

Transport and Environment Committee

10.00am, Tuesday, 12 January 2016

School Streets Phase 2 - Consultation on Experimental Traffic Regulation Order

Item number	7.10
Report number	
Executive/routine	
Wards	3 – Drum Brae/Gyle 8 - Colinton/Fairmilehead 10 – Meadows/Morningside 17 – Portobello/Craigmillar

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. Phase 1 was implemented during September and October 2015.

An Experimental Traffic Regulation Order (ETRO) was advertised on 9 November 2015, detailing the proposals for four schools in Phase 2 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 2 - 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 notes that Bonaly Primary School no longer wishes to proceed with the school streets pilot and Committee agrees that restrictions contained in ETRO/15/45 relating to this school should not proceed;
 - 1.1.3 agrees to set aside the remaining objections, on the basis that, by implementing changes using an Experimental Traffic Regulation Order, objections will be further considered should Committee decide to promote a permanent Order;
 - 1.1.4 agrees to make the Order for the remaining three schemes, Clermiston, St Peter's RC and Towerbank, as advertised;
 - 1.1.5 agrees the proposal for implementation of the approved Phase 2 schools in March 2016; and
 - 1.1.6 notes that schools not proceeding in Phase 2 will be invited to participate in School Streets should there be a wider roll-out of the project after the pilot ends.

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.
- 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 the findings, together with recommendations, will be reported to Committee.
- 2.5 There was a high level of interest from schools to participate in the pilot; the schools had to put forward a bid outlining why they should be chosen as a pilot school and highlighting the sustainable travel and road safety activities that they had already been undertaking to try and mitigate the problems around their school gates. 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. This feedback was used to formulate the draft ETRO which was advertised for Phase 2 on 9 November 2015.

Main report

- 3.1 The school streets pilot project is being implemented in two phases. The schools in Phase 1 of the scheme were implemented in September and October 2015. Formal ETRO consultation for schools in Phase 2 was undertaken for the following primary schools (plans attached in Appendix 3):
 - Bonaly;
 - Clermiston;
 - St Peter's RC; and
 - Towerbank.
- 3.2 The scheme for Buckstone Primary School was withdrawn at the request of the school and local community after informal consultation.
- 3.3 The draft Order for the Phase 2 scheme was advertised in November 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.

- 3.4 In addition to the legislative requirements set out in 3.3, 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 Clermiston, St Peter's RC and Bonaly Primary Schools, who may also be affected by the implementation of the schemes.
- 3.5 At the end of this formal consultation period, the Council had received a total of 18 responses. Of those 4 (22%) indicated that they broadly supported the proposals, while 4 (22%) indicated their opposition to the scheme. A further 10 responses (56%) made comments regarding the proposals which could be classed as neither supporting nor opposing the proposal. A total of two of the responses were from residents in a proposed school street, whilst 14 were from residents and local business of surrounding streets. The remaining two responses did not give their address.
- 3.6 The opposition that exists is strongest in streets or part of streets, which are on the periphery of the schemes, especially at St Peter's RC and Clermiston Primary Schools.
- 3.7 Given that the number of properties within the four schemes is in excess of 550, this is a very low number of objections.
- 3.8 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

- 3.9 The issue of traffic featured in nine 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 Falcon Road, Avenue and Gardens (5), Parkgrove Street (3) and New Tower Place (1). They cited already high levels of school parking with concern that this scheme would just increase the problem.
- 3.10 One of the objectives of the pilot is to reduce the number of children dropped off by car and encourage increased levels of walking and cycling. 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. Pupils receive rewards if they can demonstrate they have travelled by sustainable modes, rather than by car. It is intended to continue with this resource after implementation.
- 3.11 Secondly, by introducing a closure outside the school gates, it will mean that those parents who chose to drive will be encouraged to park over a wider area. This will reduce congestion and concerns about air quality outside the school gates. In order to mitigate the concerns of residents, it is proposed to install white Access Protection Markings across and opposite driveways to encourage more responsible parking.

Impact on use of residents' parking permits

- 3.12 The streets included within the scheme around St Peter's RC Primary School fall within parking zone S2. A total number of 195 residents' parking permits have been issued as in table below. This also shows number and type of bays within each of the four streets directly affected by the closures.

Street	Valid Permits	Permit Spaces	Shared Use Spaces	Ratio Permits to Spaces
Falcon Avenue	96	60	14	1.30
Falcon Gardens	44	22	9	1.42
Falcon Road	33	27	22	0.67
Falcon Road West	22	22	13	0.63

- 3.13 Concerns were raised by five residents on the periphery of the zone that, during the periods of closure, they would be unable to move their vehicles if they had parked in residents' bays within the school streets zone. This would then limit the number of bays in which they could park within the immediate S2 zone.
- 3.14 To mitigate this problem, it is proposed to issue all existing residents' permit holders living in these four streets with a school streets permit, providing them with unrestricted access to all parking bays.

Enforcement

- 3.15 A total of three objections were raised regarding how the scheme would be enforced. They were concerned that drivers would flout the restriction, especially if Police Scotland were not in attendance to carry out enforcement. The initial feedback received on the enforcement of Phase 1 has shown that compliance levels for the majority of schemes has been high, so the police have only had to make a small number of spot checks to ensure continued compliance by motorists. The Council will continue to work with Police Scotland to ensure that levels of enforcement will be appropriate to also ensure compliance at Phase 2 schools.

Road Safety issues created by the school streets proposals

- 3.16 Three comments were submitted on the impact of the scheme on pupils already walking to school through the streets on the periphery of the St Peter's RC Primary School zone. They referred especially to the impact on parents and pupils who park and stride responsibly from Waitrose car park. They are concerned that if this scheme was to be implemented the situation could be made worse.
- 3.17 In the selection process, schools had to demonstrate, and were prioritised on the fact, that they had already taken action. This is through developing a school travel plan, to alleviate parental concerns on pupil safety due to congestion and irresponsible parking. They have undertaken a number of education, training and publicity activities 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 step to mitigate these issues.
- 3.18 These proposals will disperse parking throughout a wider network of streets, rather than close to the school gates and encourage more parents to leave their vehicle further away and walk or cycle instead.

