lighting in tenement stairs.

On [21 January 2016](#) Council agreed to retrofit LED lighting in stairs where a Council tenant lived. There were 3,755 stairs identified for installation of LED lighting and the installation programme commenced in 2016. Work on this will be completed by the end of the year.

Item no 5.12

QUESTION NO 12

By Councillor Aldridge for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question (1) What are the latest available figures for potholes repaired using the 'Right first Time' hot box approach since May 2017?

Answer (1) Since 1 May 2017 Edinburgh Road Services has attended 13,201 defects (largely potholes).
11,596 (88%) of these have been filled with hot material. It is not possible to confirm how many of these constituted a permanent repair however changes to the recording system are currently being progressed to enable this information to be available in future.

Question (2) What are the latest available figures for potholes repaired using the standard cold tar pothole filling method in the same period?

Answer (2) 1,605 (12%) defects have been repaired using standard cold tar due to their severity and/or the Traffic Management required. All were completed by the night shift crews who only have access to cold tar at present.

A static hotbox (sited at Bankhead Depot) trial is scheduled for the new year which will give the nightshift teams (which predominantly using cold material) access to hot material. If successful this will help reduce the number of potholes filled with cold material and therefore increase the number completed 'right first time'.

Item no 5.13

QUESTION NO 13

By Councillor Aldridge for answer by the Convener of the Housing and Economy Committee at a meeting of the Council on 14 December 2017

Question (1) What proportion of managed or owned sheltered housing, which have gas boilers, are fitted with carbon monoxide detectors?

Answer (1) There are 1,789 City of Edinburgh Council sheltered homes. 1,369 homes have gas and all of these have either a battery or hardwired carbon monoxide alarm fitted.

Question (2) Of these, how many are hard wired and how many battery driven?

Answer (2) 1,054 properties have been upgraded with hard wired carbon monoxide detectors, leaving 315 properties with battery driven carbon monoxide alarms. These remaining properties will be converted to hard wired alarms within the next 12 months.

Question (3) What are the maintenance arrangements, including battery replacement, where appropriate, for battery driven carbon monoxide detectors in council owned or managed sheltered housing?

Answer (3) Testing of carbon monoxide alarms is part of the annual gas check in every Council property. All battery operated alarms have a low battery warning sound and tenants are asked to alert the warden for their property if this begins to sound. If the warden is unable to replace the battery, the Housing Property team will do so.

Item no 5.14

QUESTION NO 14

**By Councillor Staniforth for answer
by the Convener of the Culture and
Communities Committee at a
meeting of the Council on 14
December 2017**

Question

Has there been discussion between the council and Underbelly regarding the scale and nature of volunteer use at Edinburgh's Hogmanay?

Answer

Council officers have been in discussion with Underbelly on the Hogmanay Ambassador programme as part of the on-going discussions on the programme. The scheme has been 'live' since 19 July 2017 and to date 92 Ambassadors have signed up.

Item no 5.15

QUESTION NO 15

By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question (1) How many complaints and enquiries by month over the last 12 months have been received regarding vehicles parked in the pedestrian-only areas of Castle Street, Grassmarket, and Riego Street, where bollards protecting the pedestrianised areas are currently awaiting repair?

Answer (1) There have been 9 complaints in total for these three streets over the past 12 months, broken down as:

Castle Street	Riego Street	Grassmarket
20/01/2017	10/11/2017	14/12/2016
	30/11/2017	19/07/2017
		02/11/2017
		07/11/2017
		16/11/2017
		24/11/2017

It is not possible to distinguish whether these complaints relate to pedestrian and non-pedestrian areas.

Question (2) How many visits, vehicles logged, and tickets issued have there been for the pedestrian-only areas of Castle Street, Grassmarket, and Riego Street, broken down by month over the last 12 months?

Answer (2) The table below detailed the number of visits, vehicles logged and tickets issued at each location over the past 12 months. It is not possible to distinguish whether these visits relate to pedestrian and non-pedestrian areas.

Question (3) Are there any additional measures or metrics which City of Edinburgh Council asks NSL to report, in order to quantify increased patrols where these have been requested and agreed?

Answer

- (3) Streets that are reported as problematic on a regular basis are recorded on our priority street log and our enforcement contractor is required to make additional visits to these locations. The priority street log records the number of visits, vehicles logged and parking tickets issued in each week that the street remains on the log for discussion with the contractor on a weekly basis. All adhoc requests for enforcement are also logged, prioritised and feedback for each request is provided on a weekly basis.

