

# Deputations

## Transport and Environment Committee

10.00 am Thursday, 3rd November, 2022

Dean of Guild Court Room - City Chambers

### Deputations

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#### Nick Smith

Service Director, Legal and Assurance

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**CITY OF EDINBURGH COUNCIL**  
**TRANSPORT AND ENVIRONMENT COMMITTEE**

**Item No 3**

**3 November 2022**

**DEPUTATION REQUESTS**

<b>Subject</b>	<b>Deputation</b>
<p><b>3.1 In relation to Item 7.1 on the agenda</b> – George Street and First New Town - RIBA Stage 3 Design and Operational Plan update – Report by the Executive Director of Place</p>	<ul style="list-style-type: none"> <li>a) Edinburgh Access Panel (written)</li> <li>b) Essential Edinburgh (written)</li> <li>c) Seven Sevens Cars Ltd and Edinburgh City Private Hire Ltd (written and verbal)</li> <li>d) George Street Association (written and verbal)</li> <li>e) Kimpton Charlotte Square (verbal)</li> <li>f) St Andrew's and St George's West Church</li> </ul>
<p><b>3.2 In relation to Item 7.2 on the agenda</b> – Picardy Place Island, Public Realm Improvement Project – Report by the Executive Director of Place</p>	<p>Spokes (written)</p>
<p><b>3.3 In relation to Item 8.1 on the agenda</b> – Motion by Councillor Burgess - Sciennes Primary playground on Sciennes Road</p>	<p>Sciennes' Primary School Parents Council (written)</p>

## Deputation regarding:

### George Street and First New Town – RIBA Stage 3 Design and Operational Plan update (agenda item 7.1)



Annette Pollock  
Honorary Secretary  
Edinburgh Access Panel

31<sup>st</sup> October 2022

The Edinburgh Access Panel would like to express our thanks for giving us the opportunity to raise our concerns by means of this written deputation.

We are generally in support of the proposals to improve George Street and to reduce the impact of traffic. We note that it is a street with a variety of shops, restaurants, venues, bars, banks, etc. — and has a lot to offer to residents, visitors and tourists.

You note that the input of stakeholders, including local residents, key stakeholder groups, businesses, interest groups, people with protected characteristics and the general public, has been critical in delivering design and operational proposals to date, but some issues have not so far been addressed which the Panel (and, we understand, residents and local businesses) have raised.

We note in particular the following points which we feel require further consideration:

- **4.11.1:** *“Proposed access windows will be between 7.00pm – 10.00am Monday to Saturday and 7.00pm to 12.00pm on Sundays. Criteria to be applied for access for essential services outwith servicing and loading windows and to enforce vehicle restrictions will be finalised during Stage 4;”*
- **4.11.5:** *“Licensed taxis will continue to be permitted access throughout the GNT, however restrictions will be applied to George Street whereby access will only be permitted during servicing and loading windows.”*

#### Our comments are:

1. We have concerns on the limited access times for taxis in George Street (7pm-10am Monday - Saturday and 7pm – 12:00pm Sunday). Not only are these hours now slightly shorter than during earlier discussions, but any restriction on access by taxi is certain to be a significant barrier for anyone whose disability prevents them from using a car, a wheelchair or public transport. In the words one of our panel members, *“Black cabs are the only option in Edinburgh for people with mobility difficulties like mine”*.
2. Assuming that blue badge parking is still provided in George Street, it must be recognised that many disabled people are not blue badge holders for various reasons and will therefore be reliant on taxis. For example, they may be:
  - eligible for a blue badge, but do not have a car – or family, friends/carers who could drive them

- temporarily disabled after surgery or an accidental injury
- not sufficiently disabled to qualify for a blue badge, e.g., a person with mobility issues, such as painful osteoarthritis
- a wheelchair user who needs a taxi with ramps to get in and out of with ease
- an older person (resident, visitor, tourist) with shopping and/or suitcases who lack the strength and/or suffer pain to walk a distance to the off-street taxi rank — and as such, they may not be able to manage buses with ease when busy at peak periods
- a disabled person working shifts in the shops, hotels and event spaces in George Street— who would rely on a taxi to get to work and home again during the restricted hours.

