

# Transport and Environment Committee

10am, Tuesday, 30 August 2016

## School Streets pilot project evaluation

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

### Executive Summary

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This report provides an evaluation of the School Streets pilot project (pilot) which aims to reduce the amount of traffic on streets outside or around primary school entrances for periods at the beginning and end of the school day, thus creating more attractive conditions for children to walk and/or cycle to and from school.

The pilot covered nine primary schools and required an Experimental Traffic Regulation Order (ETRO) at each school to facilitate the legal restriction of motor vehicles (with some exemptions) on relevant streets. Drivers were made aware of the restrictions at each location through the installation of large signs at all entry points which flash during school-specific operating periods.

### Links

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<b>Coalition Pledges</b>	<a href="#">P32</a>
<b>Council Priorities</b>	<a href="#">CO5</a> , <a href="#">CO22</a>
<b>Single Outcome Agreement</b>	<a href="#">SO4</a>

The evaluation examines changes to vehicle speeds and volumes, the numbers of children walking and cycling to school, and perceptions of local residents, parents, and other key stakeholders. The evaluation also fulfils a commitment within the Local Transport Strategy, approved by the Transport and Environment Committee on 3 June 2014, to trial school streets at up to five schools.

Benefits evidenced through the pilot are lower vehicle speeds on School Streets and peripheral streets surveyed and an overall reduction in net vehicle volumes on the streets surrounding the pilot schools during restriction times. Parent and resident perceptions towards the scheme improved, according to the findings of the 'before' and 'after' surveys, especially with regards to feelings of safety, motorist compliance, problem displacement (vehicles) and inconvenience and difficulties associated with the restrictions. The evaluation also indicates that the number of children walking to/from school has increased, whilst those being driven has fallen.

Updated selection criteria are presented, and subject to Committee approval, School Streets will be formally embedded within the suite of School Travel Plan options available to schools. By having a range of travel plan options available to schools, this helps the local school community to tailor the most appropriate solution towards helping reduce congestion and its associated risks outside of schools, whilst creating environments more conducive to encouraging travel to school by foot and by bike. What has been made clear through the pilot, however, is that part-time restrictions to motor vehicles are not appropriate for many school locations, due to their inherent road layouts.

## School Streets pilot project evaluation

### 1. Recommendations

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- 1.1 It is recommended that the Committee:
- 1.1.1 notes the positive progress made under the pilot;
  - 1.1.2 gives its approval to commence the statutory process to make permanent the Experimental Traffic Orders for the (nine) pilot project schools;
  - 1.1.3 delegates authority to the Executive Director of Place, in consultation with the Convener and Vice Convener of the Transport and Environment Committee, to consider and determine objections received as part of this statutory process; and
  - 1.1.4 approves the updated School Streets selection criteria for considering school applications in the future.

### 2. Background

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- 2.1 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. Various update reports have been approved by Committee since (see 'Background reading' - section 10), including the removal of Buckstone and Bonaly Primary Schools from the process, leaving nine schools constituting the pilot:
- phase one: Abbeyhill, Colinton, Cramond, Duddingston, Sciennes, and St John's (implemented during September and October 2015); and
  - phase two: Clermiston, St Peter's, and Towerbank (March 2016).
- 2.2 The aim of the pilot was to see reductions in the number of children being dropped off/picked up outside school by private car, and to increase the level of walking and cycling to school. On the understanding that some parents would continue to drop off/pick up their children by private car, another objective of the project was for this to occur across a more dispersed area, rather than directly outside of the school gate(s).
- 2.3 This report provides an evaluation of the School Streets pilot project, encompassing vehicle speeds, vehicle volumes, air quality, parent and resident perceptions and stakeholder representations received, notably from Police Scotland.

### 3. Main report

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- 3.1 In recent years, the Council has been working with schools to ensure that each has a School Travel Plan to encourage and facilitate safe and sustainable travel to school. The School Streets concept builds on the School Travel Plan initiatives of ParkSmart and Park and Stride in discouraging motorists from parking outside of school entrances. School Streets goes one step further by restricting motor vehicles from streets outside or around school entrances.
- 3.2 This approach proved favourable through the Local Transport Strategy public and stakeholder consultation (approved by the Transport and Environment Committee on 3 June 2014), which identified that almost 60% of respondents supported the option to introduce School Streets. As a result, the Council invited schools and parent councils to apply to be considered as part of the pilot, and determined specific schools using criteria described under 'Background Reading'.
- 3.3 To aid implementation the pilot was achieved in two phases: phase one comprised six schools and phase two, three schools. An Experimental Traffic Regulation Order (ETRO) was advertised and progressed for each school, to enable the legal restriction of motor vehicles on relevant streets. Drivers were made aware of the restrictions at each location through the installation of large signs at all entry points which flash during school-specific operating periods. The Council, however, has no powers to enforce School Streets; this is undertaken by the Police.
- 3.4 As part of the Order, exemptions for specific vehicle types were included, for example, doctors and utility companies. Residents with vehicles registered at an address within the School Streets closure were also exempt from any restrictions, so long as they applied for a permit through the Council. A total of 563 permits were issued across the nine pilot school areas.
- 3.5 The ETRO for each school lasts a period of 18 months. Phase one ETROs lapse on 15 March 2017, while phase two ETROs lapse on 13 September 2017. After these times, the individual schemes would no longer be backed by a legal order, and would be unenforceable. Due to this the signs would have to be removed, bringing to an end the various School Streets schemes.
- 3.6 The aim of the evaluation is to determine the success or otherwise achieved through the pilot, and to inform a decision on whether to progress a permanent Traffic Regulation Order (TRO) at each location. The TRO process usually takes about six months, thus the rationale for reporting to Committee by September 2016 - six months prior to most of the ETROs lapsing. Delegating power to the Executive Director of Place, in consultation with the Convener and Vice Convener of the Transport and Environment Committee, to consider and determine any objections, significantly increases the likelihood of being able to complete the statutory process to make the schemes permanent prior to the expiry of the ETROs.

## Evaluation

- 3.7 In order to evaluate the scheme, a number of 'before' and 'after' surveys were undertaken, encompassing:
- Vehicle speeds and volumes: results and descriptions for each school are presented under Appendices 1 and 2 (note: surveys carried out for all schools except St Peter's - no 'after' data ascertained due to the unexpected school building closure from March until late May 2016). Air quality calculations are also provided in Appendix 3.
  - Perceptions (detailed in Appendix 4): via a fixed sample of residents living on both school streets and peripheral streets, and a non-fixed sample of parents, which resulted in a far greater number of 'after' responses (539 compared to 47 'before'), aligned to increased awareness amongst parents as the project was implemented and the communications plan (to increase awareness) enacted.
  - School travel: the annual September Sustrans Hands Up surveys asking pupils 'How do you normally travel to school?' offers 'before' but not 'after' (September 2016) data due to evaluation timings, therefore the Living Streets' interactive Travel Tracker (pupils record their travel mode on the class Smartboard on an ad-hoc basis) data for June 2015 and June 2016 was used instead.
- 3.8 In addition to these surveys, the views of wider stakeholders were sought 'before' and 'after' the launch of the pilot, with representations from the following stakeholders received:
- Police Scotland, Road Haulage Association, Primary Schools (Head Teachers and Business Managers), Parent Councils, Royal Hospital for Sick Children, Community Councils, and Neighbourhood Partnerships.
- 3.9 Issues and suggestions were also provided through initial engagement exercises, and follow-on statutory consultation exercises, as well as via service requests and correspondence received from residents and the school community. The main themes to emerge through stakeholder feedback were (in priority order):
- road restrictions will not be/are not obeyed unless the police are present: 223;
  - the problem will move/has moved elsewhere: 142;
  - School Streets perceived as beneficial: 129;
  - School Streets perceived as an inconvenience: 65;
  - the signage is not clear: 48;
  - School Streets has made no difference: 35;
  - School Streets has helped local residents park more easily: 15; and
  - School Streets is causing conflict between parents: 6.

