

Please provide data for the last 7 years:

1. Despite a small, compact city, why do we have the low number of bicycle users?

In a Scottish context, it is not accepted that Edinburgh has a small number of bicycle users.

2. What is the percentage of people commuting to work and business on bikes?

The Council uses external sources for this data including: The Scottish Census: [Search | Scotland's Census \(scotlandscensus.gov.uk\)](#) and the Scottish Household Survey. [Transport and Travel in Scotland 2019: Results from the Scottish Household Survey | Transport Scotland](#).

The Council produces an annual statistical report on a range of themes called Edinburgh by Numbers which may also be useful: [Edinburgh by Numbers](#).

With any data capture method, it is difficult to make a concrete evaluation as any data collection is of a moment in time and reflective of the data collection method used. Each method will naturally produce slightly different results and data captured using different methods cannot be compared directly to demonstrate changes in behaviour. But, we do use a range of methods to enhance our understanding over time which we feel is important. The [Walking and Cycling Index](#) has helpful data, and this is utilised in our planning and delivery, to not just increase active travel trips but to try and address particular sociocultural and economic barriers to look at making things easier for specific groups also. This is just as important as increasing numbers of people walking and cycling.

3. Data for Edinburgh compared to other European cities for the above.

Benchmarking has taken place with cities of a similar size and geography as Edinburgh which has helped inform our understanding of appropriate direction of travel for the City Mobility Plan <https://www.edinburgh.gov.uk/city-mobility-plan-1>. We have carried out no comparisons with other European cities for the above.

4. Edinburgh indexes for emissions before and after traffic restrictions were placed a few years ago.

Local air pollution data is reported annually with associated statutory assessment/analysis and also in real time, respectively [here](#) on the Council's webpages and [here](#) on the Scottish Governments Air Quality Pages.

<https://www.edinburgh.gov.uk/downloads/download/12967/local-air-quality-management-reports>

<http://www.scottishairquality.co.uk/>

5. Was any survey conducted to find out reasons for the above (Q4)?

No

6. Is Edinburgh's infrastructure safe for bike users as compared to European cities such as Amsterdam and Vienna? What is the estimated budget needed for improvement and what is current expenditure?

We have no comparable data for other cities and therefore cannot provide any comparison. Details of the Council's Active Travel Investment Programme from 2019/20 to 2025/26 are available in a report to the Council's Transport & Environment Committee on 14 October 2021 - <https://democracy.edinburgh.gov.uk/documents/s39331/7.3%20-%20Active%20Travel%20Investment%20Programme%20Update.pdf>

7. What is expenditure ratio for improving biking infrastructure?

The previous Council administration committed to spend a minimum of 10% of the transport budget every year, including the current financial year 2022/23, on measures to support cycling.

8. How much public money is spent to raise awareness or introducing incentives to encourage public to use bikes as their main source of transport?

On an annual basis the Council is invited to bid for [Smarter Choices, Smarter Places](#) funding, which is proportionally available to all local authorities in Scotland based on population size with our allocation being in the region of £455,000 per annum. This funding has been available at this scale on an annual basis since 2015 and the Council utilises this funding on a range of awareness raising and behaviour change activities to bring around increases in active and sustainable trips and more positive attitudes towards active and sustainable transport.

9. Last 7 years of statistics of bikes usages in Edinburgh.

Information from the Council's network of active travel counters can be accessed here:<https://www.edinburgh.gov.uk/cycling-walking/statistics-cycling-edinburgh/1>. Further information is also available through the Walking and Cycling Index report (refer to previous response to Question 2).

10. What is the model European city which is the main reference for policymakers, if any?

There is no model city used for this purpose.

11. Details of the survey method for road usage, and its accuracy.

The Road Safety team undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. Traffic data allows us to direct our resources to the locations where there is significant speed limit non-compliance.

As outlined in the report [Evaluation of the 20mph Speed Limit Roll Out](#), which was approved by the Council's Transport and Environment Committee on 11 October 2019, the Council's Road Safety team will investigate the suitability of further speed reduction measures at locations where average speeds are measured above normal tolerance.