Question 2 – Number of Visits, Vehicles Logged and Tickets Issued

	Castle Street	Riego Street	Grassmarket
Dec-16	474 visits	139 visits	317 visits
	83 vehicles logged	0 vehicles logged	202 vehicle logged
	51 PCNs issued	0 PCNs issued	73 PCNs issued
Jan-17	491 visits	141 visits	338 visits
	50 vehicles logged	0 vehicles logged	144 vehicles logged
	25 PCNs issued	0 PCNs issue	66 PCNs issued
Feb-17	449 visits	110 visits	313 visits
	112 vehicles logged	0 vehicles logged	142 vehicle logged
	49 PCNs issued	0 PCNs issue	62 PCNs issued
Mar-17	607 visits	136 visits	315 visits
	126 vehicles logged	1 vehicle logged	175 vehicles logged
	60 PCNs issued	0 PCNs issued	61 PCNs issued
Apr-17	519 visits	167 visits	244 visits
	98 vehicles logged	3 vehicles logged	162 vehicle logged
	41 PCNs issued	0 PCNs issued	74 PCNs issued
May-17	503 visits	122 visits	304 visits
	75 vehicles logged	1 vehicle logged	205 vehicles logged
	34 PCNs issued	1 PCN issued	49 PCNs issued

Jun-17	477 visits	115 visits	275 visits
	76 vehicles logged	2 vehicles logged	215 vehicle logged
	34 PCNs issued	2 PCNs issued	80 PCNs issued
Jul-17	477 visits	122 visits	238 visits
	93 vehicles logged	0 vehicles logged	177 vehicle logged
	40 PCNs issued	0 PCNs issued	77 PCNs issued
Aug-17	468 visits	130 visits	343 visits
	93 vehicles logged	2 vehicle logged	307 vehicles logged
	45 PCNs issued	1 PCN issued	123 PCNs issued
Sep-17	453 visits	136 visits	239 visits
	74 vehicles logged	1 vehicle logged	229 vehicle logged
	34 PCNs issued	0 PCNs issued	86 PCNs issued
Oct-17	469 visits	146 visits	264 visits
	110 vehicles logged	2 vehicle logged	285 vehicles logged
	53 PCNs issued	0 PCNs issued	75 PCNs issued
Nov-17	325 visits	182 visits	250 visits
	12 vehicles logged	3 vehicle logged	150 vehicles logged
	2 PCNs issued	0 PCNs issued	79 PCNs issued

Item no 5.16

QUESTION NO 16

**By Councillor Rae for answer by the
Convener of the Transport and
Environment Committee at a meeting
of the Council on 14 December 2017**

Question

Will the Convener list the number of parking enforcement visits, vehicles logged and parking tickets issued on Leith Walk in each of the last 12 months?

Answer

The table below lists the number of parking enforcement visits, vehicles logged and parking tickets issued on Leith Walk in each of the last 12 months:

Nov-17	318 visits
	396 vehicles logged
	82 PCNs issued
Oct-17	283 visits
	304 vehicles logged
	87 PCNs issued
Sep-17	211 visits
	191 vehicles logged
	53 PCNs issued
Aug-17	234 visits
	181 vehicles logged
	42 PCNs issued
Jul-17	242 visits
	78 vehicles logged
	29 PCNs issued
Jun-17	248 visits
	86 vehicles logged
	27 PCNs issued
May-17	285 visits
	196 vehicles logged
	29 PCNs issued
Apr-17	237 visits
	121 vehicles logged
	33 PCNs issued
Mar-17	312 visits
	152 vehicles logged
	41 PCNs issued
Feb-17	313 visits
	227 vehicles logged
	68 PCNs issued
Jan-17	334 visits
	238 vehicles logged
	58 PCNs issued
Dec-16	338 visits
	327 vehicles logged
	73 PCNs issued

Item no 5.17

QUESTION NO 17

By Councillor Jim Campbell for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 14 December 2017

Question

Can the Convener detail all instances of school building failures from May 2014 to date, including all buildings that were in use as Schools in May 2014, where the reasonably foreseeable worst-case injury would be life threatening?

Answer

17 education buildings were temporarily closed as a precautionary measure as part of the PPP1 crisis. These were Oxgangs PS, St Peters PS, Braidburn SS, Firrhill HS, Castlevie PS, Royal HS, Pirniehall/St Davids PS, Broomhouse/St Josephs PS, Forth View PS, Craigroyston PS, Rowanfield SS, Craigour Park PS, Drummond Community HS, Gracemount HS, Craigmount HS.

