

Transport and Environment Committee

10.00am, Tuesday, 2 June 2015

Delivering the Local Transport Strategy 2014-2019: School Streets Consultation

Item number	7.2
Report number	
Executive/routine	
Wards	1 - Almond 3 - Drum Brae/Gyle 8 - Colinton/Fairmilehead 10 - Meadows/Morningside 11 - City Centre 14 - Craigentiny/Duddingston 15 - Southside/Newington 17 - Portobello/Craigmillar

Executive summary

Committee agreed the list of eleven schools to participate in the proposed school streets pilot at its meeting on 3 June 2014.

Consultation was carried out between 15 December 2014 to 27 February 2015 to give stakeholders, including parents, residents, local businesses and the travelling public the opportunity to provide feedback on the proposals. Over 700 responses were received with 75% of respondents supporting the school streets concept.

This report details a summary of the main informal consultation. A number of changes have been made as a result of the comments and feedback received, and the statutory Experimental Traffic Regulation Order (ETRO) procedures required to implement the Phase 1 schemes commenced in April 2015. The proposed implementation date for Phase 1 schools is September/October 2015.

Links

Coalition pledges	P32 , P44
Council outcomes	CO5 , CO22
Single Outcome Agreement	SO4

Delivering the Local Transport Strategy 2014-2019: School Streets Consultation

Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 notes the outcome of the consultation process; and
 - 1.1.2 requests a further report is presented to Committee on 27 August 2015 to include:
 - the results of the formal ETRO process for Phase 1 schools;
 - a detailed plan for Phase 1 implementation in September/October 2015; and
 - an update on the further discussions on the revised proposals for the Sciennes and Buckstone schemes with local residents, school and Royal Hospital for Sick Kids.

Background

- 2.1 The Local Transport Strategy, approved by the Transport and Environment Committee on 14 January 2014, contains a commitment to pilot school streets proposals at between three and five schools.
- 2.2 The aim is to provide a safer environment around schools which will encourage more pupils to walk or cycle to school, whilst creating the minimum disruption for local residents. The perceived benefits of implementing school streets are:
- the ability to respond to demands from parents and residents to improve the current conditions around schools;
 - an increase in walking and cycling and active lifestyles for pupils and parents/carers;
 - a reduction in traffic speed, congestion and pollution around the school gates; and
 - improvements in child obesity levels.

- 2.3 The school streets proposal involves prohibiting traffic on streets outside or around school entrances for periods of up to 60 minutes at the beginning and end of the school day. The prohibition will only be in force when the schools are in session; drivers will be made aware of the prohibition by the installation of large signs at all entry points which flash during the operating times. Additional information signs will be located within the zone to remind drivers of when they can enter, exit or drive around within the zone if they do not have an exemption permit.
- 2.4 These prohibitions will not apply to residents or businesses within the school street zone and they will be provided with a permit to allow access/egress. The prohibitions will also not apply to vehicles displaying a disabled badge, emergency service vehicles, vehicles being used for works on the road and vehicles contracted by the Council to take pupils to and from school.
- 2.5 The proposals will be introduced through an Experimental Traffic Regulation Order (ETRO), which will be in force for 18 months. At the end of this period, the project will be evaluated and a decision made whether to make the schemes permanent.
- 2.6 A total of 31 schools applied to participate in the scheme, so the pilot has been extended to include 11 schools in two phases.
- 2.7 On 3 June 2014, Committee approved the selection of the following eleven primary schools:

Phase 1

- Abbeyhill
- Duddingston
- Colinton
- Cramond
- Sciennes
- St John's RC

Phase 2

- Bonaly
- Buckstone
- Clermiston
- St Peter's RC
- Towerbank.

- 2.8 It also gave authority to undertake a public and stakeholder consultation on the design of the scheme, including the network of streets, operating hours and exempted vehicles.

Main report

Consultation

- 3.1 The consultation period ran from 15 December 2014 to 27 February 2015. The aim of the consultation was to give parents, residents and other stakeholders an opportunity to comment on the draft school streets proposals for eleven schools across the city.
- 3.2 The consultation comprised the following elements:
- Online survey;
 - Paper survey;
 - E-flyer sent to 450 groups, individuals and stakeholders;
 - Public exhibitions in local libraries, Council offices and community facilities from 8 January to 2 March 2015;
 - Eleven drop in events at schools; and
 - Meetings and discussions with stakeholders including Police Scotland and the Royal Hospital for Sick Children.
- 3.3 Communications activities included conventional and social media, leaflets, posters and website. Information about the consultation including the on-line survey, a list of frequently asked questions and a set of location maps, were available on the main Council website and on plasma screens in local neighbourhood offices and libraries.
- 3.4 A letter explaining the school streets project and how to make views known to the Council was delivered to properties within the affected streets, thereby ensuring residents and local businesses were made aware of the consultation process. Schools also sent out information to parents through the school website and via e-mail.
- 3.5 A series of drop in events were organised at each of the eleven schools. The events were attended by approximately 315 residents, parents, elected members and Council officials, with the resulting discussions being generally in favour of the introduction of school streets in their area.
- 3.6 A number of organisations and businesses located within the schemes also gave their feedback either through correspondence or at face to face meetings with officers.

- 3.7 At the end of the eleven week consultation period, a total of 740 questionnaire responses were received from individuals and organisations. A copy of the on-line results is attached as Appendix 1. Additionally, 93 e-mails and letters were received. There was a high level of response for the schemes at Bonaly Primary School with 22% of the on-line responses, followed by Sciennes at 21%; the lowest response rate at 2% was for Colinton, but this could be explained by the fact that it is the school with the lowest school roll.
- 3.8 The number of responses was equally split between residents and local businesses and parents/guardians, although some respondents could have fallen into both categories. Of those, 467 (75%) indicated that they agreed with the concept of school streets, while 141 (24%) indicated their opposition to the proposals. The only scheme where there were more respondents in opposition to the proposal was Buckstone with 53% against and 47% in favour. The level of support varied from school to school, the full breakdown is included in Appendix 2.
- 3.9 Many consultation respondents expressed views on the potential impact of school streets; these concerns differed depending if the respondent was a resident or a parent/guardian. The topics that attracted the highest level of comment from residents were the proposed streets within the schemes, displacement of parking, permits, impact on commuting times, impact on deliveries and workmen. For parents, the most common comment was the effect on commuting times. All parties were concerned about the level of police enforcement, which was seen as crucial to the success of the schemes.
- 3.10 The topics which elicited the greatest number of responses, and which relate directly to school streets, are indicated and discussed below:

Street Selection

- 3.11 The main issue raised by 196 respondents was the selection of the streets within the eleven schemes. There were requests for an additional 25 streets, with strong support for changes to the Bonaly (94 responses) and Cramond (23 responses) schemes. Changes to the network have been proposed based both on public/organisation feedback and on discussions with key stakeholders.
- 3.12 Bonaly Primary School has two separate pedestrian accesses on Bonaly Road and Bonaly Brae; the original proposal only covered the closure of Bonaly Road. The following changes were requested during the consultation:
- 1) extend the proposed closure on Bonaly Road to include Fernielaw Avenue (7 responses);
 - 2) introduction of a second scheme, prohibiting motor vehicle access into Bonaly Brae at its junction with Bonaly Grove (41 responses); and
 - 3) extend the second scheme to also include Bonaly Grove (33 responses) and Drive (13 responses).

3.13 Consideration was given to the requests and the following responses are proposed:

- 1) Fernielaw Avenue has a pedestrian access to the school via Bonaly Wester, so could become an attractive drop off location; it is proposed therefore to include this road in the prohibition as it is unsuitable as a drop off area because it is a single lane road with passing places;
- 2) the addition of a second scheme around the pedestrian gate on Bonaly Brae has been taken forward to reduce the level of vehicles possibly being displaced from around the Bonaly Road gate; and
- 3) this extension to the scheme would result in the closure of a significant number of streets within the Bonaly estate and risk displacing parking on to Bonaly Avenue, which carries most of the through traffic and is the bus route. It is not therefore proposed to progress this option.

3.14 A total of 29% of the respondents to the Cramond proposals requested the following change:

- the scheme is extended to include Gamekeeper's Loan which is currently heavily parked at school times, often with vehicles double parked or on the footway. This creates obstacles for pedestrians and poor visibility for drivers when pedestrians cross at the junction with Cramond Bank.

