

Transport and Environment Committee

10.00am, Tuesday, 25 August 2015

School Streets Phase 1 Consultation on Experimental Traffic Regulation Order

Item number	7.18
Report number	
Executive/routine	
Wards	1 - Almond 8 - Colinton/Fairmilehead 11 - City Centre 14 - Craigentinny/Duddingston 15 - Southside/Newington

Executive summary

On 3 June 2014, the Transport and Environment Committee agreed the selection of eleven schools to participate in the proposed school streets pilot to be introduced in two phases.

An Experimental Traffic Regulation Order (ETRO) was advertised on 5 June 2015 on the proposals for the six schools in Phase 1 of the project. This report advises the Committee of the representations made to the Council during the statutory consultation period and makes recommendations to address objections received.

Links

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

School Streets Phase 1 Consultation on Experimental Traffic Regulation Order

Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the responses to the objections and the steps that have been taken to address those objections;
 - 1.1.2 agrees to set aside the objections, on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections will be further considered should Committee decide to make the Order permanent;
 - 1.1.3 agrees the proposal for implementation of the approved Phase 1 schools in September 2015;
 - 1.1.4 notes the update on the further discussions on revised proposals for the Sciennes and Buckstone schemes with local residents, school and Royal Hospital for Sick Kids;
 - 1.1.5 agrees on the inclusion of carers providing care on behalf of the Council as an excepted party; and
 - 1.1.6 agrees to the proposal to provide schools with a single permit.

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 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 a permit.

- 2.3 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.
- 2.4 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.
- 2.5 There was a high level of interest from schools to participate, so on 3 June 2014, Committee approved the selection of eleven schools to be implemented in two phases, provisionally September 2015 and February 2016.
- 2.6 An informal consultation on both phases ran from 15 December 2014 to 27 February 2015 to give parents, residents and other stakeholders an opportunity to comment on the draft school streets proposals for the pilot schools. The main topics for comment were the streets to be included within each scheme, excepted groups and hours of operation. A total of 833 responses were received, with 75% of the respondents in favour of progressing with the school streets concept. This feedback was used to formulate the draft ETRO which was advertised on 5 June 2015.

Main report

- 3.1 It is proposed that the school streets pilot schemes will be implemented in two phases. This formal ETRO consultation was undertaken for the schools in Phase 1, which includes the following primary schools (plans attached in Appendix 3):
- Abbeyhill;
 - Duddingston;
 - Colinton;
 - Cramond;
 - Sciennes; and
 - St John's RC.
- 3.2 The draft order for the Phase 1 scheme was advertised in June 2015. In accordance with the applicable legislation, notices were placed on-street, adverts placed in the local press and copies of all of the relevant documents were placed at the reception in the City Chambers, so that any interested parties could view them.

- 3.3 In addition to the legislative requirements set out in 3.2, electronic copies of all of the relevant documents were made available on the Council's website and on the Scottish Government's public information gateway, TellMeScotland.gov.uk. A letter explaining the process and how to make views known to the Council was also delivered to every property within the area affected by the draft order, thereby ensuring that residents and businesses were made aware of the consultation process. Letters were also delivered to residents living on the periphery of the schemes at Cramond, Duddingston and St John's RC Primary Schools, who may also be affected by the implementation of the schemes.
- 3.4 At the end of this formal consultation period the Council had received a total of 76 responses. Of those 45 (60%) indicated that they broadly supported the proposals, while 13 (17%) indicated their opposition to the scheme. A further 18 responses (23%) made comments regarding the proposals which could be classed as neither supporting nor opposing the proposal. A total of 10 of the responses were from residents in a proposed school street, whilst 31 were from residents of surrounding streets. The remaining 35 were split between parents of Sciennes (29) and Duddingston/St John's (3), general public (2) and Fairmilehead Community Council.
- 3.5 The opposition that exists is strongest in streets or part of streets, which are on the periphery of the schemes, especially at Cramond, Sciennes, Duddingston and St John's RC Primary Schools. A total of five residents living around the Cramond scheme opposed the current scheme; this is made up of two from Cramond Gardens, one from Cramond Park, one from Cramond Avenue, and one from Fair A Far. The objectors to the Duddingston and St John's RC scheme lived in the streets to the south of Duddingston Road, namely two from Duddingston Avenue. One resident from the section of Sciennes Road outwith the scheme also made an objection. In addition, 15 respondents made neutral comments from these streets.
- 3.6 The other objections came from residents within the proposed scheme, namely three from Cramond Terrace and one from Livingstone Place. The final objection was made by Fairmilehead Community Council, on the grounds that, as there is a proposed scheme in Phase 2 in their area, namely Buckstone Primary School, they wished their objections to be considered at this stage. In total, given that the number of properties within the six schemes is in excess of 550, this is a low number of objections.

3.7 The topics which elicited the greatest number of responses, and which are directly related to School Streets, are indicated and discussed below:

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Displacement of traffic

3.8 The issue of displacement featured in seven objections, with respondents concerned that the school streets closures would merely move parental and staff parking problems elsewhere. The greatest concerns were raised by residents of Cramond Park and Gardens, and Duddingston Avenue. They cited already high levels of school parking with concern that this scheme would just increase the problem. A number of measures will be introduced prior to the implementation of the scheme to mitigate these concerns, including:

- White Access Protection Markings across and opposite driveways;
- Double yellow line restrictions on corners at the entry to the schemes to make it easier for pedestrians to cross in safety;
- Cutting back of any overhanging vegetation on footways to make it easier for pedestrians to pass;
- Production of a walking and cycling map for each school identifying locations further away from school streets in which to park or drop off; and
- Promotion and reward scheme for 'Park & Stride' participants. Pupils will receive rewards if they demonstrate they have travelled by sustainable modes, rather than by car. The schools have already spent a term using Living Street's Walk to School resources that encourage pupils to walk, scoot and cycle to school. This will be continued in the new school year in the build up to the proposed start of the project in mid September.

Exceptions

- 3.9 Objections were raised by 4 respondents regarding groups which should be given an exception from the ban and are currently excluded in the draft Order. These included:
- Taxis;
 - Deliveries;
 - Tradesmen;
 - Visitors;
 - Healthcare workers outwith the Controlled Parking Zone; and
 - Carers.
- 3.10 One of the objectives of the scheme is to reduce significantly the number of vehicles which have access to the school streets so as to encourage more parents to walk or cycle with their children to school. If all the above groups were given an exception from the scheme, this would not be achieved. By keeping the zones as short in length as possible, it means that delivery vehicles and visitors arriving or departing during the closure periods would not have far to access properties on foot, if they parked on the periphery. Any visitor or tradesman already within the zone during the closure periods can remain legally, as the prohibition relates to moving vehicles, not parked ones.
- 3.11 Workmen needing access for emergency work, such as public utility companies, are already exempt from the proposals. The Council has had discussions with representatives from the Road Haulage and Fleet Transport Associations regarding deliveries and we are working together on ways of communicating information to their members regarding the restrictions.
- 3.12 In the draft Order it is listed that only healthcare workers, such as doctors and registered nurses operating within the Controlled Parking Zones (CPZ) will be exempted. As most of the school streets proposals are outwith the CPZs, this exemption will be extended to include all qualifying healthcare workers.
- 3.13 The Committee raised concerns, at its meeting on 2 June 2015, regarding the exclusion of carers from the list of excepted groups. After discussions with the Council's Health and Social Care Department, it has been proposed that carers providing care at home on behalf of the Council or NHS Lothian will be exempt and issued with a permit. This will include carers employed directly by the Council and by private contractors operating on behalf of the Council.

- 3.14 There are currently 41 residents within the schemes receiving care at home, broken down into three at Cramond and one each at Sciennes and Duddingston; the remaining 36 are within the retirement homes and sheltered housing at Abbeyhill. It will be possible to control the number of permits issued to this group, so regulating the number of vehicles entering the zones. Many of these carers travel on foot or by bike and public transport as parking is already limited in the CPZ and city centre streets. Family members will not be exempt as it is not possible to fairly assess who would be eligible for a permit, and, unlike Council contracted carers, they may be more flexible on the hours of operation.
- 3.15 One permit will also be issued to each school to be used at the discretion of the Head teacher for emergencies, such as pupils requiring urgent medical treatment.

Road Safety Issues

- 3.16 Three objections were raised as to the definition of what 'road safety issues' these pilot schemes were aiming to address. As part of the school selection process, schools wishing to participate had to put forward a business case outlining the problems that they were experiencing and actions they had already undertaken to mitigate them. These include significant concerns on pupil safety due to congestion, irresponsible parking, cars making tight three point turns at school gates next to narrow pavements, time spent by school staff dealing with parking and road safety issues rather than focusing on learning and teaching and increasing tension with neighbours.
- 3.17 The schools in the Phase 1 pilot have already undertaken a number of education, training and publicity activities identified in their school travel plan to tackle these issues, such as pedestrian and cycle training, participation in the Junior Road Safety Officer scheme, road safety curriculum work, promoting and operating walking buses, and publicity campaigns to curb parking on the School Keep Clear markings, all with limited success. The schools feel they have done all that they can and that the school streets proposals are seen as the next and more appropriate step to mitigate these issues.