3.10 The three main issues established through consultation were concerns related to motorist non-compliance, displacement of the problem(s) to other streets, and inconvenience and difficulties associated with the restrictions. The following section of the report thus explores, by means of information ascertained through the vehicle speed and volume surveys, parent/resident perception surveys and Police Scotland feedback, whether these perceived issues were realised during the pilot.

### **Motorist compliance**

- 3.11 In terms of compliance with the road restrictions during operating times, parents and residents were both asked if motorists will ('before' survey) or have ('after' survey) complied with the street restrictions. Parents who agreed with this increased from 43% to 54%, and those who disagreed decreased from 32% to 29%, thus parent perceptions became slightly more positive from 'before' to 'after' in terms of motorist compliance.
- 3.12 School Streets residents' perceptions of motorist compliance were more positive, seeing agreement levels increase from 44% to 64% and disagreement levels decrease from 17% to 12%. Peripheral resident agreement levels increased from 36% to 59%, though those who disagreed also increased from 20% to 25%.
- 3.13 In all cases, perceptions of motorist compliance improved from 'before' to 'after', seeing notable increases in agreement levels for both school street and peripheral street residents. Almost one-third of parents and one-quarter of peripheral residents, however, still perceive non-compliance as an issue.
- 3.14 Based on representations received throughout the pilot monitoring period, occasional requests for Police presence were made at certain locations experiencing non-compliance. Police Scotland issued nine conditional offers and numerous warnings to motorists (not officially recorded), and whilst the Police are aware of non-compliance, insufficient resources are cited as to why they cannot be regularly present in the vicinity of schools.
- 3.15 Police Scotland, via Edinburgh's Traffic Management Liaison Officer and inspectors and community officers from local areas where the pilot was trialled, suggested the following issues/opportunities to help make for a more successful School Streets approach, in terms of motorist compliance:
- road layouts: school streets should be those with little or no through road access, and no large developments situated off the school street, as these can generate a high volume of vehicle exemptions (enforcement challenges);
  - enforcement difficulties: Abbeyhill required numerous exemptions for carers accessing the local supported shelter housing complex, while the Sciennes school street (Sciennes Road) serves as both a through road, and is the location of the Royal Hospital for Sick Children (exemptions required for some staff);

- position of enforcement signs: not clearly visible to motorists [Abbeyhill, Sciennes and Colinton], meaning motorists may find themselves in a scheme and not be aware of it until it is too late; and
- motorists entering an area before restriction times: little to inform motorists should they inadvertently move off within the restricted time period. If the scheme becomes permanent, consideration should be given to surface markings/other signs within the restricted streets to inform motorists.

### **Displacement of vehicle problems to other streets**

- 3.16 Concerns associated with motor vehicle displacement centre on a perceived ripple effect of vehicle speeds and volumes and parking issues to peripheral streets, as a result of restrictions to vehicles on school streets.
- 3.17 The average speed reduction across all School Streets (restricted streets) surveyed was 1.2mph, whilst 1.2mph was also the average reduction seen across all surrounding streets. The pilot resulted in a drop in average speeds around all schools except Abbeyhill (increases on surrounding streets). Average speeds also fall well within the speed limits for all streets surveyed, except for Gamekeepers Road, Mountcastle Drive North and Duddingston Road (note the data issue with the latter two locations, as described in Appendix 2). Motorists, therefore, are shown to comply with speed limits on the vast majority of surrounding streets.
- 3.18 The overall net difference in volume across all streets surveyed was 2,259 fewer vehicles, with vehicle numbers reducing by 3,179 over the recording period on school streets, whilst vehicle numbers on surrounding streets increased by 920 over the same period (Mountcastle Drive North and Duddingston Road data excluded from the analysis - data issue - as described in Appendix 2). The increases seen on surrounding streets are notably less than the reductions seen on school streets, thus the net effect is fewer vehicles on streets around schools after the initiative, than before.
- 3.19 Vehicle volume data also enabled an analysis of air quality, specifically NOX levels (Nitrogen Oxides - an indicator for Nitrogen Dioxide, an irritant gas produced in areas of motor traffic) to be undertaken. Across all streets (excluding Mountcastle Drive North and Duddingston Road results - data issue) NOX levels reduced by 1631 g/km (grams per kilometre). The data shown in Appendix 3 suggests that the pilot has helped reduce irritant gas levels on streets surrounding schools.
- 3.20 As well as survey results, Police Scotland also highlighted the following issues associated with vehicle displacement:
- increased road safety risk at Cramond: due to the local road layout children are being escorted over a much busier road (Whitehouse Road - where parents park on both sides) compared to before the scheme; and
  - knock-on effect: new complaints from areas where school parents' car parking has been displaced to.

### **Inconvenience and difficulties associated with the restrictions**

- 3.21 When asking both parents and residents if they believe their day-to-day life will be ('before' survey) or has been ('after' survey) made more difficult by vehicle restrictions, the percentage of parents who agreed fell from 36% to 18%, while those disagreeing with this notion rose from 41% to 61%.
- 3.22 Residents of school streets who agreed fell from 25% to 18%, while those who disagreed increased from 42% to 56%. Agreement levels with this statement for residents living on peripheral streets showed an increase, from 28% to 34%, however, disagreement levels almost doubled from 20% to 38%.
- 3.23 Significantly, the number of parents who perceived School Streets as a difficulty halved to less than two in ten, while fewer than two in ten of school street residents also perceive the initiative as a difficulty. It is notable, however, that over one-third of residents on peripheral streets perceive that their daily life has been made more difficult by the initiative.
- 3.24 Conversely, the number who disagreed with this notion increased notably following the launch of the initiative, with almost two-thirds of parents, over half of School Streets residents, and over one-third of surrounding street residents not viewing the initiative as a difficulty. For surrounding street residents, there is now an approximately equal split between those that now agree and disagree, whereas 'before' more responses suggested people would find it more difficult.

### **Other benefits**

- 3.25 A key aspect of the pilot was to determine if there were increases to levels of children walking and cycling to/from school and reductions in those being driven to/from school. The school travel recording method (Travel Tracker) undertaken in class resulted in variability across the schools in terms of quantity of pupils recording their travel patterns, and frequency of reporting in schools. Due to this there is missing 'before' or 'after' data from three of the schools (Clermiston, Towerbank, and St Peter's). School travel changes, averaged for the remaining six schools (detailed in Appendix 5), showed that from June 2015 to June 2016 the following mode change percentages were seen:
- Walking increased by 3%.
  - Cycling reduced by 1%.
  - Park and Stride increased by 2%.
  - Driven to/from school reduced by 6%.
- 3.26 There are concerns with data consistency and quality with this method, however, this offers a sense that the project has seen increased levels of walking and reduced levels of driving, though cycling levels also appear to have fallen.



- 3.27 The main benefit of the pilot, as identified by both residents and parents through the 'before' surveys, was improved safety of children travelling to/from school, which was identified by 74% of residents and 72% of parents. In the 'after' surveys these both reduced to 50% and 65% respectively. This suggests that the percentage of both parents and residents who view improved safety for children as a benefit, fell from the 'before' to 'after' period - a notable 24% fall for parents. Perceptions are therefore less positive as far as child safety is concerned.
- 3.28 Both parents and residents were then asked explicitly about their feelings of safety on streets around the schools during restriction periods. 66% of parents agreed (22% strongly agreed) that the streets with vehicle restrictions feel safer during operating times, whilst 16% disagreed (5% strongly disagreed). The remainder did not know or had no view either way.
- 3.29 61% of School Streets residents agreed (26% strongly agreed) that the streets with vehicle restrictions feel safer during operating times, whilst 13% disagreed (7% strongly disagreed). For residents on peripheral streets, 48% of residents agreed (13% strongly agreed) and 12% disagreed (8% strongly disagreed).
- 3.30 These results identify that approximately two-thirds of both parents and School Streets residents perceive safety benefits as a result of the pilot. On peripheral streets, however, just under a half of residents perceive safety benefits through the pilot. In all cases, approximately 15% of respondents disagreed that the pilot has made the streets safer. The net effect therefore is improved perceptions of safety, especially on School Streets.