ATC surveys will be completed by installing 'MetroCount' 5600-series ATC equipment and pneumatic tubes on site for the duration of the survey period which is 7 consecutive days out with school holidays. This equipment is widely used across the traffic data collection industry and has been proven to be a reliable method of collecting classified vehicle count and traffic speed data.

In line with generally accepted best practice, the Road Safety team reports on recorded free-flow average speeds. This calculates the average speed by excluding the results from vehicles with a headway of under four seconds, essentially omitting queuing and congested vehicles from the averages recorded.

Additionally, the tolerance levels used by the Road Safety team mirror established national practice, whereby a speed limit tolerance is measured as 10% of the posted speed limit plus 2mph (24mph in a 20mph speed limit, 35mph in a 30mph speed limit). The use of this approach when assessing the need for additional speed reduction measures was approved by the Transport and

Environment Committee, when it considered the reports [Evaluation of the 20mph Speed Limit Roll Out](#) and [Approach to the Extension of 20mph Speed Limits](#).

The team's use of Committee approved, evidence-led decision making processes, such as those set out in the above report, ensures that the resources available for road safety improvements are targeted at locations where they have the potential to deliver the greatest road safety benefits and that a fair and consistent approach is taken across the city's communities.

12. Emission main source for highly polluted areas of the city in 2021, according to emissions.

Local air pollution data is reported annually with associated statutory assessment/analysis and also in real time, respectively [here](#) on the Council's webpages and [here](#) on the Scottish Governments Air Quality Pages.

<https://www.edinburgh.gov.uk/downloads/download/12967/local-air-quality-management-reports>

<http://www.scottishairquality.co.uk/>

13. Can you confirm due to new routes, traffic diversions and plans, if the congestion has increased resulting in higher emissions in City Centre? If no, please offer an analysis.

With the publicly available air pollution data you will be able to compare years to determine what/when changes were you are referring to against emission changes over the years. We do not hold this information.

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<http://www.scottishairquality.co.uk/>

14. What are your schemes for the public which have failed in the last 7 years? Did you do any retrospective analysis? Please offer details (Projects should include infrastructure, roads and wellbeing only).

Pre- and post-implementation monitoring and evaluation has not historically been undertaken for projects undertaken previously. Going forward, this is likely to be undertaken for the most significant active travel projects.

15. What is total loss regarding the above, in monetary terms? And also, in terms of time spent.

Given the previous response to Question 14, we have no relevant data.

16. Please share your profitable projects of the last 7 years. Please summarize along with data. Projects should include infrastructure, roads and well-being.

Given the previous response to Question 14, we have no relevant data.

17. What are the technical and educational resources or training available to lawmakers? (How knowledgeable and up to date our councillors are in terms of knowledge exposure and technical help. Are they facilitated by in house experts, or they are free to take advice from experts from anywhere and what sort of resources or up-to-date tools are available?)

Officers will advise members with technical and professional advice as required.

18. Please offer details about any comparative research study carried out, and its recommendations applied in true spirit. (Referring to measures taken in Edinburgh to cut vehicle usage, developing bike infrastructure, etc. like comparing Edinburgh city variables and data with other model or European cities).

We do not hold this information.

19. Disparity numbers, especially in terms of diversity in employment (the city, not Council staff).

This data can be accessed via Nomis [annual population survey - Nomis - Official Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/). The Council produces an annual statistical report on a range of themes called Edinburgh by Numbers which may also be useful: <https://www.edinburgh.gov.uk/downloads/download/13828/edinburgh-by-numbers>

20. Please offer details of male to female ratio in jobs, and population numbers regarding ethnic minorities and their ratio in each sector, if you have numbers (the city, not Council staff).

This data can be accessed via Nomis [annual population survey - Nomis - Official Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/). The Council produces an annual statistical report on a range of themes called Edinburgh by Numbers which may also be useful: <https://www.edinburgh.gov.uk/downloads/download/13828/edinburgh-by-numbers>

21. Steps taken to improve the above numbers.

This is not something the Council is responsible for, but public stats are available.