Exceptions

- 3.19 Objections were raised by two respondents regarding groups which should be given an exception from the ban and are currently excluded in the Order. These included:
- Taxis;
 - Deliveries;
 - Workmen;
 - Visitors; and
 - Teachers.

- 3.20 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.
- 3.21 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. Work is in progress with these organisations.
- 3.22 A response was also received requesting that ambulances are also given exemption from the prohibition. This addition is unnecessary as the emergency services are already exempt within the draft Order.

Operating Times

- 3.23 There was one objection to the St Peter's RC Primary School zone on the length of the afternoon closures from Monday to Friday. The question was why restrictions were needed up to 3.45pm when the school day ends at 3.10pm. The response is that this timing will also cover the exit of nursery pupils at 3.30pm.

Consultation

- 3.24 One resident 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 550 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.
- 3.25 Full details of all the responses received and answers to them can be found in Appendix 1.
- 3.26 A total of 11 responses (61%) out of the 18 responses were received from residents around the St Peter's RC Primary School zone, whose concerns will mostly be addressed by issuing them with a school streets permit to give them free access to all the residents and shared use parking bays. Appendix 2 indicates the origin of each of the responses.

Withdrawal of the proposed scheme for Bonaly from ETRO/15/45

- 3.27 The results of the informal consultation, reported to the Committee on 2 June 2015, showed that 68% of the respondents were in favour of the concept of school streets in Bonaly, with 32% against. The breakdown of the 209 respondents was 143 (69%) residents, 47 (22%) parents, 10 (5%) general public and 9 (4%) local businesses.
- 3.28 The main issue raised at this time was that the 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 and approved by the Committee:
- a) extend the proposed closure on Bonaly Road to include Fernielaw Avenue; and
 - b) the introduction of a second scheme, prohibiting motor vehicle access into Bonaly Brae at its junction with Bonaly Grove.
- 3.29 An amended scheme which reflected these changes was advertised during November in ETRO/15/45. The plan is attached in Appendix 3.
- 3.30 The school carried out another consultation of parents on their views on the revised scheme. A very high level of response was received with 148 (68%) against proceeding with the scheme and 69 (32%) in favour.
- 3.31 Members of the school Parent Council met on 5 December 2015, with Council officers and the Head Teacher to discuss whether to continue with their participation in Phase 2 of the project, given the potential level of parental opposition to the scheme. It was agreed that the school would withdraw from the school streets closure pilot. Road Safety staff will engage with the school in early 2016 to discuss proposals to update the school travel plan.

Next Steps

- 3.32 The proposed implementation date for the approved Phase 2 schools is 7 March 2016. Prior to this, the following actions will have been completed:
- January - information will be sent to all residents outlining the procedure for applying for permits; and
 - installation of poles and associated power connections for the signs.
 - February - start issuing permits to residents and local business;
 - flashing signs and accompanying information signage will be installed on street;
 - all white lining and diversion signing work in streets on the scheme periphery will be carried out;

- road shows will be held in schools to provide information to parents and residents;
 - lamppost wraps will be installed within affected streets reminding residents who have not already applied, to apply for a permit; and
 - media campaign through social media, posters, plasma screens and the press.
- March – launch events held at the three schools.

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 three schools in Phase 2 is approximately £15,000 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 The report outlines total capital expenditure plans of £15,000. 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 £15,000 and interest of £2,728, resulting in a total cost of £17,728 based on a loans fund interest rate of 5%. The annual loan charges would be £3,546.

Risk, policy, compliance and governance impact

6.1 The authorisation to promote an ETRO on 9 November 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 2 schools in March 2016, then its expiry date will be September 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 ETRO project, which will run until at least September 2017.
- 7.2 The introduction of the school street pilot will bring enhancements to Life, Health and Education and Learning. This will be achieved by removing/reducing the number of vehicles within the school streets zones for periods of around 30 minutes before and after school times. It will provide opportunities for children to walk and cycle to school so bringing about reductions in childhood obesity and providing opportunities for them to gain practical road safety skills and knowledge.
- 7.3 The group likely to be impacted on the most is the disabled if access was denied to blue badge holders; it would be an issue if the distance they were required to park away from school was beyond the distance they could be expected to walk. This has been mitigated by allowing blue badge holders an exemption.

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 in this report will reduce carbon emissions, increase the city's resilience to climate change and help achieve a sustainable Edinburgh because the initiative's principal aim is to both reduce the number of vehicles outside school gates and the levels of carbon dioxide and nitrogen oxide emissions. It also aims to improve facilities for cyclists and pedestrians 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 3.4.

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 four Phase 1 schools

Appendix 1 –School Streets Phase 2 Formal Consultation Responses

(18 responses)