3. Use of blue badges:

- A Blue Badge is linked to the person rather than a vehicle, so others can use it to drop you off or pick you up. A blue badge could be used in taxis — and an example of this is during the festival where a blue badge holder can use a taxi to get to the Castle when other vehicles are banned.
- Under your proposals, someone delivered to George Street by taxi using their Blue Badge, will have a problem when wanting a taxi to collect them again, as the taxi without the blue badge holder within it, would not be allowed to enter George Street during the restricted hours.

4. Taxi-card schemes:

- These offer reduced fare taxi and rail travel to those who can't use buses because of severe physical disability or infirmity and would be affected by your current proposals for George Street.

5. Equalities legislation:

- It may also be argued that this restrictive ban as proposed on access at certain times would contravene equalities legislation. Allowing access by taxi around the clock would certainly appear to qualify as a “reasonable adjustment” in order to provide inclusivity.
- Businesses have an obligation - both legal and moral - to make their premises and services as accessible as they can for those with disabilities, so this should apply to access to a taxi to and from work.

Given all these scenarios, we feel strongly that black taxi cabs (at the very least) should not be banned from access to George Street at any time.

Thank you for reading this deputation.

Annette Pollock, on behalf of the Edinburgh Access Panel

Mob: 07801 480111



Martin Scott  
Committee Services  
The City of Edinburgh Council  
Waverley Court  
4 East Market Street  
Edinburgh  
EH8 8BG

1 November 2022

Dear Mr Scott,

**Transport and Environment Committee – 3 November 2022**

**George Street and First New Town – RIBA Stage 3 Design and Operational Plan update**

I am writing in connection with the above paper being presented to the Transport and Environment Committee on the 3<sup>rd</sup> of November. Please accept this written deposition on behalf of Essential Edinburgh.

Essential Edinburgh works with the city centre business community to support improvements to the city centre as well as supporting increased trade through a provision of core services to our members. We represent over six hundred businesses in the city centre, and work very closely with the City of Edinburgh Council on all aspects of development and operations within the area we cover.

We have been closely involved in the George Street and First New Town project since its inception, sitting on steering groups and working with colleagues at the GSA and Council officers to support the consultation phases with our levy payers and other stakeholders.

During this time our core position on this project has not changed. We are very supportive in principle of the redesign of George Street but the new design and importantly the operational procedures must work for all the businesses on the street. We must ensure these businesses can be serviced properly and customers can easily access the various different premises, whether these be office based businesses, retailers or hospitality providers. You can have the most aesthetically pleasing design in the world, but if it causes unworkable problems for the users of the street then the overall goals for the project will not be met.

I will detail our key points of discussion under three headings, the operational plan, timeframes and phasing for the work and compensation for the businesses.

**Operational Plan:** Essential Edinburgh welcomes the proposed servicing hours and believe these are workable for the main deliveries needed for the street. There is however, a need for access out with these hours to allow businesses to operate effectively. This includes things such as coach and private hire access for hotels, vehicle access for customers with mobility issues and emergency servicing.

The discussion around how to control access to the street still needs much work. Our experience of the use of bollards on Rose Street has not been positive. If these are controlled by a human resource using external contractors, they are not effective. With the number of exceptions that may be needed, any use of barriers must come with a dedicated resource to manage this that is reliable and failsafe. The use of AMPR technology would be the preferred option when legislation allows, as long as the method for granting exceptions is reliable.

Every business on the street accepts they will have to change their own operational plan when the street design changes and they will be willing to do so. However, they cannot compromise to the extent that their business is compromised. We would welcome further consultation and discussion on the operational plan before we agree to it.

