

# Council Questions and Answers

## City of Edinburgh Council

10.00 am Thursday, 15th October, 2020

Virtual Meeting - via Microsoft Teams

### Questions and Answers

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# Agenda Annex

## Item no 5.1

### QUESTION NO 1

**By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

- Question** (1) How many households hold resident parking permit(s), broken down by zone?
- Answer** (1) The table below shows the number of permits broken down by permit type and zone.
- Question** (2) How many permits are currently in issue, broken down by zone and by households with 1 permit or multiple permits?
- Answer** (2) The table below shows the breakdown of permits by households.
- Question** (3) How many spaces are available for permit holders, broken down by zone?
- Answer** (3) The table below shows the total number of permit and shared use parking spaces.

**Table 1 - Residents Parking Permits**

		<b>Households with a permit</b>	<b>Households with 1 permit</b>	<b>Households with 2 permits</b>	<b>Total active permits</b>	<b>Total number of permit and shared use parking places</b>
<b>Central</b>	<b>Zone</b>					
	1	1015	826	189	1204	804
	1a	540	422	118	658	628
	2	248	210	38	286	315
	3	596	551	45	641	503
	4	1052	940	112	1164	864
<b>Peripheral</b>						
	5	944	749	195	1139	778
	5A	1083	889	194	1277	793
	6	1494	1245	249	1743	1254
	7	1268	1082	186	1454	796
	8	1200	1024	176	1376	851
<b>Extended</b>						
	N1	1681	1509	172	1853	2339
	N2	718	604	114	832	1299
	N3	1175	990	185	1360	1377
	N4	98	88	10	108	373
	N5	275	232	43	318	1243
	S1	1069	858	211	1280	2414
	S2	1421	1189	232	1653	1831
	S3	1279	1062	217	1496	1932
S4	1129	1026	103	1232	1301	
<b>Priority Parking Area</b>						
	B1	448	365	83	531	740
	B2	321	265	56	377	450
	B3	19	14	5	24	71
	B4	47	39	8	55	155
	B5	30	25	5	35	169
	B6	170	135	35	205	465
	B7	135	107	28	163	420
	B8	21	18	3	24	117
	B9	226	165	61	287	573
	B10	60	55	5	65	207

## Item no 5.2

### QUESTION NO 2

**By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

**Question** (1) Please list all current strategic gaps in the cycle network.

**Answer** (1) It is not possible to provide a list of the strategic gaps in the cycle network however the maps below show the current, planned and future investment plans for Active Travel investments.

Map 1 shows the existing Quiet Routes network, the planned Active Travel schemes and the longer term proposals.

Map 2 shows the completed Quiet Routes network 2019-2023.

Map 3 shows the Spaces for People temporary interventions which are currently in progress.

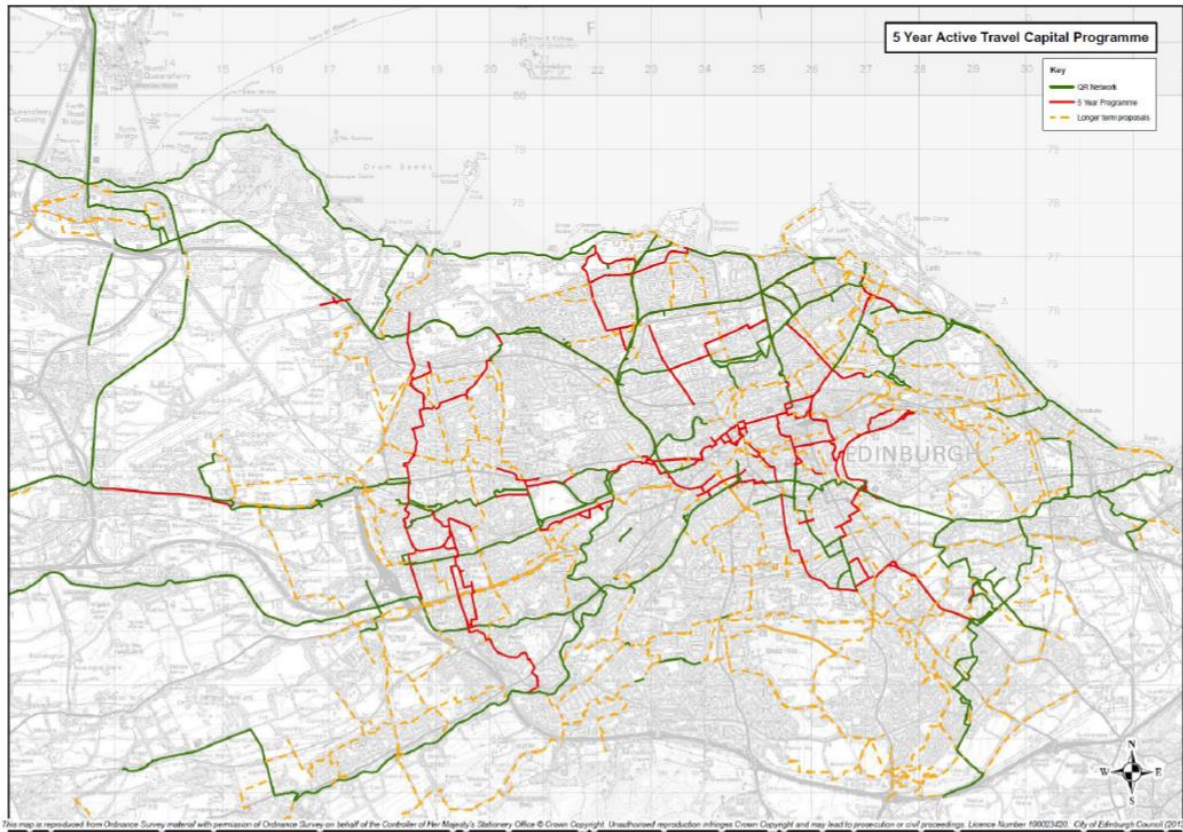
**Question** (2) Please provide the current status and date for completing all strategic links in the cycle network as listed in the answer to question 1.

**Answer** (2) Table 1 below provides a status update for all cycle route schemes in the current approved Active Travel investment programme. These schemes correlate with the red lines on the Map 1. There are also a small number of schemes listed below which are still to be added to the Map.

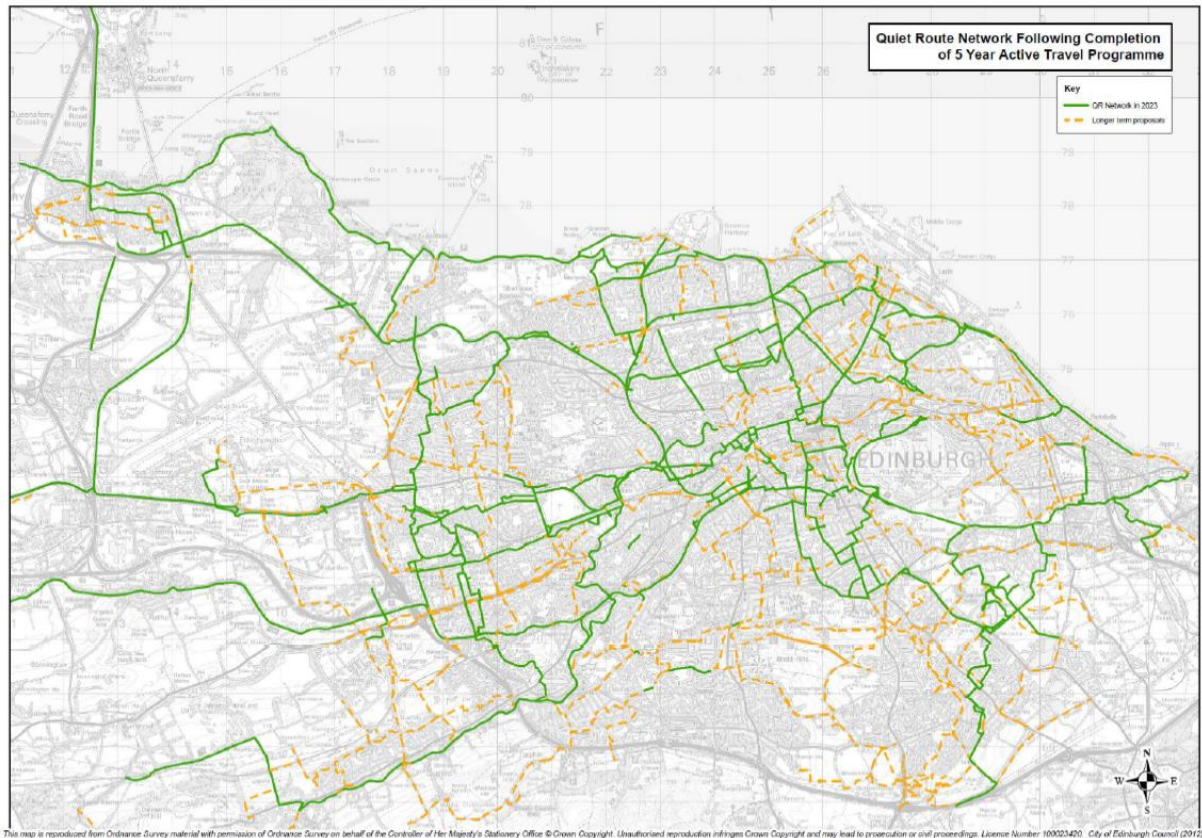
In addition to the Active Travel investment programme, there are a small number of roads renewal schemes which will also enhance the cycle network by providing new infrastructure, but which are not shown on the maps. These include cycle segregation along sections of Portobello Road and Gilmerton Road (both of which are due to be completed in the 2020/21 financial year).