Type/School	Objection/Comments	Incidence	Response
<p>Displacement of parking on to surrounding streets-St Peter's RC</p>	<p>You have not included the section of Falcon Road from Morningside Road within the proposed zone; I predict that the proposed scheme will simply shift the problem of double parking to my section of Falcon Road and children's safety will continue to be endangered, As a compromise can you issue school streets permits to residents of the prohibited streets and to the residents of my section of Falcon Road.</p> <p>I am very much in favour of this proposal to try and halt the dangerous practice of illegal parking near the school, however I think that the traffic problem will be moved to Woodburn Terrace and Newbattle Terrace.</p> <p>Falcon Road West does not appear to be one of the prohibited streets. I am worried that all the cars will stop in Falcon Road West, which is already a very busy street.</p> <p>I believe that restricting vehicle access along the streets proposed will create a significant traffic problem in the surrounding streets and will not improve road safety as the result will simply be that cars will have to park further from the school and children (and their parents) will have to walk further than presently to get to the school.</p> <p>I think that this will have a detrimental effect on local residents in the surrounding non-restricted streets having to put up with increased traffic and possible double parking while children are being dropped off or picked up from school. This will be a danger to those residents who are trying to negotiate traffic, either on foot or by car. There are a number of elderly residents who frequently walk along Falcon Avenue and I am concerned that they will experience difficulty crossing the road during these times.</p> <p>While it would be great to not have the chaos reigning twice a day outside my house, I can't help but think that the chaos may simply move slightly further away from the school. It can only be hoped that as their vehicles will have to be left for longer, a less cavalier approach will be taken.</p>	<p>Total: 5</p> <p>Resident:2 Falcon Road</p> <p>Resident:1 No address</p> <p>Resident: 1 Falcon Avenue</p> <p>Resident:1 Falcon Gardens</p>	<p>It is proposed that the draft ETRO is amended to enable residents living within the four streets of the Falcons and already in possession of a S2 parking permit, be issued with a school street permit. This will mitigate the issues.</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- Clermiston</p>	<p>As the owner of the business operating from Parkgrove Street, I wish to comment on the Order. The problems with parents parking their cars and dropping off their children at school is mainly confined to PG Street.</p> <p>The proposals to shut off PG Place and PG Terrace between PG Street and PG Road will have a minimal effect in reducing traffic chaos, indeed the proposal is more likely to add to the congestion on PG Street.</p> <p>Whilst the main entrance to the School is on PG Place, there are two entrances to the School on PG Street and it would appear that the majority of Children access from PG Street. The effect of shutting off the PG Place entrance to Cars will therefore mean a greater use of the PG Street accesses. If you proceed with the Order as currently proposed, it is my opinion that the possibility of an accident is increased and not decreased. I appreciate that you are trying to educate the responsible adults to walk their children to School but I fear that it is a forlorn task. I understand that PG Street is a direct access to the Queensferry Road and as a result it cannot be closed. Would it not be possible to make PG Street a Resident Parking Zone only between 8.00am to 10.00am and 2.00pm and 4.00pm?</p> <p>the one way system being proposed as 'prohibited roads' provides no long term solution to the road safety issues around Clermiston School, especially given that parents will just flood the already troubled Parkgrove Street and use the side gate.</p> <p>As a local resident it would appear to me that a further 'Prohibited road' between the junction of Clermiston Avenue at Parkgrove Street would merit consideration, in addition extending the prohibition on Parkgrove Terrace to the junction of Clermiston Drive would limit the build- up of traffic coming towards the school in the first instance.</p> <p>The closure of Parkgrove Place and half of Parkgrove Terrace will only lead to even more traffic in Parkgrove Street (which is a well used street due to the shops and school), half of Parkgrove Terrace, Clermiston Avenue etc.</p> <p>Parents just don't want to walk any distance these days, as we have seen over the past years'.</p>	<p>Total:3 Business Owner & 2 Residents Parkgrove Street</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>The main problem with extending the proposal to include Parkgrove Street is that it provides one of the few links in and out on to Queensferry Road.</p> <p>The project is being introduced as a pilot scheme for a maximum period of 18 months during which we will be looking for feedback from local residents on how it is progressing, especially with it impact on surrounding streets. It may be that during this time additional restrictions such as the timed parking restrictions could be progressed, but there will not be time to progress them ahead of the proposed trial start date of 7 March 2016.</p>
<p>Displacement of traffic - Towerbank</p>	<p>I live in New Tower Place. The back of my house is at the top of Figgate Lane. I note that the list of prohibited streets does not include Figgate Lane. As a cul de sac, it does not provide a direct route to the school, but we already have a problem here with cars dropping off and picking up children who use New Tower Place as a short footpath to and from the school.</p>	<p>Total:1 Resident:1 New Tower Place</p>	<p>As above</p>

	<p>It's not so bad in the morning, when cars normally just drop the children off, but around school closing time, there can be cars waiting for up to half an hour at a time. Some of them sit with their engines idling. It's common to see cars double parked, parked on the pavements and partially blocking entrances to the courtyards.</p> <p>I'm not against the proposals, but fear that the problem is simply going to be displaced onto Figgate Lane and create even worse conditions for drivers trying to access or leave New Tower Place or Spa Place.</p>		
Exemptions-taxis	<p>What about taxis bringing residents home, or picking them up during those hours? Workers returning home? I could go on and on.</p> <p>I do not own or drive a car but I can see that it will inconvenience the residents in order to solve a problem which rests entirely with the parents of the school children.</p>	<p>Total: 1 Resident:1 Falcon Avenue</p>	<p>It is proposed that the only taxis which will be exempt from the closure are those contracted to Children & Families Dept to escort pupils to and from school. The Council has a duty of care to ensure these children are taken all the way to the school gate; they could not be left at the edge of the zone.</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>. What restrictions will there be for visitors? .</p>	<p>Total: 1 Resident:1 Parkgrove Place</p>	<p>Visitors will not be permitted to enter the zone in their vehicles during the operating hours, unless they have a disabled badge. 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. Expanding the number and type of permits will be difficult to control if they were issued unregulated to visitors and relative</p>

Exemptions – Emergency services	Ambulances?	Total: 1 Resident:1 Falcon Avenue	The prohibitions in the ETRO do not apply to emergency service vehicles.
Exemptions - others	What restrictions will there be for teachers? Early this afternoon, there were nineteen cars parked in the street, two of which were residents and the rest teachers and school visitors. Some of the teachers arrive to park their cars just as I am leaving for work at seven thirty in the morning and are still there after six at night.	Total :1 Resident:1 Parkgrove Place	There is no restriction as part of these proposals to ban anyone from parking in the street as long as they enter and exit outwith the closure times. Teachers will not be eligible for apply for a permit
Dissemination of Information and consultation with residents	How thorough the 'Informal Consultation' that took place between 'December 14 and February 15' was conducted. My property overlooks the school, both my children have attended the school and on a daily basis my neighbours and I are subjected to traffic issues whether that be illegal parking, volume of traffic or just poor careless driving, yet having spoken with my neighbours not one of us appears to have been consulted.	Total:1 Resident:1 Parkgrove Street	<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 Clermiston, Bonaly and St Peter'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</p>