3.15 Consideration was given to the request and the proposed scheme has been extended to include Gamekeeper's Loan.

3.16 Maps of the new proposed schemes can be found in Appendix 3.

3.17 Other requests for additional streets were not taken forward for the following reasons:

- extend the St Peter's RC scheme to include Newbattle Terrace; this street is a main east-west route, so closing it would lead to increased congestion and displacement of traffic. It is not therefore proposed to progress this option; and
- extend the Clermiston scheme to include Parkgrove Street and the Sciennes scheme to include Tantallon Place; both of these streets form part of the diversion route for through traffic around the closures. It is not therefore proposed to progress either of these options.

Exemptions

2.9 The second main theme regarded extending the number and type of groups who should be exempted from the prohibition. The current proposal will not apply to residents or businesses within the school street zones, who will be able to apply for permits to allow access/egress. The prohibitions will also not apply to vehicles displaying a disabled badge, emergency service vehicles, vehicles being used for works on the road and vehicles contracted by the Council to take pupils to and from school.

3.18 There was a total of 71 respondents who supported extending the number of exempted groups to also include:

- Delivery vehicles and trades people (30);
- Residents' friends and families (20);
- School staff (8);
- Taxis (4);
- Carers (6);
- Visitors to Royal Hospital for Sick Children (3); and
- Users with mobility issues, who do not qualify for a Blue Badge (3).

3.19 For the following reasons these groups have not been included:

- the operating hours have been kept as short as possible and will only apply during school term time, so there are sufficient opportunities to arrange deliveries outwith the closure times; and
- sufficient spaces for parking will be available around the periphery of the zones for visitors and trades people; options to increase the number of shared use bays in Controlled Parking Zones are being investigated.

3.20 There were also 43 respondents who objected to any additional groups being exempted.

Displacement of traffic and parking

3.21 The issue of displacement featured in 24 responses, with respondents concerned that the school streets closures would merely move parental and staff parking problems elsewhere.

3.22 There remains around the periphery of each of the schemes a network of streets throughout which any displaced parking could be accommodated. Prior to scheme implementation, schools will be launching a series of walking and cycling initiatives to encourage families to park further away from the exclusion zone. These will include Walking Buses, Walk Once A Week reward scheme, designated Park & Stride drop off places such as supermarket or community car parks and improved cycle facilities and training.

3.23 The highest number of responses on this issue related to the Buckstone scheme. Buckstone Primary School is located within a complex network of residential streets. It is proving challenging to reach agreement with parents and residents on which streets should be included within this scheme. The consultation proposal was for a scheme which restricts access to a small number of streets close to the school entrances, but still provides routes to bypass the closures and access streets beyond, such as Buckstone Howe and Shaw. Further discussions are needed with the wider community before a final decision will be made on whether to proceed with this scheme to the formal ETRO process for Phase 2 schools. This will be reported back to Committee in the next report in August 2015.

Permits

3.24 Concerns were raised by eight respondents regarding the number of permits to be issued to residents, the cost and the process by which the permits would be issued. As it is a pilot scheme, there will be no charge made for the permits for the 18 month trial period. Information will be delivered to properties affected by Phase 1 in the summer 2015 outlining the application process. It is proposed that a free permit would be issued to residents for vehicles for which they are the registered keeper.

Enforcement

3.25 A total of 27 respondents raised concerns about how the scheme would be enforced. Police Scotland has been involved from the outset of the project, providing important input to the consultation on the schemes. The Council and Police have agreed an enforcement strategy which includes police enforcement when appropriate.

Additional measures to mitigate impact on local residents

3.26 A number of responses requested that consideration be given to carrying out minor engineering and enforcement measures to mitigate the impact of possible displaced parking and provide safe places for pedestrians to cross. These included:

- Double yellow lines on corners to keep crossing points clear, eg at the junction of Cramond Bank and Gamekeeper's Loan;
- White access protection markings across residents' driveways;
- Cutting back of hedges and other vegetation;
- Refreshing of existing signs and lines; and
- Regular gritting of footways on routes to school.

3.27 A budget of up to £10,000 has been allocated from the Road Safety capital budget to undertake the necessary work. The statutory process started in April 2015 to introduce parking and loading restrictions at locations around the Phase 1 schools as requested by residents.

Access to Pentlands Regional Park

3.28 Nine respondents, including Clubbiedean Fisheries, raised concerns about the effect the scheme for Bonaly Primary School would have on access to the Regional Park and Bonaly Reservoir. There is a strong desire from the school community to prohibit vehicles from outside their main entrance on Bonaly Road. To achieve this, vehicles would also be unable to access the car park on Torduff Road as there is no suitable alternative access, other than across the bridge over the bypass on Bonaly Road. To mitigate the effect on the Park, the following measures will be introduced:

- the length of the closures will be kept to a minimum to just cover the entry/exit times of the pupils;
- permits will be provided for residents to the south of the bypass on Bonaly Road and Torduff Road, as well as for vehicles registered to businesses, such as Clubbiedean Fisheries and the Scout camp; and
- additional information signage will be erected to warn park visitors of the closure times.

Royal Hospital for Sick Children

3.29 The main vehicle access for the Royal Hospital for Sick Children is located on Sciennes Road, which forms part of the proposed school street scheme for Sciennes Primary School. There is also an additional gate for delivery vehicles of pharmacy and catering supplies, clinical waste uplifts and access to the mortuary. The Hospital has raised concerns about the effect of the closure on outpatients, staff and deliveries, especially:

- Reduction in number of pay and display parking bays for outpatients and visitors on Sciennes Road during the closure;
- Removal of access to the front entrance for taxis;
- Displacement of parking to Sylvan Place and Rillbank Terrace, which are already heavily parked; and
- Restricted access to the staff car park.

3.30 They have requested that the scheme be delayed until after the Hospital relocates to its new site at Little France in summer 2017.

- 3.31 In conclusion, they have stated that *'The closure of Sciennes Road twice a day when the hospital's activity is in full operation would unquestionably impact on the functioning of the hospital. We must record our strong objection to this proposal, on behalf of the thousands of children and parents who come to the hospital each week'*.
- 3.32 The Council is investigating measures to mitigate the impact of the proposals. Various surveys have been undertaken and this data is being used to establish if mitigation measures can be agreed with the hospital.

Operating Times

- 3.33 The consultation results suggest that the proposed time struck approximately the right balance, with 55% of respondents saying that 30 to 45 minutes was about right, 25% thinking that is too long and 11% too short.
- 3.34 The proposals aim to include both nursery and main school pupils, so there could be a few schools where the closures may extend up to an hour to encompass both groups.
- 3.35 There will be a range of operating hours across the eleven schools as it will be necessary to cover the different start and finish times. This is the procedure followed for the Part Time 20mph flashing signs currently outside schools.
- 3.36 In summary, key factors in making a proposed change have been:
- Maintaining a consistent approach to similar types of street;
 - Strength of feeling and degree of consensus around a potential change; and
 - Impact of proposed change on different users.
- 3.37 A more detailed review of the findings and the views expressed through the engagement process is included in Appendix 2.

Next Steps

- 3.38 There was a good response to the informal consultation and the comments have been used to formulate the ETRO, especially in relation to the street network, operating times and exemption groups.

- 3.39 The necessary ETRO statutory process for Phase 1 schools, (excluding Sciennes) commenced on 24 April 2015; there will be a further opportunity to comment on, or object to, the draft proposals as part of that process.
- 3.40 A report will be submitted to Transport and Environment Committee on 27 August 2015 on the outcome of the ETRO process, which will enable schemes which are progressing to implementation to start by October 2015.

Measures of success

- 4.1 Success will be measured through:
- (i) a reduction in traffic congestion and speed around school gates as measured through before and after traffic speed and volume surveys;
 - (ii) an increase in walking and cycling, and reduction in car trips as measured through the annual Sustrans Hands Up Survey;
 - (iii) a wide ranging and clear consultation and engagement process that demonstrates customer focus and commitment to listening to all stakeholders as measured through attitude surveys and questionnaires Monitoring Changes in citizens' perception relating to 'liveability' and 'people-friendliness' of Edinburgh's streets, for example how happy people feel about walking and cycling in their neighbourhoods, about walking in local shopping streets and about independent local travel by children; and
 - (iv) the evaluation of the consultation feedback, which will inform the decision as to which schemes should be implemented.