A refresh of the Active Travel Action Plan is due to be progressed over the coming year and will identify any further gaps.

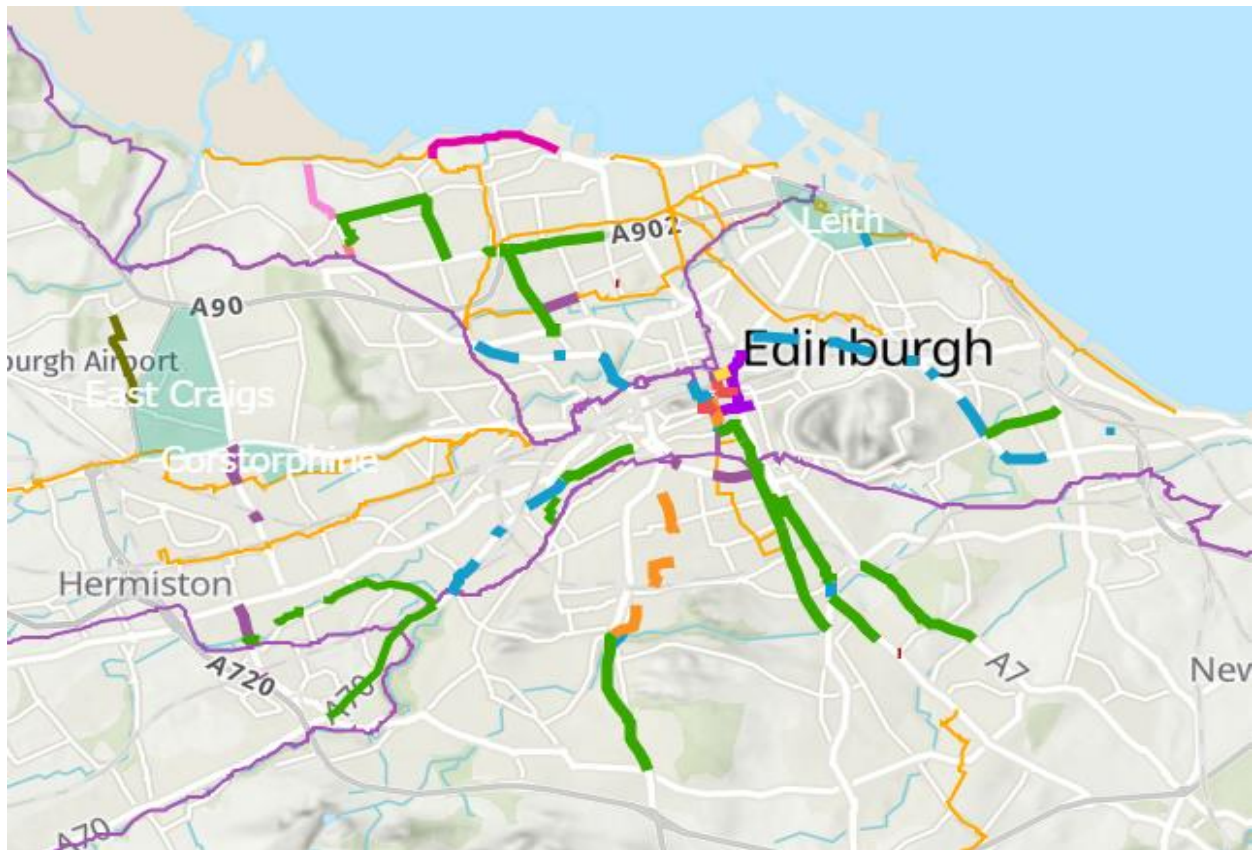
Map 1: Active Travel Network: Existing Quiet Routes and Planned Active Travel programme



Map 2 - Quiet Routes network following completion of 2019-2023 programme



Map 3 - Spaces for People programme (excluding pedestrian shopping street improvements)



**Key**

**Travelling Safely Package**

- Segregated cycling
- Potential bus lane and cycle improvements
- On hold subject to further design/budget review
- Quiet link
- New quiet connection
- Road closure on hold subject to design/budget

**Spaces for Exercise package**

- Bus gate and additional pedestrian/cycling space
- Road Closure On hold subject to design/budget
- Segregated cycling and 1 way vehicle traffic
- Shared space for walking and cycling
- Segregated Cycling
- Point closure
- Crossing
- Quiet link
- Access for local vehicles only

**City Centre Interventions**

- Closure
- Segregated cycling
- Bus gate
- Segregated cycling and footway widening
- Widened footway
- Subject to further design review

**Low Traffic Neighbourhoods**

- National Cycle Network
- Existing Quiet Routes
- Existing Quiet Routes

**Table 1 – Status Update on Cycle Route Schemes in Active Travel Investment Programme**

<b>Scheme</b>	<b>Current Stage (RIBA Plan of Work)</b>	<b>Location and route Short summary</b>	<b>Date completed or Anticipated completion</b>
<b>City Centre West to East Link</b>	Stage 4 Technical Design	Segregated cycle lanes, crossings and street improvements from Roseburn via Haymarket to George St and from George St to York Place.	May 2022
<b>Meadows to Union Canal</b>	Stage 2 Concept Design	Segregated cycle lanes and toucan and Street Improvements.	May 2023
<b>West Edinburgh Link</b>	Stage 3 Developed Design	Segregated cycle lanes, crossings, street and path improvements and a bridge over Fife Railway linking East Craigs and Wester Hailes to Edinburgh Park/Gyle.	October 2023
<b>Main Roads Study</b>	Stage 1 Preparation and Brief	Feasibility study of potential on road cycle lanes/segregation and enhancements to yellow line restrictions.  Further assessment required for potential delivery opportunities under Spaces for People.	End of Preparation and Brief by Summer 2020
<b>Princes Street East End</b>	Stage 1 Preparation and Brief	Under review	Under review
<b>Roseburn Path – Union Canal</b>	Stage 3 Developed Design	Connection from North Edinburgh Path Network at Roseburn to Union Canal via new off-road path, including bridges and Dalry Park improvements.	June 2022
<b>Meadows to George Street</b>	Stage 3 Developed Design	Street improvements and segregated cycle lanes.	November 2023
<b>North Edinburgh Active Travel (NEAT)</b>	Stage 1 Preparation and Brief	New segregated cycleways, crossings and street improvements.	August 2023



<b>Scheme</b>	<b>Current Stage (RIBA Plan of Work)</b>	<b>Location and route Short summary</b>	<b>Date completed or Anticipated completion</b>
<b>Connections</b>			
<b>Leith Connections / Foot of the Walk to Ocean Terminal</b>	Stage 1 Preparation and Brief	Improved walking and cycling connections from the Foot of Leith Walk to Ocean Terminal and development of other local proposals.	Under review
<b>Morrison Street</b>	Stage 1 Preparation and Brief	Street improvements, including to footways, crossings and cycle provision.	June 2023
<b>Marchmont to Blackford</b>	Stage 3 Developed Design	New cycle lanes, junction and crossing improvements.	July 2021
<b>QuietRoute 8 – Balgreen to Edinburgh Park</b>	Stage 1 Preparation and Brief	Quiet street improvements and new crossings.	October 2022
<b>Cameron Toll to BioQuarter</b>	Stage 4 Technical Design	Segregated cycleways and shared footpaths.	April 2022
<b>Fountainbridge / Dundee Street</b>	Stage 1 Preparation and Brief	Segregated link between Telfer Subway and Union Canal. Optioneering for remainder of street.  Further assessment required for potential delivery opportunities under Spaces for People.	June 2023
<b>Maybury Road</b>	Stage 1 Preparation and Brief	Feasibility study of potential to improve cycle provision along Maybury Road, taking account of dependencies with proposals under the Local Development Plan Action Programme (LDPAP).	Preparation and Brief complete early 2020.
<b>QuietRoute 6 – Grange Road Crossings</b>	Stage 4 Technical Design	New crossings, including footway and path improvements.	November 2020
<b>St Leonards – Canongate / Holyrood Drive</b>	Stage 2 Concept Design	On carriageway cycle provision, crossings and path improvements.	June 2021