			expressed at these sessions have been taken on board when developing the final proposals for these schemes
Impact on residents' parking permits	<p>I live in the section of Falcon Road outside the proposed zone, but as I have a residents' parking permit I often have to park within the zone. If I park within the school streets zone I will be unable to move my car to go to work. I am not sure why you consider this to be fair or reasonable.</p> <p>In the letter it states that residents in restricted streets will be eligible for a permit to enter, however, as resident in a section of Falcon Avenue that is not restricted, I assume I would not be entitled to a permit? I hold an S2 residents parking permit, and due to the pressure on parking spaces in the area, it is rare that I am able to park directly outside my property and often have to park in one of the proposed restricted streets. I regularly leave between 8 & 9 am in the morning, however, with this proposal I will effectively be prohibited from parking in any of the restricted streets the night before, if I am unable to leave and drive along them the following morning and will be forced to park even further from my property.</p> <p>I am a musician and as my instrument is a harp I actually need to have a car to move it around to concerts, events and workshops. Some of these are in the morning and afternoon. Many of us from the western end of Falcon Avenue routinely have to park in the eastern end of Falcon Avenue, Falcon Gardens and in Falcon Road - all sections within your 'scheme' This is because of the paucity of parking spaces. We accept this; it is part of urban living. Like many others I pay a fee of around £80/year to park my car in S2. If I have to park in the eastern end of Falcon Ave, Falcon Road or Falcon Gardens I won't be able to move it during the restricted times. On a quick calculation this is potentially for around 8.5 hours per week during the waking day that I could be affected. I doubt that this restriction is actually legal. Is it? If this scheme goes ahead I think it is essential that residents in the west end of Falcon Ave get permits to access the restricted streets at all times. Restricting non-residents cars would still be an option.</p>	<p>Total:5 Resident:2 Falcon Road</p> <p>Resident: 2 Falcon Avenue</p>	It is proposed to amend the draft ETRO so that residents living within the four streets of the Falcons and already in possession of a S2 parking permit will be issued with a school street permit. This will mitigate the issues.

	A restriction stopping those who have legally parked within the street at an earlier point in the day (either paying at a machine or by using visitors' permits) from leaving the street for periods of up to 55 minutes seems astonishing and draconian. Presumably this is a perceived simplicity in how you intend to enforce the new permits. which brings me back to my main point above of how you intend to enforce any of this. I severely doubt that signs at the road end will have any effect given the current approach the parents generally take	Resident:1 Falcon Gardens	
Parking over driveways	We reside directly opposite the main gate of the School where the children are dropped off and picked up. The closure of the one and a half streets will not deter people driving up Parkgrove Street from Queensferry Road, coming along Parkgrove Terrace and Clermiston Avenue, there will be parking on both sides of these streets which are very narrow with parking on one side, also exiting the top of Parkgrove Terrace on to Clermiston Drive can be very dangerous as oncoming cars cannot be seen due to parked cars. Cars regularly block our driveway, we had a parent park her car over our driveway on Thursday and as my husband had a hospital appointment we had to wait for the parent, who was in the school grounds waiting for her child, before we could leave. She said 'she didn't know she was parked over a drive way' even though there is a painted white line(which has been there for many years) on the street in front of our and our neighbours drive.	Total:1 Resident:1 Parkgrove Street	Additional white Access Protection Markings will be installed across the driveways in streets on the periphery
Other mitigating measures	The zebra crossing at Canaan Lane is already a bit hazardous to use - with the possibility of more traffic and more children using it a "lollipop person" may be necessary.	Total: 1 Resident:1 Falcon Road	This is a trial so there is no time to install additional engineering measures or employ additional school crossing guides
Permits	Free permits will only be available to residents in the highlighted zone in spite of parking in the area being subject to resident parking permits. My second objection relates to the availability of free permits to allow residents to enter or leave the zone. You intend to make these available only to residents in the highlighted zone. This is unfair and takes no account of the residential parking permits which residents have to purchase to allow them to park near their homes. Residents may park in any of the streets mentioned above and indeed can only park where a space is available. Your proposals have a negative impact on residents outside the highlighted zone and indeed me. I	Total:3 Resident:1 Falcon Road	A permit will be issued for every vehicle for which the resident is the registered keeper, (including work's vehicles and motorcycles); as long as they can prove they legally reside at an address within the school streets zone. It is proposed however that the draft ETRO is amended to enable residents living within the four streets of the Falcons and already in possession of a S2 parking