Financial impact

- 5.1 A total of £10,000 has been set aside for preliminary design and legal costs in 2015/16 financial year. This will be met from the Road Safety capital budget.
- 5.2 A budget of up to £10,000 will be allocated from the Road Safety capital budget to undertake minor engineering measures, such as signs and lines within the Phase 1 schemes.

Risk, policy, compliance and governance impact

- 6.1 The principal risks associated with this initiative are summarised as:
- lack of enforcement;
 - insufficient local community support to progress schemes, leading to requirement for repayment of upfront capital costs from revenue budget;

- non-compliance by motorists; and
 - no change in parental behaviour.
- 6.2 These risks will be managed through the School Streets Steering Group which will oversee the project. The Steering Group will comprise members from Transport, Children and Families, Local Neighbourhood Teams and Police Scotland. As part of the project governance, these risks will be identified, assessed and managed through an appropriate risk register.

Equalities impact

- 7.1 The main positive impacts on rights are Life, Health and Physical Security. There are no negative impacts on rights as a result of this report.
- 7.2 Participation, Influence and Voice: The proposed schemes were subject to a citywide consultation process permitting people to participate in decision-making and make decisions affecting your own life independently.
- 7.3 The main positive impacts on equality are Age and Socio Economic. There are no negative impacts on equality as a result of this report.
- 7.4 An Equalities and Rights Impact Assessment will be undertaken in parallel with the consultation process. The consultation process will also ensure that all representative groups are fully engaged with, and that any proposed changes are fully inclusive of all user groups.
- 7.5 The group most likely to be impacted on are those with disabilities, if access is denied to blue badge holders. It is the intention of the scheme to provide exemptions to this group so there are no negative impacts.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. The proposals in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh by reducing the number of vehicles and congestion outside school gates and encouraging pupils to walk or cycle to school.

Consultation and engagement

- 9.1 The consultation period ran from 15 December 2014 to 27 February 2015. The consultation and engagement programme followed the guidance as set out in the Council's consultation framework, 'Consulting Edinburgh'.

Background reading/external references

The policy of implementing school street schemes across the city delivers on the following sustainable development policies:

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

Committee report authorising consultation of school streets, June 2014.

John Bury

Acting Director of Services for Communities

Contact: Caroline Burwell, Road Safety Manager, Transport.

E-mail: caroline.burwell@edinburgh.gov.uk | Tel: 0131 469 3668

Links

Coalition pledges	P32 – Develop and strengthen local community links with the police
	P44 – Prioritise keeping our streets clean and attractive
Council outcomes	CO5 - Our children and young people are safe from harm or fear of harm, and do not harm others within their communities
	CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	1 Consultation Hub report
	2 Analysis of consultation responses and engagement by school
	3 Plans of 11 Proposed School Street Schemes



APPENDIX 1

School Streets Project- Proposed Experimental Traffic Regulation Order - Prohibition of Vehicular Traffic (During School Travel Periods) :Full Report

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Overview

This report was created on Monday 02 March 2015 at 10:36.

From **15/12/2014** to **27/02/2015**, City of Edinburgh Council ran a consultation entitled '*School Streets Project- Proposed Experimental Traffic Regulation Order - Prohibition of Vehicular Traffic (During School Travel Periods)*'.

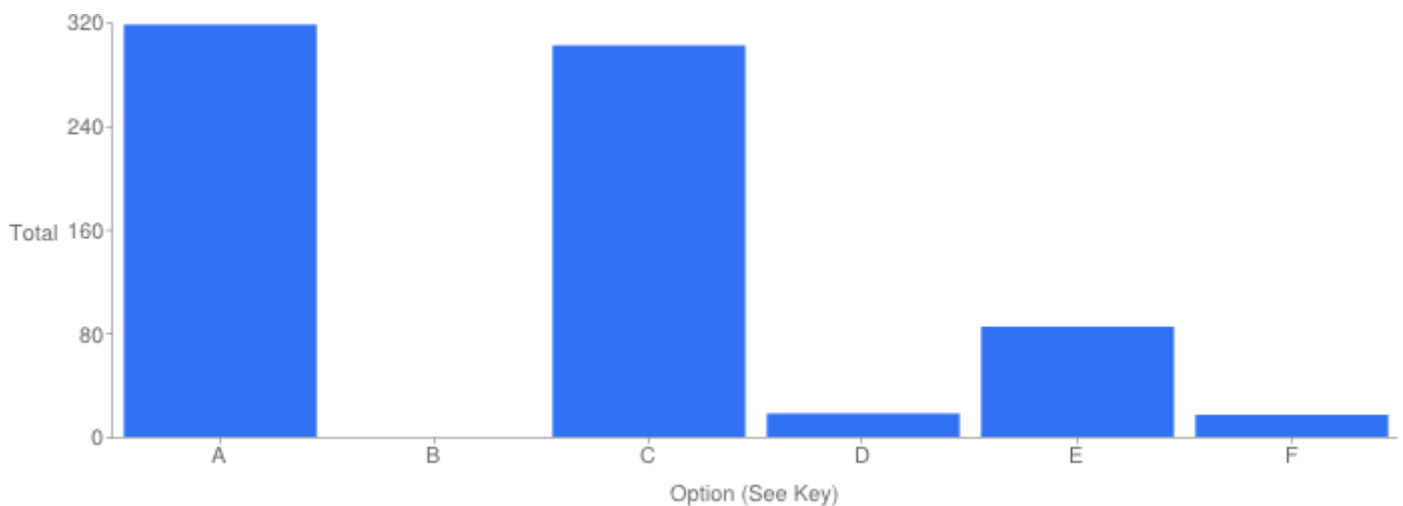
This report covers the online element of the consultation process, which was run from

<http://consultationhub.edinburgh.gov.uk/sfc/school-streets-project-proposed-experimental-traff>

Introduction

Question 1: Are you responding to this questionnaire as a:

Table of "responder"



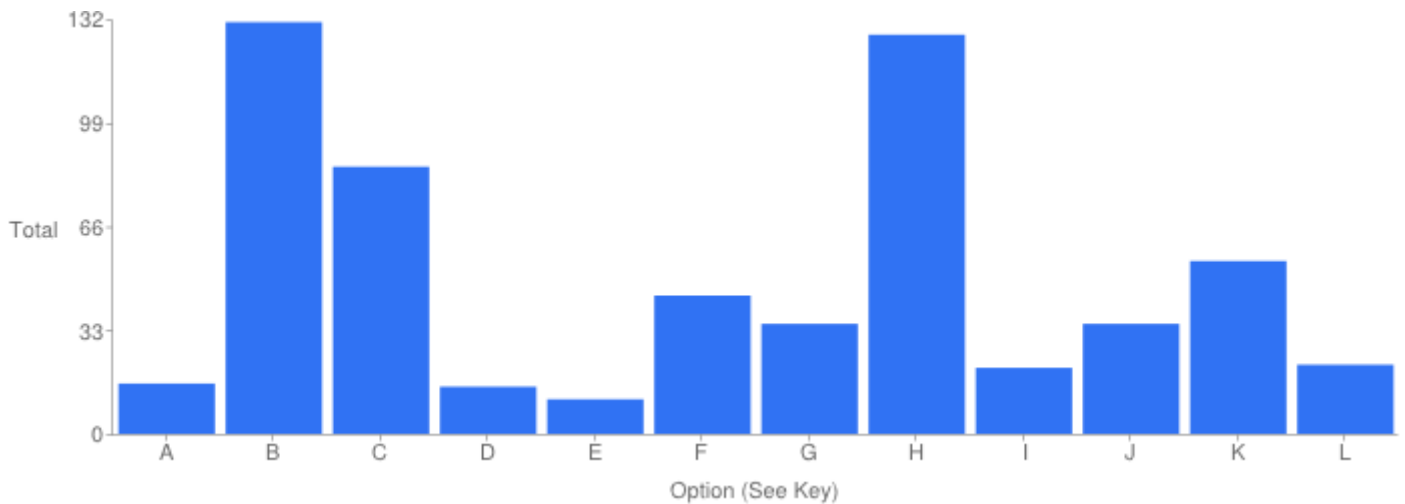
Key	Option	Total	Percent of All
A	Parent/guardian	318	53.27%
B	Pupil	0	0%
C	Resident	302	50.59%
D	Local business	18	3.015%
E	Member of travelling public	85	14.24%
F	Not Answered	17	2.848%



There are 21 responses to this part of the question.