22. all initiatives to improve well-being and active participation of public in projects in neighbourhood.

Please see details of consultations on our website at the following link: <https://www.edinburgh.gov.uk/say>

23. Steps and initiatives carried out to tackle loneliness and poverty in deprived neighbourhoods.

Details of our initiatives regarding poverty can be viewed on our website at the following link: <https://www.edinburgh.gov.uk/site-search/results/?q=poverty>

24. Steps taken to encourage people from all backgrounds to join Edinburgh Council in the last 7 years and any numbers supporting your claims (diversification of the work force).

Clarification:

With diversification of the workforce, do you mean you wish to receive staff ratio numbers for example, of Male v Female, different age demographics, breakdown of race/ethnicity, religion etc? For the last 7 years.

Answer:

Yes. Data must include:

Breakdown of staff

Males vs female ratio

Ethnicity break down

Age group

data compared to last 10 years ideally

Clarification:

And by steps taken to you mean changes in recruitment, advertising etc to try and get higher numbers of people from certain/or just generally varied demographics to apply for Council jobs?

Answer:

Yes, for example in the past you had more Female workforce then men, now they are equal in number or better ratio than past, and previously you have only three members from Asian, black, African, or European background.

Have you set goals or vision to match Edinburgh's demographics by recruiting from BAME or other underrepresented communities, or you are working in partnership to do so ? Or are you conducting research or supporting a training program which will enable this?

Similarly, how much effort was made to recruit work force from deprived backgrounds with challenges in the past, especially people who were struggling with alcohol and drug addiction or had mental health issues, since we have highest number of drug related deaths in Europe.

Section 6 of the Recruitment and Selection Policy (covering all employees) – Updated July 2015

https://www.edinburgh.gov.uk/downloads/file/11316/recruitment_and_selection_policy

The Council publishes several papers on our diversity and inclusion work. The Council annually publishes a gender pay gap report and this was update in 2021 to include disability and ethnicity pay gap reporting, these documents are available on the Council website;

2021: <https://democracy.edinburgh.gov.uk/documents/s37971/Item%207.10%20-%20Pay%20Gap%20Report.pdf>

2020: <https://democracy.edinburgh.gov.uk/documents/s26749/7.14%20-%20Gender%20Pay%20Gap.pdf>

2019: <https://democracy.edinburgh.gov.uk/documents/s8990/Item%207.8%20-%20Gender%20Pay%20Gap%20Update.pdf>

2018: https://democracy.edinburgh.gov.uk/Data/Finance%20and%20Resources%20Committee/20181011/Agenda/item_75_-_gender_pay_gap.pdf

Diversity & Inclusion Strategy and Updates.

In 2019 Council agreed a new Diversity and Inclusion Strategy and publishes an update on an annual basis on the progress made to meet the aims of the strategy.

2019 Strategy: <https://democracy.edinburgh.gov.uk/documents/s8995/Item%207.13%20-%20Diversity%20and%20Inclusion%20Strategy.pdf>

2020 Update: <https://democracy.edinburgh.gov.uk/documents/s37914/Item%208.1%20-%20Diversity%20and%20Inclusion%20Strategy%20Update.pdf>

2021 Update: <https://democracy.edinburgh.gov.uk/documents/s37914/Item%208.1%20-%20Diversity%20and%20Inclusion%20Strategy%20Update.pdf>

Equality and Diversity Framework.

The Council produces a Equality and Diversity Framework which looks internally (as an organisation) but also externally (across the city).