Duncan Place Resource Centre (inclusive of Leith Primary School Gym and Nursery) was closed permanently in September 2014.

Item no 5.18

QUESTION NO 18

By Councillor Smith for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 14 December 2017

Question (1) What date was the full consultation on schools in the South West of Edinburgh first shared with all Councillors with a ward interest, and with all members of the ECF Committee?

Answer (1) The briefing for ward Councillors was held on 22 November 2017.

Question (2) Are similar strategic consultations in plan for other areas of the City?

Answer (2) The update report *Schools and Lifelong Learning Estate Strategic Review – Informal Consultation Update* to the Education, Children and Families Committee on 12 December 2017 provides the details of all current or planned informal consultation. The details of the informal consultation in the west and south west of the city are available on the Council's website and involve several high schools and primary schools. A statutory consultation for a replacement Castlebrae High School is in progress. Informal consultation on the future of GME will be progressed in January 2018.

Question (3) If so, what area?

(i) When is it anticipated each of these consultations will be launched?

(ii) What plans have been made to brief Councillors with a ward interest and all members of the ECF Committee?

Answer

- (3)** The other significant informal consultation proposed relates to the future accommodation requirements for secondary Gaelic Medium Education. A statutory consultation continues involving Castlebrae High School.
- (i) The statutory consultation for a replacement Castlebrae High School is in progress. Initial discussions with the schools involved in the GME informal consultation will take place in January 2018.
 - (ii) The details of the informal consultation are included in the Education Children and Families report mentioned above and all elected members have been sent a copy of this report and briefing sessions have been offered if required.

Item no 5.19

QUESTION NO 19

By Councillor Webber for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 14 December 2017

Question (1) Section 3.7 of the *Future Investment in the School Estate - Wave 4* Council report from 20 August 2015 states that Currie High School is rated (B) satisfactory for both condition and suitability.

Please detail the deterioration since that report which has led to a proposal to close the school.

Answer (1) The deterioration relates to condition and not suitability. The condition of Currie High School has been reduced to a C (poor) rating from a B (satisfactory) rating. The latest condition report has been made available on the consultation website. If required, meetings with appropriate officers can be arranged to discuss with elected members the details of the current report and comparisons with previous condition reports.

Question (2) When considering possible site locations for the proposed South West High School:

- a) What weight was given to the Council's stated goal that by 2030, 60.9% of school journeys will be by walking or cycling?
- b) What estimates and assumptions have been made regarding the mode of transport that students and parents will use to access proposed sites?
- c) What traffic modelling has been completed or is planned to understand the impact of any increase in car journeys on Lanark Road West at the start and end of the school day?

Answer

- (2) The 60.9% figure in the Transport Vision 2030 document is a baseline figure and the target is to increase that year on year. The assumption is that any additional transport infrastructure which will be required to ensure safe routes to schools and encourage the use of sustainable travel for any new school will be provided as part of any new school project.

The sites shown in the initial proposal that has been circulated as part of the informal consultation are suggestions for where a new high school could be located within the catchment areas shown. Part of the informal consultation process, particularly during the workshop events to be held with every school community, will be to discuss views on the travel to school implications for each site shown including if any new infrastructure requires to be provided. These views will help to shape any final options which are brought forward in a draft statutory consultation paper which would need to be considered and approved by the Education, Children and Families Committee before the statutory consultation could be progressed. Any draft statutory consultation paper prepared would include detailed analysis of the travel to school changes between the current situation and any option included in the paper.

Detailed transport modelling, if required, would be developed during the planning process for the delivery of any new infrastructure which has been approved by the Council as a result of the statutory consultation process.

Item no 5.20

QUESTION NO 20

By Councillor Laidlaw for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 14 December 2017

Question (1) Please can the Convener confirm which CEC schools in Edinburgh received combined condition / suitability score of less than 70 in the Councils strategic review launched in 2014, including the score each of these schools received.

Answer (1) The Wave 4 [report](#) to Council in August 2015 included the following table of combined condition/suitability scores:

Secondary School	Suitability Rating	Suitability Score	Condition Rating	Condition Score	Combined Score
Trinity	C	54.5%	C	58.0%	56.25%
Liberton	C	51.5%	B	62.0%	56.75%
Balerno	C	59.0%	C	55.0%	57.0%
WHEC	C	50.5%	B	66.0%	58.25%
Leith	B	70.0%	B	67.0%	68.50%
Currie	B	69.5%	B	82.0%	75.75%

Question (2) Have these scores been updated since the last Strategic Review?