	<p>have no guarantee of a parking space in my own street and 90% of the time I have to park in one of the highlighted streets. Under your proposals I will have no right to remove my legally parked car from these streets during the restricted times. Residents in the highlighted zone will however be free to park their cars wherever they want including my street and have no restrictions on their movement. This is unfair. Residents in my section of Falcon Road should also be able to apply for a free permit allowing them to enter or leave the area.</p> <p>Most days I have to drive my own children to school just north of the city centre for an 8am start and therefore I return to my home during your restricted times. At present I come along Falcon Gardens and then into Falcon Road where there are usually parking spaces. My journey has no negative impact on road safety. Once your current proposals are enacted I will have to enter Falcon Avenue via Morningside Road and then turn into Falcon Road. I will of course not be able to park there because the parents of children going to school will have blocked my street with their double parking or illegally parking in residential spaces. I will not be able to proceed into the highlighted zone where there will be numerous free spaces. This will have a major negative impact on my life. I also work part time as a supply teacher and may be required to leave for work during the restricted times again causing problems for me.</p> <p>I live at 43 Falcon Avenue which is on the one half of Falcon Avenue that is not in the proposed exclusion zone. Parking congestion often forces me to park within the exclusion zone I use my car for personal and business purposes and the proposal would cut me off from access to my car (potentially) for up to 700 minutes per week. Having paid the fee that permits me to park, I face the prospect of a traffic fine for moving it if I have to during the exclusion period. Consideration should be given to expand the zone for permits to include ALL of Falcon Avenue and Falcon Road and Falcon Road West that are now not part of the new proposed zone I am sure the Council is well-intentioned, and school safety is paramount, but as a resident of 37 Falcon Avenue, I face the same potential detriments and believe that the suggestion above by my neighbour deserves further consideration</p>	<p>Resident:2 Falcon Avenue</p>	<p>permit, be issued with a school street permit. This will mitigate the issues</p>
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<p>Enforcement</p>	<p>I would very much like to know how this is to be policed - the amount of illegal parking - including double parking on corners - has not been affected by the occasional flurry of parking attendants/police.</p> <p>In principle I agree that something needs to be done re the atrocious approach to school drop off that the parents seem to think they are entitled to take with frankly little if any regard to the safety of others. Given there has been absolutely no success to date in educating them on that front I am not entirely sure how you anticipate enforcing the additional resident's permit - are cameras proposed or some kind of number plate recognition system? Or will there be foot patrols of police (or others) to enforce them?</p> <p>Whatever enforcement route is proposed, could that not simply be done now with a 'zero tolerance approach' to all infringements (parking on the school zig zags (seriously, why do they think they are exempt from keeping them clear just to drop their children off when they are there to keep the pupils safe?), double parking, parking on double yellows, parking on the corner, parking half in/half out of a bay).</p> <p>How is this to be policed and what if any sanctions will be put in place for those (and there will be many) that will flout the restrictions.</p>	<p>Total: 3 Resident:1 Falcon Road</p> <p>Resident:1 Falcon Gardens</p> <p>Resident:1 Parkgrove Street</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>Road Safety problems</p>	<p>The proposals will not improve road safety issues. Parents of children attending St Peters school and parents of children attending Childsplay Nursery cause the road safety issues arising around the school. Residents legally parked and entering or leaving the area present no problems for these children. Many parents drive up to the corner of Falcon Road and Gardens and drop children there, they double park in each of these streets even if a parking space is available and they have no regard for the safety of others.</p> <p>Your proposals as they stand simply move the problem from directly outside the school to the section of Falcon Road, which is not highlighted and indeed where I live. You have in fact created a drop off area in Falcon Road outside my home where many children who walk to school, cross this road to get to the school, which is less than 50 meters away. Parents will drop off in this street, double park as before and create the same danger as before but simply moved 50 meters away. Many children residing in the area and</p>	<p>Total:3 Resident:1 Falcon Road</p>	<p>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.</p>

	<p>children whose parents responsibly park in Waitrose (as the school and Waitrose suggest) use this route (i.e. walk down my section of Falcon Road) as it is the quickest way to walk to the school. This section of Falcon Road would need to be included in your highlighted section to prevent this. Indeed to avoid vehicles entering the area Falcon Road West and the whole of Falcon Road and Avenue would also need to be included.</p> <p>From a safety perspective, the streets in my area already have what seems to be a well-regarded 20 mile per hour limit as well as traffic calming that seems to be very effective above 15 miles per hour. Morningside Road is already so congested that speeds at these hours rarely go above 10 miles per hour. From a school access perspective, I further understand that the St Peter's parents have some kind of arrangement with Waitrose that allows parking for them within easy walking distance of the school. This particular parking privilege does not extend to residents in the immediate area</p>	<p>Resident:2 Falcon Avenue</p>	<p>To extend the scheme to include all these streets up to their junctions with Morningside Road would have caused serious problems for, visitors and deliveries to local businesses, such as Waitrose, Kwikfit and the Royal Mail depot.</p>
<p>Support for the scheme</p>	<p>In November's notice it is reported that 72% of parents and residents of the St Peter's scheme support the proposal. Please provide information about how this data was gathered and what percentage of parents and what percentage of residents participated. It would also be useful to know separately what the support and non-support residents and parents offered, respectively.</p>	<p>Total: 1 Resident:1 Falcon Avenue</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 (72% for St Peter's). Parents and local residents were informed that this informal consultation was being undertaken through the school, community council, neighbourhood partnerships and public exhibitions. The information gathered did not differentiate between</p>

			support/ non support of different groups of respondents.
Investment in encouraging walking & cycling	I think that rather than endorsing the culture that it is acceptable for cars to arrive to drop off and pick up children daily from school, perhaps more investment should be made in encouraging children to walk or cycle to school?	Total:1 Resident:1 Falcon Avenue	The schools in the Phase 2 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. During the autumn 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.
Operating hours	Why do you need restrictions up to 3.45 when the school day ends at 3.10? If I am out I try to avoid arriving back home around school closing time for obvious reasons. Under your proposals I would be expected to wait 35 minutes after school closing time. This is unnecessary.	Total:1 Resident:1 Falcon Road	The afternoon end times from Monday to Thursday cover the nursery exit time at 3.30
Comments – St Peter's	I am a resident in Falcon Road and am amazed that there has not yet been a serious road traffic accident. The problem is caused by parents stopping on the double yellow lines on the corners, forcing traffic on to the wrong side of the road where it is impossible to see oncoming vehicles. They frequently double park in Falcon Road and Falcon Gardens and this causes serious hazards for moving traffic. It is also well nigh impossible to park in the street until the school run is finished. I can't wait for this order to come into force! Why on earth can you not just ban the parents from dropping their children off by car? Children should be going to schools near enough for them to walk or take public transport. The problem is entirely at the feet of the parents and local residents should not be made to pay for their selfishness.	Total:4 Resident:1 Falcon Road Resident:3 Falcon Avenue	