<b>Scheme</b>	<b>Current Stage (RIBA Plan of Work)</b>	<b>Location and route Short summary</b>	<b>Date completed or Anticipated completion</b>
<b>QuietRoute 9</b>	Stage 2 Concept Design	Pedestrian and cycle improvements to paths and crossing and Quiet Streets.	September 2021
<b>QuietRoute 5 – Holyrood Park</b>	Stage 3 Developed Design	Improved cycle and foot paths and new crossings.	July 2022
<b>QuietRoute 61 - Niddry to Moredun via Bioquarter</b>	Stage 3 Developed Design	Quiet street improvements and new crossings.	December 2020
<b>A8 Gyle – Newbridge</b>	Stage 1 Preparation and Brief	Path widening between Middle Norton and Gogarstone and new road layout at Gogarstone Road junction with A8.	September 2021
<b>QuietRoute 30 – Holyrood Park to Ratcliffe Terrace</b>	Stage 2 Concept Design	Quiet street improvements and new crossings.	Summer 2022
<b>QuietRoute 6 – Meadows to Bread Street</b>	Stage 2 Concept Design	Quiet street improvements and new crossings.	March 2022
<b>One-way Street Exemptions</b>	Stage 2 Concept Design	City-wide signs, markings and traffic management.	November 2021
<b>QuietRoute 60 – Davidson's Mains Park</b>	Stage 7 In use	Footpath widening and lighting from Queensferry Road to Barnton Avenue.	Complete 2019/20
<b>Lower Granton Road</b>	Stage 7 In use		Complete 2019/20
<b>Marchmont Filtered Permeability</b>	Stage 1 Preparation and Brief		Under review
<b>Deanhaugh Street and Leslie Place</b>	Stage 4 Technical Design	Pedestrian crossings upgrade at junction.	March 2021
<b>Minor Improvements</b>	Stage 1 Preparation and Brief	City-wide low cost and delivery risk package of interventions to support walking and cycling.	Under review

<b>Scheme</b>	<b>Current Stage (RIBA Plan of Work)</b>	<b>Location and route Short summary</b>	<b>Date completed or Anticipated completion</b>
<b>QuietRoute 60 – Davidson's Mains Park (Phase 2)</b>	Stage 2 Concept Design	Improvements to prioritise pedestrian and cycle movements.	July 2021
<b>Salvesen Steps</b>	Stage 1 Preparation and Brief		Under review
<b>Powderhall Railway</b>	Stage 1 Preparation and Brief	Repurposing disused railway into green active travel corridor for cycling and walking.	March 2023
<b>Cultins Road Cycleway</b>	Stage 1 Preparation and Brief	Improved cycle and walking link between the Canal and QuietRoute 8.	Under review
<b>The Causey Project</b>	Stage 2 Concept Design		Under review
<b>Minor Lighting Schemes</b>	Stage 3 Developed Design	Lighting upgrades at Innocent Path.	October 2020

## Item no 5.3

### QUESTION NO 3

**By Councillor Lang for answer by the Leader of the Council at a meeting of the Council on 15 October 2020**

At the 28 July meeting of the Council, the Leader of the Council said a series of small business champion networks would be established “in the next four to six weeks”.

**Question** (1) How many small business networks have been established since 28 July?

**Answer** (1) Since 28 July 10 Business Champions Networks (BCN) have been established. These are:

- Portobello
- Queensferry
- Morningside/Bruntsfield/Tollcross
- Old Town
- Greater Grassmarket
- Stockbridge
- Leith/Leith Walk
- Gorgie/Dalry
- Corstorphine
- Southside

These are in addition to the established relationships with the Business Improvement districts in the City Centre and West End. An internal BCN has also been established within the Council.

**Question** (2) How have the members of each small business network been recruited?

**Answer** (2) Initial invitations were issued to people within these local areas who have previously worked with the Council. As well as an initial introduction to the BCN and its function, it encouraged recipients to pass the invitation to anyone in their local community who would also be interested in participating.

**Question** (3) How have the members of each small business network been recruited?

**Answer** (3) See answer 2 above

**Question** (4) What actions or suggestions have emerged from each small business network so far?

**Answer** (4) Initial discussions have focused on the proposed actions for the Shop Local programme. These have received good feedback with some suggestions for change now incorporated into the plans including less focus on physical 'shop local' posters etc. but instead providing support for businesses with things like distance markers, printing 'good to go' posters, and further social media engagement with the local areas (utilising the channels available to the Council to amplify activity in the areas etc.).

Feedback received on other Council or city activities, like Spaces for People and Edinburgh Christmas, have been fed back to relevant colleagues and/or initiating contact between the businesses and the relevant Council contact.

**Question** (5) How many small business networks are still to be established?

**Answer** (5) Initial meetings have taken place with all BCNs except Stockbridge (although email contact has been established). Work is now progressing with the BCNs on specific projects such as Shop Local.

## Item no 5.4

### QUESTION NO 4

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

#### **Question**

What is the current status of the proposal to create a quiet cycle route through Silverknowes, as issued by the Spaces for People team on 18 August 2020?

#### **Answer**

Following the Notification period and in response to stakeholder feedback, it was decided to revisit the original design and develop an alternative proposal.

An alternative layout will now be developed for the main section of Silverknowes Road (South section) and will be shared with the stakeholder notification group.

## Item no 5.5

### QUESTION NO 5

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

In August 2018, there was an in-principle decision to install a new speed table on Rosshill Terrace near Dalmeny Station. Council officials initially offered to carry out the work “in the first weeks” of the 2019 school summer holidays. This was then delayed until autumn 2019 then to spring 2020 and, in the most recent answer provided by the Convener on 12 March, to summer 2020.

**Question** (1) Can the Convener confirm that the tendering of the work is complete?

**Answer** (1) Unfortunately, the tendering of this work has not yet been completed

**Question** (2) Can the Convener give the latest expected installation date?

**Answer** (2) This is not available at present. However, I have asked the department to provide an expected installation date to myself and local members as quickly as possible. I have also highlighted my concern at such a lengthy delay.

**Question** (3) Does the Convener agree that the proposed one-way system on the Queensferry High Street, which will direct more traffic along Rosshill Terrace, should be paused until the new speed table is installed?

**Answer** (3) It is acknowledged that some existing traffic displaced by the proposed one-way arrangement on Queensferry High Street may make use of alternative routes in a westbound direction.

In anticipation of this, additional signage and traffic calming features will be placed on the Station Road/Rosshill Terrace corridor to mitigate any increase in traffic levels. Traffic diversion signage is also proposed on the A90, directing drivers to stay on the local arterial routes which is expected

to reduce some level of traffic using the area as a through route.

It should be acknowledged that the proposed scheme for Queensferry High Street aims to deliver pavement widening in the Town Centre. This is critical to reduce the likelihood of danger to the public and support the recovery of the local economy.



## Item no 5.6

### QUESTION NO 6

**By Councillor Booth for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 15 October 2020**

#### Question

What policies or procedures are in place to ensure that new council housing is accessible to disabled people?

#### Answer

All new build affordable Council homes are designed and built to Housing for Varying Needs standard which allows homes to be adapted to meet the needs of the household where these change over time. These homes are designed to be 'barrier free' and will be suitable for those with visual and mobility impairments. In addition, most ground floor properties will also be suitable for wheelchair users as they also provide main door, level-entry access. As a minimum 10% of all new homes will be fully wheelchair accessible. These standards are integrated into the new build design guidance for new Council homes.

As part of the Housing Contribution statement to the Edinburgh Health & Social Care Partnership Strategic Plan there is a commitment to deliver 4,500 of the 20,000 new homes to support health and social care priorities. A working group of Council officers are progressing work on this and homes in design and under construction are already being delivered for specific client groups.

When tenants or households seeking social housing have mobility issues in their existing home that cannot be adapted to meet their needs, they can be awarded a gold priority to help them access ground floor accessible homes. New build homes are advertised in same way as existing council homes on Edindex and so the same allocations policies apply.

Urgent cases such as hospital discharge can be awarded urgent gold priority. Any award of priority and the needs of the household would normally require an Occupational Therapist Assessment.

## Item no 5.7

### QUESTION NO 7

**By Councillor Booth for answer by the Convener of the Planning Committee at a meeting of the Council on 15 October 2020**

**Question** (1) What requirements are in place through planning or building standards to ensure that new buildings, including social and private housing, in Edinburgh are accessible to disabled people?

**Answer** (1) Planning decisions are made with regard to the Equalities Act 2010 which places on the Council a public sector duty regarding socio-economic inequalities and identified “Protected Characteristics” e.g. age, disability, race, sexual orientation etc....

There are planning policies in place that support accessibility including:

- Edinburgh Local Development Plan Policy Des 7 c) which states that planning permission will be granted where safe and convenient access and movement in and around the development will be promoted, having regard to the needs of people with limited mobility or special needs. Planning application decisions are made with regard to Local Development Policy.
- Policy Hou 2 and the Edinburgh Design Guidance reference the need to meet a range of housing needs.

The principle way in which the detail of accessibility is considered is through the Building Standards system. This requires routes from streets to buildings to be accessible and ensure that internal layouts of buildings are accessible. The Technical Standards which set out the minimum requirements have evolved to ensure that current standards are better than historical standards.

**Question** (2) What future changes to requirements for accessible buildings are being considered through planning or building standards?

**Answer**

- (2) The Building Standards Division of the Scottish Government issues the Building Regulations and national guidance on what requirements there should be for any new building. Officers are not aware of any pending or imminent changes to the requirements of the Building Regulations for accessibility issues into or throughout buildings. Any changes will follow a period of consultation established by the Scottish Government.