### **Lessons Learned**

- 3.31 Experience gained through the pilot identified two key determining factors:
- School Streets which act as a through road are more challenging and resource intensive to enact and enforce; and
  - there needs to be strong ongoing commitment from the school and school community.
- 3.32 As a result of the pilot and associated feedback, it is recommended that the following criteria are used going forward to determine whether a school can be considered for School Streets, as one option from the wider School Travel Plan suite of options available. The selection criteria (previously approved by Committee - see 'Background Reading'), and amendments or additions established through the experience of the pilot, are detailed below:
- proven positive support from school staff, parents and parent councils;
  - current commitment to promoting walking and cycling activities;
  - new criteria: schools are willing to formally sign a written commitment to ensure that they will pro-actively promote the scheme to parents, regularly ascertain pupil travel data, and facilitate the gathering of views from parents/the school community;

- the school's location on the road network;
- the school entrance should not be on a bus route;
- amendment: current criterion - good infrastructure provision (ie surrounding streets can accommodate displaced traffic movements), amended to, good infrastructure provision: peripheral streets can accommodate displaced traffic movements, and contain appropriate parking capacity;
- the availability of suitable 'Park and Stride' locations;
- new criteria: peripheral streets can safely enable new 'Park and 'Stride' movements via appropriate footways and crossing points;
- high levels of car use to school;
- high levels of congestion at school gates;
- new criteria: School Streets have little by the way of alternative trip attractors (ie care home, doctors) that necessitate increased vehicle exemption permits; and
- new criteria: School Streets offer sufficient space and visibility options for positioning signs (entry, and potentially internal repeater signs).

## 4. Measures of success

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4.1 Success, as identified through previous reports submitted to Committee (see 'Background Reading', is measured through:

- a reduction in traffic congestion and speed around school gates, as measured through before and after traffic speed and volume surveys;
- an increase in walking and cycling and reduction in car trips; and
- parent and resident perception surveys, and feedback from the schools, the Police and other relevant stakeholders.

4.2 The pilot evaluation has therefore identified:

- a reduction in vehicle speeds on both School Streets and surrounding streets;
- a reduction in vehicles outside the school gates on School Streets;
- a net reduction in traffic volumes across School Streets and surrounding streets;
- air quality improvements with associated reductions in Nitrogen Oxides;
- an indication that walking to/from school has increased, and that car trips to/from school have reduced, though cycling saw a marginal reduction (1%);
- improved perceptions of safety associated with the restrictions;
- improved perceptions of motorist compliance, especially amongst residents;

- reductions in those who perceive the restrictions as a difficulty in their lives; and
- road layout and enforcement issues that have informed the updated selection criteria.

## **5. Financial impact**

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- 5.1 The pilot costs were met from the approved annual Road Safety capital and revenue budgets, with costs spread across the financial years 2015-16 and 2016-17 reflecting the extent of the project.
- 5.2 The cost of the pilot is in the order of £186,218, which includes the following key elements:
- £92,050: signage and surface markings;
  - £48,690: staff costs;
  - £3,960: parking permits
  - £21,650: vehicle surveys;
  - £6,916: school resources; and
  - £10,222: consultation and communications.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 The authorisation to promote an ETRO on 9 November 2015 initiated a formal statutory process. 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, and these lapse on 15 March 2017 for the six phase one schools, and 13 September 2017 for the three phase two schools.
- 6.2 The key risk therefore relates to the need to formalise the existing ETROs into a permanent Traffic Regulation Order in the timescale available before the ETROs lapse. This can be mitigated if Committee delegates power to the Executive Director of Place, in consultation with the Convener and Vice Convener of the Transport and Environment Committee, to consider and determine objections received as part of this statutory process. If Committee agrees to this, then the various schemes can continue seamlessly, without the School Streets restrictions having to cease until a permanent order comes into operation. Any lull in school street restrictions would jeopardise the successes seen in terms of changes in perceptions, and travel behaviours.

- 6.3 The other principal risks associated with this initiative are:
- lack of enforcement;
  - non-compliance by motorists; and
  - lack of ongoing commitment and buy-in from schools.
- 6.4 These risks continue to arise, but are mitigated on an ongoing basis through Police Scotland representation on the School Streets working group, ad-hoc on-street Police presence and through the Council's Road Safety and Active Travel Liaison Officers working with schools.

## **7. Equalities impact**

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the duration of the School Streets pilot, 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. Exemption permits were also made available for all School Streets residents with a motor vehicle registered at their address.

## **8. Sustainability impact**

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- 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.

## 9. Consultation and engagement

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- 9.1 For the various consultation elements of the pilot, in accordance with the applicable legislation, proposals were 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, for example, to Community Councils and the emergency services, as well as to the local ward Councillors. Details were also made available on the Council website. Letters providing information about the consultation were also delivered to residents.
- 9.2 The views of relevant school communities, Community Councils, Neighbourhood Partnerships and the Freight Haulage Association were also sought both 'before' and 'after' to identify key issues or areas for improvement.
- 9.3 The pilot was developed through active engagement with the relevant schools and parent councils, and the Police who were a constituent part of the project working group which also included Council representation from the Road Safety, Parking and Permits, Communications, and Traffic Regulation Orders sections.
- 9.4 Ongoing liaison was ensured with the schools and parent bodies through the work of the Council's Road Safety and Active Travel Liaison Officers who work directly with schools, and who were a key part of the project team.

## 10. Background reading/external references

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- 10.1 [School Streets Phase 2 - Consultation on Experimental Traffic Regulation Order](#) – Report to Transport and Environment Committee 12 January 2016
- 10.2 [School Streets Phase 1 Consultation on Experimental Traffic Regulation Order](#) – Report to Transport and Environment Committee 25 August 2015
- 10.3 [Delivering the Local Transport Strategy 2014-2019: School Streets Consultation](#) – Report to Transport and Environment Committee 2 June 2015
- 10.4 [Delivering the Local Transport Strategy 2014-2019: School Streets - Selection Process](#) - Report to Transport and Environment Committee 28 October 2014
- 10.5 [School Streets - Update on Project Development](#) - Report to Transport and Environment Committee 3 June 2014

10.6 The policy of implementing school street schemes across the city delivers on the following sustainable development policies: [Transport 2030 Vision](#), [Local Transport Strategy](#)