	<p>I think that this will lead to increased congestion on a section of Falcon Avenue that is already under severe pressure by traffic driving along the road to access the Waitrose car park. There are also a number of Waitrose lorries which arrive and queue in this section of Falcon Avenue from 8am each morning. Forcing all the school traffic down Falcon Avenue at the same time will cause significant blockage of the road and add to the danger, rather than lessening it</p> <p>I think the proposal to restrict Falcon Gardens up to Newbattle Terrace is flawed as it will prevent access and exit to Morningside Road from that direction and channel even more traffic along Falcon Avenue and Falcon Road West</p> <p>Also, the 20 mph speed limit along Falcon Avenue is rarely adhered to and cars often travel much faster than this. I believe this is the more fundamental problem that needs to be addressed to improve road safety. Should more not be done to enforce the 20 mile an hour speed limit, which would increase the safety of all, children and residents alike?</p> <p>I think the Council encourages cycling as a way to reduce the carbon footprint. And I'm actually much, much more concerned about the state of our roads and potholes when it comes to children's' safety on their way to school. I think it would make much more sense to spend the money on improving cycle tracks and attending to potholes on a regular basis. How many children have been injured or killed cycling to school because of poor road maintenance. I really would like to know the exact statistics for the last 5 years and compare this to how many children have been injured right outside school because of parents' cars moving around.</p> <p>We have a 20mph zone on the streets surrounding St Peter's School. I think that works quite well. You could reduce it to 10mph at key times with flashing lights to improve on this. And why do I never see lollipop folks in yellow coats helping the St Peter's children? I have lived here 17 years and have never seen one. ?. When I think about it, this is quite alarming. I see them everywhere else in Edinburgh. Even outside non-Council run schools. Have you thought about the effect that closing the scheme streets will have on Waitrose's business, i.e., traffic coming from the East? Also, residents at my end of the street travelling east will have to exit from the W end of Falcon Avenue, go N then E again. This is highly, highly dangerous and further</p>		<p>From 2010-14, there have been 72 serious casualties between the ages of 5-16, including 2 cyclists (males aged 16 & 12); neither of the collisions were at a time which equated to a school journey. 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.</p> <p>It is the perceived danger from traffic that prevents parents from walking or cycling with their children and which this scheme looks to mitigate.</p> <p>20mph is the lowest legal limit possible on Scotland's roads, so cannot reduce it to 10mph.</p> <p>School Crossing Guides are provided at locations where there is high traffic flow</p>
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	clogs up an already clogged Morningside Rd.		and number of children walking to school; they are not provided for specific schools and many will serve a number of schools in particular vicinity. Access will still be maintained for customers and deliveries as these entrances are located on roads outwith the scheme. Providing residents of all four streets in the Falcons with residents' permits will allow them to exit the area in the same way they do now.
Comments - Clermiston	<p>I would be in full favour of the proposal for street closure at said times. We have been blocked in many times with cars parking too close also unable to get a parking space if we arrive home when the school is coming out and as my husband is disabled this is a great inconvenience to us.</p> <p>Whilst I fully support any scheme aimed at making the streets safer for children attending the school I can't help but wonder why it is that the busier entrance to the school situated on Parkgrove Street appears to have no restrictions in place.</p> <p>Parkgrove Street has two-way access to and from the busy Queensferry Road and is already used as a short-cut when traffic is busy on the Queensferry Road, also with two Dental surgery businesses at the entrance to the street, there is already a high volume of parked vehicles, it is also noted by residents that many commuters park in Parkgrove Street prior to completing their journeys onto their place of work.</p> <p>In addition this two-way street is the main thoroughfare used by parents to convey their children to and from Clermiston Primary School, indeed almost all of the issues related to vehicles stopping close to the school gates occur not on the one-way street of Parkgrove Place, but on the two way Parkgrove Street.</p>	<p>Total: 2 Resident:1 address not supplied</p> <p>Resident:1 Parkgrove Street</p>	The main problem with extending the proposal to include Parkgrove Street is that it provides one of the few links in and out on to Queensferry Road.
Comment- Towerbank	<p>I am writing in support of the Towerbank Primary School Streets Proposal, traffic order ETRO/15/45.</p> <p>As a local resident and parent of a child attending the school, I see daily the</p>	<p>Total: 1 Resident:1 Bath Place</p>	