Question 2: For which proposed scheme?

Table of "proposed scheme"

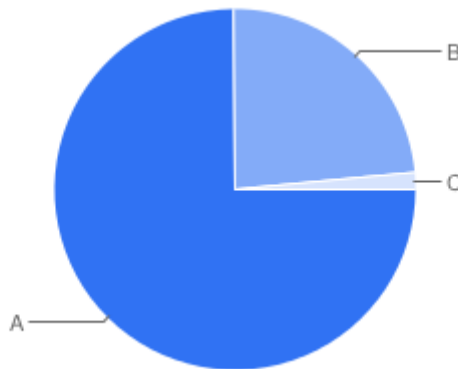


Key	Option	Total	Percent of All
A	Abbeyhill PS	16	2.680%
B	Bonaly PS	131	21.94%
C	Buckstone PS	85	14.24%
D	Clermiston PS	15	2.513%
E	Colinton PS	11	1.843%
F	Cramond PS	44	7.370%
G	Duddingston PS	35	5.863%
H	Sciennes PS	127	21.27%
I	St John's RC PS	21	3.518%
J	St Peter's RC PS	35	5.863%
K	Towerbank PS	55	9.213%
L	Not Answered	22	3.685%



Question 3: Do you agree with the concept of school streets?

Table of "agree with concept"

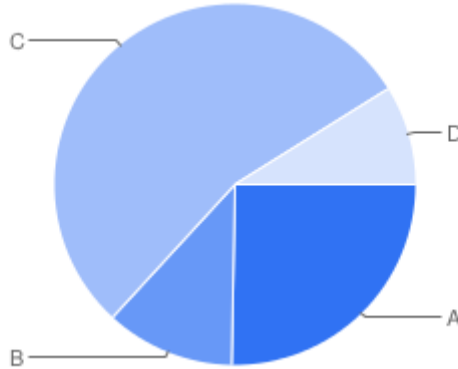


Key	Option	Total	Percent of All
A	Yes	447	74.87%
B	No	141	23.62%
C	Not Answered	9	1.508%

There are **349** responses to this part of the question.

Question 4: The proposed operating time is between 30-45 minutes before and after school entry/exit times. Is this:

Table of "proposed operating time"

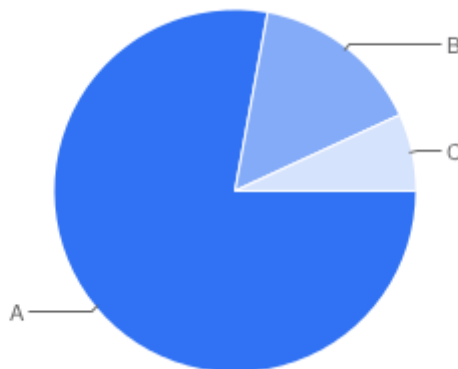


Key	Option	Total	Percent of All
A	Too long	151	25.29%
B	Too short	69	11.56%
C	About right	324	54.27%
D	Not Answered	53	8.878%

There are **219** responses to this part of the question.

Question 5: Do you agree or disagree that the following groups should be exempt?

Table of "Residents"

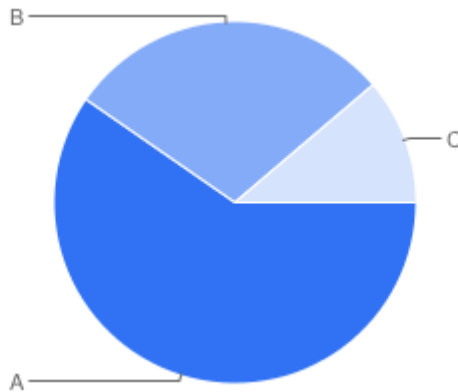


Key	Option	Total	Percent of All
A	I agree with the exemption	465	77.89%



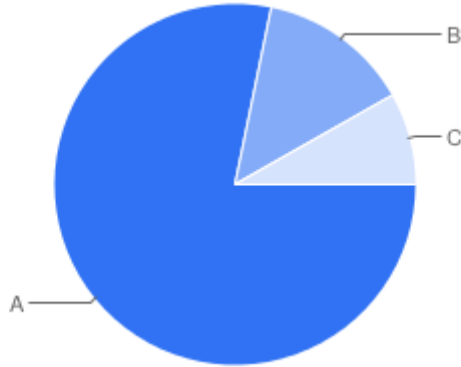
Key	Option	Total	Percent of All
B	I disagree with the exemption	91	15.24%
C	Not Answered	41	6.868%

Table of "Local businesses"



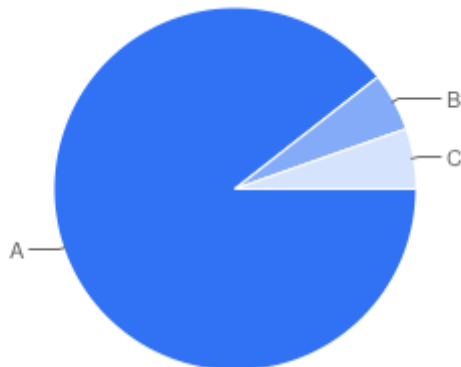
Key	Option	Total	Percent of All
A	I agree with the exemption	356	59.63%
B	I disagree with the exemption	174	29.15%
C	Not Answered	67	11.22%

Table of "Blue Badge holders"



Key	Option	Total	Percent of All
A	I agree with the exemption	467	78.22%
B	I disagree with the exemption	81	13.57%
C	Not Answered	49	8.208%

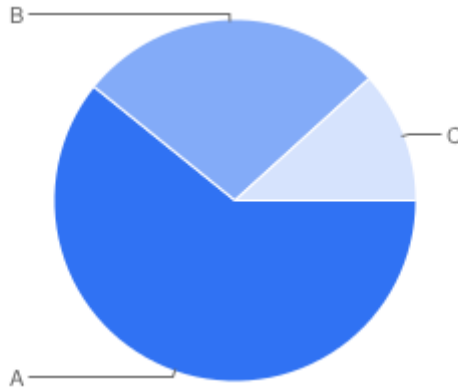
Table of "Emergency Services"



Key	Option	Total	Percent of All
A	I agree with the exemption	534	89.45%
B	I disagree with the exemption	31	5.193%
C	Not Answered	32	5.360%



Table of "Contract school buses and taxis"



Key	Option	Total	Percent of All
A	I agree with the exemption	363	60.80%
B	I disagree with the exemption	164	27.47%
C	Not Answered	70	11.73%

There are **239** responses to this part of the question.

Question 6: Should any other groups be exempted?

There are **241** responses to this part of the question.

Question 7: Do you have any comments on the streets to be included within the proposed schemes?

There are **344** responses to this part of the question.

Question 8: Do you have any additional comments?

There are **343** responses to this part of the question.

Appendix 2 – Responses to informal school streets consultation by school.

Phase 1 Schools:

Duddingston Primary School

Total No of responses: 61

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	22	
Residents	15	
Local business	0	
Member of travelling public	5	
Total	42	19

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	89
% against concept	11

Q4 Views on length of operating hours:	Consultation Hub
Too short	5
Too long	5
About right	24

Q5 % in favour of exempting....	Consultation Hub
Residents	93%
Local businesses	50%
Blue badge holders	84%
Emergency services	97%
Contract school buses/taxis	58%

Q7 Any other streets to be included within the scheme?	Number of responses
Durham Road	3
Duddingston Avenue	2
Duddingston Rd near school gate	2

St John's RC Primary School

Total No of responses: 24

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	5	
Residents	14	1
Local business	0	
Member of travelling public	4	
Total	23	1

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	90
% against concept	10

Q4 Views on length of operating hours:	Consultation Hub
Too short	3
Too long	5
About right	12

Q5 % in favour of exempting....	Consultation Hub
Residents	100%
Local businesses	74%
Blue badge holders	91%
Emergency services	100%
Contract school buses/taxis	62%

Q7 Any other streets to be included within the scheme?	Number of responses
Durham Road – otherwise may become congested	3

Abbeyhill Primary School:

No of responses: 19

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	1	
Residents	8	
Local business	1	
Member of travelling public	9	
Totals	19	0

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	75
% against concept	25

Q4 Views on length of operating hours:	Consultation Hub
Too short	7
Too long	4
About right	4