Operating Times

- 3.18 There were two objections regarding the length and timings of the closures; one stating it was too long, the other that it was too short and should cover the lunchtime period. In order to reduce the impact on the residents, with regard to deliveries, taxis and visitors, it is proposed to exclude lunchtimes from the Order as few children go home for lunch and there are only a small number of nursery children arriving and departing during this period.

3.19 A request was made for the exact dates and times to be written on the signs, rather than vehicles prohibited 'When signs flash'. Listing all the term dates on individual signs would make signs excessively large and would require replacement at the start of the next school year. The flashing lights in the corners of the signs give out a clear and unambiguous message regarding the operating hours. There was also a request for a blanket ban from August to May; this would result in longer periods of operation than would be necessary and undermine the purpose of the scheme.

Enforcement

3.20 A total of two objections were raised regarding how the scheme would be enforced. They were concerned that drivers would flout the restriction, especially if the Police were not in attendance to carry out enforcement. The Council will work with Police Scotland to ensure that levels of enforcement will be appropriate to ensure this does not happen.

Waste of money

3.21 Two objectors suggested that the funding would be better spent on road maintenance, including re-marking white lines and resurfacing. This scheme is to be funded from the Road Safety capital budget allocation towards Safer Routes to School, which cannot be diverted into revenue maintenance schemes. As part of the mitigating measures, re-marking of existing white lining, especially Access Protection Markings, will be undertaken.

Consultation

3.22 Two residents made an objection on the grounds that no information had been given to residents in and around the proposed school street zones. As well as the statutory notices in the press and on-street, letters providing information about the consultation were hand delivered to approximately 500 residents and businesses within the proposed school streets, as well as those on the periphery. Parents were also informed by a variety of sources, including letters home from school, on school websites and via social media. Every reasonable effort was made to ensure residents were aware of the consultation.

3.23 Full details of all the responses received and answers to them can be found in Appendix 1; Appendix 2 indicates the origin of each of the responses.

3.24 Concerns had been raised by Royal Hospital for Sick Children (RHSC) about the introduction of the scheme on Sciennes Road along their frontage. During the scheme's operating hours, the current proposals exclude access to the car park and delivery entrance of the hospital and to 31 pay and display bays on Sciennes Road, unless the vehicle displayed a Blue Badge or other relevant permits.

- 3.25 A traffic survey was carried out between 28 May to 3 June 2015 to monitor vehicles accessing the hospital's delivery entrance and staff car park to quantify the impact of the closure on the hospital's operation. On weekdays, there were a daily average of 100 vehicles through the delivery access, approximately 35 during the morning and then again during the afternoon closure periods. There were on average 66 vehicles through the car park daily; very small numbers of vehicles were moving through the car park during the proposed closure periods, indicating that the majority of vehicles are parked within the car park at these times, rather than taxis dropping off or picking up patients.
- 3.26 In response to these concerns, it is proposed to amend the draft Order to include as an excepted group, *'goods vehicles, taxis and private hire vehicles entering/exiting the Royal Hospital for Sick Children via Sciennes Road.*
- 3.27 The other concern is that hospital visitors will be denied access to 31 pay and display bays on Sciennes Road during the closure periods, which could result in late arrivals for appointments as a result of parking further away. An examination of the occupancy records for these parking spaces show that the number of vehicles could be accommodated within pay and display, or shared use bays in surrounding streets to the south of Sciennes Road, as indicated in the table below:

Street Name	P&D Places	Shared Use Place	Permit Holders
Chalmers Crescent	8	30	6
Hatton Place		34	14
Lauder Road (Hatton Place to Grange Road)		20	12
Mansion house Road (Hatton Place to Grange Road)		21	13
Tantallon Place		22	7
Total	8	127	52

- 3.28 The highest level of support in the formal consultation for the introduction of school streets was received from parents/guardians at Sciennes with 29 (65%) of the total respondents in favour. They supported the idea of making concessions to the Hospital if it meant an early introduction of the scheme before the Hospital is relocated.

- 3.29 The results of the informal consultation reported to the Committee on 2 June 2015 showed that 53% of the respondents were against the concept of school streets in Buckstone, with 47% in favour. The breakdown of the 119 respondents was 66 (55%) residents, 46 (39%) parents, 5(4%) general public and 2 (2%) local businesses. The school Parent Council met on 19 May and 18 June with Council officers, Community Police, and local Councillor to discuss whether to continue with their participation in Phase 2 of the project, given the potential level of local opposition to the scheme.
- 3.30 The school is located within a complex network of residential streets with high density housing, narrow streets and high car ownership. This has resulted in the potential for high numbers of residents' vehicles legitimately being driven within the zone at the time of the closures, thus undermining the confidence of parents to let pupils walk and cycle to school. There are also concerns about the impact of potential displaced parking on the periphery of the scheme.
- 3.31 Currently, it is a small number of persistent offenders who park illegally and inconsiderately for pedestrians and cyclists. There is a desire to look at ways of targeting these parents as well as encouraging the wider school community to walk and cycle more. In the autumn term, the school would like try a number of initiatives and, depending on the success or otherwise of these, re-evaluate its participation in the school streets project at end of autumn term 2015. These initiatives could include:
- Promotion of a walking and cycling through the Walk to School travel tracker, which rewards pupils who travel to school in an active way, including 'Park & Stride'.
 - Promotion of a voluntary one-way system around school to ease traffic congestion.
 - Participation in ParkSmart campaigns combating parking on School Keep Clear markings.
 - Investigate increasing levels of enforcement activity with parking attendants and Community Police.

Next Steps

- 3.32 The proposed implementation date for the approved Phase 1 schools is 22 September 2015. Prior to this, the following actions will have been completed:
- Late July – information was sent to all residents outlining the procedure for applying for permits;
 - August – all white lining and signing work in streets on the scheme periphery will be carried out;

- 26 August –start issuing permits to residents and local business;
- Early September – flashing signs and accompanying information signage will be installed on street;
 - road shows will be held in schools to provide information to parents and residents;
 - lamppost wraps will be installed within affected streets reminding residents to apply for a permit; and
 - media campaign through social media, posters, plasma screens and the press.

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; and
 - (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, focus groups and questionnaires.

Financial impact

- 5.1 The cost for implementing the proposals at the six schools in Phase 1 is approximately £60,000 for the entry signs, additional mitigating measures, such as white lines and signs, monitoring and evaluation and the issue of permits. This will be met from the Road Safety capital and revenue budgets in 2015-16.
- 5.2 A contribution of £9,000 has been allocated from the Scottish Government's Smarter Choices, Smarter Places funding for promotional materials.
- 5.3 The report outlines total capital expenditure plans of £60,000. If this expenditure were to be fully funded by borrowing, the overall loan charges associated with this expenditure over a five year period would be a principal amount of £60,000 and interest of £11,134, resulting in a total cost of £71,134 based on a loans fund interest rate of 5.1%. The annual loan charges would be £14,227.

Risk, policy, compliance and governance impact

- 6.1 The authorisation to promote an Experimental Traffic Regulation Order on 2 June 2015 initiated a formal statutory process.
- 6.2 The objections to the ETRO have been considered and addressed. The principal risks associated with this initiative are summarised as:
- lack of enforcement;
 - non-compliance by motorists; and
 - no change in parental behaviour.
- 6.3 These risks will continue to be managed through the School Streets Steering Group which will continue to oversee the project. The Steering Group comprises 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.
- 6.4 An ETRO provides a flexible opportunity for a Local Authority to pilot new transport concepts for a set period of time, but the legal process governing ETROs does not allow for the Traffic Order to continue beyond its expiry date. The maximum period for which the ETRO can be in force is 18 months, so if approval is given by this Committee to implement Phase 1 schools in September 2015, then its expiry date will be February 2017. An appropriate TRO would then need to be promoted and made following a further period of consultation if the project was to be made permanent.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the wider School Street Experimental Traffic Regulation Order project, which will run until at least August 2017.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the Climate Change (Scotland) Act 2009. Relevant Council sustainable development policies and the Local Transport Strategy 2014-2019 have been taken into account and are noted under Background Reading reference.
- 8.2 The proposals outlined in this report will promote a reduction in carbon dioxide and nitrogen oxide emissions by reducing travel time and distance around the city centre. In so doing, it will increase the city's resilience to climate change impacts and promote a sustainable Edinburgh. The reassignment of motorised traffic to appropriate signed routes, will reduce the interaction of these vehicles with pedestrians and cyclists in other parts of the city centre, thus promoting personal wellbeing.

Consultation and engagement

- 9.1 In accordance with the applicable legislation, these proposals have been advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals. Those letters were sent, among others, to the Community Council and emergency services, as well as to the local ward Councillors. Details have also been available on the Council and Scottish Government websites.
- 9.2 Letters providing information about the consultation were also delivered to residents as outlined in paragraph 3.3.

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.