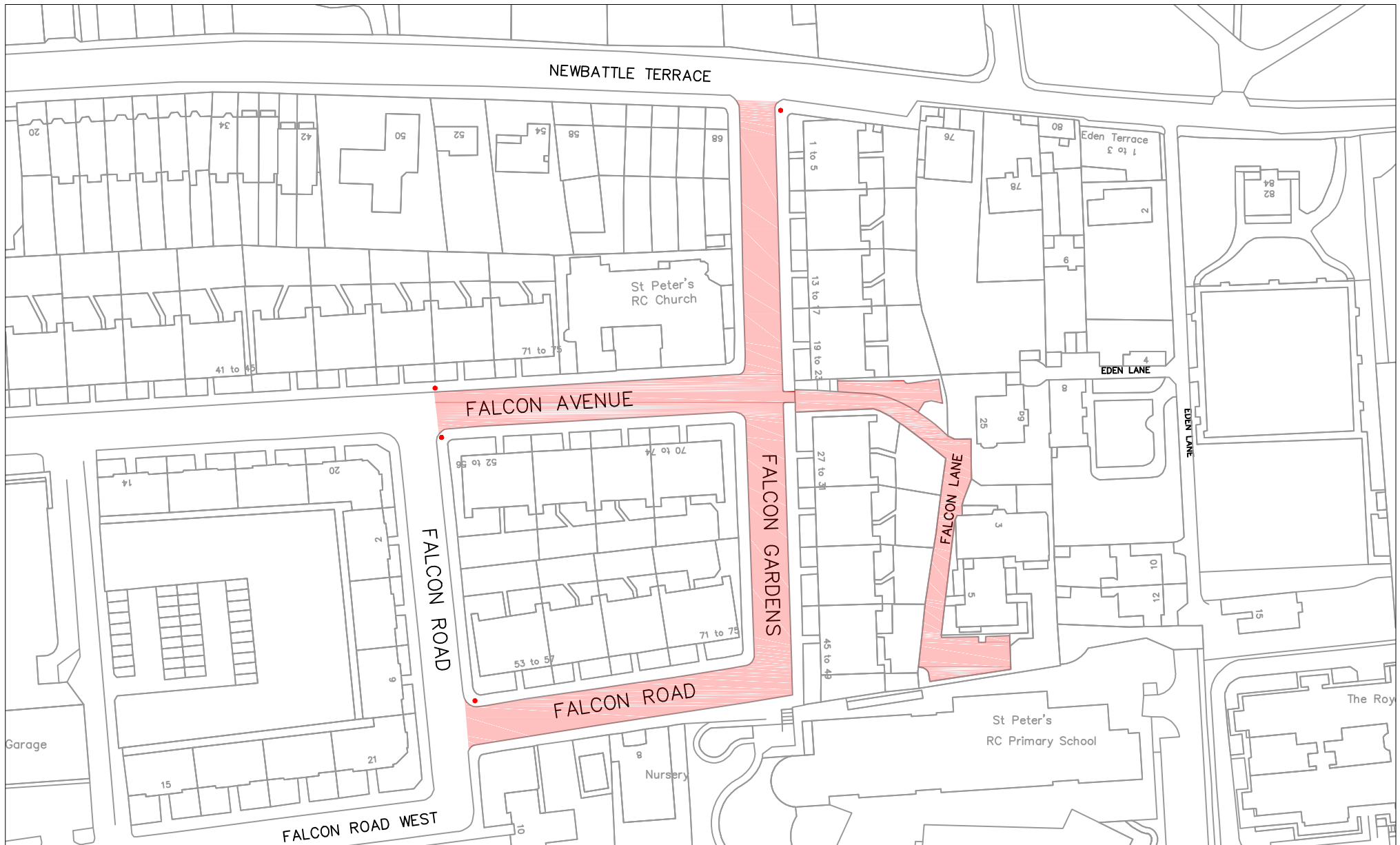
	<p>issues which are caused by cars driving on the narrow and congested roads directly the surrounding the school building during the busiest times of the day at drop-off and pick-up. I have witnessed countless near-misses often involving very young children. As the majority of families in the area walk, cycle or scooter to school, it would greatly improve the experience of the community for the few streets around the school to be traffic-free at these times of day. There is ample parking provision at the Portobello Gymnastics and Soft Play Centre from which it is only a few minutes walk to the school.</p> <p>I would also like to bring to your attention that the volume of traffic and road safety for children around Towerbank Primary School is also a significant issue on Saturday mornings, when the Portobello Music School is held in the building. This is a particular problem on Figgate Bank where cars are parked all along both sides of the road, obstructing the pavement outside the Nursery building and the back of the school.</p>		
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**Appendix 2: School Streets Formal Consultation
Responses by school**

School	Support	Objection	Comment	Total
St Peter's RC	2	3	6	
Clermiston	1	1	3	
Towerbank	1		1	
Total	4	4	10	

Responses by street

Street	Support	Objection	Comment	Total
Parkgrove Place			1	
Parkgrove Street		1	2	
Falcon Avenue		1	4	
Falcon Road	2	2		
Falcon Gardens			1	
New Tower Place			1	
Bath Place	1			
No address	1		1	
Total	4	4	10	



• Sign Location



Roads within scheme.



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Waverley Court, 4 East Market St
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Tel. No. 0131 - 200 2000

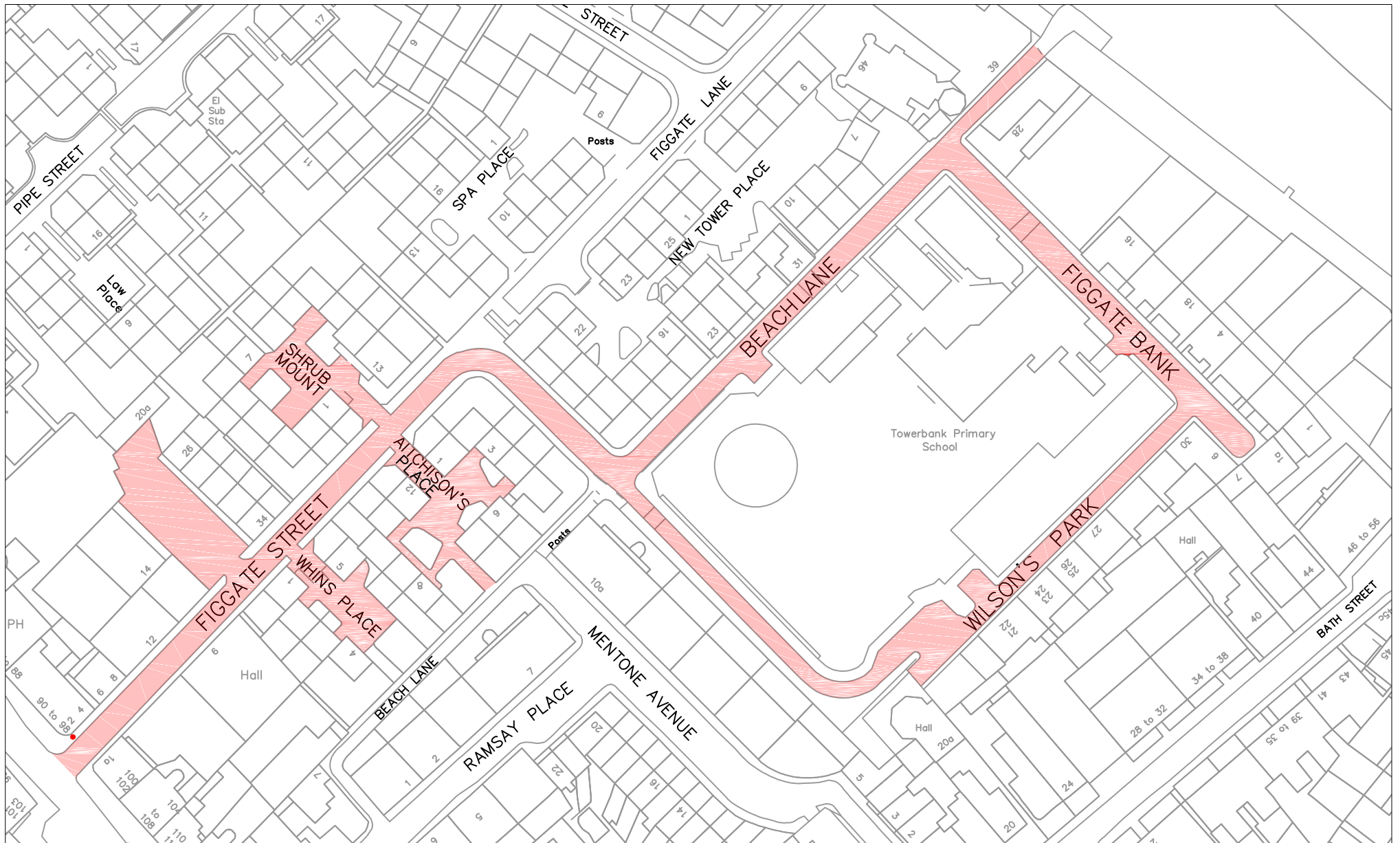
TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