Q5 % in favour of exempting....	Consultation Hub
Residents	57%
Local businesses	31%
Blue badge holders	64%
Emergency services	100%
Contract school buses/taxis	72%

Q7 Any other streets to be included within the scheme?	Number of responses
N/A	0

Cramond Primary School:

No of responses: 53

Q1.Breakdown of responses:	Consultation Hub	Email
Parents/guardians	28	
Residents	19	1
Local business	0	
Member of travelling public	5	
Total	52	1

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	73
% against concept	27

Q4 Views on length of operating hours:	Consultation Hub
Too short	2
Too long	17
About right	23
Total	

Q5 % in favour of exempting....	Consultation Hub
Residents	95%
Local businesses	84%
Blue badge holders	95%
Emergency services	98%
Contract school buses/taxis	76%

Q7 Any other streets to be included within the scheme?	Number of responses
Gamekeepers Loan	15
Cramond Gardens	4
Cramond Park	4

Colinton Primary School:

No of responses: 13

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	6	
Residents	5	
Local business	0	
Member of travelling public	2	
Total	13	0

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	73
% against concept	27

Q4 Views on length of operating hours:	Consultation Hub
Too short	4
Too long	3
About right	4

Q5 % in favour of exempting....	Consultation Hub
Residents	90
Local businesses	50
Blue badge holders	100
Emergency services	100
Contract school buses/taxis	63

Q7 Any other streets to be included within the scheme?	Number of responses
Redford Grove	2
Adams Well	1

Sciennes Primary School:

No of responses: 146

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	92	2
Residents	30	
Local business	2	
Member of travelling public	23	
Totals	145	2

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	85
% against concept	15

Q4 Views on length of operating hours:	Consultation Hub
Too short	25
Too long	17
About right	79
Totals	

Q5 % in favour of exempting....	Consultation Hub
Residents	57%
Local businesses	46%
Blue badge holders	66%
Emergency services	85%
Contract school buses/taxis	58%

Q7 Any other streets to be included within the scheme?	Number of responses
Tantallon Place	13
Sylvan Place	5
Melville Terrace	1

Phase 2 Schools:

Bonaly Primary School:

Total No of responses: 209

Q1 Breakdown of responses:	Hub	Email
Parents/guardians	47	
Residents	97	46
Local business	9	
Member of travelling public	10	
Total	163	46

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	68
% against concept	32

Q4 Views on length of operating hours:	Hub
Too short	8
Too long	38
About right	65

Q5 % in favour of exempting....	Consultation Hub
Residents	93
Local businesses	88
Blue badge holders	93
Emergency services	97
Contract school buses/taxis	77

Q7 Any other streets to be included within the scheme?	Number of responses
Bonaly Brae	41
Bonaly Drive	13
Bonaly Grove	33
Fernielaw Avenue	7

Buckstone Primary School:

Total No of responses: 119

Q1 Breakdown of responses:	Hub	Email
Parents/guardians	46	
Residents	56	10
Local business	2	
Member of travelling public	5	
Total	109	10

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	47
% against concept	53

Q4 Views on length of operating hours:	Hub
Too short	2
Too long	36
About right	32

Q5 % in favour of exempting....	Consultation Hub
Residents	97
Local businesses	80
Blue badge holders	95
Emergency services	99
Contract school buses/taxis	82

Q7 Any other streets to be included within the scheme?	Number of responses
Extend closure to junction of Buckstone Loan and Gate, so include Buckstone Howe, Shaw and Circle	15

Clermiston Primary School:

No of responses: 23

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	9	
Residents	7	
Local business	1	
Member of travelling public	6	
Totals	23	0

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	73
% against concept	27

Q4 Views on length of operating hours:	Consultation Hub
Too short	3
Too long	4
About right	7

Q5 % in favour of exempting....	Consultation Hub
Residents	64
Local businesses	57
Blue badge holders	87
Emergency services	93
Contract school buses/taxis	47

Comments on streets to be included:

Q7 Any other streets to be included within the scheme?	Number of responses
Parkgrove Street	2

St Peter's RC Primary School:

No of responses: 46

Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	17	6
Residents	17	1
Local business	1	
Member of travelling public	4	
Total	39	7

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	72
% against concept	28

Q4 Views on length of operating hours:	Consultation Hub
Too short	2
Too long	9
About right	21

Q5 % in favour of exempting....	Consultation Hub
Residents	88
Local businesses	66
Blue badge holders	97
Emergency services	100
Contract school buses/taxis	72

Q7 Any other streets to be included within the scheme?	Number of responses
Newbattle Terrace	4
Canaan Lane	3
All of Falcon Avenue	2

Towerbank Primary School:

No of responses: 72

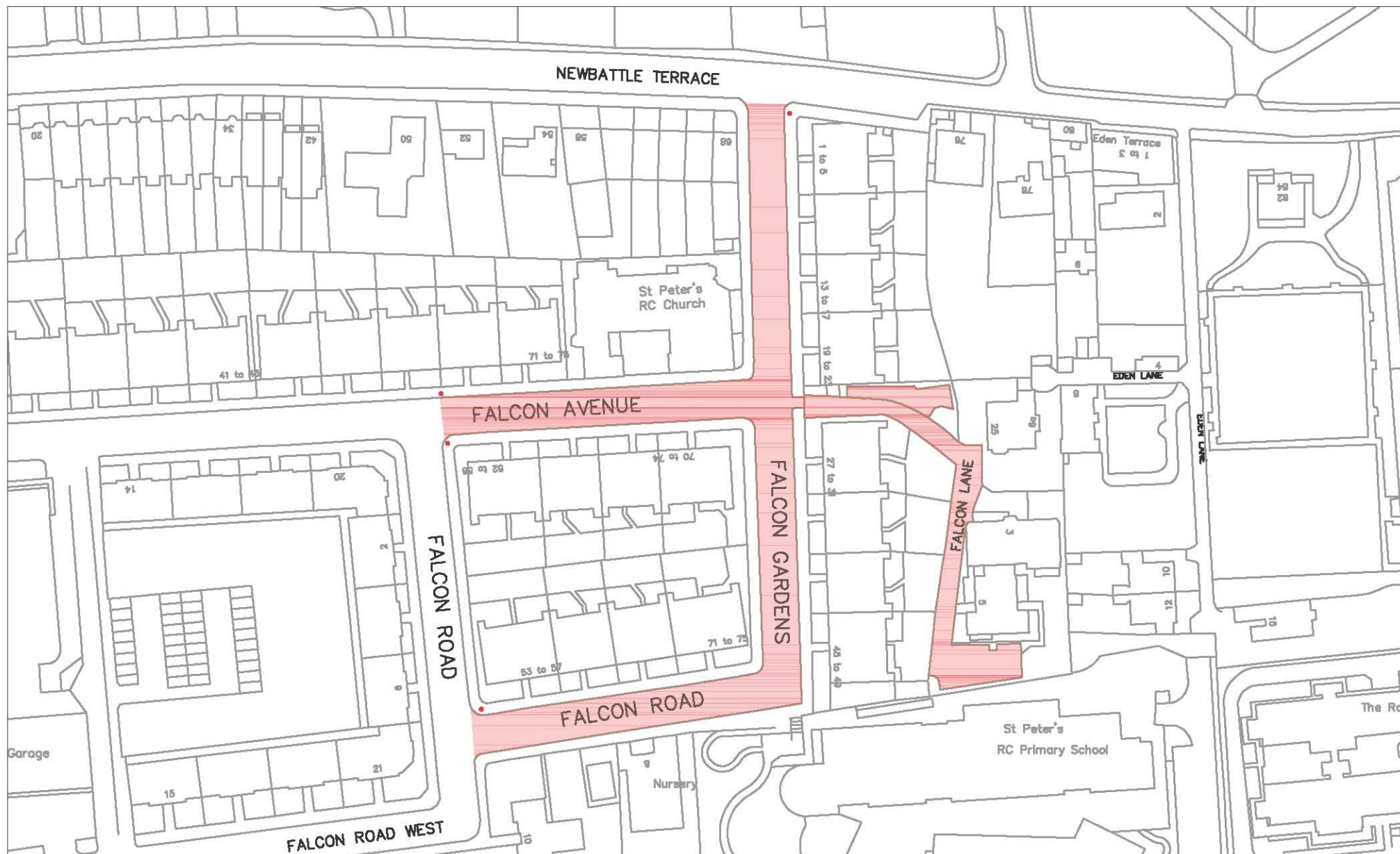
Q1 Breakdown of responses:	Consultation Hub	Email
Parents/guardians	45	
Residents	18	5
Local business	1	
Member of travelling public	3	
Total	67	5