**Timing and Phasing:** Further discussion is needed on how the build will take place. Businesses need to know which blocks will be done when and how long this will take. Recent experience from Rose Street suggest that street realm works take longer than expected, especially without reliable knowledge about what lies underneath George Street. It is important that businesses can plan for the work as there will be major operational challenges they will have to face. Again, businesses accept there will be disruption but by planning ahead and keeping disruption to a minimum will make life easier.

Our recent experience on Rose Street was when access to businesses was difficult, trade disappeared for considerable periods of time.

**Business Compensation:** Everyone accepts that during the work there will be major disruption to the street. However well this may be phased there will be massive disruption. You cannot do a project of this scale without it negatively effecting businesses. At times. Every businesses will be in front of a building site with access to premises both difficult and ugly. Even if access is maintained, people may well chose to eat/sleep/shop elsewhere if the environment is not welcoming. Again, the Rose Street example was testament to this. Essential Edinburgh would welcome a formal discussion about compensation for businesses/business rates relief during the build. Properties on George Street pay significant rates annually and to continue with this expense when income is compromised would not be fair.

As intimated earlier, Essential Edinburgh have been consistent in our support for the principle of proposed changes on George Street. However the concerns of our businesses need addressed so everyone is confident the street will work for its businesses and users. We look forward to further dialogue before the operational plan is ready to be signed sign off by the businesses and the Council. We want to avoid objections down the line and the best way to do this is to address outstanding concerns before a final operational plan is presented.

Yours sincerely,



Roddy Smith  
Chief Executive

## Deputation to TEC 3<sup>rd</sup> November 2022 Item 7.1 George Street Plans:

Thank you, Committee, for giving me the time today to speak on Item 7.1 of today's Agenda, the George Street and First New Town-RIBA Stage 3 Design and Operational Plan update.

It is with much dismay that I am putting this Deputation to the Committee, as it seems as though I must once again go back to many of the same points that I have put forward over the last few years since these proposals were first intimated.

I will endeavor to keep my objections short, concise and to the point in the hope that it will perhaps allow a bit more time for any questions that the Committee may have.

My first point is that the companies I represent here today have no objections to the basic principles of the GNT- "providing an exceptional street environment that is welcoming and accessible for all users"- on the contrary we agree that it should be exactly that, **welcoming and accessible for all users.**

And given that the Report at point 11.6 refers to a survey carried out in December of 2020 on North Bridge usage, a survey I might add that was conducted and paid for independently by my clients to provide data to the council, free of charge, whom previously had no such data, it shows a figure equating to PHC usage within the area of 43% and potentially 573 journeys in George Street daily, a not insignificant number of members of the public who use our services being impacted by these proposed changes.

We do understand however that the Report does mention this data and the likelihood that this may be looked at again in the Stage 4 report back to this Committee. However, may is not exactly what we are asking for at this time. We need certainty in planning these changes and ask that the Committee gives the PHC Sector the same privileges as the Taxi Sector in allowing access to George Street during the same hours of operation.

We would also like to point out the use of wording in both the Atkins document at point 11.6 and indeed the Council officials Report which prefaces today's proceedings. This next point is one that has been repeatedly mentioned by us in

the strongest terms, and once again we find ourselves objecting to the use of wording in official Council documentation.

If you look at the Council's own preface Document to today's Atkins report at point 4.11.5 it states: "**Licensed** Taxi's will continue to be permitted access "

It then goes on to say "it is proposed private hire cars (PHC's) will still be able" without the use of the word **Licensed**. This adds to the confusion perpetrated by some out there to suggest that PHC Vehicles run around this City unlicensed, something which is untrue.

As a one-off statement this perhaps could be glossed over, however this is not the first time we have objected to the terminology used in these Reports over the years. It shows a repeated perception of bias towards one sector of the Hire Car Trade over the other, both sectors are fully licensed and vetted by Police Scotland in the same way, something which officials are fully aware of, yet this misrepresentation persists.