In Choices for City Plan 2030, Choice 2, part A proposes:

‘We want all development (including change of use), through a design and access statement, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measure to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts.’

Consultation responses to this proposed policy are generally supportive and the proposed plan will consider the evidence provided in those responses in finalising a new policy on this matter.

## Item no 5.8

### QUESTION NO 8

**By Councillor Neil Ross for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 15 October 2020**

**Question** (1) When devising the Spaces for People measures in our local town centres, involving the widening of pavements by suspending 'Pay and Display' parking and single yellow lines, what consideration has been given to ensuring that disabled people have preferential access to shops?

**Answer** (1) Access for blue badge holders has been and will continue to be considered as part of the Spaces for People (SfP) town centre measures. In doing so, the Mobility and Access Committee for Scotland (MACS) guidance is being taken into consideration alongside any reports from blue badge holders.

**Question** (2) There is only one Disabled parking space along the entire length of both Morningside Road and Bruntsfield Place for the exclusive use of blue badge holders. In each of the local town centres with Spaces for People measures, how many disabled parking bays are there?

**Answer** (2) No blue badge bays have been suspended with SfP town centre measures. The blue badge bays in each town centre are as follows:

- There are no blue badge bays in the boundaries of Gorgie/Dalry, Bruntsfield or Tollcross;
- There is one in Morningside which remains open;
- There is one in Stockbridge which remains open; and

There are no impacts on existing blue badge bays within Portobello, Corstorphine or Great Junction Street.

**Question**

**(3)** I recently visited a disabled constituent and her husband who live on Comiston Road/Pentland Terrace. When they asked about disabled parking, they were given, without any consultation, a disabled parking space in the middle of the road outside their house which they feel is too dangerous to use. In future, will the provision of disabled parking spaces involve full consultation with the disabled resident prior to implementation?

**Answer**

**(3)** A request was received from local residents to incorporate a disabled parking bay within the Comiston Road scheme. After a robust risk analysis for the designed parking bays in the area, a disabled parking bay (in accordance with the national guidance) was provided on Pentland Terrace at the edge of the parking bay. Disabled parking bays are for those who have a blue badge, a bay does not belong to any one single individual and as you are aware usual consultation processes do not apply under these emergency schemes.

## Item no 5.9

### QUESTION NO 9

**By Councillor Neil Ross for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 15 October 2020**

#### Question

Traffic volumes in the city are reported to have been significantly lower during lockdown but rising more recently. A report has been issued showing a 10% increase in the number of vehicles on the A702 at Morningside Station and at Greenbank crossroads. What are the recorded volumes of traffic at the same, or similar, time periods on the A70, the A701, the A772 and the A7, or any of the main arterial routes into Edinburgh where data is available?

#### Answer

The attached graphs display traffic trend data from 01/01/2019 to 31/12/2019; and 01/01/2020 to 06/10/2020 for the following arterial routes – A8 (inbound & outbound); A71 (inbound); A70 (inbound & outbound); and A701 (inbound & outbound).

The A71 outbound data contained several outages and anomalies and is not of a high-enough quality to include.

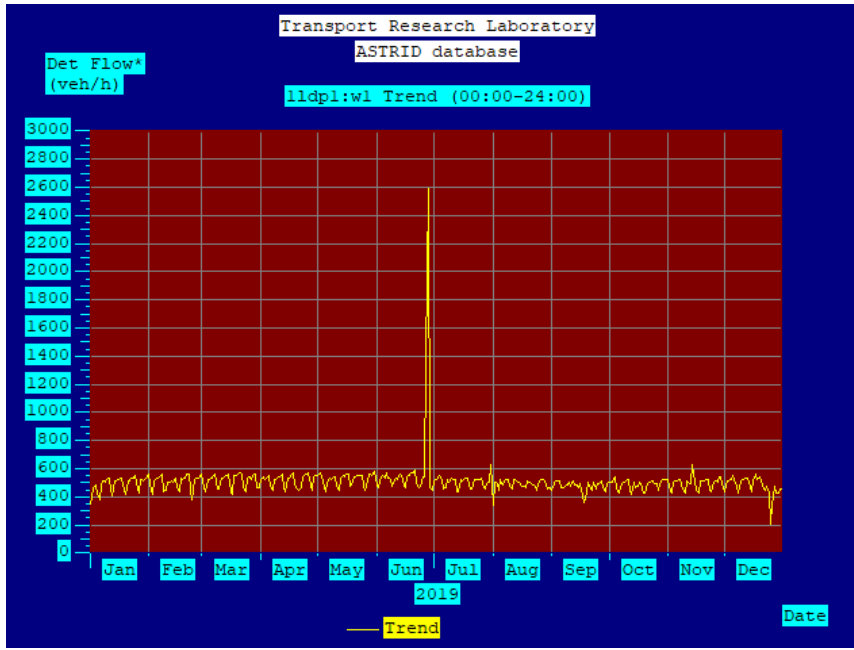
There is no infrastructure to provide any traffic trend data for the A772 in this format.

Traffic trend data for the A1; A199; A90; A7; A702; and Ferry Road is included in the dashboard which is distributed to Elected Members on a monthly basis.

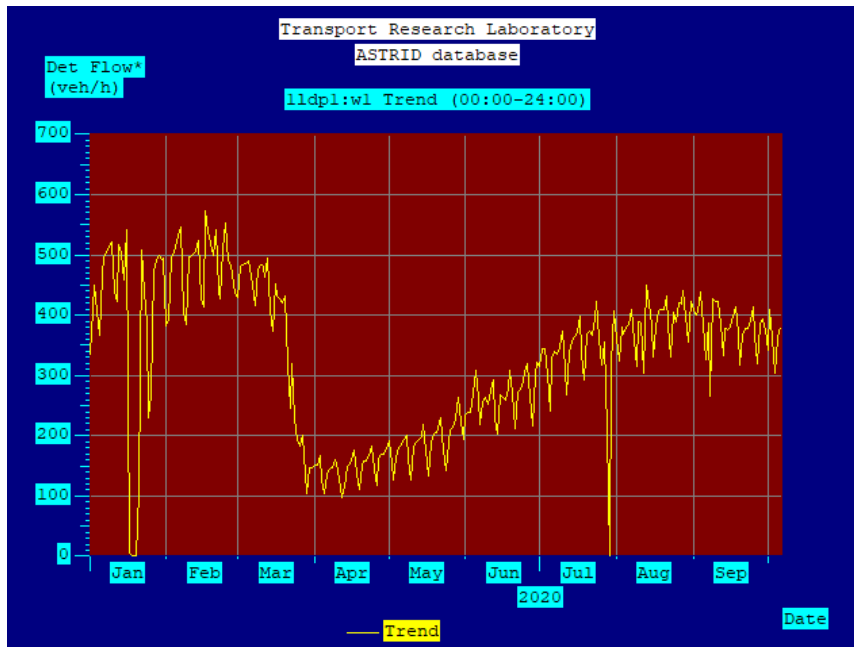
Overall, the trend shows that traffic levels are at approximately 70-90% of what they were in 2019.