Q3 Do you agree with the concept of school streets?	Consultation Hub
% for concept	96
% against concept	4

Q4 Views on length of operating hours:	Consultation Hub
Too short	3
Too long	9
About right	41

Q5 % in favour of exempting....	Consultation Hub
Residents	94
Local businesses	73
Blue badge holders	91
Emergency services	95
Contract school buses/taxis	69

Q7 Any other streets to be included within the scheme?	Number of responses
Mentone Avenue	7
Figgate Lane	5
Ramsey Place	4
Beach Lane	4
Wilson's Park	1



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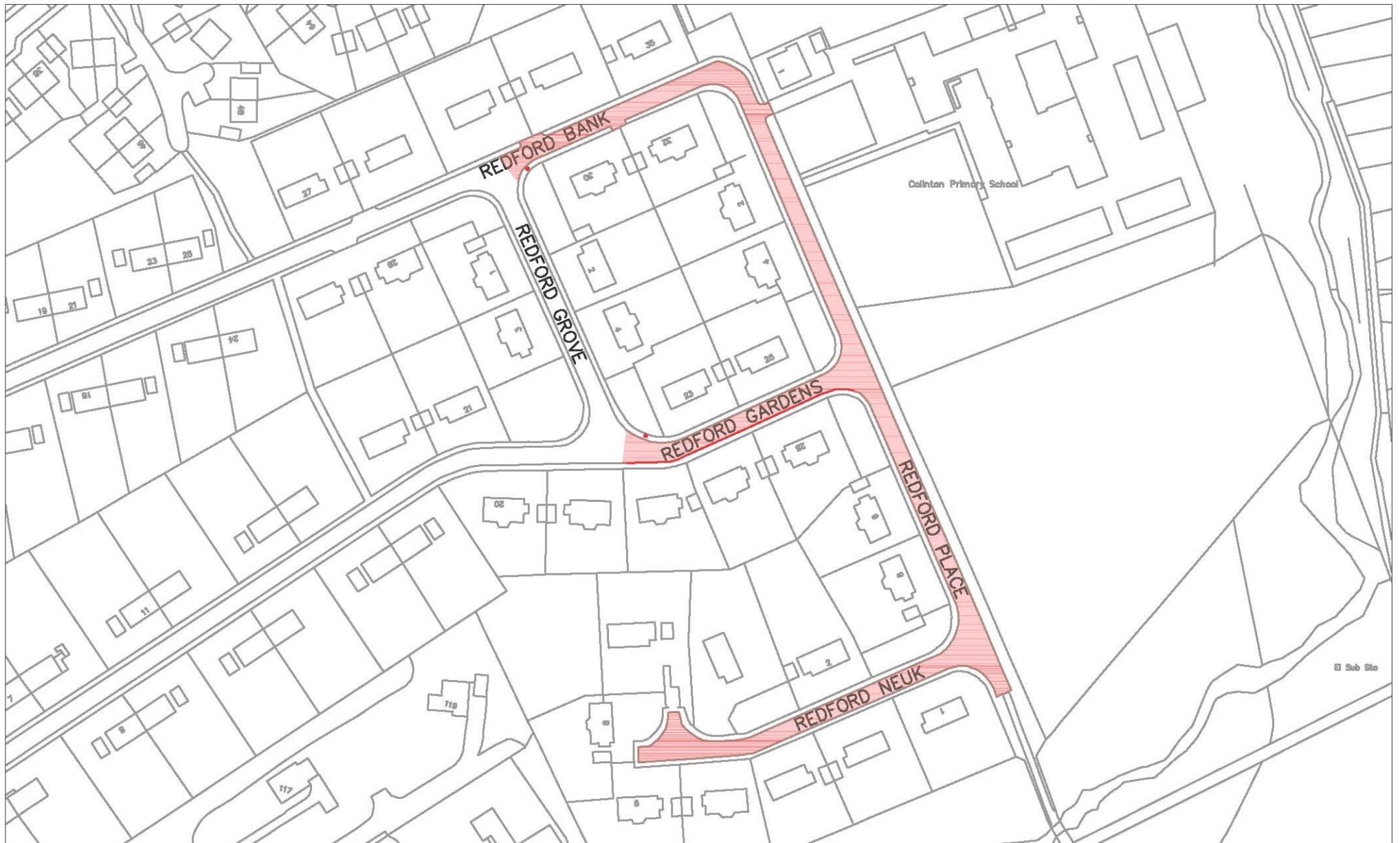
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POLICY AND PLANNING
ROAD SAFETY**

**St Peter's RC Primary
School Streets**

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Scale: NTS

Drawn by: IP
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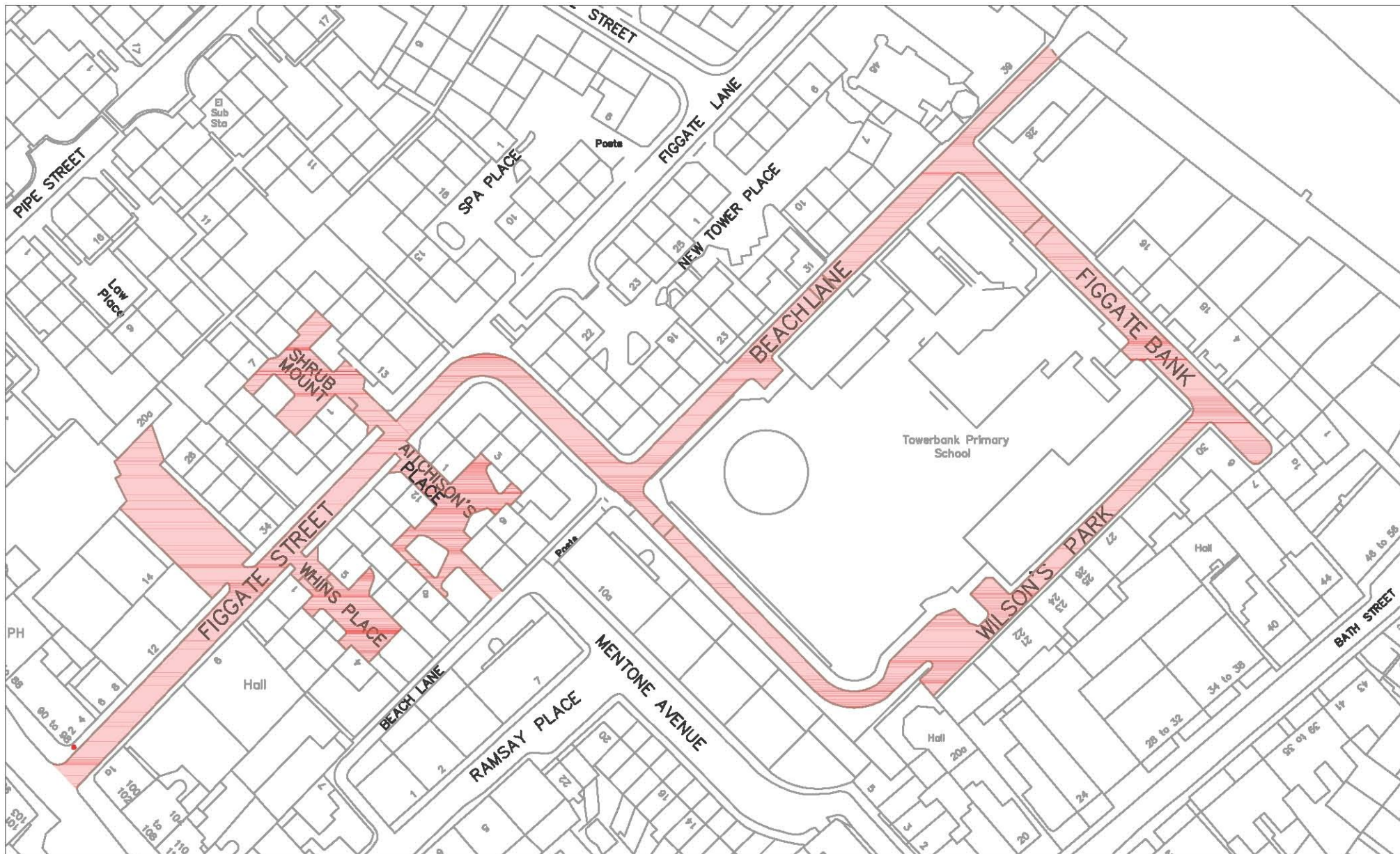
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POLICY AND PLANNING
ROAD SAFETY**