We then go to the Atkins Report, which is now in the public domain, and in Section 11.6 Current Operation it states:

"Unlike many of Scotland and the UK's other cities, Edinburgh currently operates with a two-tiered taxi system. There are two distinct forms of taxi travel in the City Centre – **licensed** taxis (black Hackney cabs), and private hire cars (PHCs)"

This not only states the same use of terminology with the word licensed being used against the Taxi vehicle type but missing from the PHC Vehicle type, further creating the impression that PHC is not Licensed, this causes confusion amongst members of the Public and Business users alike, and again shows a distinct bias towards one sector of the Licensed Trade over the other. Indeed, this paragraph goes further in its suggestion that Edinburgh is unlike other cities in Scotland in operating a two-tiered system, that is factually incorrect, the whole of Scotland operates a two-tiered system under the Civic Government Scotland Act 1982, and Edinburgh Council follows that Act of Parliament in Licensing both types of vehicles and drivers.

So once again we ask that this wording be changed immediately and that both the Atkins Public Report, and the Councils own Report be changed to reflect the correct terminology.

We would also ask that the Council's own Report at point 4.11.5 which states the following:

Taxi rank spaces will be retained on George Street and in the wider First New Town. **This recognizes how critical taxis are to supporting operations in the GNT area, especially the evening/night-time economy and the key role they play in public safety.** During the Stage 4 process further consideration will be given to addressing the challenge of taxi access to George Street "out with" service access windows for disabled users.

Once again, we find ourselves objecting to the wording used in this official document. Firstly, it implies that Taxis are more critical than PHC vehicles, and then goes on to suggest they play a key role in Public Safety but offers no such suggestion in relation to PHC Vehicles, furthering the implication that somehow using a Licensed Taxi is safer to the travelling public than using a Licensed Private Hire Car would be. This sort of language in this document does not truly reflect the current Licensing regime adopted by the City of Edinburgh Council. The wording further enforces that position by suggesting that further consideration will be given to Taxi access at stage 4 out with service windows for disabled users, somehow creating the impression that Taxis are the only other form of Licensed transport for those users. It has been shown consistently over the years that this is not the case and indeed many thousands of mobility impaired users and other forms of impaired users use PHC Vehicles as well as Taxi's as a matter of choice for alternative transport. This paragraph is bordering on insulting to those members of the community, and indeed is insulting to the many hundreds of PHC drivers who undertake this work. Particularly given that the PHC Sector represents the greater number of Licensed Vehicles in Edinburgh at approx 2/3rds of the Licensed vehicle fleet, and are continually being overlooked as the dominant supplier of Licensed Vehicles to the Edinburgh Public.

Licensed PHC Vehicles and Licensed Taxis alike offer a fantastic service to many hundreds of thousands of users every single day in our great city, and it appears based on this Report that once again we are not afforded the type of consideration we should be in the planning of our streets and City Centre's.

Once again, we ask that the wording of this Report be amended to reflect our objections.

I am happy to answer any questions you may have.