## Paul Lawrence

Executive Director of Place

Contact: Steven Murrell, Road Safety Project Officer

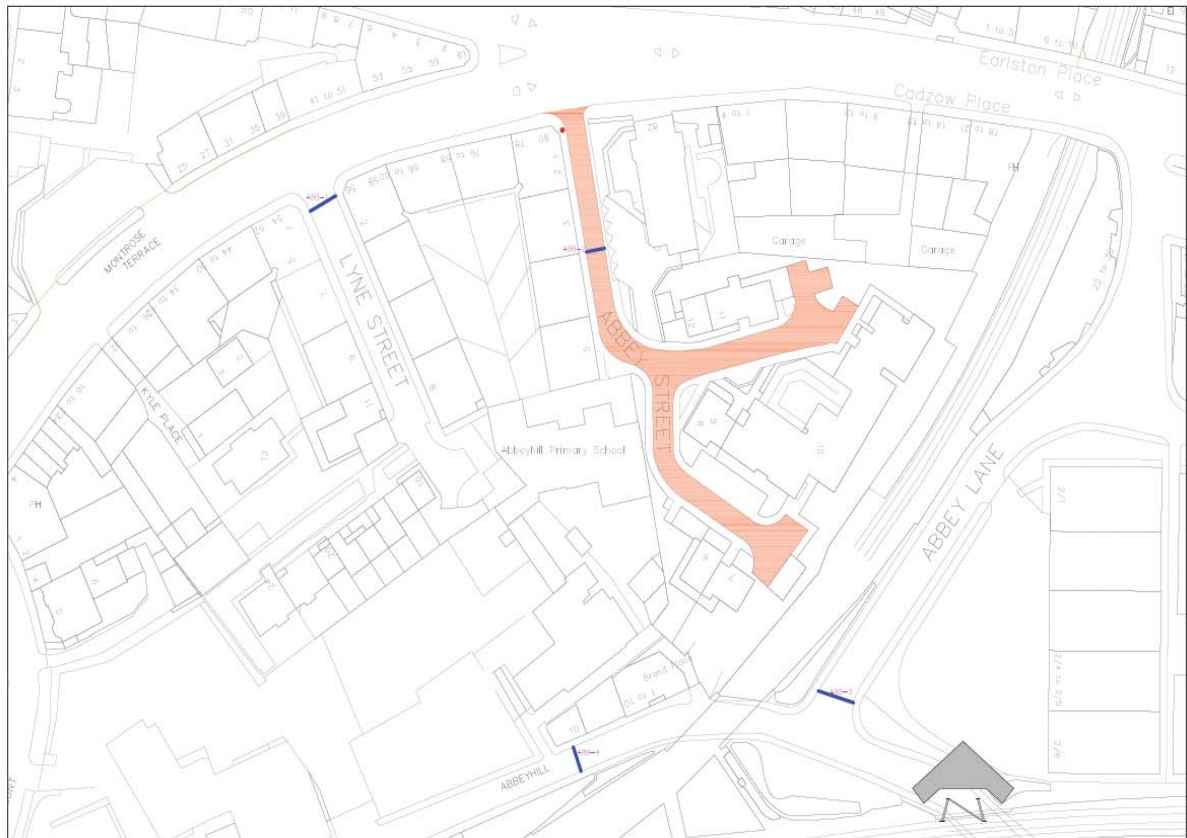
E-mail: [steven.murrell@edinburgh.gov.uk](mailto:steven.murrell@edinburgh.gov.uk) | Tel: 0131 469 3699

## 11. Links

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<b>Coalition Pledges</b>	P32 – Develop/strengthen local community links with the police
<b>Council Priorities</b>	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.
<b>Single Outcome Agreement</b>	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1 - Vehicle Survey Locations Appendix 2 - Vehicle Speeds and Volumes Appendix 3 - Air Quality Appendix 4 - Perceptions Appendix 5 - School Travel

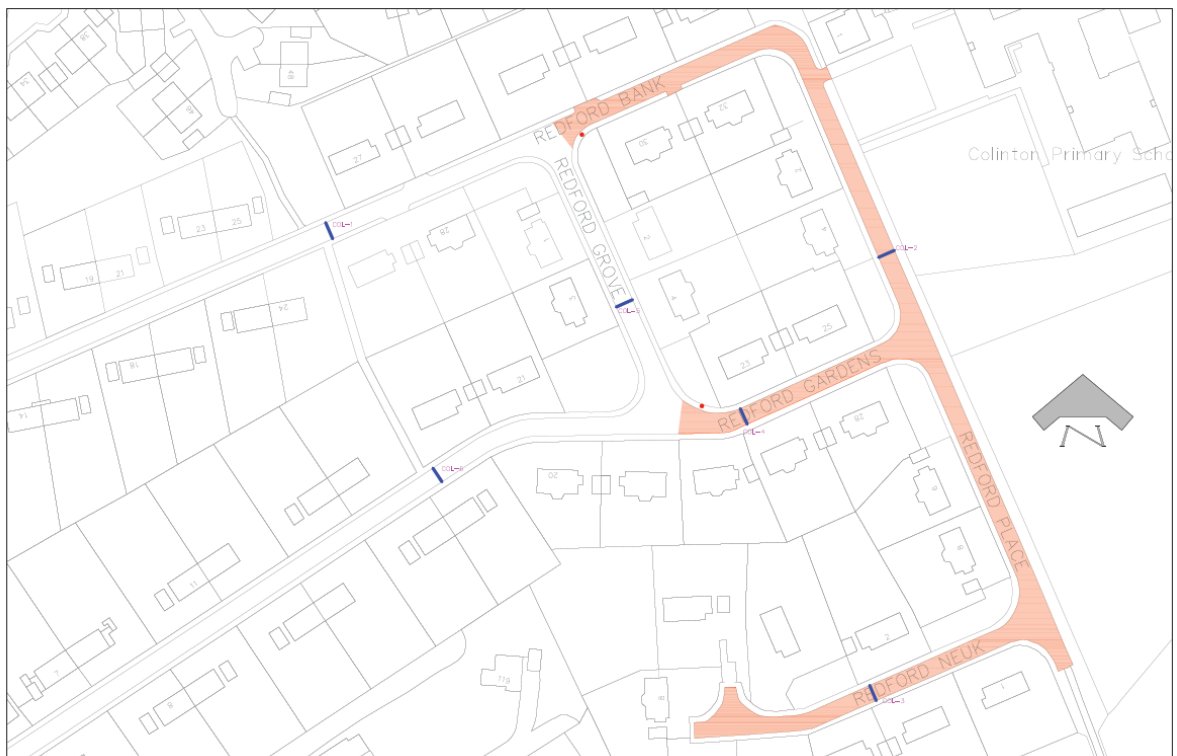
# Appendix 1 – Vehicle survey locations



- Roads within scheme.
- Speed Survey Location.

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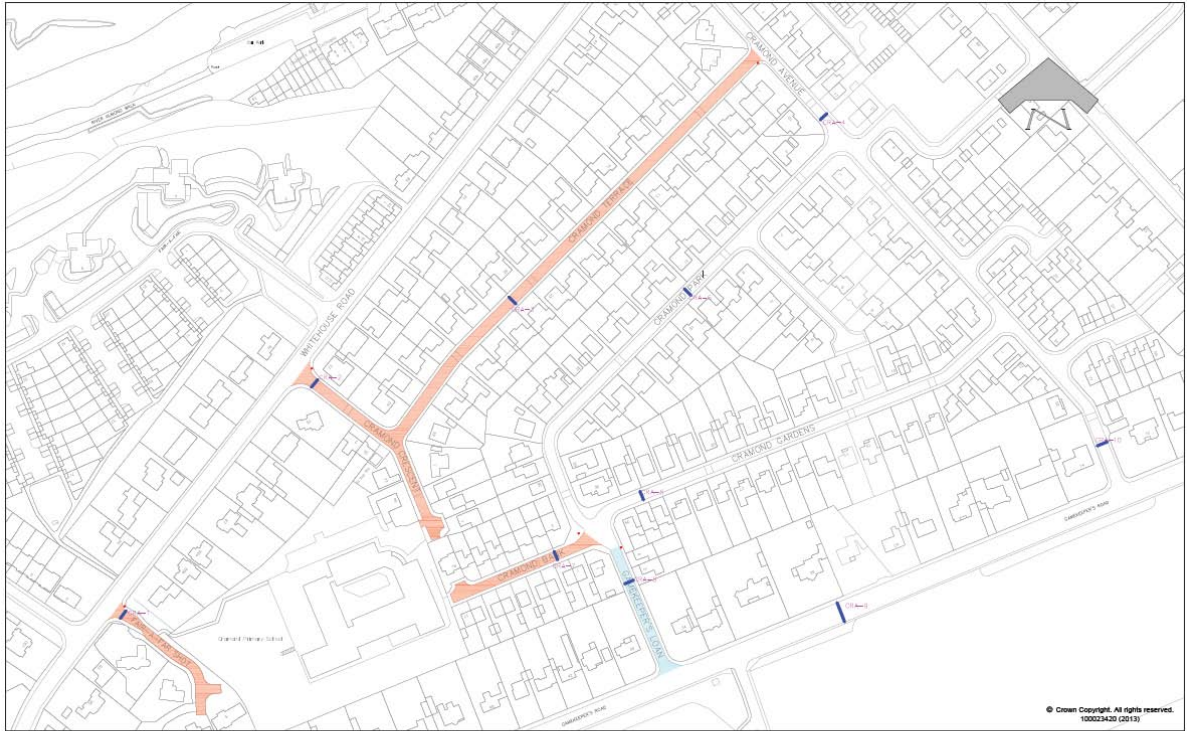
**Abbeyhill Primary  
School Streets**



- Roads within scheme.
- Speed Survey Location.