A8 – Inbound: St John’s Road / Manse Road

2019



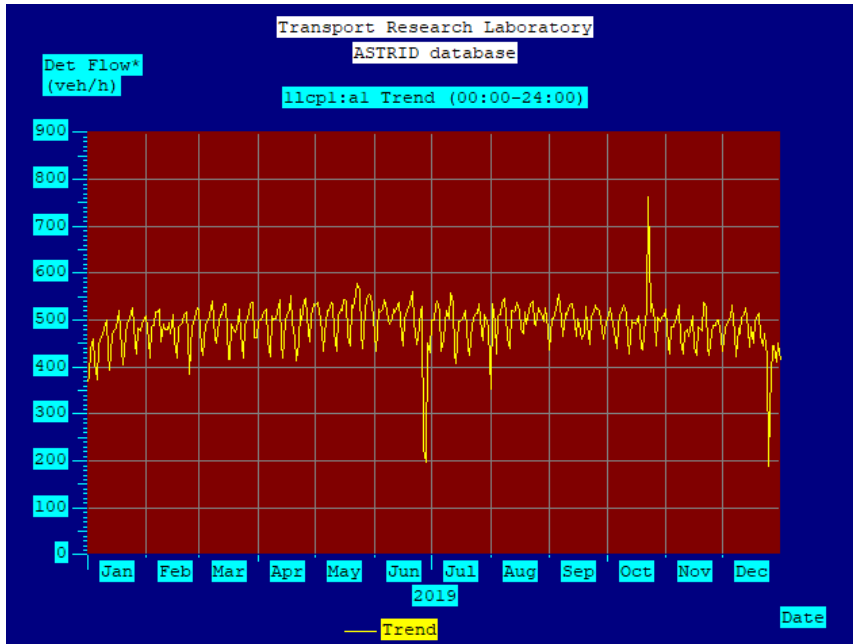
2020



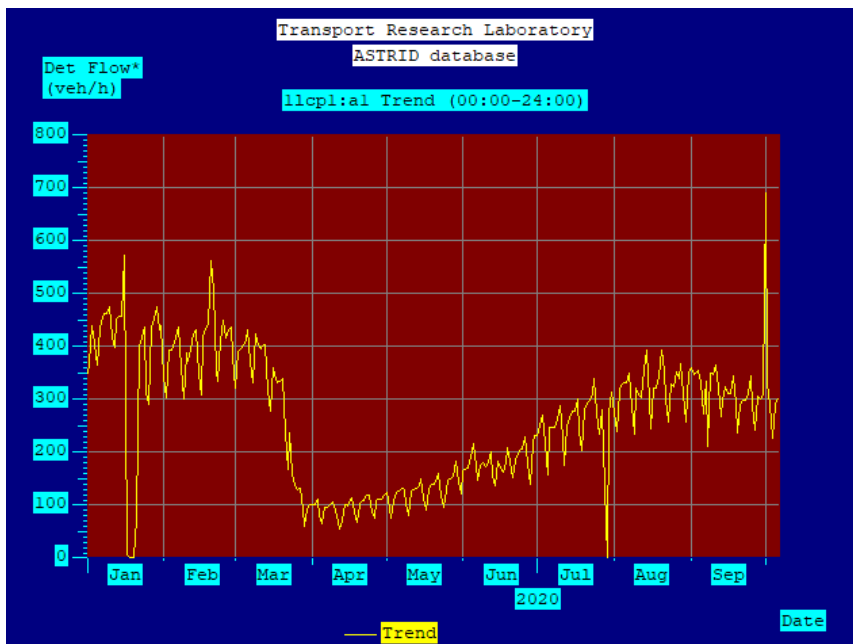
Approximately 80 – 90% of 2019 levels.

A8 – Outbound: St John’s Road / Manse Road

2019



2020

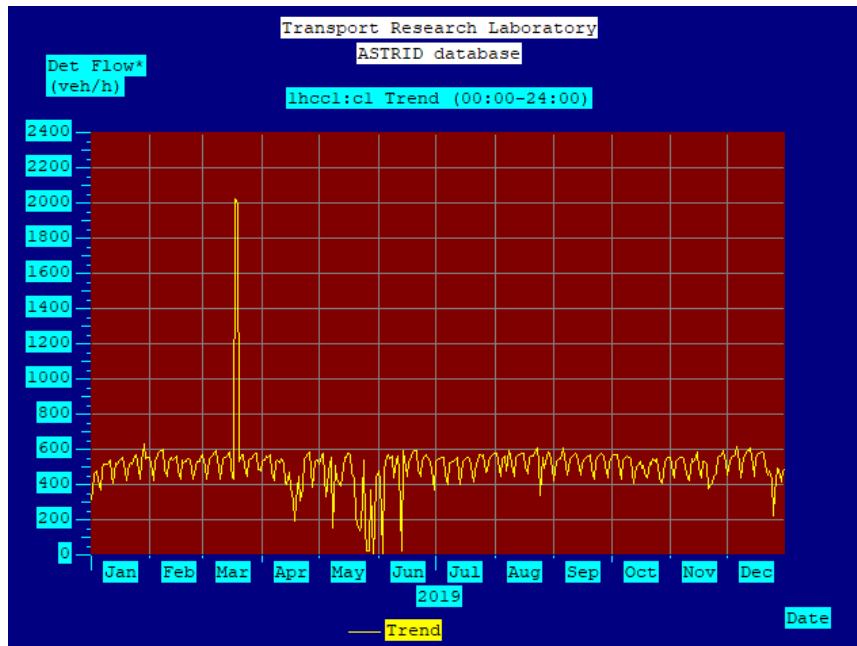


Approximately 70 – 90% of 2019 levels.

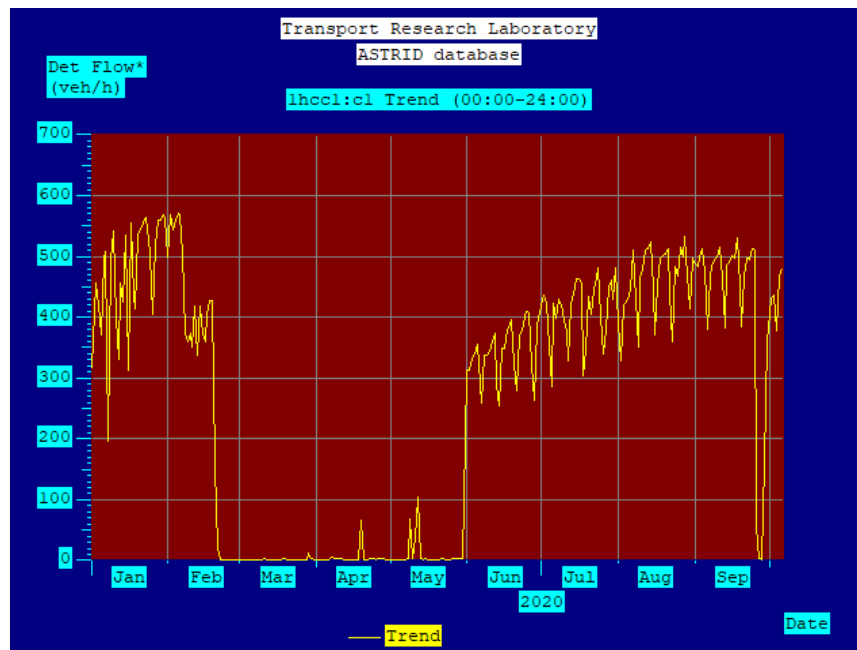


A71 – Inbound: Gorgie Road / Chesser Avenue

2019



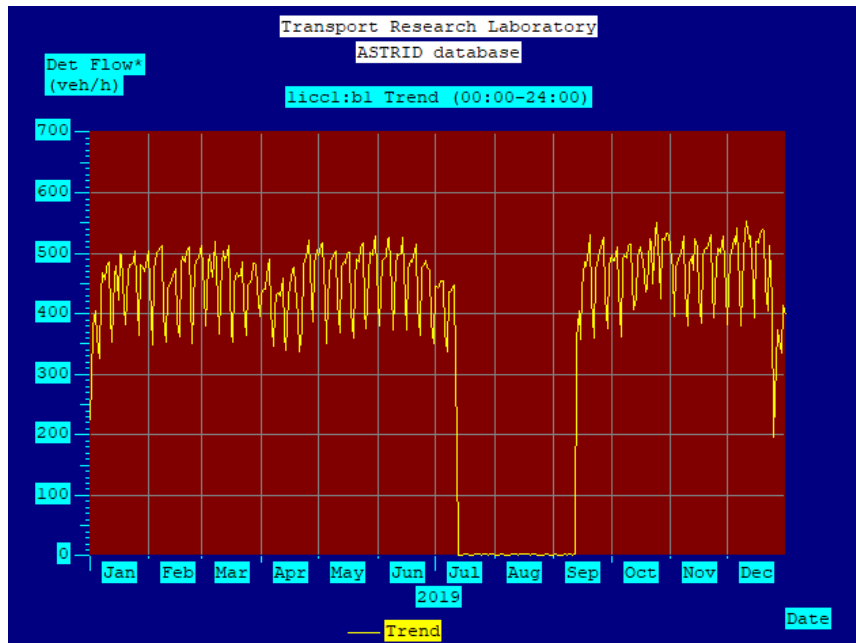
2020



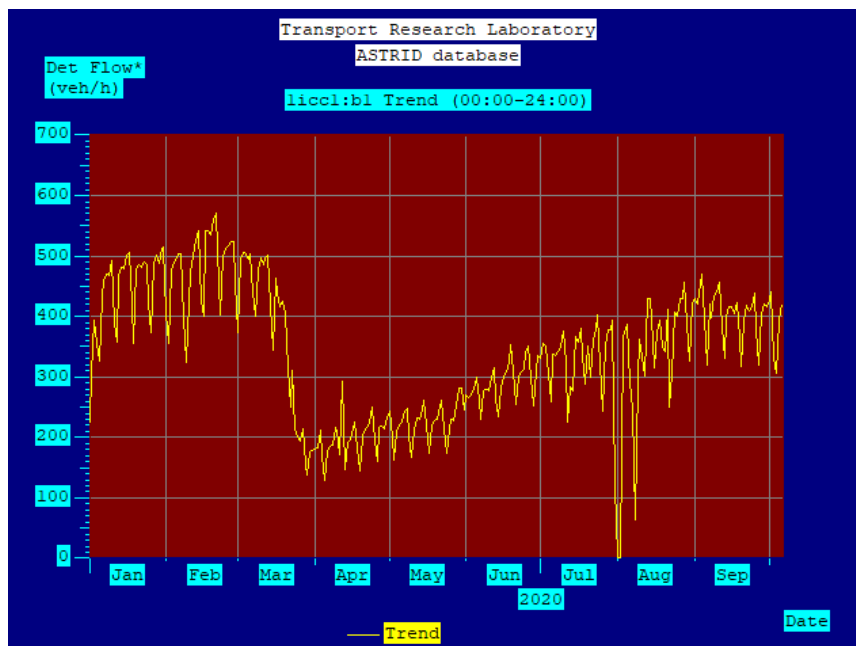
Approximately 80 – 90% of 2019 levels.