George Street Association

**George Street and First New Town – Final Concept Design and Operational Plan Update.**

1. The George Street Association (GSA) much appreciates the opportunity to provide this written submission, ahead of our appearing before the Committee when it meets on 3 November 2022.
2. GSA is open to all organisations operating in George Street and neighbouring streets. This is a very diverse group covering: retail, hospitality, commerce, charities, churches and statutory bodies. That diversity is a part of the strength and resilience of George Street, but it also adds to the complexity of planning a project such as this to achieve optimal outcomes that will meet their diverse needs.
3. George Street is also a dynamic street, both as existing traders adapt to a changing business environment, and as different uses are found for existing premises. Factoring in future changes adds a further layer of complexity to this project.
4. **GSA has a mutual interest with the City Council and others involved in this ambitious project to deliver the high-quality changes needed for the future success of this iconic street, while addressing the challenges of creating a net zero city centre. We appreciate the opportunity for ongoing engagement with the City Council in producing the final concept design and the Operational Plan.**
5. **We recognise the need to maintain project momentum and support the recommendation to move to Stage 4 plans – Technical Design, subject to Sustrans assessment of Stage 3.**
6. **This overdue transformation to the appearance and operation of George Street, as befits its World Heritage status is welcome, but delivering it will impact on our members. Naturally, we hope the long- term benefits identified in the Economic Impact Assessment presented in Appendix 4 of the Report will be realised, but in the short term those businesses adversely impacted during the construction phase will need support throughout the inevitable disruption involved.**
7. In presenting our views on these aspects, we would wish to acknowledge the helpful way that Council officials and some Members have engaged with GSA over several years and kept us well informed about the many twists and turns this complex project has entailed.
8. GSA is also strongly committed to responding in a similar respectful manner because there are significant challenges which have still to be resolved in the next key stages before construction can begin.
9. **GSA members have three main areas of interest and concern**
  - a. **Establishing a realistic timetable for completion of the planning stages before construction can begin and also how long the construction phase will last.**
  - b. **How will these plans affect us:**
    - i) **during the construction phase; mitigating the impact and avoiding delays**
    - ii) **when the Operational Plan restrictions come into effect**
  - c. **The financial aspects – cost control in a period of high inflation and managing the risk that an ever-widening funding gap leads to delays or forces adverse changes to the plans.**

10. GSA also works positively with Essential Edinburgh on this and other matters, and we share many of the views expressed in their submission to the Committee.
11. **It is inevitable that there will be considerable disruption during the construction phase and this will undoubtedly have an adverse financial impact on GSA members. Many are presently struggling with unprecedented levels of debt because of the coronavirus restrictions and this debt burden will continue for many years. For this reason, we would implore the Council to begin discussions now with GSA and Essential Edinburgh about creating an adequate and realistic financial support package for affected organisations during the construction phase. There is an urgency to begin doing this, both to give reassurance to those affected by these plans and so the cost of this support is factored into the overall budget for delivery of this project.**
12. **We welcome the recommendation to note, not approve, the current version of the Operational Plan.** There has been good engagement with stakeholders despite the pandemic restrictions. This has resulted in the latest version of the Operational Plan recognising the diversity of needs more realistically than did earlier versions. Nevertheless, there are still many tricky aspects to resolve, including for example, access for deliveries, taxis, disabled access. Many of the proposed restrictions have the potential to have an adverse impact on business needs. To mitigate these will require imaginative robust solutions, underpinned by a considerable amount of goodwill and flexibility.
13. **Also, the measures now proposed to enforce vehicle restrictions will need careful consideration** given the recognition that the high-tech ways suggested previously as being possible are either untested, not yet available, or not consistent with the current legislative powers of Scottish local authorities or in prospect.
14. **Given the number of contentious issues to be resolved before it will be possible to finalise the Operational Plan, we are concerned by the statement in para 5.2 that TRRO's will be promoted in early 2023. We seek assurances that operating to such a timetable will not truncate meaningful stakeholder engagement as we do not want short circuiting at this stage to result in extensive objections to the TRRO's which will only protract the time before construction can begin.**
15. **The history of this project has many examples of missed deadlines and we are concerned that the delivery timetable outlined in the report is still overly optimistic.**
16. **We note from Section 6 of the Report that overall costs have risen to £36m due to inflation.** This is not surprising and with the prospect that inflationary pressures will continue over the next couple of years, **we are concerned that there will be an ever-widening funding gap.** We note that during the Stage 4 process, additional grant funding from Sustrans will be sought to support the final estimated project costs prior to formalising any final construction start date. Nevertheless, a *further* capital budget allocation of up to £10m will be required. **We would welcome clarification about the certainty of this funding,** as are aware of the many other competing demands on the Capital Budget.
17. **GSA remains strongly committed to constructive and respectful engagement with the Committee.**