Committee report on responses to informal consultation for school streets 2 June 2015

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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 - Formal Consultation Responses
	2 - Responses by school and street
	3 - Plans of six Phase 1 schools

Appendix 1 –School Streets Phase 1 Formal Consultation Responses

(76 responses)

Type/School	Objection/Comments	Incidence	Response
<p>Displacement of parking on to surrounding streets- Duddingston</p>	<p>Concerned that this will cause an increase in traffic parking on Duddingston Ave.</p> <p>I live in Duddingston Avenue and the road is already highly congested during school drop off and pick up times, this will only increase when the supposed closures go ahead.</p> <p>I agree with street closures but hope that the parking in Duddingston Avenue does not get any worse at the closure times as I find that it can be difficult to get out my driveway because of parents dropping of their children.</p> <p>As a resident of Duddingston Avenue, I can tell you that both Duddingston Avenue and Durham Terrace already experience high volumes of parking during school run times. Unfortunately, this includes some quite dangerous parking on corners and at junctions and irresponsible parking in front of residents' driveways. Moving traffic and car parking out of the Hamiltons will exacerbate problems elsewhere. Duddingston Avenue is no further from an entrance to Duddingston Primary than Hamilton Drive is. If parents can't park close enough on one street they will simply use the next best alternative.</p> <p>Whilst I welcome such measures I have to say that I do not think the measures go far enough. Residents in Duddingston Avenue already suffer daily from the so called school runs by inconsiderate parents. Whilst you appear to appreciate the knock on effect of the problem you do not offer a permanent or sustainable solution to control or enforce control measures for areas where increased congestion will now become more apparent. Local residents currently find themselves unable to park on the street outside their premises or find streets congested to the extreme during school start and finish times because of parents dropping off their children. You are not fully addressing the problem merely moving part of the overriding issue</p>	<p>Total: 8</p> <p>5 Residents Duddingston Avenue</p>	<p>Duddingston Avenue, Durham Terrace and the surrounding streets have not been included within the school streets proposal as they are separated from the school gates by Duddingston Road. The proposal is to include only streets with direct access to the school.</p> <p>Additional lining will be installed, including Access Protection Markings across driveways and 20mph roundels in August ahead of the implementation date.</p>

	<p>This will just move the problem to the streets nearer the school, namely one end of Duddingston Avenue and the top end of Durham Terrace. Should these streets not also be included in the traffic order? We already experience parking issues from parents in these streets during school hours, the restrictions proposed for the Hamilton streets will only make this considerably worse and unacceptable.</p> <p>We feel that by doing this you will just be moving the problem elsewhere. At present Duddingston Avenue and Duddingston Road are extremely congested at these times with vehicles often doing U turns and drivers flinging doors open without regard to passing traffic. This makes for a very difficult job for the Lollipop man at Duddingston. Already Duddingston Terrace is used as a rat run to avoid the main road and traffic lights on it and a lot of pupils walk and cross this street.</p> <p>I think closing streets will only push the traffic to other nearby streets. I live in Durham Terrace which is used at the moment by parents in a rush to avoid the lights at the crossroads of Duddingston Road & Mountcastle Drive South or to park in Duddingston Avenue Are the Council also thinking of closing off other streets if they are affected by the changes?</p> <p>.</p>	<p>3 Residents Durham Terrace</p>	<p>This scheme is being promoted under an Experimental Traffic Regulation Order (ETRO) which can only be in force for a maximum of 18 months. At this point a full evaluation will be carried out as to whether it should be made permanent. There are no proposals to make changes to the scheme during the experimental period.</p>
<p>Displacement of parking on to surrounding streets-St John's</p>	<p>While the situation in Hamilton Terrace is admittedly dreadful, and needs addressing, drivers are aware that there is a school in the immediate vicinity and drive slowly in the majority of cases – my concern is that this isn't necessarily the case on the surrounding streets where drivers not local to the area may not be expecting as many children on foot as there will be in future</p> <p>The practical arrangements remain a little unclear. However, the principle of the temporary closures is very strongly supported by us.</p>	<p>Total: 2</p> <p>Resident Durham Road</p> <p>Resident Hamilton Terrace</p>	<p>Further information on the operation of the scheme, including FAQ sheets will be sent to residents in late July, including on how to apply for a permit, groups which are exempt and enforcement.</p>

<p>Displacement of parking on to surrounding streets-Cramond</p>	<p>Why is Cramond Gardens not included in the plan? Currently plenty of school-related parking in the street which can be expected to increase significantly when the included streets are taken out of the equation.</p> <p>I am concerned that the current proposal will move traffic congestion to Cramond Gardens with the Cramond Avenue, Cramond Gardens and Cramond Park becoming dangerously congested with parked cars and being a loop that cars take as children are dropped off. My view is that these streets should also be included in the closure.</p> <p>By preventing vehicles from accessing specific roads during the school entry and exit times, it will inevitably reduce, if not eliminate, any potential road safety issues <i>at those locations</i>. However, it is questionable whether preventing vehicular access is going to completely stop road safety issues in the wider area; it will simply move the issues away from the school gates.</p> <p>I feel that the restrictions are not enough. I think it is a good scheme, but a few more roads should be included. The restrictions on Cramond Bank and Gamekeeper's Loan are going to turn Cramond Gardens and Cramond Park into a dangerous area, especially at the area where the children cross at the top of Cramond Park. Cars park here all the time at the moment causing obstructions to pedestrians crossing. I feel that the proposed restrictions are going to make this area worse, not better</p> <p>I write to object to the plans to implement the traffic management measures associated with Cramond Primary School. I live on Cramond Gardens and I currently endeavour to travel locally on foot or by bicycle. I try to encourage my children to walk or to use the bikes to get around rather than taking the car. However if the level of traffic on Cramond Gardens increases then this will be unsafe and we will have no alternative than to use the car for all journeys. It seems to me that effectively closing Cramond Terrace to traffic at school start times and school end times will force motorists to use the Cramond Gardens/Cramond Park loop instead as this will be the only alternative.</p>	<p>Total:14 7 Residents Cramond Gardens</p>	<p>The school streets concept is new to Edinburgh and a decision has been made to trial the proposals at a small number of schools across the city for 18 months. The type and layout of the streets is different as they include a cul-de-sac with single entry point, loop roads with two entries and wider areas with multiple entry points. Cramond is an example of the later with closures around all three of the school gates.</p> <p>A decision has been made for the trial to keep the streets subject to the closure as short as possible. Wherever the closure point is located it is acknowledged that there will be a degree of displacement around the periphery, but by moving the parking to a wider number of streets it should be better dispersed.</p> <p>A wider area also means that there would be a greater impact on visitors, deliveries and other vehicles wanting to access the streets as they would have to park even further away from their desired destination.</p>
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	<p>The restrictions on specific streets for designated times will mean that those who currently drive their children to Cramond Primary will find nearby alternative drop off and pick up places. Already the top 50-100 yards of Cramond Gardens/Park are used to park vehicles at school entry and exit times and the proposals are likely to lead to even more of this relatively narrow street being taken up by vehicles. That merely shifts the problem so all vehicles should have to drop off/pick up on Gamekeepers Road which is a much wider thoroughfare.</p> <p>No restriction placed on traffic circulating via Cramond Gardens and Cramond Park when parents attempt to get as close as possible to the school gate - the number doing so is bound to increase. As residents, we see children cycling and walking to school along Cramond Gardens on a daily basis and in steadily increasing numbers. Either Cramond Gardens or Cramond Park, but preferably both, should be included in the school streets.</p> <p>Our only concern with your proposed traffic regulation order is that it may inadvertently move the inconsiderate traffic parking issue further away from the school and start blocking up other streets such as Cramond Grove. What assurances can you give that this will not happen?</p> <p>I don't see an advantage to this scheme. I don't think it will persuade those who already use their cars to drop off or pick up to start walking or cycling. I think it will push the cars onto streets just a little further away and more importantly increase the amount of cars parking on the main road. I am not in favour of this scheme as I think the increased amount of cars parking on the main road will be more dangerous than the current situation.</p> <p>Whilst I am absolutely supportive of the principle behind this, I wish to point out that the section of Cramond Avenue meeting Whitehouse Road is already congested by traffic associated with Bright Horizons Nursery. In implementing the proposed restrictions on Cramond Terrace this will exacerbate parking and congestion on Cramond Avenue. Therefore a similar restriction for Cramond Avenue (or at least the section of Cramond Avenue between Whitehouse Road and Cramond Terrace) should also be considered within the existing proposal.</p>	<p>Resident Cramond Grove</p> <p>Resident Braehead park</p> <p>1 Resident Cramond Avenue</p>	<p>Cramond Gardens and Park form a continuous loop; if only one of them was to be closed then vehicles would need to turn in the middle of the loop which would increase the potential danger to people on the footway.</p>
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	<p>If taxis are exempt travelling to the school, then I think a case can be made for all taxis to be exempt. We use taxis to travel to and from Edinburgh airport, Waverley Station and hospital appointments. We have no control over when we need to arrive or return from these locations. I do not think that the number of taxis used in the street on a daily basis would have any detrimental effect on road safety.</p> <p>These arrangements seem to be anti-resident with, in particular, a banning of taxis during the given hours. In Cramond Terrace and Cramond Crescent alone the amount of pensioners, some who live alone and have to rely on others to take them shopping or to the station by taxi, is over 70% .</p> <p>Taxis/private Hire vehicles should be included. On many occasion persons require uplifting to be taken to medical appointments, hospital, the airport or rail station. Times of such journeys are outwith the control of the passenger and driver are dictated by appointment or departure times. This is inherently unfair and discriminatory particularly in the case of the elderly or disabled who are only able to walk short distances due to their condition.</p>	1 Community Council	<p>children are taken all the way to the school gate; they could not be left at the edge of the zone. The numbers of children involved is very small across all six schemes; currently no pupil arrives by taxi at Cramond.</p> <p>By keeping the zones short, the distance that a taxi would need to stop away from a property is reduced to a minimum.</p> <p>As it is a trial, then the impact will be assessed at the end of the 18 month period.</p>
Exemptions- visitors	<p>We have a daughter who visits for lunch with a young child. It is ridiculous, and potentially dangerous, that she cannot park at our house but will now be expected to walk round to Whitehouse Rd in all weathers carrying children and bags just in case she might have to leave during prohibited times. This also affects all visitors to our house.</p> <p>What about residents who do not drive, will their family helper be allowed to have a permit, even though they do not live in the Terrace? I am afraid that those who should be taking notice of the restrictions will ignore them.</p> <p>Your plan is ill thought out and takes no account of the needs of residents whom rely on family members for care. It is not too late to think again. Do the simple thing and penalise the offenders, parents, and ban them from parking in our streets and leave the residents to go about their business unhindered.</p>	Total: 5 3 Residents Cramond Terrace	<p>See comments above regarding taxis.</p> <p>The rationale behind the scheme is to trial one which is simple to operate and low cost to install, with a minimum level of bureaucracy required to run it.</p> <p>Expanding the number and type of permits will be difficult to control if they were issued unregulated to visitors and relatives.</p> <p>The closures at Cramond are for 40 minutes in the morning and 50 minutes in the afternoon. Maximum. They are only in force on school days, so for the majority of the year the restrictions will not be in force and no restriction will be put on the residents.</p>