**Colinton Primary
School Streets**

Date: Oct 14
Scale: NTS

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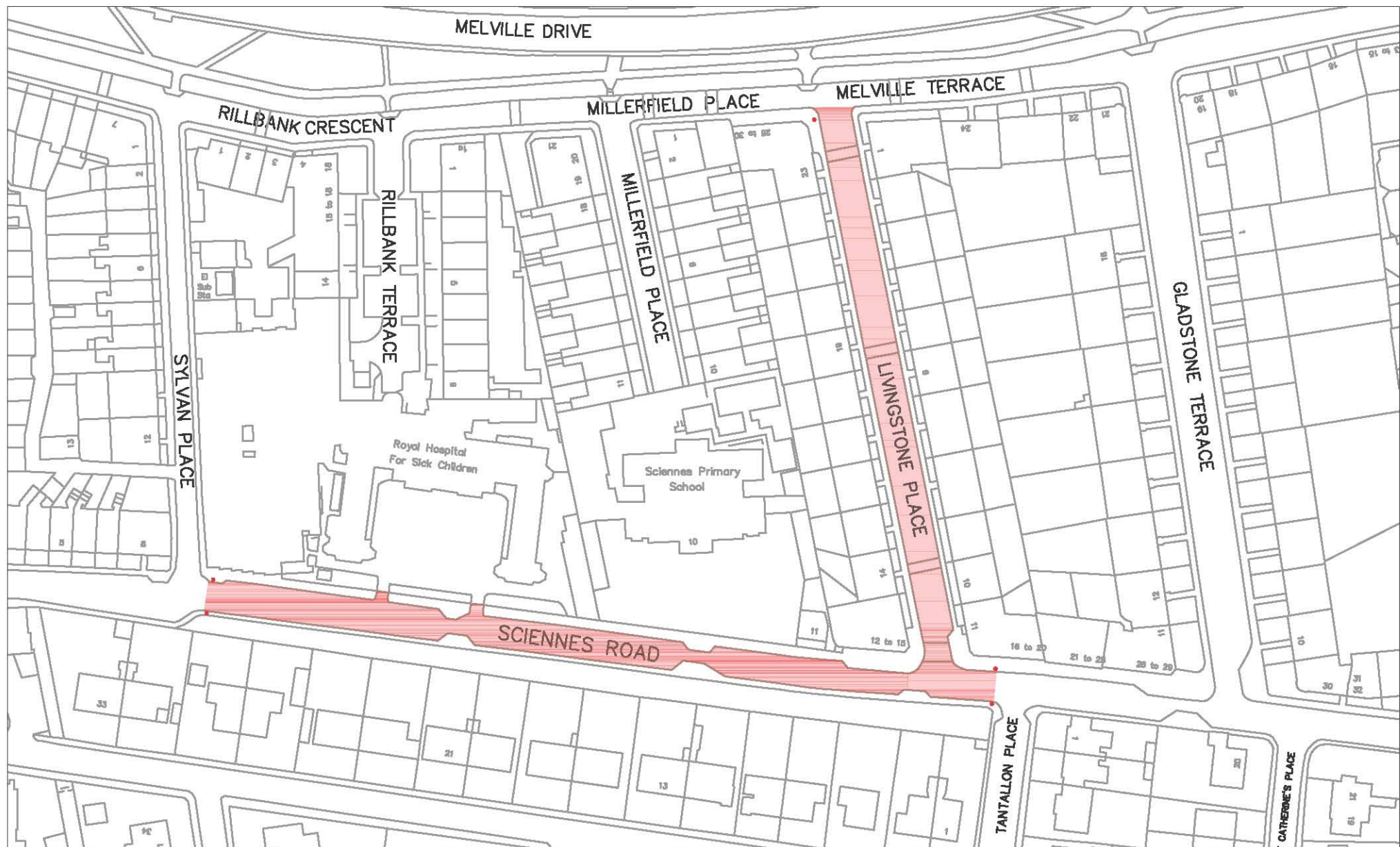
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ROAD SAFETY**

**Towerbank Primary
School Streets**

Date: Oct 14
Scale: NTS

Drawn by: IP
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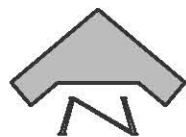
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**TRANSPORT
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**Sciennes Primary
School Streets**

Date: Oct 14
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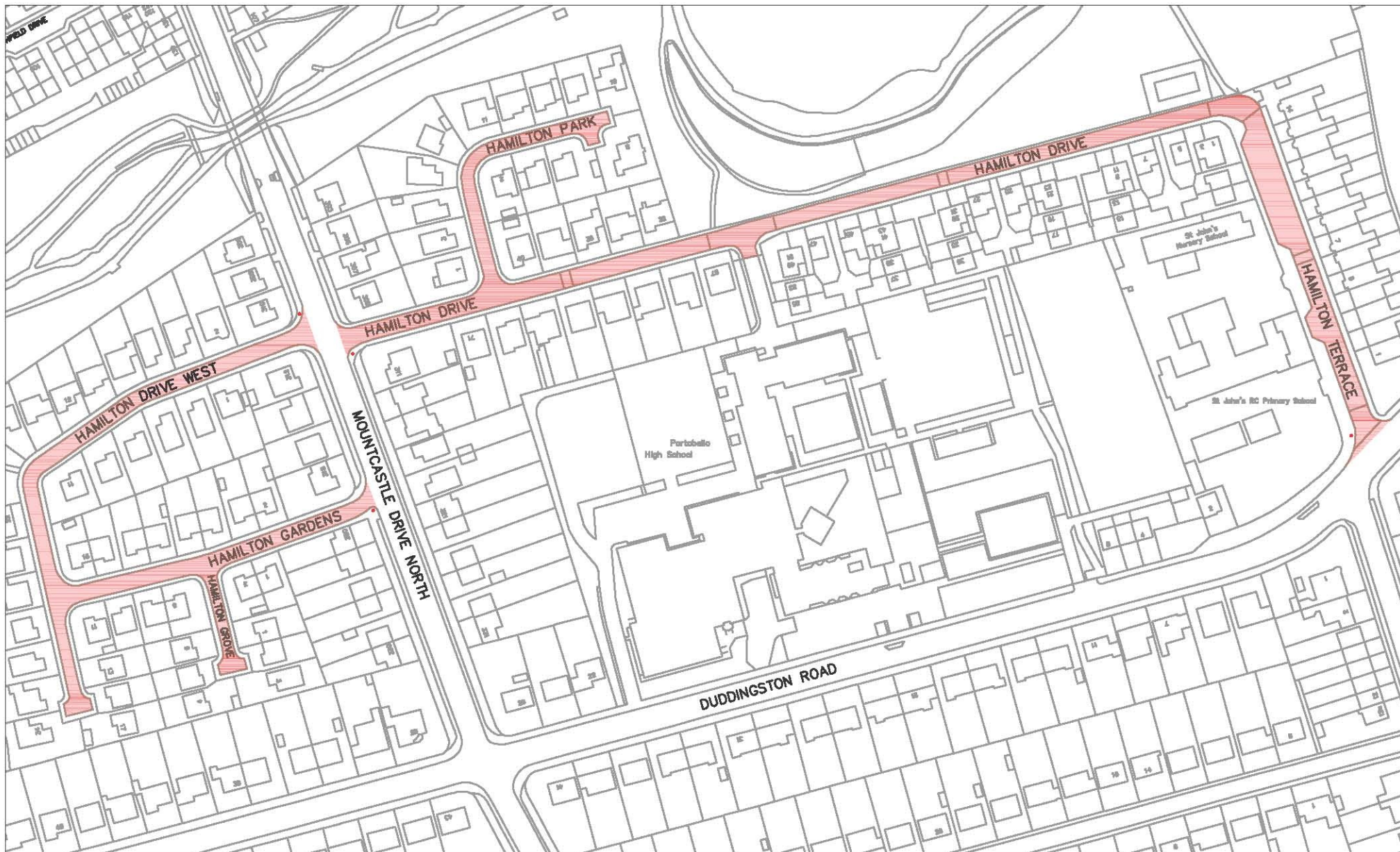
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**Cramond Primary
School Streets**