Dr William Duncan

November 2022

President

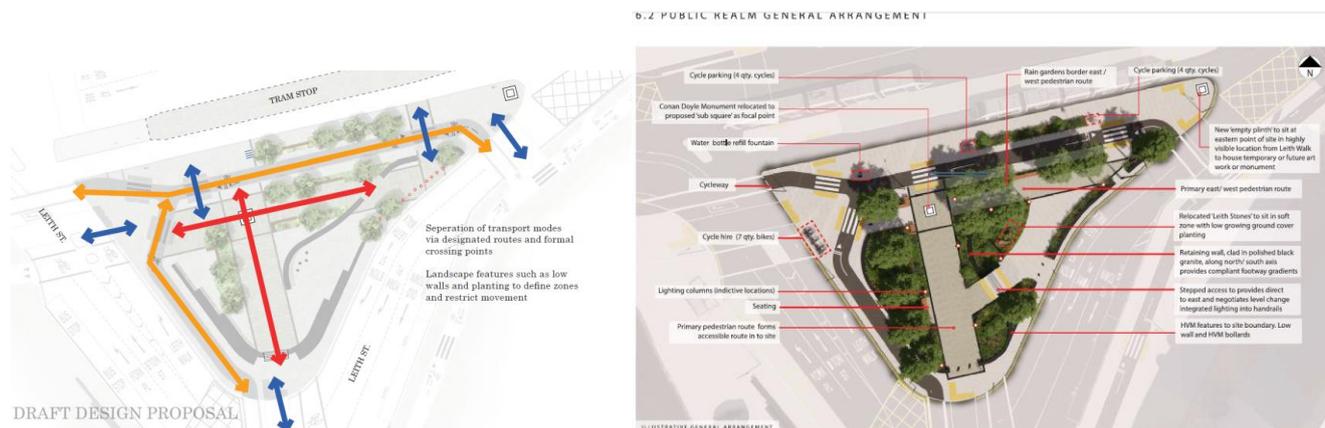
On behalf of George Street Association



## Item 7.2 Picardy Place Island, Public Realm Improvement Project

Spokes, the Lothian Cycle Campaign, welcomes the opportunity to comment on the above proposal and urges the committee members to commit to an investigation into how the needs of people who need to cycle to the north of the Picardy Place Island can be met. We have comments on other issues here, included at the end.

The Draft Design Proposal below shows cycle routes in orange, main pedestrian movement in red, and pedestrian crossings in blue. This has been incorporated into the Public Realm General Arrangement (below right). There is no safe cycling access to the businesses on Union Place (off the top of the illustrations) or to Union Street and Gayfield Square (above and to the right of the illustration). Indeed, there is no northbound cycle crossing from York Place until Annandale Street, some 450m away.



Spokes first raised this issue in response to the **2017** Picardy Place consultation (see point 6 in <http://www.spokes.org.uk/wp-content/uploads/2012/03/1711-PicPI-Spokes-response-v3-FINAL.pdf>) and we have been told in turn, on various occasions subsequently, that:

- changes could not be incorporated in the initial Edinburgh St James (ESJ) design but could be included in subsequent projects, that in any case would be reconfiguring the adjacent island to the North East (top right)
- Trams to Newhaven project could not change the ESJ design (however, during the works they then included a cycle crossing from The Playhouse to the NE island. This crossing is due to be removed)
- in this report (point 4.4) :

*“Due to the public realm work already carried out during the construction of the St James Centre on Leith Street/Picardy place and the construction of the Picardy tram stop, it was concluded that the designs would focus only on the site and that there would be no changes to the existing cycle paths or pedestrian crossing points in the area.”*

This statement confirmed what we had previously ascertained and had pointed out to senior officers in September as an ongoing omission and a major disconnect between the projects. We have not as yet received feedback and are looking to this meeting of the Transport and Environment Committee to instigate appropriate action so that the omission can be addressed.

The Final Landscape Design below gives a clearer picture of the overall position, although it does not show clearly the cycle crossing to the SW island (outside John Lewis) or the one-way Toucan crossing to the island from the North that links to the cycleway from Broughton Street. For completeness I have added these (in red).

Cycle crossings must be provided from the main island to the NE island (as shown in Green) and from The Playhouse to the NE island (in Blue) to access the premises and streets at the North and North East of the drawing.