	<p>Our parents both do a lot of childcare for us – would we be able to get permits for them? Is there any sort of visitor permit as I have a lot of friends who visit?</p> <p>What about people visiting local residents? What arrangements are there for temporary permits for visitors?</p>	<p>Resident Hamilton Drive West</p> <p>Resident Livingstone Place</p>	<p>No temporary permits will be issued.</p>
<p>Exemptions – tradesmen & deliveries</p>	<p>A clearer definition of "such as emergency vehicles" is needed. If I have a burst pipe I would certainly expect a plumber to have access to my house to deal with this emergency. I have a concern that various tradesmen will refuse to come to properties in this street. I would hope that the safety of my family and fabric of my house will not be put in danger by these restrictions.</p> <p>Many in Cramond Terrace have a gardener, who may arrive after the morning time but she will move about the Terrace during the day. She will be restricted from working and giving much needed help to the elderly residents.</p> <p>The restrictions on deliveries are unreasonable and unfair- we will become a no go area as a result of the proposals. It is ludicrous to ban workmen, including emergency plumbers, from arriving or departing during the ban period.</p> <p>Although the draft order does detail types of vehicles and circumstances which will be exempt from the restrictions, it is written in such a way that many may find it difficult to interpret. If the proposal is implemented, it will be essential to provide residents and parents with clear, unambiguous guidance on what is and is not allowed. It can be difficult to predict exactly when these types of deliveries occur and communication to them of restricted times may not be possible, leading to undelivered items.</p>	<p>Total: 7 3 Residents Cramond Terrace</p> <p>Resident Cramond Gardens</p>	<p>A full list of vehicles which are excepted from the prohibition will be issued to residents when it is approved by the Transport & Environment Committee on 25 August. It is proposed to include vehicles from the local authority and statutory bodies carrying out emergency repairs to the road or buildings in or adjacent to the school street.</p> <p>The ETRO only prohibits vehicles from moving during the closure period, so the gardener will only be prohibited from moving her vehicle for the 90 minute period; throughout the rest of the day it can be moved at will. This should not create too much of an inconvenience to her visits.</p> <p>It is acknowledged that the wording that has to be used in the legal draft ETRO document is not in the simplest language; the FAQ sheet to be issued if the scheme is implemented will be in Plain English with clear examples.</p>

	<p>How will this affect deliveries and utility providers?</p> <p>What about tradesmen from outwith the immediate area attempting to conduct business here? What if I want to get someone in to do some work in the house and then tell them they can't start at what is a normal starting time? What arrangements are there to allow <i>any</i> business which needs access to get access?</p> <p>Delivery vehicle should be included. With the large number of internet deliveries many people now have items delivered to their homes. Such delivery times are worked out by route planning software and the times of delivery are outwith the control of the recipient or even the driver. To exclude such circumstances in the modern competitive market is detrimental to good business.</p>	<p>Resident Hamilton Terrace</p> <p>Resident Livingstone Place</p> <p>Community Council</p>	<p>The Council has had discussions with representatives from the Road Haulage and Fleet Transport Associations regarding deliveries and we are working together on ways of communicating information to their members regarding the restrictions.</p>
Exemptions – Emergency services	<p>I would have thought allowing emergency vehicles access should be able to be accommodated under any programme</p>	<p>Total: 1 Parent Sciennes</p>	<p>The prohibitions in the ETRO do not apply to emergency service vehicles.</p>
Exemptions - others	<p>Although our local school is not on the first wave it is being proposed for a later stage and it is our feeling that additional schools will just be added to the Schedule rather than a new order being promoted on each occasion.</p> <p>Healthcare worker should also include “those from voluntary and private organisations who are carrying out domiciliary visits to patients residing with the CPZ” With the increasing use of voluntary and private organisations by the City of Edinburgh Council and NHS Lothian not all healthcare workers on domiciliary duties would be capable of being identified by NHS Lothian.</p>	<p>Total :1 Community Council</p>	<p>In the draft Order only healthcare workers, such as doctors and registered nurses operating within the Controlled Parking Zones (CPZ) will be given an exception; as most of the school streets proposals are outwith the CPZs this exception will be extended to include all qualifying healthcare workers. After discussions with the Council’s Health and Social Care Department, it has been proposed that carers providing care at home on behalf of the Council or NHS Lothian will be exempt and issued with a permit. This will include carers employed directly by the Council and by private contractors operating on behalf of the Council.</p>

	<p>Under "qualifying person" should be added persons attending, or being driven, to a medical practitioner or other health professional with consulting rooms within the appropriate area.</p>		<p>This request would be difficult to implement in practice, as how do you define 'appropriate area' in distance terms? Anyone who has a blue Badge or is transporting a Blue Badge holder already qualifies for an exception.</p>
<p>Access to driveways</p>	<p>I note that white lines will be painted over entry to house drives. The main problem will be that if a car parks opposite my drive then I cannot get the car out of the drive. To counter this, white lines will require to be painted opposite the drive.</p> <p>I am specifically concerned about people parking their cars across driveways and on the corner with Duddingston Terrace. Parking across driveways means that I cannot access my driveway to get my car in and out when I need to. I would ask the Council to facilitate the marking of white lines across all the driveways in our street</p> <p>The Council recognise this problem and intend to mitigate these by painting white access protection markings across driveways. This is to be welcomed and will be necessary. The Council does not specify where or, when these are to be introduced.</p> <p>Request to have white Access Protection Markings to be painted outside my drive in advance of this measure being implemented. Even now, before these measures have been introduced our driveway is regularly blocked by parents dropping children off, and thus preventing us from leaving my house by car to get to work, pick up our children etc.</p> <p>Twice in the last few months inconsiderate parking has completely blocked our drive and cars preventing us from using them.</p>	<p>Total: 5 Resident Cramond Park</p> <p>2 Residents Duddingston Ave</p> <p>Resident Durham Road</p> <p>Resident Gamekeeper's Road</p>	<p>This will be carried out prior to the implementation of the approved schemes.</p>