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

Date: Oct 14
Scale: NTS

Drawn by: IP
Checked by:

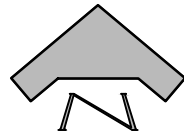
DRG NO. RS/SCHOOL-STREETS/PHASE2/2



• Sign Location



Roads within scheme.



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TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

**Towerbank Primary
School Streets**

Date: Oct 14
Scale: NTS

Drawn by: IP
Checked by:

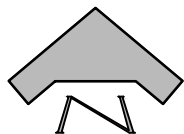
DRG NO. RS/SCHOOL-STREETS/PHASE 2/1



• Sign Location



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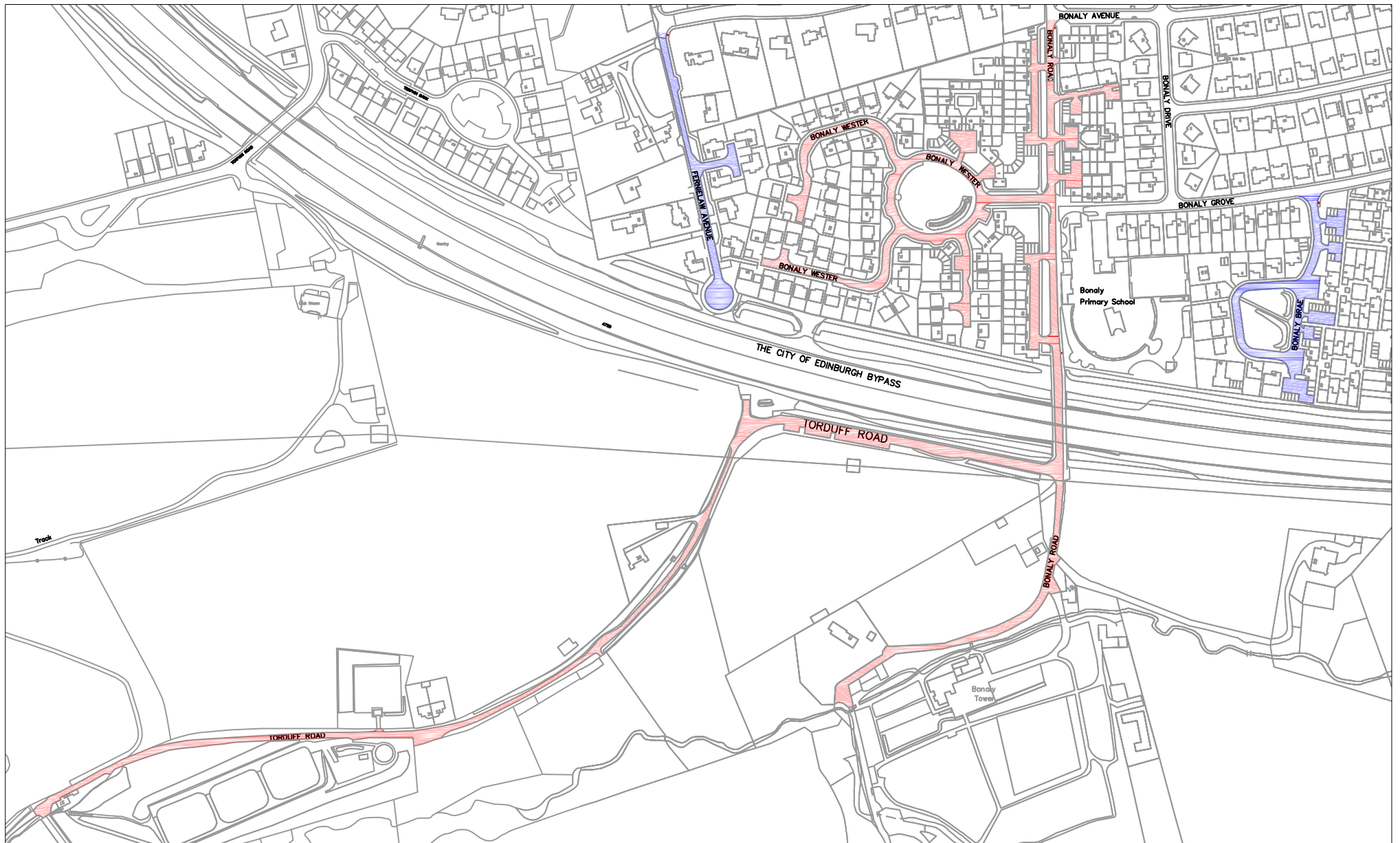
TRANSPORT
POLICY AND PLANNING
ROAD SAFETY

**Clermiston Primary
School Streets**

Date: Oct 14
Scale: NTS

Drawn by: IP
Checked by:

DRG NO. RS/SCHOOL-STREETS/PHASE2/3



- Sign Location
- Roads within scheme.
- Roads added to scheme following consultation.



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**TRANSPORT
POLICY AND PLANNING
ROAD SAFETY**

Bonaly Primary School Streets

Date: Oct 14
Scale: NTS

Drawn by: IP
Checked by:

DRG NO. RS/SCHOOL-STREETS/PHASE2/4