If so, what are the updated scores?

Answer

- (2) Condition relates to the state of the building (e.g. is it well maintained); Suitability relates to if the building is fit for purpose. Only new condition reports have been completed.

The updated table below uses the updated condition information but the same suitability scores as the table above.

Secondary School	Suitability Rating	Suitability Score	Condition Rating	Condition Score	Combined Score
Trinity	C	54.5	C	52	53.3
Liberton	C	50.5	B	61	55.8
Balerno	C	59.5	B	62	60.8
WHEC	C	49.5	C	56	52.8
Leith	B	70	B	82	76
Currie	B	69.6	C	58	63.8

Question

- (3) Do the scores remain the rational to prioritise investment in the maintenance of core school facilities?

Answer

- (3) The scores are used as one part of the decision making process for which schools are recommended for investment in terms of replacement or major refurbishment should funding become available. They are not used to prioritise ongoing maintenance in existing schools.

Ongoing maintenance is determined by the Asset Condition surveys which commenced in 2015 and comprise a five year rolling programme of condition surveys across the operational estate.

Visual inspections of the building fabric and mechanical and electrical services for each building are undertaken, identifying areas of non-compliance with statutory obligations. Backlog and maintenance requirements are also identified with associated costs allocated within a 5 year period.

The Council currently operates a system whereby each defined element of a building is allocated a condition rating of A-D. This same rating system is then used to determine the overall condition of the building.

The Council currently select from a number of priority ratings when deciding upon the nature and urgency of the works

required. These ratings are generally based on the type of work required and indicative timescales.

- Priority Rating 1 - Must Do (immediate) - To address essential H&S/ comply with law/ avoid service disruption
- Priority Rating 2 - Should Do (within years 1 and 2) - To achieve/ maintain basic standards
- Priority Rating 3 - Would Do (within years 3 to 5) -Desirable works if affordable

The condition and priority information subsequently feeds into an overarching prioritisation matrix that helps to inform strategic asset management decisions.

Item no 5.21

QUESTION NO 21

By Councillor Whyte for answer by the Council Leader at a meeting of the Council on 14 December 2017

Question (1) Can the Council Leader please provide a copy of the application by the City of Edinburgh Council to Scottish Government for additional funding as described to media 1st December as follows: "We will be applying to the Scottish Government for additional funding in specific areas like our schools to help us provide the level of investment required."

Answer (1) "We will" is a common reference to future events, "We have" would have referred to events already occurred.

However, at a meeting of the Finance and resources committee on September 5th a commitment was given to give all parties briefings on the council's estate. This took place on November 30th 2017 for the Conservative Group. This briefing included information on the relevance of new schools as an important part of dealing with the issues in the Council's wider estate.

The requirements for new high schools across the city have been reported at Education Children and Families Committee throughout 2017 and the Council will be applying for any future capital funds made available to help fund these new buildings, in line with previously agreed projects such as Queensferry High School.

Question (2) Can the Council Leader please provide date and signatory details, amounts sought and any references to the Council estate?

Answer (2) See answer 1.

Item no 5.22

QUESTION NO 22

By Councillor Bruce for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 14 December 2017

Question

Woodlands Special School has recently achieved the SportsScotland Gold School Sport Award. With the proposed demolition of Currie Community High School, how will Woodlands Special School (who currently share the sports facilities with Currie HS) continue with their Sporting activities?

Answer

The proposals for Currie High are currently subject to consultation. Council officers are clear that, whatever the outcome of the consultation, appropriate sports facilities will still be made available to the Woodlands school community.

Item no 5.23

QUESTION NO 23

By Councillor Young for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 14 December 2017

To ask the Convenor for the following statistics in relation to the provision of both network (wired) and wifi (wireless) internet connections across the full school estate in the City of Edinburgh Council area:

- Question** (1) Of the total number of primary schools what percentage have network internet and what percentage have wifi?
- Answer** (1) 100% of the primary schools are connected to the internet and all have access to the council Wi-Fi. Please note that there is no public internet connectivity switched on at any of these schools.
- Question** (2) Of the total number of secondary schools what percentage have network internet and what percentage have wifi?
- Answer** (2) 100% of the secondary schools are connected to the internet and all have access to the council Wi-Fi. Please note that there is no public internet connectivity switched on at any of these schools.
- Question** (3) How many of the schools included in (1) and (2) have complained more than once about the reliability of their network service in the last 12 months and how many about the reliability of their wifi service?
- Answer** (3) The schools' estate has recently gone through a major transformation to replace both Network and Wi-Fi components. Since this transformation there have been 28 reports of Wi-Fi coverage issues, in both primary and secondary schools.
- Question** (4) Please provide a list of all primary and secondary schools where there have been long term problems with reliability of service (ie pre-dating the current academic year).