<p>Preventing parking on corners and pavements</p>	<p>Concerned about people parking their cars on the corner with Duddingston Terrace, which restricts access along that road for other cars. There are also instances where cars are parked on the pavement. I would ask the Council to facilitate the marking of double yellow lines on the corner.</p> <p>In some scenarios, double yellow lines on corners should also be put in place to prevent unsafe parking practices</p> <p>Also is anything going to be done about Duddingston Road parking as parents park on bicycle lanes and bus stops during these times.</p> <p>On Duddingston Road there is a school crossing patrol. By now limiting cars parking near the school at Hamilton Terrace, we are presently concerned the offenders will now park close to this designated street crossing. Can it be part of our children's safeguarding and your proposals that this crossing does not have any car parking within a designated area of risk?</p> <p>The junction with Durham Terrace and Durham Road is even now regularly 'over parked' to the extent that traffic cannot flow on occasion and access/visibility for pedestrians to cross the roads on the way to school is often severely impeded. Parents also regularly park on double yellows on Mountcastle Drive North, on the corners of Durham Road/ Mountcastle Drive North and even on the pavement immediately next to the lollipop lady crossing for children.</p> <p>Please ensure that you put in sufficient enforceable double yellows to keep roads clear so children can see to cross roads safely, and that the police enforce the restrictions rigorously.</p> <p>Double Yellow Lines required at the T Junction onto Gamekeeper's Road from Gamekeeper's Loan as many offending car users dropping off and uplifting from Cramond Primary School tend to park on Gamekeeper's Road, too close to both sides of the junction with Gamekeeper's Loan.</p> <p>The current exit from Gamekeepers Loan to Gamekeepers Road poses a significant danger of accidents as the many parked cars on Gamekeepers Road block the vision of a driver of a vehicle exiting from Gamekeepers</p>	<p>Total: 10 3 Duddingston Ave</p> <p>Parent Duddingston/ St John's</p> <p>2 Residents Durham Road</p> <p>Resident Cramond Ave</p> <p>Resident Cramond Gardens</p>	<p>The legal TRO process to install Double Yellow Lines on corners has commenced; the installation date will depend on whether any objections are received to the Order.</p>
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	<p>Loan. I suggest that double yellow lines are put in place for 50 yards or so in each direction from the Gamekeepers Loan exit so drivers exiting Gamekeepers Loan have a clear view of traffic travelling on Gamekeepers Road. I would also suggest that a resident's parking space is set out in front of each of the houses on Gamekeepers Road within the 50 yard restricted area.</p> <p>I am in favour of these proposals but only if some measures are extended around the corners of Gamekeeper's Loan on to Gamekeeper's Road. Cars park all the way along Gamekeeper's Loan right up to the junction with Gamekeeper's Road.</p> <p>With regard to the proposal to introduce double yellow lines on the corners of the junction of Cramond Avenue and Cramond Terrace, the rationale behind this decision is unclear and appears to be random. Cramond Terrace is proposed as a prohibited street and therefore parents are much more likely to try to park along either Cramond Park or Cramond Gardens, rather than walk along the entire length of Cramond Terrace. Other locations where double yellow lines could have more impact on traffic safety are the junctions between Gamekeeper's Loan and Gamekeeper's Road, between Cramond Avenue and Gamekeeper's Road and between Cramond Avenue and Whitehouse Road.</p>	<p>Resident Gamekeeper's Road</p> <p>Resident Cramond Gardens</p>	
Other mitigating measures	<p>Is anything going to be done about Duddingston Road parking as parents park on bicycle lanes and bus stops during these times.</p> <p>Can we have a painted 20MPH on the road surface?</p> <p>I also note your point about 'cutting back hedges' as a measure to mitigate dropping off in schools. Which hedges are you referring to?</p>	<p>Total:3 Resident Duddingston Avenue</p> <p>Resident Cramond Terrace Resident Durham Road</p>	<p>We will investigate this matter to see if additional enforcement is needed.</p> <p>This will be painted at the same time as other white lines.</p> <p>Cutting back of any overhanging vegetation on footways around schools to make it easier for pedestrians to pass;</p>
Permits	<p>How many permits will be issued per household where there are multiple vehicles?</p> <p>How will a motorbike be classed for the purposes of permits?</p>	<p>Resident Hamilton Terrace</p>	<p>A permit will be issued for every vehicle for which the resident is the registered keeper, (including work's vehicles and</p>

	How will this affect work vehicles which I park at my address which are registered to the business address elsewhere?		motorcycles); as long as they can prove they legally reside at an address within the school streets zone.
Enforcement	<p>Will there be some kind of enforcement of the new measures? Has anyone, considered enforcing the existing regulations prohibiting parking in the affected streets? Perhaps if the enforcement budget from the new scheme were spent on the existing regulations, we could save all the nonsense of the new scheme and achieve the same result for less money.</p> <p>My only concern about the ERT0 is that it be properly policed.</p> <p>How will the project be policed and enforced?</p> <p>How is this going to be enforced? Are Police officers going to be at each end of the road, conducting road traffic duties, or are the Parking Wardens going to be deployed? I would like to see it conducted robustly and attention given to the immediate surrounding areas to ensure the issues are not migrated.</p> <p>I fear your current proposals will also prove unsuccessful unless strictly enforced. How do you propose to enforce the traffic orders and who will be paying for that enforcement? Who will undertake that enforcement? Surely an alternative scheme would be more sensible - some form of self financing enforcement paid for by parents wanting to drop their children off at school and staffed by a private company. Once the High School has relocated use the then unused land in Duddingston Road as a drop off area to be paid for by the parents using it, similar to the drop off charge at Edinburgh Airport. Revenue raised could be a beneficial resource for the local schools.</p> <p>How will this situation be monitored and enforced? - in theory it is a good idea but if no action and monitoring is takes place people who ignore the signs will continue with this</p>	<p>Total: 6 Resident Livingstone Place</p> <p>Parent Sciennes</p> <p>Resident Hamilton Terrace</p> <p>Parent St John's</p> <p>Resident Duddingston Ave</p> <p>Resident Cramond Gardens</p>	<p>The Council will work with Police Scotland to ensure that levels of enforcement will be appropriate to ensure that the restrictions are not flouted.</p> <p>The existing restrictions are limited to School Keep Clear markings and on corners; this restriction will also reduce the issues of parking across driveways and inappropriate turning and manoeuvring at school gates.</p> <p>This scheme has been proposed as it is relatively low cost to introduce and administer and currently the Council has the legal powers to do so. There may be merit in the alternative solution, but currently it would not be practical.</p>

Evaluation	The project is to be evaluated after it has been in force for 18 months. It is not clear on what basis this evaluation will be undertaken or whether this will include further public consultation. What baseline conditions are going to be used to assess whether any improvements have been made to road safety?	Total: 1 Resident Cramond Gardens	There will be a quantitative evaluation using personal injury collision data as well as traffic speed and volume surveys. Focus groups and questionnaires will also be undertaken to seek the views of parents and residents on the proposals.
Promotion of 'Park & Stride' locations	The options for parents to park elsewhere are fairly limited to Gamekeeper's Road, Whitehouse Road, Cramond Gardens and Cramond Park and it is debatable whether these will disperse cars over a wider area. It is not clear from the proposals if any new crossing points will be set up. The proposal does not appear to include any provision for implementation of a one-way system and it is therefore likely that congestion issues will occur in these streets caused by conflict between parents' vehicles and residents' that use on-street parking.	Total: 1 Resident Cramond Gardens	This is a trial so there is no time to install additional engineering measures
Definition of road safety problems	I am writing to object to the proposal to prohibit vehicular around Cramond Primary School. I agree that it is very important to improve safety, where there is evidence that poor driving practices have had a negative impact on school children. However, I do not agree that this proposal will be effective in reducing any road safety issues in this area. What are the type and frequency of road safety issues that have been experienced? I fail to see how any road safety issues will be improved by forcing vehicles to use a different set of streets which are as confined as the prohibited streets. The need for the ETRO is given as "road safety issues caused by drivers bringing their vehicles too close to the school gates". There is no explanation given as to what the road safety issues are nor to what distance(s) are meant by "too close". It will only divert them to Cramond Avenue, from where they can drive to within 125m of the school gates. What is a "road safety issue"? Who claims this? What is the evidence for this? How many children have been killed or injured in the planned "car ban" area in the past five years.	Total: 3 Resident Cramond Gardens Resident Cramond Ave Resident Cramond Park	As part of the school selection process, schools wishing to participate had to put forward a business case outlining the problems that they were experiencing and actions they had already undertaken to mitigate them. These include significant concerns on pupil safety due to congestion, irresponsible parking, cars making tight three point turns at school gates next to narrow pavements, time spent by school staff dealing with parking and road safety issues rather than focusing on learning and teaching and increasing tension with neighbours. There have been no children killed or seriously injured in the vicinity of the Phase 1 schools; one child was seriously injured at one of the proposed Phase 2 schools.

			It is the perceived danger from traffic that prevents parents from walking or cycling with their children and which this scheme looks to mitigate.
Dissemination of Information	<p>I have been made aware of this happening only through someone I know but no information has actually been given to the residents in our area.</p> <p>Continuing direct dialogue with the local residents on streets that are likely to be impacted by these changes would also be welcome. Mail or email communications are more likely to be received and responded to than adverts in the Scotsman.</p> <p>Have you or the schools met with members of the public to inform them of plans and actions proposed and listened to views from the public?</p>	Total:3 Residents Duddingston Ave	<p>A letter explaining the process and how to make views known to the Council was delivered to every property within the area affected by the draft order, thereby ensuring that residents and businesses were made aware of the consultation process. Letters were also delivered to residents living on the periphery of the schemes at Cramond, Duddingston and St John's RC Primary Schools, who may also be affected by the implementation of the schemes.</p> <p>In accordance with the legislation, notices have to be placed on-street, in the local press and copies of all of the relevant documents are placed at the City Chambers reception, so that any interested parties can view them. Further information will be provided by letter drops to all affected properties, including FAQ sheet on how to apply for permits, operating hours and exceptions to the scheme.</p> <p>A series of drop in sessions were held at the schools attended by council officers during January and February 2015. Public exhibitions were also held in local libraries and community centres. The views expressed at these sessions have been taken on board when developing the final proposals for these schemes</p>