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**Colinton Primary  
School Streets**



- Sign Location
- Roads within scheme.
- Speed Survey Location.
- Roads added after consultation.

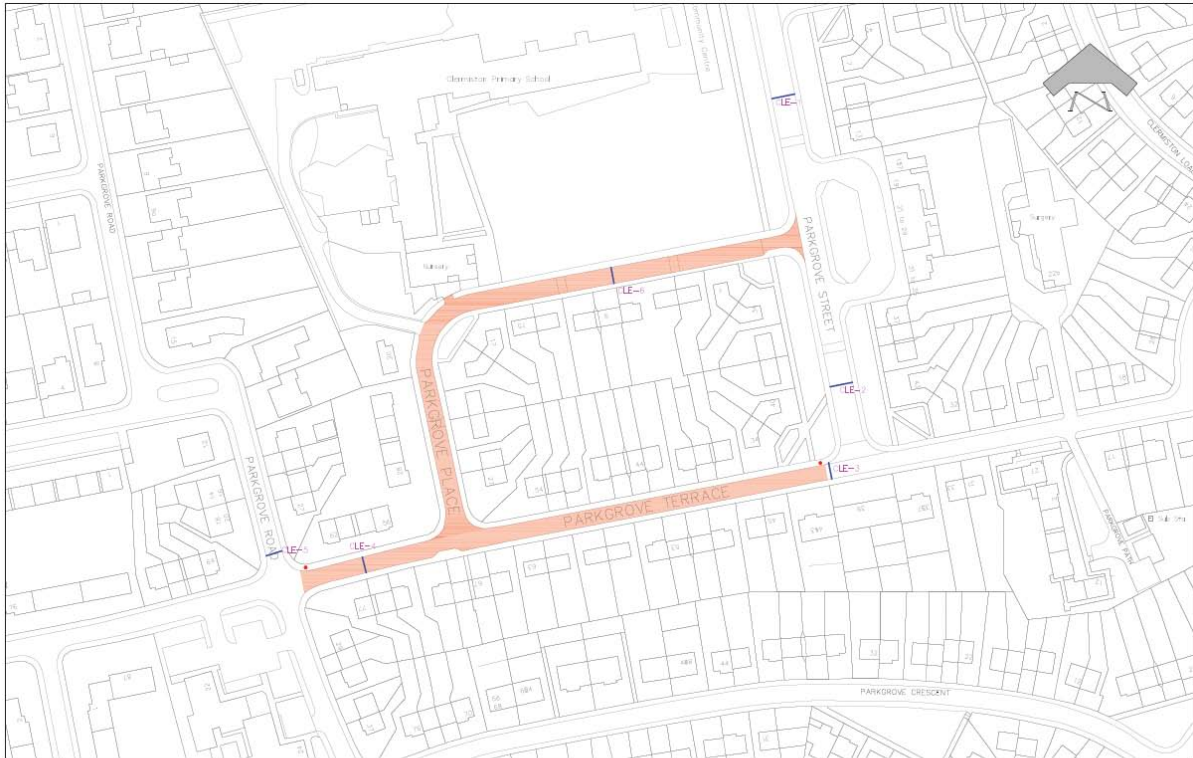
### Cramond Primary School Streets



- Roads within scheme.
- Speed Survey Location.