Answer

- (4)** The following schools have had issues with Wi-Fi since the transformed network was implemented:

Royal High School
Holyrood RC
Craigmount High
Broughton High
Trinity High
Drummond Community High School
Bun-sgoil Taobh na Pàirce
Corstorphine Primary
Currie Community High
Flora Stevenson Primary
Gilmerton Primary
Gorgie Mills Special School
Gracemount Primary
Kaimes Special School
Leith Primary
Liberton Primary
Longstone Primary
Sciennes Primary
St Augustines RC High
Wester Hailes Education Centre
Craiglockhart Primary School
Queensferry Primary
Colinton Primary
Trinity Primary

Question

- (5)** Please provide details against each school identified at (4) regarding what action is being taken to resolve the problem and the target timescales for resolution.

Answer

- (5)** Each of the sites that have coverage issues have a detailed improvement plan. CEC and CGI are working closely with each of those schools directly to improve the overall performance.

Item no 5.24

QUESTION NO 24

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question (1) What was the cost of Queensferry Traffic Management and Parking Study which was carried out by Halcrow in September 2013?

Answer (1) The cost of the study was £26,619.

Question (2) What actions were taken in response to this report and its recommendations?

Answer (2)

- The Queensferry Infrastructure Improvement Group (QIIG) was established to consider recommendations from the report and other infrastructure issues in Queensferry.
- Tender interviews have taken place for the £1m investment in road reconstruction works on the High Street and it is expected that consultants will be appointed in January 2018.

Item no 5.25

QUESTION NO 25

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

At the June meeting of Full Council the Convenor agreed to a full traffic study in Kirkliston and the establishment of a working group. It was agreed that the study should be done once the school term started and after the new bridge opened. The bridge has now been open for 14 weeks and the school is coming to the end of its first term and the traffic study proposals have not progressed and no reply has been received in response to requests for details of the proposed scope or timescales. Could the Convenor therefore provide an update?

Answer

I understand that Councillor Young has now received a response from the North West Locality team on the proposals for a full traffic study and establishment of a working group for this.

Now that the bridge has been open for a short period, it is clear that driver route choice has changed, particularly in Queensferry, and therefore it is proposed to widen the scope of the study to take account of both Kirkliston and Queensferry, as well as the adjacent trunk road.

A plan of the study area is currently being prepared, in advance of an initial meeting with local members and community council representatives to agree outcomes for the study.

Following agreement of the scope and outcomes, a working group will be established, comprising representatives from:

- Ward Councillors
- Community Councillors
- School Parent Councils
- Police Scotland
- Transport Scotland or Amey
- Transport Active Travel and Public Transport reps
- Council Officers

Item no 5.26

QUESTION NO 26

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 14 December 2017

Question

Has the Convener of the Transport and Economy Committee received the attached dossier on traffic management issues from the Old Town Community Council, and did she agree to meet with them to discuss this dossier, and if so when will this meeting take place?

Answer

I have received the attached dossier on traffic management and other issues from the Old Town Community Council and I met with them to discuss this earlier this week.

The Edinburgh Old Town Community Council

OUR STREETS

How unpleasant they have become – and what to do about it

NOVEMBER 2017

This is a collection of the observations of the Community Council together with some of our now vast collection of photographic evidence.

Please be aware that these do not represent some 'worst cases' or unusual events, these are the things that the residents and workers in the Old Town, along with our millions of visitors have to put up with all of every day.

Although the overall effect is of an unsustainable mess, we have broken this down into specific problem areas to which we proffer our suggestions as to solutions.

Some of those solutions may seem radical to CEC, but they are mostly standard long ago in other world Heritage Cities. But please note our comments on enforcement at the end, as to us it seems a lot could be done at little or no cost by simply robustly enforcing the rules we already have, and perhaps widening the scope of other existing regulations.