	The consultation is a meaningless statement when you state that the car ban "will be in force for 18 months commencing in mid September 2015"; if you have already decided, why pretend to consult? That is both arrogant and insulting.	Total:1 Resident Cramond Park	The final decision as to which schools in Phase 1 will proceed to implementation will only be made by the Transport & Environment Committee on 25 August. The statement was intended to inform consultees that by introducing the proposals through an ETRO, they could not be permanent, but only for 18 months.
Road safety education for children	<p>What you are doing is training children that they can behave as stupidly as they like because you will slow the cars down or remove them altogether. They should be taught that cars are dangerous and how to cross a road safely.</p> <p>You should be offering alternative arrangements and opportunities to parents of the schoolchildren with enhanced cycle paths and inducements for the promotion of healthier means of getting to and from school be that cycling or just walking. Only those children residing in the close proximity should actually attend the school and not those residing further away who would need transport.</p>	Total:2 Resident Cramond Park Resident Duddingston Ave	<p>The schools in the Phase 1 pilot have already undertaken a number of education, training and publicity activities identified in their school travel plan to tackle these issues, such as pedestrian and cycle training, participation in Junior Road Safety Officer scheme, road safety curriculum work, promoting and operating walking buses, and publicity campaigns to curb parking on the School Keep Clear markings.</p> <p>During the summer term, these schools have been promoting walking and cycling through the Walk to School travel tracker, which rewards pupils who travel to school in an active way, including 'Park & Stride'. This will continue if schools implement the school streets proposals.</p>
Waste of money	Road safety would definitely be more improved were you to paint some white lines on the city's roads, from which they have virtually disappeared.	Total: 1 Resident Cramond Park	The funding for this project comes from a capital budget, which cannot be diverted into revenue projects such as renewal of lining or road resurfacing.
Royal Hospital for Sick Children	It has been brought to my attention that the Sick Kids Hospital has objected to the plans due to restricting vehicular access, I would strongly urge you to resist this objection,	Total: 7 7 Parents Sciennes	To help reduce the concerns raised by the Hospital, it is proposed to amend the permit vehicles to include goods vehicles, taxis and private hire vehicles accessing the delivery entry and car park off Sciennes Road.

	<p>I understand that there may be some issues relating to vehicular access for the neighbouring Sick Kids Hospital, but would urge the Council not to bar Sciennes from inclusion in the pilot for this reason.</p> <p>Sick Kids will be relocating in the near future whereas the School will continue in situ; safety of our children should take priority</p> <p>The scheme is after all a pilot, and I believe that the situation offers an opportunity for the Council to test ways of accommodating different needs. I am sure that both the school and the hospital will be keen to work together with the Council to find mutually agreeable ways for moving forward.</p> <p>I look forward to hearing back that the Council has taken a pragmatic view to please both the hospital and the school.</p> <p>I do hope that a suitable arrangement can be found so that Sciennes can still participate in the pilot scheme</p> <p>I wanted to voice my deepest approval for the proposal to close off the streets around Sciennes school during certain periods of the day. I am keen that this goes further (obviously once the hospital has relocated) and that the whole of the main road outside the school is closed permanently.</p>		
<p>Comments - Duddingston</p>	<p>I am in favour of the road closures at specific times of the day to allow children to access school safely.</p>	<p>Total:1 Resident Duddingston Avenue</p>	
<p>Comments – St John’s</p>	<p>I am in total support of this project as something has to be done to protect residents from the mayhem that occurs on a daily basis when parents are dropping off and picking up at the school. It would appear that all common sense disappears for these short periods of time and, hopefully, this project will go a long way to stopping this.</p> <p>I am a parent and am very glad this scheme is going ahead. I have sincere hopes that this scheme will assist in improving the safety of children who attend the school.</p>	<p>Total:3 Resident Hamilton Terrace</p> <p>Parent St John’s</p>	

	<p>We support this proposal. Hopefully it will provide the incentive for parents to leave the car at home while simultaneously making it safer and more pleasant for pupils to walk or cycle to school. We look forward to calmer, quieter streets when our two children go to / come from school.</p>	<p>Resident & Parent Hamilton Terrace</p>	
<p>Comments/objections - Cramond</p>	<p>Agree entirely with the scheme as at present people leave cars with no regard for the danger and chaos they cause. Look forward to the scheme with pleasure</p> <p>I agree that many road safety issues are caused to local residents by the staff and parents of both Cramond Primary School and Cargilfield School and I welcome any efforts to reduce these.</p> <p>I am completely in favour of and support the School Streets Pilot, particularly with regards to Cramond Primary School.</p> <p>I feel this is an excellent scheme - long overdue. I tend to avoid driving the streets affected at school times as it can only be described as dangerous. Gamekeepers Loan and the junction of Cramond Park and Cramond Gardens are sometimes impassable. It is good to note that there will be exemption for residents of those streets. I hope this is a successful project.</p> <p>"73% of local residents and parents supported the proposal". No-one asked me. And what is the percentage of the residents of Cramond Terrace who support the idea that they will be banned from leaving for work or arriving home at a time of their own choosing? For all we know, you have asked only a handful of people and no residents at all.</p> <p>I would be very surprised were it actually legal to punish the car drivers in 55 households when those car drivers have done nothing wrong, are behaving sensibly and legally and are contributing nothing to your so-called and, for all we know, imaginary problem. I hope that they will simply ignore the punishment and drive as normal. Let's see you prosecute every household.</p>	<p>Total: 5 Resident Cramond Terrace</p> <p>Resident Gamekeeper's Road</p> <p>General public</p> <p>Resident Cramond Grove</p> <p>Resident Cramond Park</p>	<p>An informal consultation ran from 15 December 2014 to 27 February 2015 to give parents, residents and other stakeholders an opportunity to comment on the draft school streets proposals. The main topics for comment were the streets to be included within each scheme, excepted groups and hours of operation. A total of 833 responses were received, with 75% of the respondents in favour of progressing with the school streets concept (73% for the Cramond scheme). Parents and local residents were informed</p>

			that this informal consultation was being undertaken through the school, community council, neighbourhood partnerships and public exhibitions.
Comment- Abbeyhill	Think there should be no parking in Abbey Street and certainly no school cars.	Total: 1 Resident Montrose Terrace	
Comments/objec tion - Sciennes	<p>I was delighted to hear the School was accepted into the Council's pilot scheme to make the road safer during busy school times. Currently Sciennes Road is very busy in particular at drop off time in the morning; clearly doing nothing is not an option and would be a failing on the Council's part to protect our children. I would therefore recommend Sciennes Primary remains on your pilot programme.</p> <p>I am delighted to hear that the school is one of only six in the city likely to be involved in a pilot scheme aiming to reduce traffic outside during arrival/departure times.</p> <p>I would like to voice my support for the School Streets program in general and for Sciennes Primary School's involvement with the programme in particular. There is neither the space nor the proper safety provisions for parents to expect to be able to drive right up to the school gates. It creates a dangerous situation for both the pupils being dropped off and those trying to use the pavements without getting hit.</p> <p>As a parent and local resident, I wish to express my strong support for the school being part of the pilot road-closure project. I understand that the Sick Kids Hospital has concerns about the impact of road closure on access to the hospital. Whilst I see that there are issues to be considered, I think the wider health, safety and well-being benefits for the children attending Sciennes are also significant factors that must be taken into account</p>	Total:29 23 Parents	

	<p>I am fully in support of the restriction of traffic around primary schools during morning and afternoon drop off and pick up times in particular at Sciennes Primary. Thank you very much for considering the safety of our children.</p> <p>I am writing to express my strong support for the proposal. I have 3 children at Sciennes, and we walk to and from school each day, crossing the roads around school is often difficult, and at times treacherous. Parents parking / dropping children on the corner of Livingstone Place is a particular problem as it both blocks access to the road and obscures visibility for those crossing. I am concerned that there will be a serious accident here if action of the kind proposed is not taken.</p> <p>I'm writing in support of the proposal to severely restrict motor traffic on Sciennes Road and Livingstone Place. at weekday term time mornings and afternoons. I have two children at the school. Anything to reduce the speed and number of vehicles on routes to schools is welcome.</p> <p>It is great to see the Council take positive steps towards keeping our school children safe. I fully support your efforts at finding a solution that works for residents, patients, parents and children. This order would allow children to feel safe going to school perhaps even encourage them to walk/cycle safely to school without the anxious need to be shepherded, this empowerment helps everyone. I and my family are happy to support this proposal.</p> <p>I am writing to plead for the initiative to close the street outside the school; at the start and end of the day proceeds – this should help to make the streets around the school quieter I strongly believe that the process should continue</p> <p>My two girls, P4 and p6 currently, have always walked or cycled to school. One of the trickiest areas to negotiate is very close to the school, because of the sheer volume of cars dropping kids off, plus delivery vehicles and other traffic. Most drivers are considerate, but we have had a few near misses over the years. So as a family we warmly welcome the traffic order, hope others do too, and that in time it will become a permanent feature, not just for Sciennes, but for as many schools in Edinburgh and Scotland who feel it would benefit their pupils.</p> <p>I am writing in support of the plans for traffic orders around Sciennes School.</p>		
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I would like to congratulate the Council for this initiative and its application around Sciennes Primary School. The current traffic situation around the school at drop-off and pick-up times is a real danger to the children and their parents with traffic queued along outside the school, swerving in to try and park for drop-offs and driving far too fast in proximity to children crossing the road to get into school. Banning traffic from entering the area at key times is a great idea and will help reduce the risk of a terrible accident to pupils in the future.

I am writing in support of the proposed traffic changes outside Sciennes Primary School, Edinburgh. I have had children at the school for nearly 10 years and have become increasingly concerned about the safety around the school around drop off and pick up times. Hopefully some restriction on the very presence of traffic will discourage them.

I appreciate that the hospital is next door and there are families attending with transport issues requiring disabled parking but I feel strongly that if we don't try to alter the traffic flow at the school, at particular times, we will create business for the hospital in the term of avoidable accidents- do we have to have one before sense prevails?