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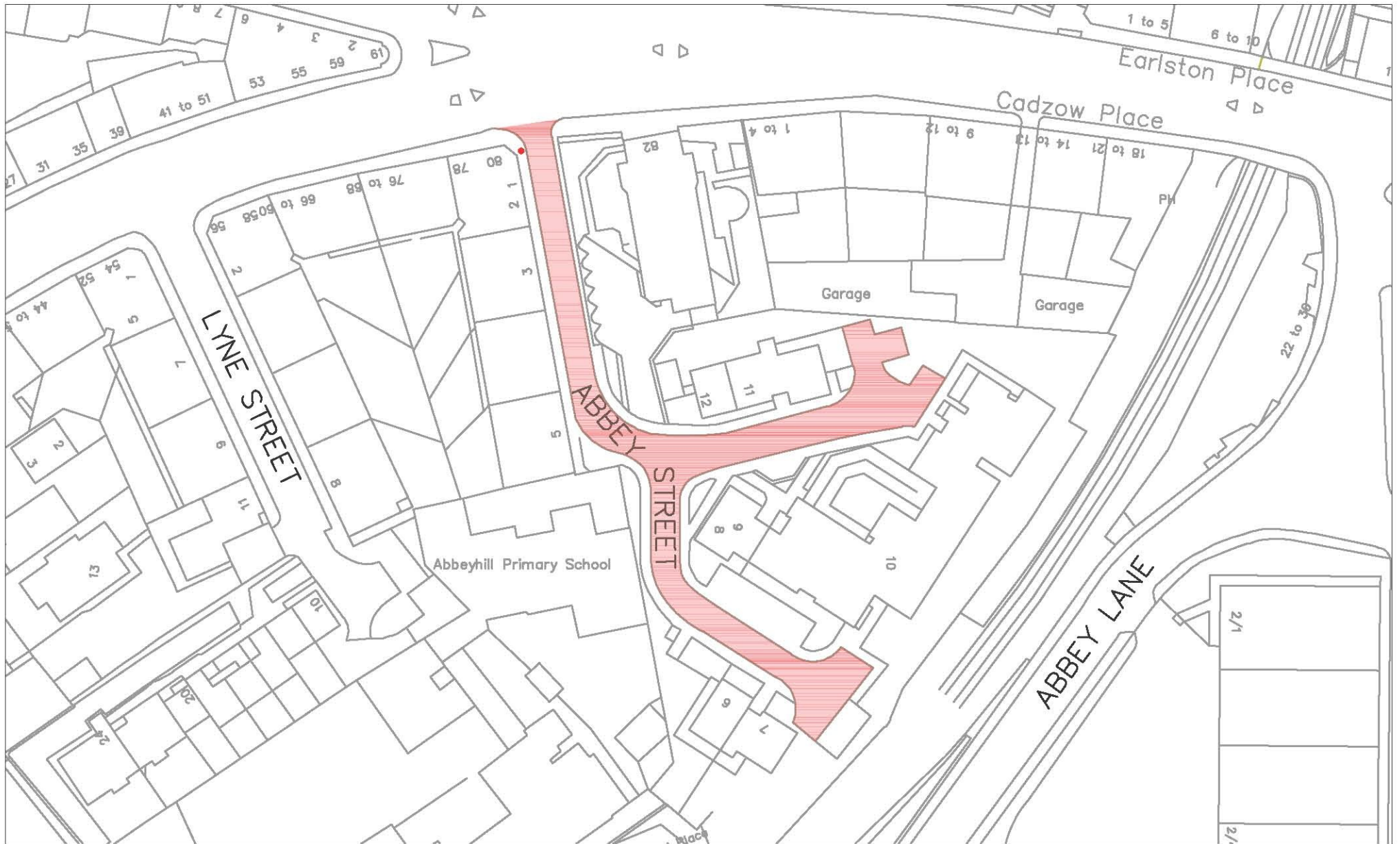
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**Duddingston and St John RC Primary
School Streets**

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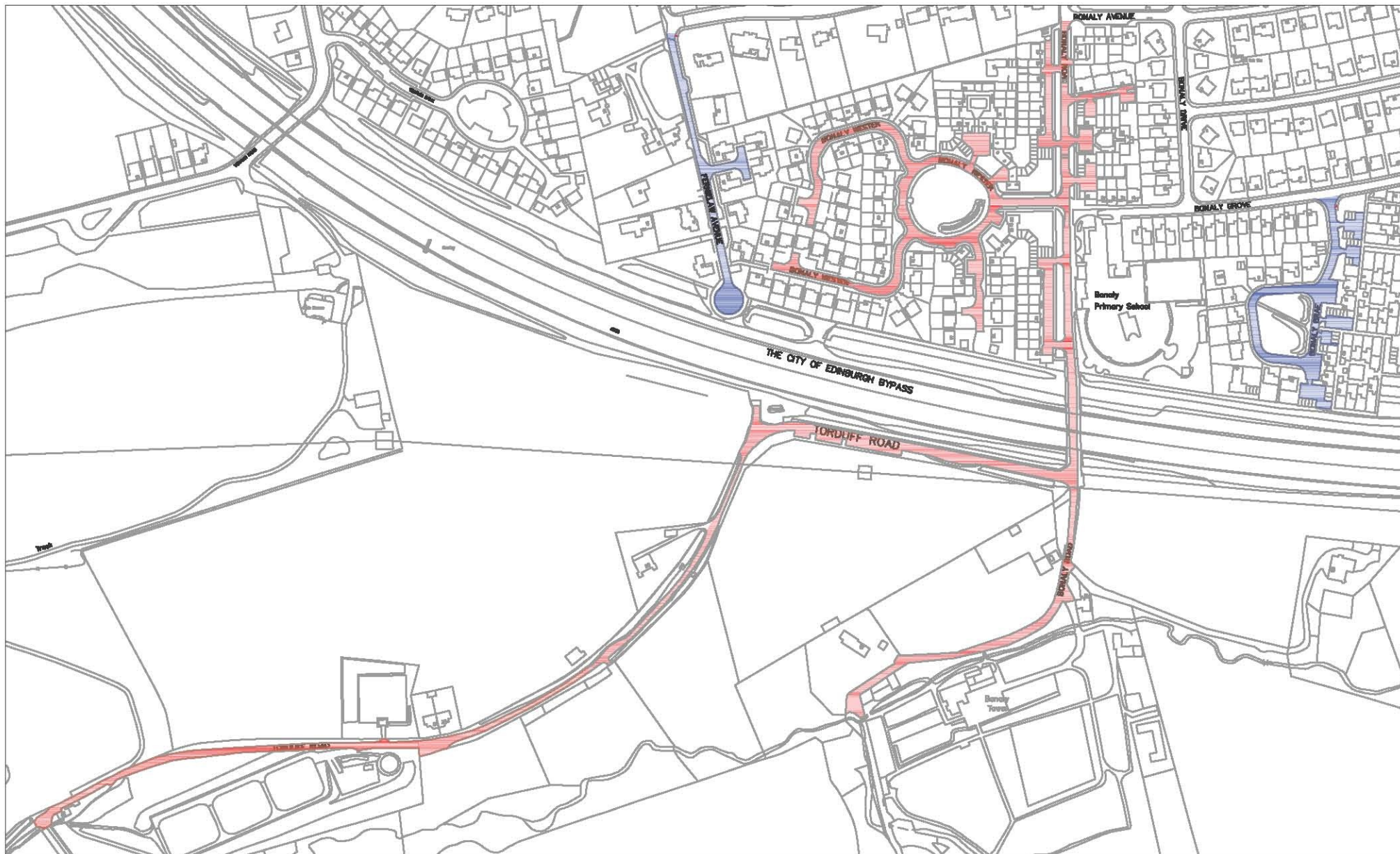
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ROAD SAFETY**

**Abbeyhill Primary
School Streets**

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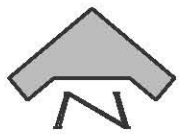
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**Bonaly Primary
School Streets**

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**Buckstone Primary
School Streets**

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**TRANSPORT
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**Clermiston Primary
School Streets**

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