- Advertising boards on the footpath
- Rubbish, unemptied bins and waste
- Other clutter, Council and Contractors junk
- Traffic, too much and too many large vehicles
 - City tour buses
 - Tourist coaches
 - Band tour coaches
 - Delivery vehicles
 - Heavy goods vehicles
 - Waste collection vehicles
- Poor State of Repair of our Roads & pavements
- Market Street & Cowgate
- Enforcement
- Conclusion



ADVERTISING BOARDS

In addition to the phalanx of oversize 'A' boards obstructing the pavement, here are some new extreme examples:



Note also non-containerized trade waste -->



This 'building' does not have planning consent.

In any case, is 'Pub Crawl' how the City wishes to promote itself ?



The Community Council consider;

Pavement advertising devices should be banned outright within the WHS. They are also a severe problem in certain peripheral areas, eg. Clark St. where they should also be banned

They cause serious obstruction of the footpath.

They are deliberately placed by businesses for that purpose; to stop passers by.

The previous regulations on size, number and location, proved unenforceable.

Pavement advertising is an absolutely unnecessary thing, it is just an 'arms race'

Apart for a small number of businesses that are located down closes, who could apply for a permit for a small 'A' board. (60x40cm max.)

RUBBISH.

Generally Edinburgh is a clean city compared to others, we like to keep it that way, when we can...

Sunday morning in July Outside City Chambers -
"I'm a bin – Nobody cares"



Payfair Steps (note also abandoned barriers)



Cowgate – trade waste + fly tipping.

Grassmarket-
Rising bin controller broken and used as a bin.



The Community Council consider;

This seriously degrades the liveability of our City and seriously degrades it as a visitor destination. The Community Council believes that the City Council should direct resources to this issue before it spends money on promoting and advertising what a wonderful City it is to visit.

OTHER CLUTTER

Grassmarket,
contractors rubbish dumped on a
bus top.



South Bridge,
a narrow pavement that is one of the
busiest pedestrian thoroughfares in
the city.

So nice to get your ankle gouged on
the way to work.

George IV Bridge, 50 metres from the 'Royal
Mile' - at the time of this photo this had been
here for over a year.

The Community Council considers;

If anyone else left crap like this laying about they
should be charged for fly tipping.

And if any of these things were on a business
premises, they would constitute a prosecutable
Health & Safety breach.

These things seriously degrade the liveability of
our City and seriously degrade it as a visitor
destination

The Community Council would like
the City Council to clean up it's own act !



TRAFFIC



Without question The City is congested, but it is blind dogma to continue to blame 'the cars' alone. This picture of Candlemaker Row is fairly typical, it shows a lot of pedestrians crowded onto the narrow pavement, one public bus, two huge virtually empty tour buses, two taxis and only two private cars.

Too many cars, possibly too many huge half empty tour buses, definitely.

CITY TOUR BUSES

1. There are far too many of them.
2. They are far too large vehicles. rarely more than half full.
4. They may be 'low emission' but they still emit, and the 'Vintage bus' especially so.

Here on a nice sunny summer Saturday morning, 3 buses in a row, all half empty
The one at the back is not moving, here they sit and wait for ages with engine running blocking the Grassmarket public bus stop.



To get up the 15% gradient on West Bow, as with most HGVs they need to take a run up of at least 35 mph. If they don't they get stuck on the bend, and then have to reverse down the one way street, and out onto the main road (both RTA offences)



Note the second bus, also empty, just behind
Events like this make Victoria St into a logjam several times a day

The Community Council considers;

Edinburgh is a WALKING CITY especially the Old Town, these oversized buses congest our narrow streets and represent a serious degradation of liveability of our City and serious degradation of it as a visitor destination for the very people that these buses are supposed to serve.

They should be BANNED from the old town. (as they are elsewhere in our sister city, Florence)
Visitors who are too infirm to walk, should be transported in much smaller ELECTRIC vehicles.

TOUR COACHES

The situation is much worse, these vehicles

- They are very very large.
- They are designed for Autobahn not City use.
- Driven by temporary or foreign drivers who have little or no regard to our regulations.
- They attempt to use narrow and unsuitable streets, Cockburn St, Victoria St. etc.
- They park selfishly and illegally, usually with their engines running for long periods.



Or maybe just park in the middle of the road in front of the Bow Well
Or maybe just double park in Johnston Terrace.
(Here blocking access for emergency vehicles)

No problem to park with engine running, the wrong way round in a one way street, which is a pedestrian only area as well !



The Community Council considers;

Obviously a £30 ticket, even if issued is no deterrent whatsoever.
But these coaches are contracted to service particular Hotels or tour operators etc.
Clearly the solution is through them to find a way to more tightly control these vehicles.