My children attend Sciennes Primary School and I feel very strongly that something has to be done about the traffic problems around the school. I appreciate that access to the Sick Kids hospital needs to be maintained, and I support any modifications to the proposed plan that will keep the staff and visitors to the hospital happy, but it is also imperative that something is done to safeguard children so that many more of them are not injured and end up in the Sick Kids, or worse.

I wholly and enthusiastically support the proposal to curtail traffic at key points outside Sciennes School. This is far sighted and progressive move on which the Council should be congratulated. It will deliver a range of positive outcomes, including children having the best possible start in life, and healthier lives.

	<p>I have three children at Sciennes Primary and we as a family have been working towards safer streets near the school for what feels like a long time now. I'm writing to give my strongest support for the Safer Street scheme around Sciennes Primary.</p> <p>I am writing in support of the plans for traffic orders around Sciennes School.</p> <p>I fully support the above proposal for all Edinburgh schools, in particular Sciennes Primary School at this time</p> <p>I am firmly in favour of the proposal both across Edinburgh and particularly for Sciennes School and the closure of Sciennes Road.</p> <p>I am writing in support of the traffic calming measures proposed for around Sciennes Primary School.</p> <p>I would like to add my name to those in support of the plan of introducing a time-sensitive traffic corridor around Sciennes School. My daughter is a pupil there and frequently asks us to cycle to school. She can get almost all the way on bike paths, but at Livingstone Place, she has to get onto the pavement, as the traffic there is unpredictable, frequently sporting impatient drivers, and parked cars line the street, right up to the school gates</p> <p>We think that for the safety of school children, traffic should be regulated as you propose on any school street -- very much support this move. I take my P2 son walking to school and have noticed many cars coming at alarming speed during drop off/pick up, which is certainly very dangerous.</p> <p>I feel strongly that the Council should go ahead with this as I have seen first hand how busy and potentially dangerous this road can be at pick up and drop off times. I therefore urge you to allow this pilot scheme to go ahead.</p> <p>We provide our whole hearted support for the school streets scheme, particularly that at Sciennes Primary School. If we could have influenced the process more, we would have asked that the end of Tantallon Place should be closed as that is a very congested area, worsened by single rather than double yellow lines which encourage short stops for vehicles.</p>	<p>2 Parent & employee RHSC</p>	
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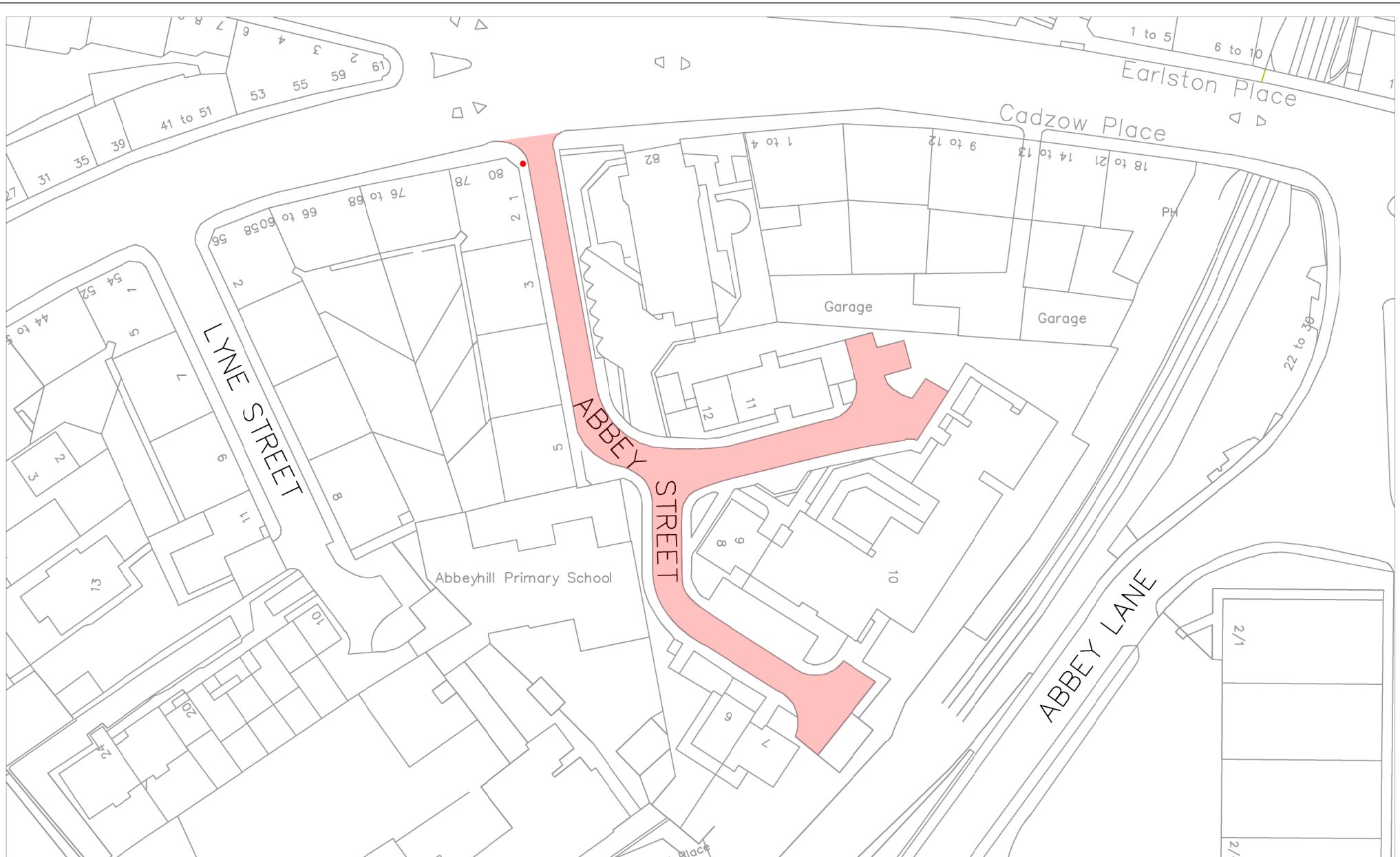
	<p>We realise that The RHSCE have objected, but the school's willingness to make enormous compromises demonstrates the support of our entire school community for the scheme. There is ample parking for patients on surrounding streets, and the period that the street is closed is of course minimal. It seems our neighbour's objections are perhaps knee-jerk, and it's ironic that the scheme is a public health intervention for children that one would have hoped the hospital would have supported. This is a wonderful scheme that really should go ahead, and has our full and enthusiastic support.</p> <p>I would like to register my support for the proposed scheme to close streets surrounding Sciennes Primary school during drop off and pick up times. People drive at great speed along this road, where the narrow paths are packed with small children. This is an excellent scheme to provide safer routes to school.</p> <p>Concern about the impact on the shop at 21 Sciennes Road, as drivers can stop at the shop, then carry on along Sciennes Road. While I welcome any action which would relieve the congestion and inconvenience caused by parents parking inappropriately, it should not be at the expense of losing a very useful local amenity.</p> <p>This ridiculous scheme has now, apparently, become a reality – is there any serious chance that objections will even be listened to? I have been trying to find out what possible gain there can be from adding further burdens to local residents. If it's actually true that the parents of the school are in favour of banning parking near the school, why do we need the changes? If parents don't want to park near the school, who's forcing them to do so? All we'll end up with is yet more signage and a bill we needn't have spent. If there really is spare money in the roads budget why not spend it repairing some of the roads round here – Rillbank Terrance and Fingal Place are now little more than unfinished cart tracks. I hope it is not too late to stop this nonsense, but I fear that the money has already been wasted.</p>	<p>General Public</p> <p>Resident Sciennes Road</p> <p>Resident Livingstone Place</p>	<p>The shop is located on the section of Sciennes Road that will be outwith the school streets closure so access will not be affected. Drivers will still be able to continue out of the area via Tantallon Place, bypassing the closure point.</p> <p>The funding for this project comes from a capital budget, which cannot be diverted into revenue projects such as renewal of lining or road resurfacing.</p>
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Appendix 2: School Streets Formal Consultation Responses by school

School	Support	Objection	Comment	Total
Cramond	7	7	10	24
Duddingston	2	1	6	9
St John's RC	6		2	8
Sciennes	27	1	2	30
Abbeyhill	1			1
Colinton				
Outside Area	2	2		4
Total	45	11	20	76

Responses by street

Street	Support	Objection	Comment	Total
Cramond Avenue	1	1	1	3
Cramond Gardens		2	6	8
Cramond Grove	1		1	2
Cramond Park		1	2	3
Cramond Terrace	1	3		4
Braehead Park		1		1
Fair A Far	1			1
Gamekeeper's Road	1			1
Duddingston Avenue	1	2	2	5
Durham Road	2			2
Durham Terrace			3	3
Hamilton Terrace	3			3
Hamilton Drive W			1	1
Livingstone Place		1		1
Sciennes Road			1	1
Montrose Terrace	1			1
No address	36			36



• Sign Location

 Roads within scheme.