A70 – Inbound: Slateford Road / Craiglockhart Avenue

2019



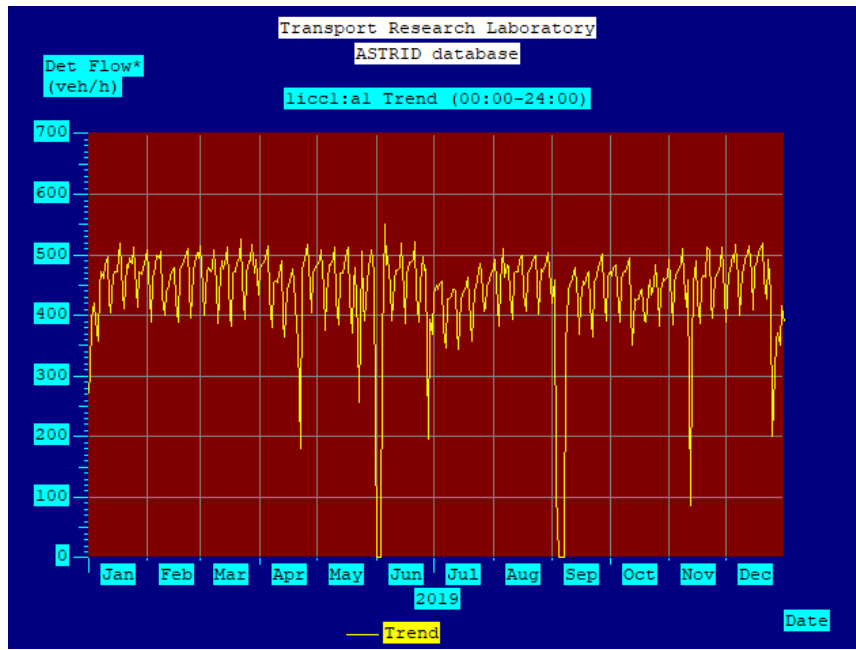
2020



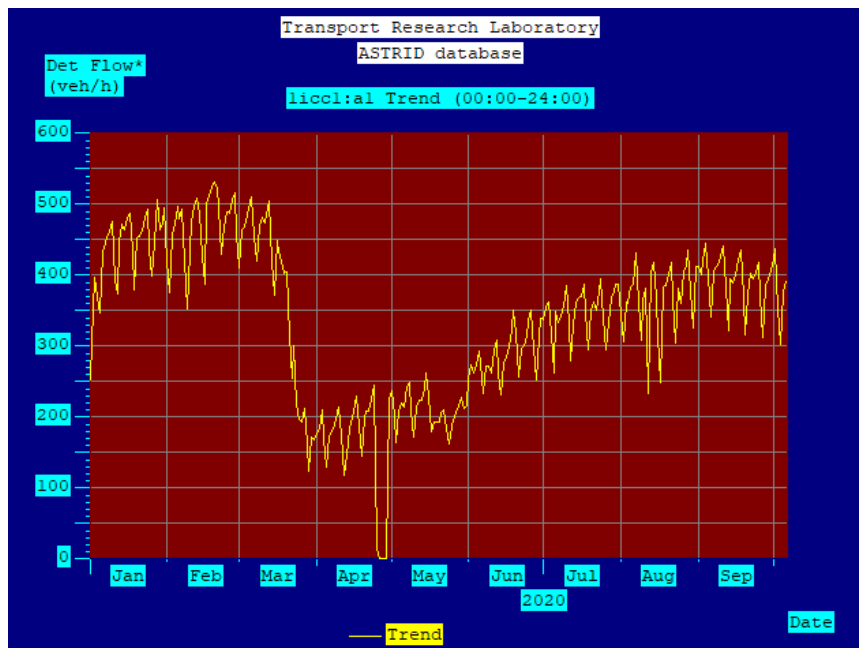
Approximately 80 – 90% of 2019 levels.

A70 – Outbound: Slateford Road / Craiglockhart Avenue

2019



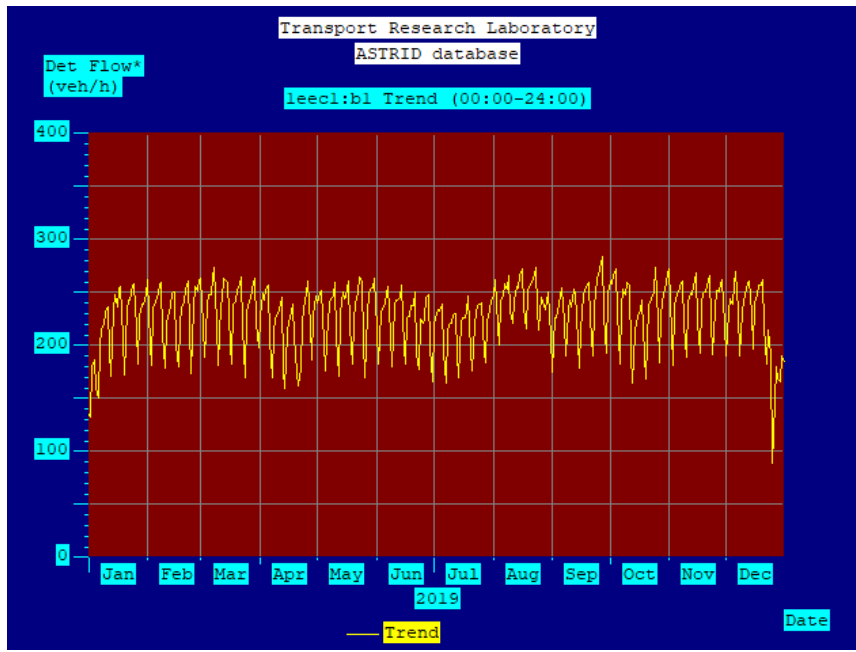
2020



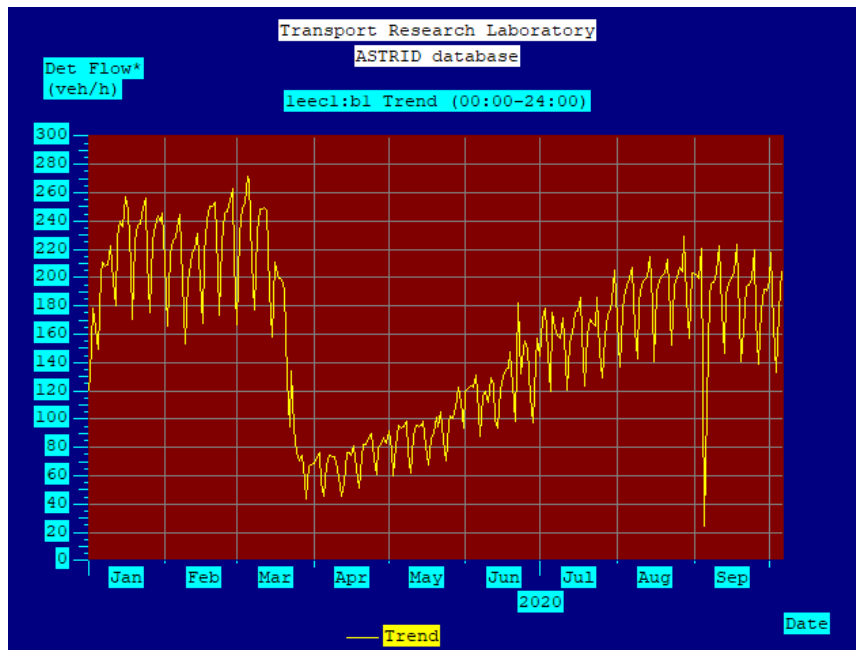
Approximately 90% of 2019 levels.