Coaches should be banned from the Old Town, unless they apply for a permit to service a particular hotel or venue, with no waiting or parking allowed.

The current £20 for idling is a joke, for large vehicles it should be vastly increased.

BAND TOUR BUSES

This problem occurs mainly at night when there is less congestion of the roads, but also when enforcement becomes non-existent. It only effects a few specific locations but is a serious loss of amenity none the less.



Here in Victoria St we allow overnight camping on the pavement.



Still 4 pm. This one has taken up residence on ten loading spaces (it has a trailer as well) during the hours of restriction. Notice the hazardous open hatch, and the roadie preparing to run power cables across the pavement into the venue.

A serious H&S issue.

This not just the Festival, it happens all year round. Cowgate and Forrest road are also effected

The Community Council considers;

We don't think a £30 fine (even if they paid it) is going to deter these people.

The solution here is very simple:

Obviously venues that allow this sort of thing are not 'fit and proper' and should have their Entertainment Licences restricted.

DELIVERY VEHICLES

The problem is that it is cheaper for delivery companies to use larger vehicles and fewer drivers. Advantageous for them, horrendous for other road users, pedestrians and everyone else.

Here a 26 tonner goes to make one small drop.



Drink is heavier, so perhaps requires a heavier vehicle, but not one three times the length of the loading bay. Meaning it has to double park and block West Bow

In Cockburn St a 26 tonner decides it is better to park on the pavement completely blocking it.

In the wider Nicolson street at 4:30 pm it is perfectly OK for this full size 44 tonne artic. to take up the bus & cycle lane.



It is not just deliveries, tradesmen's vans are a severe problem also.

Here these two park all day on the narrow Cowgate pavement somehow without fear of a £30 ticket



The Community Council considers;

The use of such large vehicles for small deliveries is purely and simply for the convenience of the operators. They must be forced use small, preferably electric vehicles for City centre deliveries, if necessary by re-distribution from peripheral depots.

Ban all delivery vehicles over 7.5 tonnes (already a licence class) with exception of drinks deliveries which could apply for 16 tonne vehicles.

HEAVY LORRIES

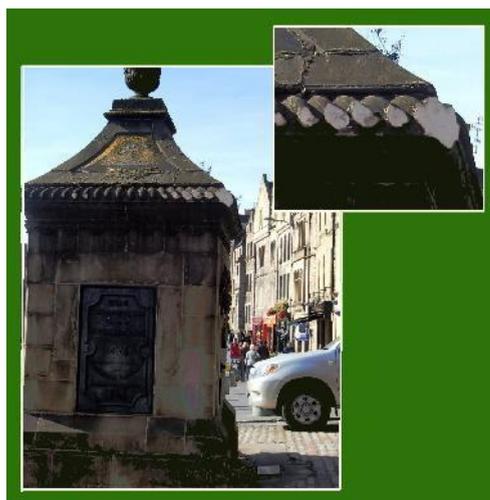
This is the only World Heritage Site in the World that has no restriction on LGV through traffic. The damage to the roads, the kerbs, to the listed buildings and of course to our lungs is totally unacceptable.

Quickest route to take these cables from the docks to west side of town, up the Cowgate of course



44 tonne bulker straight through the Grassmarket – no problem.

Damage to the recently restored Bow Well, 3 metres up, this was certainly caused by a heavy goods vehicle, probably a refuse truck, trying to negotiate West Bow.



The Community Council considers;

Vehicles over a certain weight, say 26 Tonnes gross, should be banned from the whole City Centre, and vehicles over 16 tonnes gross be banned from the Old Town.

Permits could be issued in the rare case of needing to deliver a particularly heavy item within the area. Heavy duty bollards could be deployed to deter HVGs on certain streets.

REFUSE COLLECTION VEHICLES

In addition to multiple private contractors all duplicating the same collection runs, gain the problem is that it is cheaper for refuse companies to use these vast vehicles and fewer drivers. Advantageous for them, abominable for other road users, pedestrians and everyone else.



OK at least these two engage in their bin lorry race during permitted access time in the Grassmarket.
(note also the 'A' boards as well as bins obstructing the pavement)

Later in the day this huge bin lorry decides to try and mow down hundreds of pedestrians.

(note also the ancient polluting 'Party Bus' parked up)

(and note also the visible damage to the Bow Well caused by just such a truck)



Here the High St. this one just parks on the pavement while the crew gets their lunch.