### Duddingston and St John RC Primary School Streets

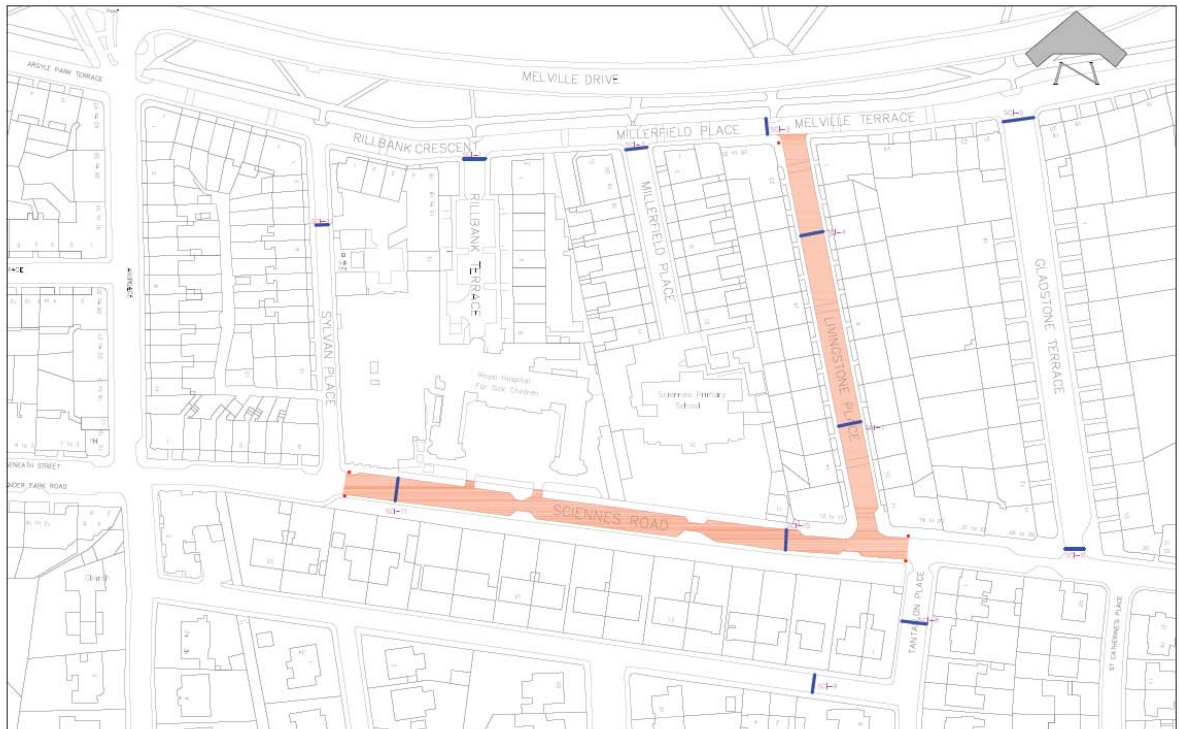




- Roads within scheme.
- Speed Survey Location

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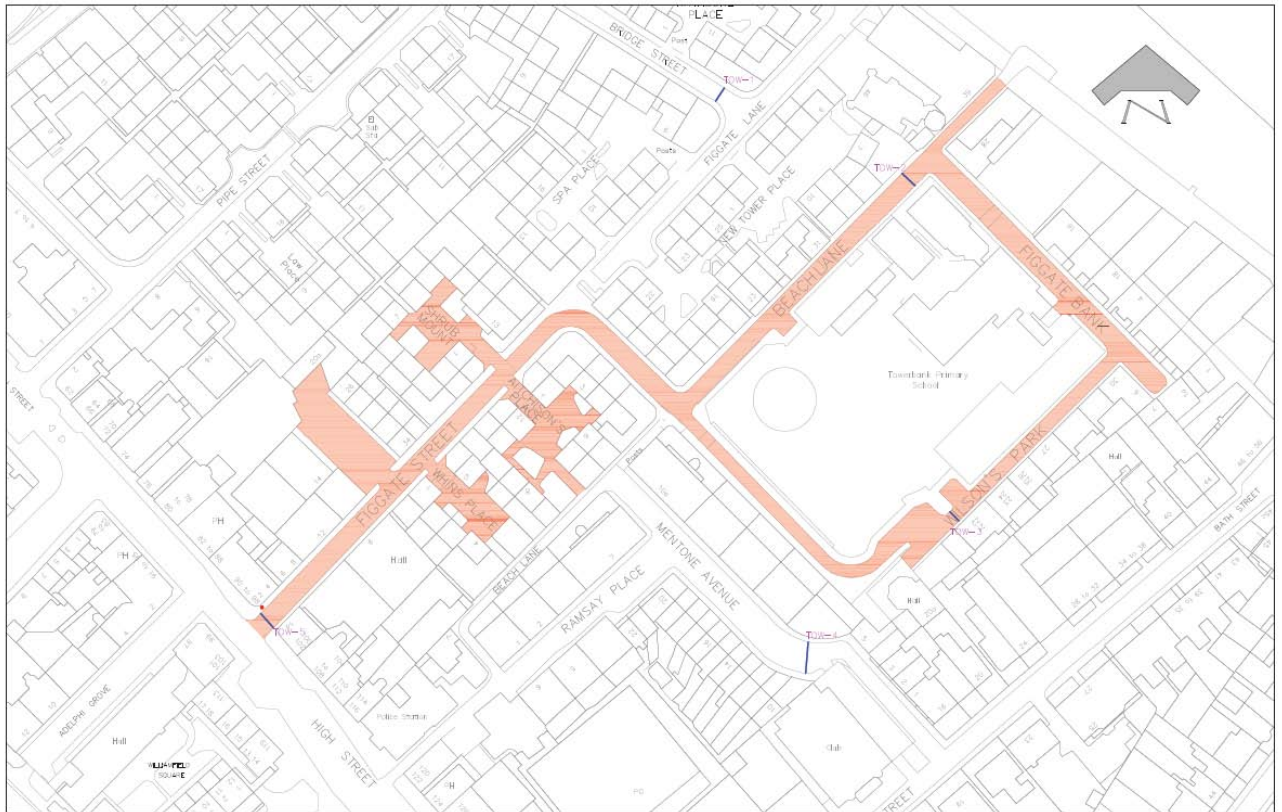
### Clemiston Primary School Streets



- Roads within scheme.
- Speed Survey Location.

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### Sciennes Primary School Streets



Roads within scheme.    
  Speed Survey Location

**Towerbank Primary School Streets**

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Note: St Peter's is not shown as vehicle analysis was not completed at this location due to the temporary closure of the school building during the monitoring period.

## Appendix 2 - Vehicle Speeds and Volumes

These surveys were carried out using pneumatic tubes for a period of 14 days. The before surveys were carried out in June 2015 prior to the pilot starting in September and the after surveys were carried out in May 2016, six months after the beginning of the pilot. This allowed us to gather vehicle volumes for the three peak hours in the morning and three peak hours in the afternoon around school pick up and drop off times. The hours were 0700–1000 and 1300–1600 Monday to Thursday and 0700-1000 and 1100–1300 on Fridays only. This covered the times that certain roads would be closed under the School Streets Pilot. The tables below show the location of the surveys and the approximate before and after daily average vehicle speeds over the combined peak hour periods. Streets marked with \* are the streets which were subject to vehicle restrictions.

### Abbeyhill Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Lyne Street	6.7	7.8	1.1	16%
*Abbey Street	10.9	10.5	-0.4	-4%
Abbey Lane	8.3	10	1.7	20%
Abbeyhill	15.7	17	1.3	8%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Lyne Street	157	141	-16	-10%
*Abbey Street	346	186	-160	-46%
Abbey Lane	2264	2473	209	9%
Abbeyhill	2210	2693	483	22%

The speed surveys for Abbeyhill indicate that average speeds on the School Street (Abbey Street) reduced slightly by 0.4mph on average, whilst average speed on the surrounding three streets increased by an average of 1.4mph. Average speeds on both street types are typically 10mph, rising to 17mph on Abbeyhill. The volume surveys for Abbeyhill indicate that there were 160 fewer vehicles (46% reduction) travelling on the school street at and around restriction times, whilst a net increase of 676 vehicles was recorded on surrounding streets (Lyne Street -10%, Abbey Lane +9%, and Abbeyhill +22%). Surveys at Abbeyhill suggest slight speed increases on surrounding streets, and a displacement of traffic from the School Street to surrounding streets.

### Colinton Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Redford Bank	17.5	14.5	-3	17%
*Redford Place	13.1	12.7	-0.4	3%
*Redford Neuk	14.6	13	-1.6	11%
*Redford Gardens (o/s 23)	16.1	13.7	-2.4	15%
Redford Grove	13.8	11	-2.8	20%
Redford Gardens (o/s 18)	17.1	15.4	-1.7	10%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Redford Bank	276	171	-105	-38%
*Redford Place	145	47	-98	-68%
*Redford Neuk	19	14	-5	-26%
*Redford Gardens (o/s 23)	201	94	-107	-53%
Redford Grove	59	61	2	3%
Redford Gardens (o/s 18)	245	204	-41	-17%

The surveys for Colinton indicate that there was a decrease in both vehicle speeds and volumes on both School Streets (210 fewer vehicles, and 1.5mph average speed reductions) and on surrounding streets (144 fewer vehicles, and 2.5mph average speed reductions), with traffic volumes seeing a negligible increase (two vehicles) on the surrounding street of Redford Grove. On all streets average vehicle speeds fell to 15mph or below. Based on the survey data, it is apparent that the Colinton scheme has seen a reduction in vehicle speeds and volumes, and no displacement of traffic.

### Clermiston Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Parkgrove Street o/s 9	16.8	15	-1.8	11%
Parkgrove Street o/s 43	13.1	12	-1.1	8%
*Parkgrove Terrace o/s 39	14	12.3	-1.7	12%
*Parkgrove Terrace o/s 75	17.5	11.6	-5.9	34%
Parkgrove Road	14.3	13	-1.3	9%
*Parkgrove Place	11	12.2	1.2	11%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Parkgrove Street o/s 9	1015	803	-212	-21%
Parkgrove Street o/s 43	966	806	-160	-17%
*Parkgrove Terrace o/s 39	390	268	-122	-31%
*Parkgrove Terrace o/s 75	409	Error in Data	-	-
Parkgrove Road	197	233	36	18%
*Parkgrove Place	304	145	-159	-52%

Speed surveys for Clermiston identified average speed reductions of 2.1mph on School Streets, and 1.4mph reductions on surrounding streets. All streets saw speed reductions except for Parkgrove Place which witnessed an average increase of 1.2mph. In all cases vehicle speeds are 15mph or less. The volume surveys for Clermiston indicate 281 fewer vehicles across the two school streets, and 336 fewer vehicles across the two surrounding streets surveyed (though Parkgrove Road saw a 36 vehicle increase: 18%). Vehicle numbers are therefore much reduced on Clermiston's School Streets and surrounding streets, even though Parkgrove Road saw a minor increase.

### Cramond Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
*Fair a Far Shot	9.9	12	2.1	21%
*Cramond Crescent	11.7	12	0.3	3%
*Cramond Terrace	16.6	13.5	-3.1	19%
Cramond Avenue O/S 17	13.8	13.1	-0.7	5%
Cramond Park	17.1	16	-1.1	6%
Cramond Gardens	15.7	14.1	-1.6	10%
*Cramond Bank	12.9	11.8	-1.1	9%
*Gamekeepers Loan	13	14.4	1.4	11%
Gamekeepers Road	31.4	29.5	-1.9	7%
Cramond Avenue - South of 26	17.2	14.7	-2.5	15%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
*Fair a Far Shot	41	33	-8	-20%
*Cramond Crescent	433	246	-187	-43%
*Cramond Terrace	205	109	-96	-47%
Cramond Avenue O/S 17	285	264	-21	-7%
Cramond Park	134	140	6	4%
Cramond Gardens	188	147	-41	-22%
*Cramond Bank	128	97	-31	-24%
*Gamekeepers Loan	406	225	-181	-45%
Gamekeepers Road	6515	7367	852	13%
Cramond Avenue - South of 26	496	531	35	7%

The speed surveys for Cramond indicate that on the five streets which experienced restrictions during entry and exit times, there was negligible changes to average vehicle speeds, though there was notable variation, for example Fair a Far Shot saw an increase by 2.1mph, while Cramond Terrace saw a reduction by 3.1mph. In all cases average speeds were less than 15mph. On the surrounding five streets surveyed, average speeds reduced by an average of 1.6mph.