A701 – Inbound: Grange Road / Causewayside

2019



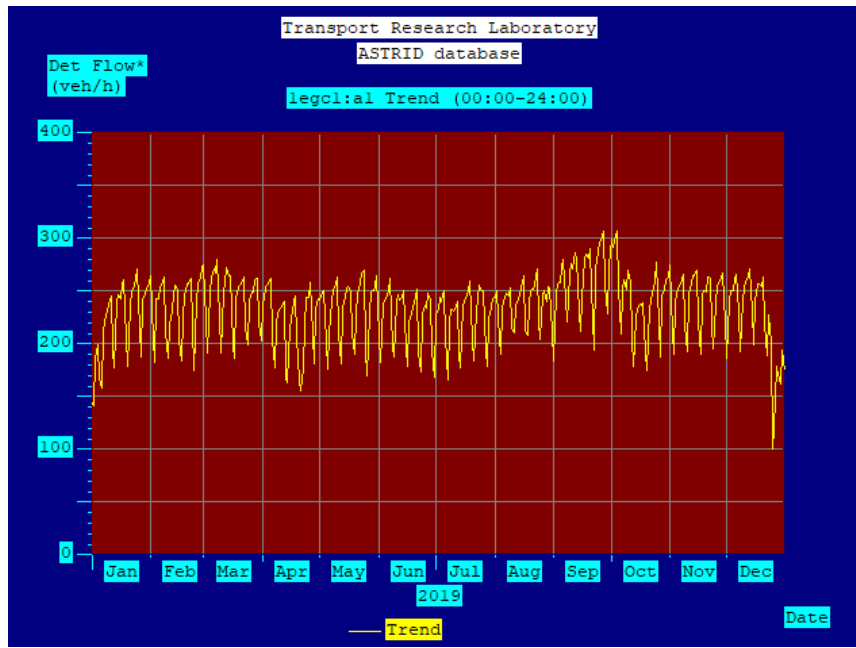
2020



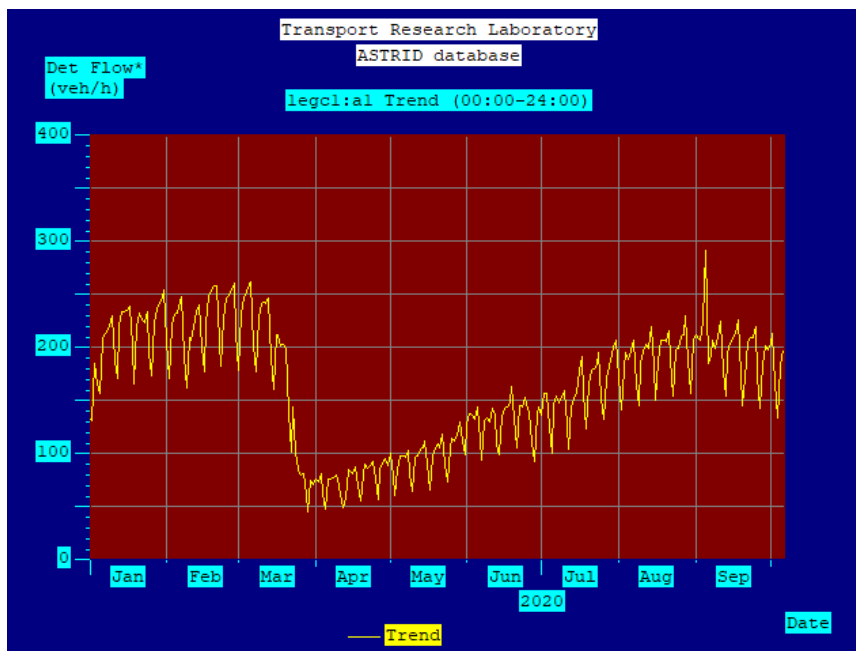
Approximately 80 – 85% of 2019 levels.

A701 – Outbound: Grange Road / Causewayside

2019



2020



Approximately 90% of 2019 levels.

## Item no 5.10

### QUESTION NO 10

**By Councillor Howie for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

**Question** (1) What specific measures have been put in place as a result of consultations with disability charities on the guideline and licensing requirements for street furniture?

**Answer** (1) Pavement obstructions, contrasting colours of crossing paving and ramps were all raised at a focus group of stakeholders including the Royal National Institute for Blind People (RNIB) in 2013. From this, the Council changed its practices to place solid barriers (tapping rails) around every location where tables and chairs were located, not just specific city centre ones (as had previously been the case).

In addition, the [Edinburgh Street Design Guide](#) covers all aspects of street furniture and was developed in consultation with various bodies such as the RNIB and Edinburgh Access Panel.

**Question** (2) Do licensing requirements mean all street furniture must allow space on the pavement to allow people to pass each other while maintaining social distancing and if so, what is the minimum distance required?

**Answer** (2) In response to COVID-19, tables and chairs permit applications will only be considered if it can be demonstrated that a clear unobstructed footway width of **3m** can be maintained (although in some cases a smaller width could be considered depending on the location of the premises i.e. footfall, side streets, availability of space on the carriageway etc.).

New guidance for Tables and Chairs was developed to accommodate all new and amended applications to allow a 3m clear walkway. All Tables and Chairs permits that were in place prior to COVID-19 are still permitted to keep their previous space, but these will be monitored and businesses

are asked to amend their allocated area if it creates an issue with access along the footway. This is an attempt to balance the need for safety and also to support business recovery.

Prior to the COVID-19 restrictions, a minimum from 1.4m of clear footway had to be available for the passing public.

**Question** (3) What are the requirements for any barriers around the areas of street furniture to prevent them being a threat to disabled people?

**Answer** (3) It is a mandatory requirement that solid barriers are placed surrounding the tables and chairs area specified in the permit. A detailed description of barriers must be provided with permit applications for Tables and Chairs. Failure to include adequate details of barrier proposals mean applications will not be considered.

Barriers should:

- Be at least one metre in height from the footway level;
- Extend the full width of your tables and chairs area. Incorporate a tapping rail or other demarcation approximately 150mm above ground level to guide blind or partially sighted pedestrians;
- Be capable of withstanding winds blowing from any direction;
- Be fixed to suitable mountings and substantial enough to resist collapse if walked or stumbled into;
- Not be Rope and pole fixtures;
- Not contain any advertising or advertisements;
- Not contain the name of your premises;
- Be of a colour and design that takes account of the needs of people with a visual impairment, ideally providing a contrast with its surroundings; and
- Be of a high-quality design and materials.

In addition, planters are encouraged, while other solutions including fabric banners and metal, or timber panels are

also acceptable (as long as they meet the other requirements). Plastic is not acceptable.

**Question** (4) What measures have been taken to ensure compliance with these requirements and have any licenses for street furniture been withdrawn because of failure to comply?

**Answer** (4) The Street Enforcement Team provides a compliance patrol service which operates during all permitted hours, seven days per week. Permit holders who fail to comply with the conditions or allow their area of pavement to cause undue nuisance, will initially receive a verbal warning, confirmed in writing, which will be followed by any of the following actions should non-compliance or nuisance continue:

- Reduction of extended hours;
- Suspension of Permit;
- Withdrawal of Permit for remainder of term;
- Confiscation of furniture.

If a permit is suspended or withdrawn because of permit condition breach, no payment will be refunded.

Confiscation of furniture will be considered if tables and chairs remain on the pavement or roadway:

- Without permit approval.
- Out with permitted hours.
- After your permit has been withdrawn or suspended.

This matter may also result in a report being submitted to the Procurator Fiscal for the offence of obstructing the public pavement. The Council reserves the right to suspend any Tables and Chairs permit at any time where sufficient reason exists in relation to matters of public safety.



### QUESTION NO 11

**By Councillor Howie for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

#### Question

As the Edinburgh Bike Hire scheme evolves, are there any plans for council representatives on the Transport for Edinburgh Board to discuss the introduction of adapted bikes and the inclusion of people with disabilities?

#### Answer

Adaptive cycles did not form part of the statement of requirement for the Edinburgh Cycle Hire Scheme upon advice from a wide Stakeholder Group and following a benchmarking exercise. Currently there are two places in Edinburgh that already offer free borrowing of adaptive cycles in the Saughton Park and Bangholm areas of the City for the inclusion of disabled people.

Benchmarking exercises and comparisons with other adaptive cycle hire schemes have taken place since the scheme was introduced but have found these to be expensive for the User.

Whilst officers were unable to identify a UK city that offered a city cycle hire scheme that provide paid access to adaptive bikes through their main cycle hire programme. They did investigate the set up in US cities and found two schemes that offered paid access through a different branch of the main hire schemes. Further information can be found using the links below:

Detroit, Michigan <https://mogodetroit.org/adaptive-mogo/>

Portland, Oregon <http://adaptivebiketown.com/>

Both these projects, whilst linked from the main City Cycle Hire Scheme website, do not utilise the same cycle hire point infrastructure as the main scheme, both MoGo and Biketown appear to use traditional docking stations. In both US cities they have identified partner providers which are bikeshops in their respective waterfront areas.

In Edinburgh adaptive cycles can be borrowed without a cost to the user, following a similar set up to the American cities where the adaptive cycles can be borrowed from different organisations/shops. This allows for face to face contact at the point of hire so that specific assistance can be given to suit an individuals needs.

If adaptive bikes were to be accessible from cycle hire points it would raise concerns such as those listed below, that we would not be able to support users adequately as there would be no face to face assistance.

The small number of adaptive bikes that the cycle hire scheme would have, means that it is likely they would be mal-located for regular use, making city centre cycling less attractive.

Cycles larger than standard cycle points would risk causing impediment to the space round them. As the micro siting of each cycle hire point has been determined utilising the Edinburgh Design Guidance, this would have a detrimental impact on pedestrians, for those on shared space and those that are in road space would be a hazard to traffic.

As a city we wish to be accessible and inclusive to all. I have instructed officers to reach out to the adaptive cycle organisations in the city, with a view to look at linking in their websites with our main cyclehire website. In addition, we will continue to monitor the scheme going forward and consider any additions we can make.

## Item no 5.12

### QUESTION NO 12

**By Councillor Webber for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 15 October 2020**

**Question** (1) How many Computers are due to be provided to students in City of Edinburgh schools as part of the emergency response to the Coronavirus pandemic?

**Answer** (1) 2550 iPads will be provided to students funded via Scottish Government.

**Question** (2) How many students received a computer as part of this response for the start of the 2020/21 school year?