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The City of Edinburgh Council
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Tel. No. 0131 - 200 2000

TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

**Abbeyhill Primary
School Streets**

Date: Oct 14
Scale: NTS

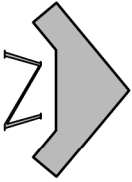
Drawn by: IP
Checked by:


DRG NO. RS/SCHOOL-STREETS/PHASE1/2



• Sign Location

█ Roads within scheme.



 <p>EDINBURGH THE CITY OF EDINBURGH COUNCIL</p>		<p>Colinton Primary School Streets</p>	
<p>SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000</p>		<p>TRANSPORT POLICY AND PLANNING ROAD SAFETY</p>	
<p>Date: Oct 14 Scale: NTS</p>		<p>Drawn by: JP Checked by:</p>	
<p>DRG NO. RS/SCHOOL-STREETS/PHASE1/3</p>			

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• Sign Location

▬ Roads within scheme.



▬ Roads added after consultation.

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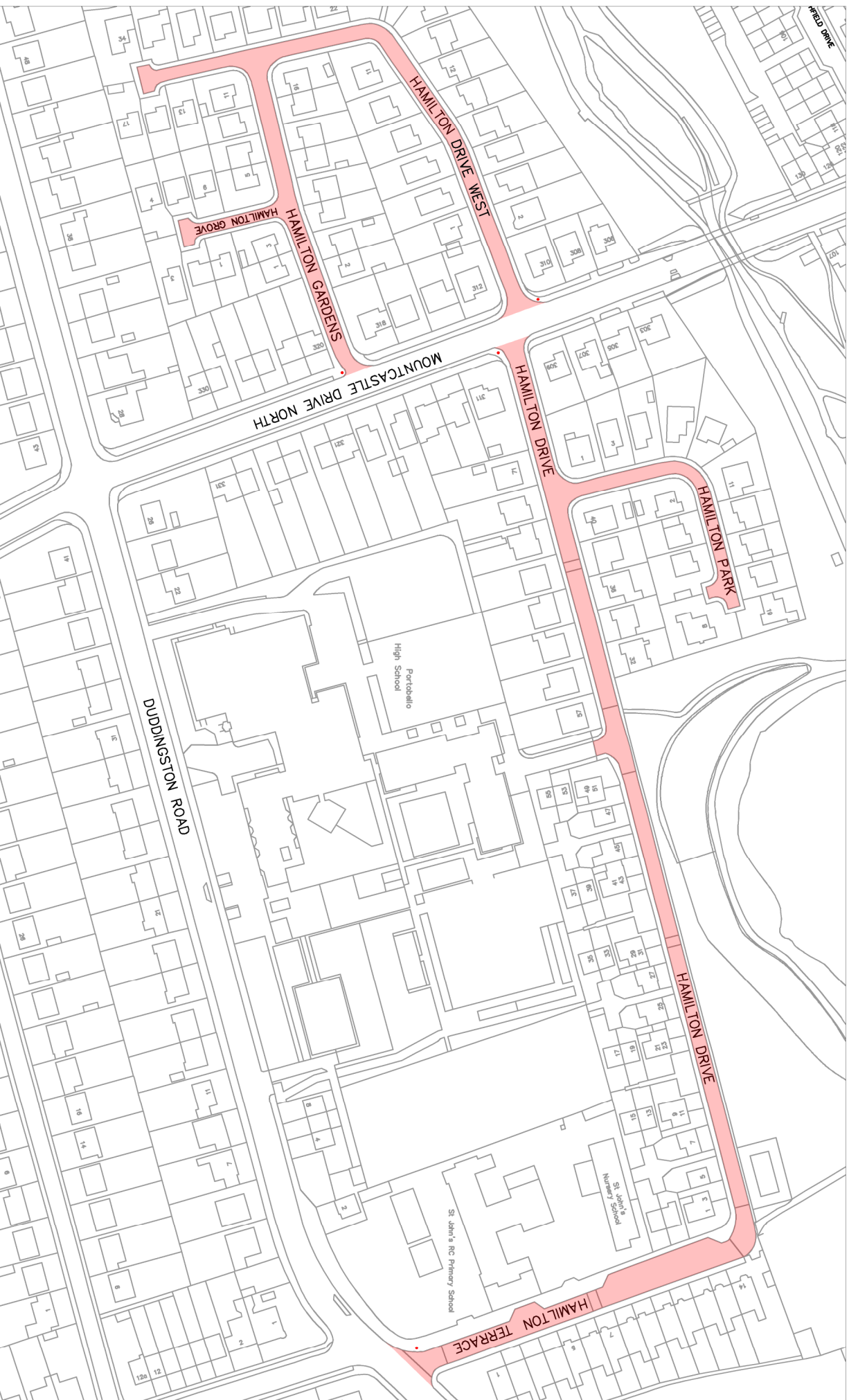
TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

Cramond Primary School Streets

Date: Oct 14
Scale: NTS

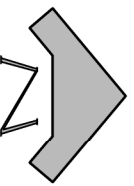
Drawn by: JP
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DRG NO. RS/SCHOOL-STREETS/PHASE1/5



• Sign Location

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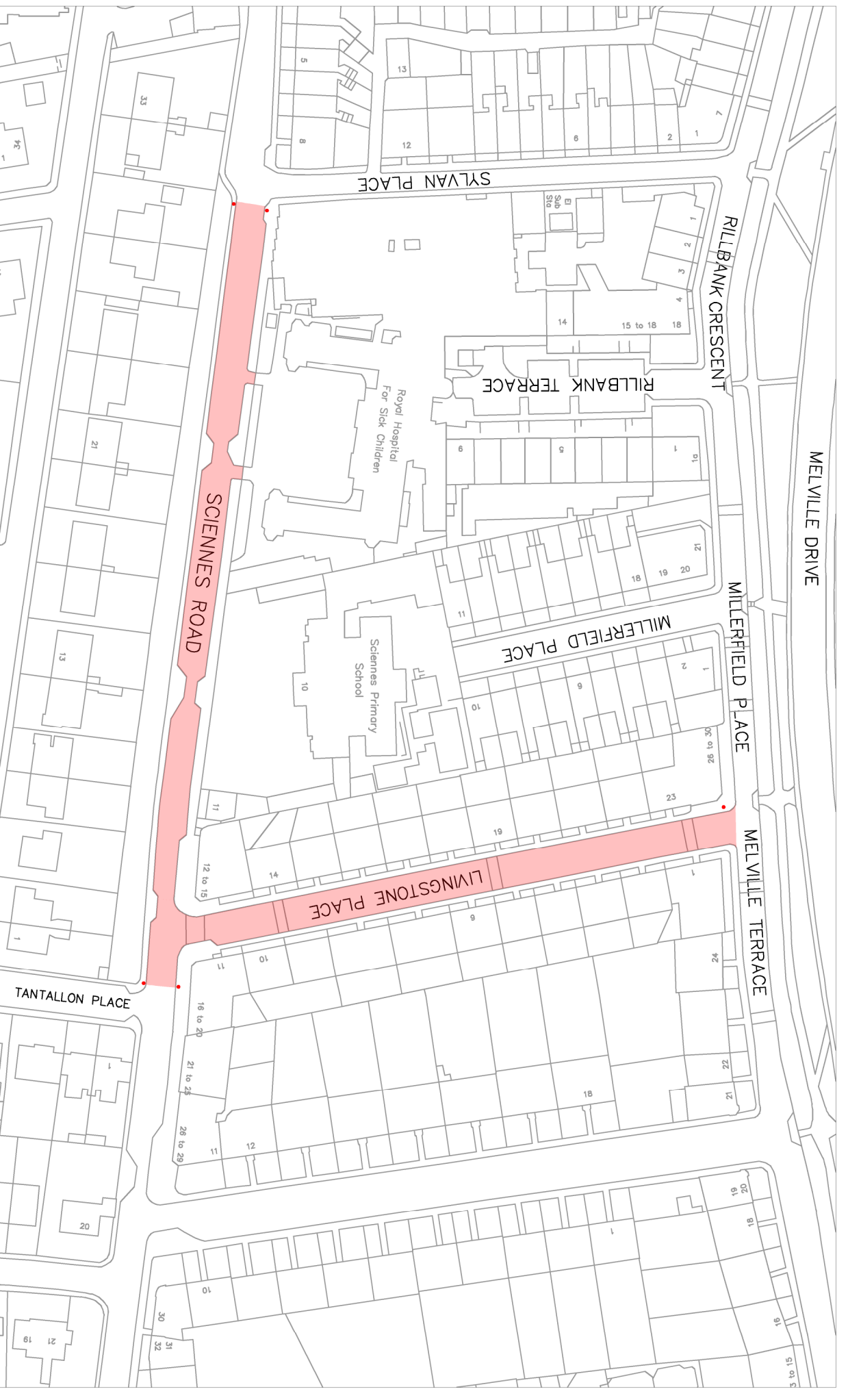
TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

Duddingston and St John RC Primary School Streets

Date: Oct 14
Scale: NTS

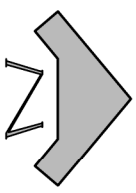
Drawn by: JP
Checked by:

DRG NO. RS/SCHOOL-STREETS/PHASE 1/1



• Sign Location

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TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

Sciennes Primary School Streets

Date: Oct 14
Scale: NTS

Drawn by: JP
Checked by:

DRG NO. RS/SCHOOL-STREETS/PHASE1/4