2017 -2021 - [equality-diversity-and-rights-framework-2017-21 \(edinburgh.gov.uk\)](#)

2021- 2025 - [Item 7.6 - Equality and Diversity Framework 2021-2025.pdf \(edinburgh.gov.uk\)](#)

		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	FTE	15,682	15,056	15,192	15,266	15,355	15,148	14,434	14,158	14,447	14,834	14,722
Gender	Female	68%	69%	70%	70%	70%	70%	70%	71%	70%	70%	70%

	Male	32%	31%	30%	30%	30%	30%	30%	29%	30%	30%	30%
Age	21 and under	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	22 to 30 years	13%	13%	13%	14%	14%	13%	13%	14%	14%	14%	14%
	31 to 40 years	20%	20%	20%	21%	21%	22%	22%	22%	22%	22%	22%
	41 to 50 years	30%	29%	29%	28%	27%	27%	26%	26%	25%	25%	25%
	51 to 60 years	28%	28%	28%	28%	28%	28%	28%	28%	28%	27%	27%
	61 to 64 years	5%	5%	5%	5%	5%	5%	5%	6%	6%	7%	7%
	65 years and over	1%	2%	2%	2%	2%	2%	3%	3%	3%	3%	4%
*Disability	Disabled	2.2%	2.1%	2.1%	2.3%	2.3%	2.2%	2.3%	2.4%	2.4%	2.4%	2.4%
*Ethnicity/ race	BAME	2.5%	2.7%	2.8%	2.9%	3.2%	3.3%	3.5%	3.5%	3.5%	3.8%	3.5%

*It should be noted that colleagues do not need to provide this information, therefore, the percentages quoted are based on those that have opted to do so.

Since 2016 the Council has published a gender pay gap report and these are available on the Council website:

2020: <https://democracy.edinburgh.gov.uk/documents/s26749/7.14%20-%20Gender%20Pay%20Gap.pdf>

2019: <https://democracy.edinburgh.gov.uk/documents/s8990/Item%207.8%20-%20Gender%20Pay%20Gap%20Update.pdf>

Please note that the above information that has been publicly available is only held centrally from 2017, as no centralised work on this information was done prior to this, therefore we do not hold information prior to this date.

25. Number of deaths reported due to accidents, including fatal non-fatal injuries (any injury which is not visible and may not need treatment and deaths related to roads also include when injured died days later), on sections of roads now risky for motorists and cyclists (section of the roads with the highest accident ratio are we can classify them as dangerous roads).

The Council's Road Safety team holds personal injury collision data, from which it carries out a quality assured Accident Investigation and Prevention (AIP) process, which is summarised on the Streets Ahead website <https://www.streetsaheadinburgh.org.uk/accident-investigation-prevention/collision-analysis?documentId=36&categoryId=36>

Collision data is available in the public domain at <https://www.crashmap.co.uk/> which is published by the Department for Transport. The only factor that is not included is the category of those involved (pedestrian / cyclist / horse rider, motorcyclist, etc., etc.). As this information is provided by the Police, it is suggested that Police Scotland be approached for this specific detail if required.

27. Any initiatives to promote walking, well-being of citizens, with data backing your work.

As per the previous response to Question 8, on an annual basis the Council is invited to bid for [Smarter Choices, Smarter Places](#) funding, which is proportionally available to all local authorities in Scotland based on population size with our allocation being in the region of £455,000 per annum. This funding has been available at this scale on an annual basis since 2015 and the Council utilises this funding on a range of awareness raising and behaviour change activities to bring around increases in active and sustainable trips and more positive attitudes towards active and sustainable transport.

Details of each year's programme are reported to the Council's Transport and Environment Committee and these reports can be viewed on the Council's [website \(https://democracy.edinburgh.gov.uk/ieListMeetings.aspx?CId=136&Year=0\)](https://democracy.edinburgh.gov.uk/ieListMeetings.aspx?CId=136&Year=0).

Cycling and walking initiatives can be viewed on our website at the following link: <https://www.edinburgh.gov.uk/cycling-walking>

28. Steps taken to improve the health of drug addicts and to tackle drug trafficking in city.

We do not hold this information. Details on the Council's advice regarding drug addiction can be viewed on the website at the following link: <https://www.edinburgh.gov.uk/mental-health-addiction/recovery-alcohol-drug-problems-1>