Under the present plans, cyclists coming from CCWEL (York Place), Leith Street and Leith Walk/London Road have absolutely no realistic route, let alone a safe route, to reaching those destinations!

Additionally, clear signage should be installed so that people can navigate across the island to their destinations – including the premises and streets to the North and North East, including Union Place, Union Street, Gayfield Square and that whole surrounding area.

We therefore repeat that we urge committee members to commit to an early investigation and action to cater for people who need to cycle to destinations to the north and north-east of the Picardy Place Island.



{Drawing rotated 180degrees to be of similar orientation to the other illustrations.}

### Further Issues

1. **Pedestrian and cycling capacity.** Spokes is concerned that there is not sufficient space within the design for the free movement of the large number of people expected to use the island on foot and by bike. This is especially so when people exit from The Playhouse and disembark from the tram. We are not aware of any modelling of such movements and the space seems very constricted in places.
2. **Access to Broughton Street.** For people cycling from Leith Street, there is no segregated route to Broughton Street, and the on-carriageway route is extremely deterring, having to move to a central lane and then cross tramlines at a difficult angle. There is no hope whatsoever of the novice or the nervous feeling able to cycle here and, sadly, this cannot be altered at this late stage. However, in an attempt to reduce tramline risks for those who do use the on-carriageway route, a twisty route has been marked in white lining on the road surface. Unfortunately, this means that people cycling are directed away from the safest “primary position” route and put into danger initially from being undertaken and then trapped on re-joining the main traffic flow. Trams to Newhaven have agreed to address this issue but, yet, Spokes has seen no proposed design changes.
3. **Detailed design drawings.** Even at this very late stage, Spokes has yet to be shown detailed design drawings to confirm alignments with crossings; cycleway widths; segregation from pedestrian areas; materials to be used, and so on. How then can we usefully comment on the details, to try and avoid problems such as those seen on the Leith Walk cycleways? As one example, the cycleways should be clearly marked in red as with other cycleways in Edinburgh, but we do not know if this will be the case.
4. **Island western cycleway.** We have concerns re potential pedestrian use of the western cycleway. What measure will be taken to mitigate any risks?

Martin McDonnell  
Spokes Planning Group  
1/11/22

## **Communication from the Sciennes Primary School Parents Council to the Transport and Environment Committee**

- We welcome the decision to move ahead with the process to promote a Traffic Regulation Order to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles.
- We request that Council's officers engage with the Sciennes Parent Council during that process to share information and input into what that closure means to the surrounding streets, parking, signage etc based on their daily experience given the Road has been closed for a year.
- We suggest that a timetable for the completion of the Traffic Regulation Order process and the reporting on its status to the Committee is agreed at the meeting.
- We are disappointed that there is no process in sight to continue to explore how best to use the section of the closed road to alleviate the issue with the school's playground. Waiting for a suitability survey of the school's estate 'next year' is likely to delay further tackling the challenges currently faced by the pupils.
- We respectfully remind the Committee that the closed section of Sciennes Road (currently temporarily, and hopefully in the future permanently) is already being used daily as a supervised extension of the school's playground. This is being done under 'off school excursion' like rules. There is generally acceptance and support of the local community to this solution. However there are issues that came with that use that could be alleviated through various means without radically transforming the road.
- As this is likely to continue for the foreseeable future, we request that the Council's officers follow up on the various undertakings they made last year (and referred in section 3.3 of the paper submitted to the Committee's meeting, which I quote below). A minimal investment in terms of transforming the closed section of the road, painting, zebra crossing, and signage can make a significant difference to the suitability of the current solution. Sciennes Parents Council is on the grounds daily and seeks engagement from the Council's officers to share information, practical propositions, and support them in addressing this.

*'3.3 It also requested that, while a permanent closure is investigated, all practical measures should be taken to make the current temporary, partial closure safe and secure for children, including signage and road painting, and that closing the road to pedestrians and cyclists during school times should be explored.'*

Sciennes Primary School Parents Council

01 November 2022

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