In terms of volumes, Cramond school streets saw a net reduction of 503 fewer vehicles, while on the five surrounding streets surveyed there was a net increase of 831 vehicles. This suggests traffic displacement, though it cannot clearly be attributed to School Streets, as for example Gamekeepers Road in isolation saw an increase in 852 vehicles across the two measurement periods, far greater than the combined reductions seen across the School Streets.

**Duddingston Primary School and St Johns RC Primary School**

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Mountcastle Drive North o/s 306	26.7	22	-4.7	18%
*Hamilton Drive	16.8	15	-1.8	11%
*Hamilton Terrace	15.2	12.7	-2.5	16%
Duddingston Road o/s 7	21.7	21.1	-0.6	3%
Duddingston Road at Nursing Home	24.2	25	0.8	3%
Mountcastle Drive North o/s 320	24.3	20	-4.3	18%
*Hamilton Gardens	12.7	11.4	-1.3	10%
*Hamilton Drive West	8.4	9.4	1	12%

The speed and volume surveys for Duddingston and St John’s RC Primary Schools (located relatively close to one another) indicate that there has been a decrease in average speeds of 1.2mph, and approximately 256 fewer vehicles on school streets. Surrounding streets saw an average reduction in speeds of 2.2mph, whilst seeing a net increase of 6,380 vehicles, mainly on Mountcastle Drive North and Duddingston Road. The significant variation on these two surrounding streets - in the order of thousands - compared to the before surveys, makes it challenging to draw effective conclusions for these schools in terms of volume, displacement and speeds, as this level of change is unlikely to be attributable to the School Streets initiative. It is therefore logical to remove these two datasets from consideration as part of the evaluation.

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Mountcastle Drive North o/s 306	3459	6964	3505	101%
*Hamilton Drive	538	456	-82	-15%
*Hamilton Terrace	520	460	-60	-12%
Duddingston Road o/s 7	4615	4843	228	5%
Duddingston Road at Nursing Home	4042	1491	-2551	-63%
Mountcastle Drive North o/s 320	4012	6659	2647	66%
*Hamilton Gardens	122	72	-50	-41%
*Hamilton Drive West	106	42	-64	-60%

### Sciennes Primary School

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Rillbank Terrace	8	8.7	0.7	9%
Millerfield Place	8.2	9.7	1.5	18%
Millerfield Place o/s 26	17.4	14.4	-3	17%
*Livingstone Place o/s 21	14.5	12.6	-1.9	13%
Gladstone Terrace	19	10.5	-8.5	45%
Gladstone Terrace at Sciennes Road	16.1	13.7	-2.4	15%
*Livingstone Place o/s 15	14.8	10.8	-4	27%
Tantallon Place	17	11.5	-5.5	32%
Hatton Place	19.2	16.4	-2.8	15%
*Sciennes Road o/s 11	20.1	18.2	-1.9	9%
*Sciennes Road o/s 27	20	17	-3	15%
Sylvan Place	9.6	13	3.4	35%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Rillbank Terrace	387	371	-16	-4%
Millerfield Place	275	279	4	1%
Millerfield Place o/s 26	1028	980	-48	-5%
*Livingstone Place o/s 21	418	320	-98	-23%
Gladstone Terrace	308	373	65	21%
Gladstone Terrace at Sciennes Road	265	329	64	24%
*Livingstone Place o/s 15	393	335	-58	-15%
Tantallon Place	870	805	-65	-7%
Hatton Place	537	569	32	6%
*Sciennes Road o/s 11	1795	1250	-545	-30%
*Sciennes Road o/s 27	1895	1123	-772	-41%
Sylvan Place	450	431	-19	-4%



Speed surveys for Sciennes identified average speed reductions of 2.7mph on School Streets, and 2.1mph reductions on surrounding streets. Average speeds for the majority fell to beneath 15mph, whilst for Sciennes Road (School Street) average speeds came down from 20mph to 18mph and 17mph (two survey locations). Volume surveys indicate that significantly, there were 1,473 fewer vehicles using the four School Streets surveyed, whilst there was a marginal increase of 17 vehicles across the numerous surrounding streets surveyed. Vehicle numbers are therefore vastly reduced on the School Streets and vehicle displacement elsewhere appears marginal (though Gladstone Terrace saw increases of up to 25% - 65 vehicles).

**Towerbank Primary School**

<u>Site Name</u>	<u>Average Speed Before School Streets (mph)</u>	<u>Average Speed After School Streets Implementation (mph)</u>	<u>Change in Vehicle Speeds</u>	<u>% Change of Speeds</u>
Bridge Street	12.9	11.5	-1.4	11%
*Beach Lane	11	9	-2	18%
*Wilson's Park	9.5	9.6	0.1	2%
Mentone Avenue	8.5	7.5	-1	12%
*Figgate Street	11.7	10.5	-1.2	10%

<u>Site Name</u>	<u>Average Daily Volume Before School Streets</u>	<u>Average Daily Volume After School Streets Implementation</u>	<u>Change in Vehicle Volumes</u>	<u>% Change of Volume</u>
Bridge Street	356	320	-36	-10%
*Beach Lane	218	194	-24	-11%
*Wilson's Park	237	155	-82	-35%
Mentone Avenue	371	283	-88	-24%
*Figgate Street	808	618	-190	-24%

Speed surveys for Towerbank identified average speed reductions of 1mph on School Streets, and 1.2mph reductions on surrounding streets. All average speeds were 12mph or less. The volume surveys for Towerbank indicate that there were 296 fewer vehicles travelling within the restricted times on School Streets, and that there were 124 fewer vehicles on surrounding streets. The volume of traffic has thus reduced on both street types, with no evidence of traffic displacement.

### Appendix 3 - Air Quality

Vehicle volume data also enabled an analysis of air quality using the Department for Environment, Food and Rural Affairs Emissions Factors Toolkit to determine emissions of Nitrogen Oxides (NOX - measured in grams per kilometre: g/km) - an indicator for Nitrogen Dioxide (NO2), an irritant gas produced in areas of motor traffic. The data tables per school location are shown as follows, with \* indicating the streets subject to vehicle restrictions:

#### Abbeyhill Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Lyne Street	NOx	87.06	71.7	-15.36
*Abbey Street	NOx	188.5	82	-106.5
Abbey Lane	NOx	1324.9	1349.3	24.4
Abbeyhill	NOx	1187.2	1312	124.8

#### Colinton Primary School

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Redford Bank	NOx	128.7	77.8	-50.9
*Redford Place	NOx	74.7	23.3	-51.4
*Redford Neuk	NOx	9.5	6.7	-2.8
*Redford Gardens (o/s 23)	NOx	91.4	41.9	-49.5
Redford Grove	NOx	30.1	31.5	1.4
Redford Gardens (o/s 18)	NOx	109.6	86.4	-23.2

**Clermiston Primary School**

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Parkgrove Street o/s 9	NOx	460.5	356.2	-104.3
Parkgrove Street o/s 43	NOx	484.4	389.7	-94.7
*Parkgrove Terrace o/s 39	NOx	178.7	123.1	-55.6
*Parkgrove Terrace o/s 75	NOx	187.6	Error in Data	-
Parkgrove Road	NOx	103.2	117	13.8
*Parkgrove Place	NOx	152.1	66.6	-85.5