**Answer** (2) 615 CEC-purchased iPads were distributed to senior phase pupils with no home access.

Approximately 200 CEC-purchased iPads were issued to additional students identified as requiring a device in direct response to Coronavirus pandemic.

**Question** (3) How many students have received a computer since the start of this school year, that is not attributed to the emergency response, for example through PEF funding, PC/PTA donation or other initiative?

**Answer** (3) 1950 iPads have been procured by schools since May. These have been utilised either as 1:1 devices for learners, devices for classes, replacements for outdated/damaged stock or for staff. A further 980 are on order for schools and due to arrive into CEC soon.

## Item no 5.13

### QUESTION NO 13

**By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

As part of the Spaces for People programme covering Safe Travel to Schools, and since his previous answer to August Council, can the Convener list the schools which as part of this initiative and before the end of September have had:

**Question** (1) Enhancements implemented and completed “on the ground”?

**Answer** (1) As you will be aware, from the previous answer given to the member, there had been 6 measures implemented at the time of 25 August Full Council. I can advise 66 schools now have measures in place, ranging from arrows and footpath markings to full road closures. Notifications go out daily on new proposed measures.

Whilst we had hoped all interventions would be in place by Mid-September, the process has been complex as officers are also working on a range of schemes across the city. Assessments are however nearing completion for all schools so the team are working through feedback and design review at a rapid pace.

**Question** (2) Enhancements planned and proposals shared with the relevant school’s ward Members, Parents Council and Head Teacher?

**Answer** (2) Assessments are ongoing and plans are still being developed. These will go through the Spaces for People notification process, which includes ward members. Officers are also liaising with the head teachers on proposals and plans. Outwith Spaces for People, officers are also working on a wider review of school travel plans which will involve close dialogue with schools.

### QUESTION NO 14

**By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

It is understood that vehicles loading or unloading goods to make deliveries for businesses located on George IV Bridge are expected to stop in the carriageway and the central setted area of the carriageway is then to be used for overtaking the vehicle which is stationary in the carriageway;

**Question** (1) Can the position of the delivery of goods in the urban transport hierarchy be confirmed?

**Answer** (1) The hierarchy is as follows:

Pedestrians and cyclists;

Public transport;

All other vehicles.

**Question** (2) Was there any communication with delivery trade bodies such as the Freight Transport Association, the Road Haulage Association prior to this arrangement being introduced? If so, can this be shared with Council.

**Answer** (2) Trade bodies such as the Freight Transport Association and the Haulage Association are not included in the agreed Notification process carried out in advance of the design being approved. These bodies are only consulted when a permanent Traffic Regulation order is being promoted.

No correspondence has been received from either Body raising any concerns with the temporary project.

**Question** (3) Was there any consultation with businesses based on George IV Bridge, or representative bodies, prior to this arrangement being introduced for deliveries? If so, can this be shared with Council.

**Answer** (3) Due to the emergency nature of the works, the approved procedure for notification of a project prior to it being delivered on site was to include the following:

Local Councillors; Community Councils; Royal National Institute for Blind People (RNIB); Spokes; Living Streets; and the emergency services.

**Question** (4) Can links be provided to research by official bodies or organisations with professional standing on the safety of loading and unloading in the middle of the road in unmarked bays?

**Answer** (4) The areas available for loading, which are marked with double yellow lines are positioned next to the temporary kerb line which is a standard approach for all road layouts. The central reserve allows additional carriageway space for vehicles to pass if safe to do so.

More information on design guidance can be found here:

[Traffic Signs Manual - Chapter 5 Line markings](#)

[Safety at Street Works Code of Practice](#)

A safety audit is being carried out on George IV bridge as part of the review process and any issues highlighted in the report will be addressed.

**Question** (5) Were the loading arrangements in place at this location drawn to police and fire services attention and did they express views on this at the consultation stage or subsequently?

**Answer** (5) The design of the loading areas involved carrying out vehicle tracking on a 13m triple axle bus, which is larger than any of the emergency services vehicles. All emergency services were included in the notification process and no concerns were raised at that time or since the measures have been installed.

## Item no 5.15

### QUESTION NO 15

**By Councillor Rust for answer by the  
Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 15 October 2020**

**Question** (1) Given the introduction of travel infrastructure measures under the Spaces for People (SFP) programme, which are 'temporary', how much of the award of money from Sustrans is being retained from that sum to return infrastructure at the end of the TTRO period?

**Answer** (1) £277,884

**Question** (2) In respect of review of the new measures thus far implemented:

- a) what assessment of volume of footfall, wheeling and cycling is being undertaken on the roads closed as spaces for exercise and how will this be reported?
- b) what assessment in SFP schemes is being undertaken in respect of volume of cyclists where new segregated cycle lanes have been installed and how will this be reported?
- c) what assessment is being undertaken of vehicular traffic and traffic flows on the roads where SPF has been implemented and how will this be reported?

- Answer** (2) a) Regular reviews of all schemes include a site visit to take pedestrian and cyclist counts. This enables the project team to assess the usage and popularity levels of the schemes, to speak to users about their experience of using the infrastructure and to recommend any design changes. Video counts have also been collected for Cammo Walk, Leith Links and Silverknowes Road.
- b) Baseline monitoring is being undertaken on the majority of Spaces for People schemes where cycle segregation is being introduced. Cyclist counts are either being captured through the Council's existing network of cycle counters, or through video counts. These will be repeated at a future date to consider changes over time. This detailed monitoring data will form part of scheme reviews in due course.
- c) Traffic levels are currently monitored at various locations across the city. Specific additional counter equipment has and will be deployed to inform scheme reviews throughout the Programme

**Question** (3) Has Legal Advice been obtained by the Council regarding implementation of SFP measures in advance of road safety audits and can this be shared?

**Answer** (3) No Legal Advice was felt to be necessary in respect of implementing measures in advance of road safety audits. The design approach undertaken for these schemes mirrors the normal process for temporary traffic management arrangements which would be deployed by the Council.



### QUESTION NO 16

**By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020**

#### Question

What information and evidence has been gathered from other cities in relation to design, consultation, implementation, adaptation/improvement and measurement of Low Traffic Neighbourhoods?

#### Answer

In preparing the proposals for Low Traffic Neighbourhoods (LTNs) research was done on LTNs, and similar type interventions, in other cities, including:

- Waltham Forrest
- Ealing
- Enfield
- Oxford
- Bristol
- Glasgow
- Copenhagen

Further to this research papers were reviewed on ways of reducing traffic levels and creating better and safer use of road space. These papers drew on evidence and research across a wide variety of projects in the UK and Europe.

In general, research and evidence suggest that the introduction of LTNs:

- Making it more attractive and safer for people to travel through the area on foot, wheeling or by bike;
- Reduced levels of traffic, especially rat running at peak times; and

Making streets more adaptable for other uses by local residents, such as for children to play and for community activities

## Item no 5.17

### QUESTION NO 17

By Councillor Cook for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 15 October 2020

**Question** (1) Since the resumption of Pay and Display parking charges, how much Pay and Display income has the Council lost - thus far - as a result of the Spaces for People programme?

**Answer** (1) The table below shows the total income received for public parking in the streets where parking places have been affected by the Spaces for People programme.

	2019	2020	% change
July	£104,516.35	£76,992.00	-26.33%
August	£96,903.00	£88,779.20	-8.38%

For comparison, the table below shows the total income received for public parking across the city over the same periods:

	2019	2020	% change
July	£1,757,587.20	£1,215,270.74	-30.86%
August	£1,842,126.60	£1,531,109.11	-16.88%

Please note that the data for September is not yet available

**Question** (2) How much Pay and Display income is the Council is projected to lose should Spaces for People measures remain in place until expiry of the relevant traffic orders?

**Answer** (2) Looking forward, it is extremely difficult to predict future pay and display income when the uncertainty remains regarding the Covid-19 pandemic. However, the available data suggests that pay and display income could be down between 5 and 10% in these areas.

## Item no 5.18

### QUESTION NO 18

**By Councillor Burgess for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 15 October 2020**

#### Question

What conversations has the Convener had with the Gaelic community in the last six months about council proposals for GME at secondary level?

#### Answer

The Convener and Vice Convener have met with representatives of the Gaelic community on various occasions to discuss the Council proposals. There has been extensive informal discussions throughout this time as well as the following formal meetings;

- 22<sup>nd</sup> January - a meeting of officers, elected members and the parent body at Taobh na Pàirce to present options and a vision for a future GME secondary.
- 13<sup>th</sup> February - parents representatives met with the Convener and Vice-Convener to discuss a mechanism to examine the options further with outside expertise.
- 5<sup>th</sup> May – virtual meeting which involved representation from the Edinburgh Gaelic school community and the wider Gaelic community across Scotland including the Scottish Government, Bòrd na Gàidhlig and Glasgow Council to discuss co-location and standalone models.
- 22<sup>nd</sup> September - parents representatives met with the Convener and Vice-Convener to discuss a plan for, and information provided in, a pre-consultation.

Further meetings with the whole school community will take place before the end of 2020 but no specific dates have been set.

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