(note the much more sensible sized Council bin lorry trying to get down the High Street)

The Community Council considers;

But there is no sense, economic or otherwise, in having many separate operators using these huge vehicles to make one or two collections in every street.

The real culprit was of course privatization of what really should be a public service, and a creative solution may take a while, meanwhile vehicles over 16 tonnes gross should be simply banned.

The Council and some companies manage to collect using these smaller vehicles.

Any proposed restrictions on refuse vehicles, delivery lorries or coaches, will have the operators squealing that it will damage their viability etc. etc. The same invalid argument used to try and perpetuate every antisocial and harmful business practice since time began.

POOR STATE OF THE ROADS & FOOTPATHS

The undeniable extremely poor state of the streets is a shame on the fine City that Edinburgh rightly likes to consider itself. Some streets are easily worse than places in the third world



Obviously there is no cheap fix for this problem

Money will have to come from some other part of the budget, we suggest that it is so urgent that the Council should divert some funds away from other more glamorous projects.

We need to maintain and treasure what we have, before creating more things to maintain.

For example; facilitating cycling is a wonderfully admirable cause which wholeheartedly support, but solving the problems we outline will do a lot to improve and promote cycling in the centre, maybe more so than spending the money on expensive peripheral cycleway projects, and solving the above problems would be a huge benefit for EVERYONE, not just those fit enough to cycle.

A bigger elephant in the room is the proposed tram extension at £200M +Why not spend a lot less on an equally good trolleybus system, and have loads of money left over to sort out these and a host of other things that the City needs done ?



See <http://www.tbus.org.uk>

Nearly all the damage to our roads and pavements is caused by vehicles that are too big and too heavy for use in the Old Town. These vehicles also produce nearly all the pollution.

The Community Council considers that at the very least;

Traffic calming and a large vehicle ban in

Victoria St. West
Port Candlemaker
row Cowgate
Cockburn St.
Lawnmarket
East Market St.

lower High St.
Canongate
Jeffrey St.
St Mary's St.
and probably a few others

MARKET STREET

Market Street is a shocking embarrassment to the City, currently the building works and the inactive refurbishment of North Bridge only serve to make it worse. But at any time the street represents a total failure of public transport integration. The chaotic and uncontrolled taxi rank, and the total lack of adequate drop off and collection points for Coaches (including 'rail replacement') as well as any facilities for private cars to set down and pick up passengers, make the place a vehicular scrum. A dangerous and unfriendly place to negotiate for the dense crowds of pedestrians as well. It is seriously over congested and definitely not conducive to the promotion of public transport. Not to mention the pathetically poor connecting links with city bus stops and the tram.

COWGATE

A comprehensive street audit on Cowgate has already been compiled for the City Council, and the Old Town Community Council fully endorse the findings and the recommendations made. Most of the recommendations would be equally well applied to other locations in the Old Town.

FINALLY – ENFORCEMENT

It seems to us that a great deal of the pain of of the problems above could be solved almost instantly and at very little or no cost, how ? Just by enforcing the traffic regulations, by-laws and licence terms as they stand.

We observe that the privatized parking 'enforcers' routinely fail to write tickets for commercial vehicles and coaches, probably because they know that they wont be paid. The Enforcers' contract needs enforced, and the police will be required to do their job too.

- Grassmarket bollards made to work (regardless of how the breweries want it).
- Vehicles on footpaths.
- Coaches parking on loading zones.
- Enforcement of 20mph speed limit in West Bow, West Port, Cowgate, Johnston Terrace etc.
- Enforcement against vehicles producing visible smoke, (including Lothian buses).

Quick further steps might be;

- Substantially increase parking and other fines for commercial vehicles and coaches.
- License conditions applied to premises to make them responsible for controlling vehicles that service them.

Further,

Until legal restrictions on oversize vehicles can be made into law, if the will was there, it would be easy and cheap to engineer deterrence to their use in certain areas. Just as speed bumps are already used to slow traffic, why not have a few awkwardly placed heavy obstacles that would force the use of smaller more nimble vehicles.

THE BOTTOM LINE:

- we are perpetually told that it is necessary to sacrifice everything including our architectural integrity to attract ever more tourists to our City.
- That this is necessary because these tourists bring vast amounts of money into our City.

- Meanwhile we are told that the City is nearly bankrupt and cannot afford to undertake basic maintenance let alone upgrade anything.

If this is the case then there is something SERIOUSLY WRONG