**Cramond Primary School**

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
*Fair a Far Shot	NOx	21.7	17.3	-4.4
*Cramond Crescent	NOx	230.8	121.9	-108.9
*Cramond Terrace	NOx	89.2	49	-40.2
Cramond Avenue O/S 17	NOx	138.1	123.3	-14.8
Cramond Park	NOx	66.7	65.4	-1.3
Cramond Gardens	NOx	90.5	68	-22.5
*Cramond Bank	NOx	60.7	44.6	-16.1
*Gamekeepers Loan	NOx	209.1	104.1	-105
Gamekeepers Road	NOx	2151	2318.8	167.8
Cramond Avenue - South of 26	NOx	215.7	226.6	10.9

**Duddingston Primary School and St Johns RC Primary School**

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Mountcastle Drive North o/s 306	NOx	1193.9	2664.1	1470.2
*Hamilton Drive	NOx	234	201.4	-32.6
*Hamilton Terrace	NOx	247.8	222.4	-25.4
Duddingston Road o/s 7	NOx	1799.8	1783	-16.8
Duddingston Road at Nursing Home	NOx	1513	511	-1002
Mountcastle Drive North o/s 320	NOx	1523.7	2595.8	1072.1
*Hamilton Gardens	NOx	59.5	34.5	-25
*Hamilton Drive West	NOx	57.3	20.1	-37.2

**Sciennes Primary School**

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Rillbank Terrace	NOx	212.2	186.6	-25.6
Millerfield Place	NOx	146.6	131.8	-14.8
Millerfield Place o/s 26	NOx	479.2	453.3	-25.9
*Livingstone Place o/s 21	NOx	196.5	147.5	-49
Gladstone Terrace	NOx	120.3	194.8	74.5
Gladstone Terrace at Sciennes Road	NOx	125.5	152.2	26.7
*Livingstone Place o/s 15	NOx	184.7	162.8	-21.9
Tantallon Place	NOx	405.9	398.9	-7
Hatton Place	NOx	228.7	244.1	15.4
*Sciennes Road o/s 11	NOx	753.1	510.7	-242.4
*Sciennes Road o/s 27	NOx	828.5	492.2	-336.3
Sylvan Place	NOx	246	201.2	-44.8

**Towerbank Primary School**

<u>Site Name</u>	<u>Pollutant</u>	<u>Total Emissions Level Before School Streets (g/km)</u>	<u>Total Emissions Level After School Streets Implementation (g/km)</u>	<u>Change in Emissions (g/km)</u>
Bridge Street	NOx	183.3	158.6	-24.7
*Beach Lane	NOx	109	97.6	-11.4
*Wilson's Park	NOx	117.8	72.2	-45.6
Mentone Avenue	NOx	196.8	140.5	-56.3
*Figgate Street	NOx	408.3	296.5	-111.8

## Appendix 4 - Perceptions

For the resident surveys, a sample of 194 properties were randomly selected around nine primary schools. Surveys, covering letters, and freepost envelopes were sent, along with a shopping voucher prize to incentivise residents to provide feedback. 77 residents completed and returned a 'before' survey, while 78 residents did similarly with the 'after survey', giving strong consistency between both sample sizes. Some of the results shown below break residents down into the categories of School Streets residents (SS) and peripheral street residents (PS).

In-terms of parent responses, there was a far greater number of 'after' responses (539) compared to 'before' responses (47). This significant variability is aligned to increased awareness amongst parents as the project was implemented and became embedded, and the enactment of the project's communications plan, that increased awareness via letters/leaflet drops, lamp-post wraps, websites (Council and schools) and social media updates. The schools themselves also had control over survey distribution through the school community channels, with Council Road Safety and Active Travel Liaison Officers also gathering survey responses at school events.

Note, not all respondents answered every question so where the quantity of answers are shown, totals will not necessarily add up to the number of participants.

Survey responses per group	Before	After
Parents	47	539
Residents of school streets (SS)	52	54
Residents of peripheral streets (PS)	25	24

Motorist compliance	Parent	Resident SS	Resident PS
Strongly Agree	From 9% to 4% = -5%	From 4% to 7% = +3%	From 0% to 17% = +17%
Agree	From 34% to 49% = +15%	From 40% to 57% = +17%	From 36% to 42% = +6%
Neither agree nor disagree	From 21% to 12% = -9%	From 21% to 7% = -14%	From 16% to 8% = -8%
Disagree	From 28% to 20% = -8%	From 13% to 6% = -7%	From 16% to 17% = +1%
Strongly Disagree	From 4% to 9% = +5%	From 4% to 6% = +2%	From 4% to 8% = +4%
Don't know	From 4% to 6% = +2%	From 8% to 7% = -1%	From 12% to 8% = -4%

Life more difficult	Parent	Resident of zone	Periphery Resident
Strongly Agree	From 15% to 8% = -7%	From 13% to 11% = -2%	From 20% to 21% = +1%
Agree	From 21% to 10% = -11%	From 12% to 7% = -5%	From 8% to 13% = +5%
Neither agree nor disagree	From 21% to 18% = -3%	From 19% to 13% = -6%	From 32% to 17% = -15%
Disagree	From 26% to 26% = 0%	From 25% to 30% = +5%	From 8% to 17% = +9%
Strongly Disagree	From 15% to 35% = +20%	From 17% to 26% = +9%	From 12% to 21% = +9%
Don't know	From 2% to 1% = -1%	From 6% to 2% = -4%	From 4% to 4% = 0%

Streets feel safer	Parent	Resident SS	Resident PS
Strongly Agree	117/539 22%	3/24 13%	3/24 13%
Agree	236/539 44%	8/24 34%	8/24 34%
Neither agree nor disagree	80/539 15%	3/24 13%	3/24 13%
Disagree	57/539 11%	1/24 4%	1/24 4%
Strongly Disagree	25/539 5%	2/24 8%	2/24 8%
Don't know	20/539 4%	6/24 25%	6/24 25%

Main perceived benefit:	Before	After	Change
Improved safety of children			
PARENT	34/47 72%	353/539 65%	-7%
ALL RESIDENTS	57/77 74%	39/78 50%	-24%

## **Appendix 5 – School Travel**

Living Streets' interactive Travel Tracker (pupils record their travel mode on the class Smartboard on an ad-hoc basis) data for June 2015 and June 2016 is shown below.

The Travel Tracker method, undertaken informally in-class, resulted in variability across the schools, in terms of quantity of pupils recording their travel patterns and frequency of reporting in schools. Due to this there is missing 'before' or 'after' data from three of the schools (Clermiston, Towerbank, and St Peter's).

The change in data for the remaining six schools, including total number of trips recorded per school, is shown below.

June 2015

School	Total trips recorded	Walk %	Cycle %	Park & Stride %	Driven %
Abbeyhill Primary School	256	58	3	12	11
Colinton Primary School	131	54	4	12	11
Cramond	502	43	8	20	19
Duddingston Primary	389	39	11	27	12
Sciennes Primary	638	61	7	12	16
St John's Rc Primary	369	38	2.5	39	12

June 2016

School	Total trips recorded	Walk %	Cycle %	Park & Stride %	Driven %
Abbeyhill Primary School	174	70	1	8	2
Colinton Primary School	1190	49	6	18	12
Cramond	4865	47	8	27	8
Duddingston Primary	2477	49	4	28	7
Sciennes Primary	643	62	3	17	8
St John's Rc Primary	1556	36	5	44	6

Change from June 2015 to June 2016

School	Change in trips recorded	Walk %	Cycle %	Park & Stride %	Driven %
Abbeyhill Primary School	-82	12	-2	-4	-9
Colinton Primary School	1059	-5	2	-2	1
Cramond	4363	4	0	7	-11
Duddingston Primary	2088	10	-7	1	-5
Sciennes Primary	5	1	-4	5	-8
St John's Rc Primary	1187	-2	3	5	-6
	<b>Net change</b>	<b>3%</b>	<b>-1%</b>	<b>3%</b>	<b>-6%</b>