

CITY OF EDINBURGH COUNCIL
THE CITY OF EDINBURGH COUNCIL

Item No 3

25 NOVEMBER 2021

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 8.1 on the agenda – Motion by Councillor Neil Ross – Call for Action on Zebra Markings for Side Streets	(a) Bruntsfield Primary School Parent Council (written submission attached) (b) South Morningside Primary School Parent Council (written submission attached) (c) Stockbridge Primary Parent Council (written submission attached)
3.2 In relation to Item 8.4 on the agenda – Motion by Councillor Booth – Cycle Parking Technical Guidance	Spokes (written submission attached)
3.3 In relation to Item 8.5 on the agenda – Motion by Councillor Howie – Street Furniture	Guide Dogs Scotland (written submission attached)

Zebra Markings for Side Streets – Deputation from Bruntsfield Parent’s Council and Forum

At our meeting of 17 November 2021 we discussed and strongly supported Councillor Ross’ motion for a trial of cost-efficient Zebra markings for side streets to encourage walking to school and to promote the wider Living Streets for our school community and all of Edinburgh.

Feedback from our parents and carers makes clear that prioritising pedestrians is an essential element in enabling our school community to feel safe in walking to and from school and being able to participate fully in our bustling neighbourhood. This initiative could make a real difference, so we urge the Council to proceed with a trial as soon as possible.

We would also encourage the Council to show its support for the national call by Living Streets and other road safety groups to ask the government to give zebra markings the same legal force as zebra crossings.

Bruntsfield Parent Council and Forum was established under the Scottish Schools (Parental Involvement) Act 2006. It is made up of elected and co-opted office bearers, and a number of ordinary members from the parents and community of Bruntsfield Primary School.

SMPS Deputation for City of Edinburgh Council Thursday, 25th November, 2021
Item 8.1 - By Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets

We at South Morningside Parent Council Transport Committee were very pleased to see the proposal to introduce a trial of side street zebra crossings and would likely to strongly support it.

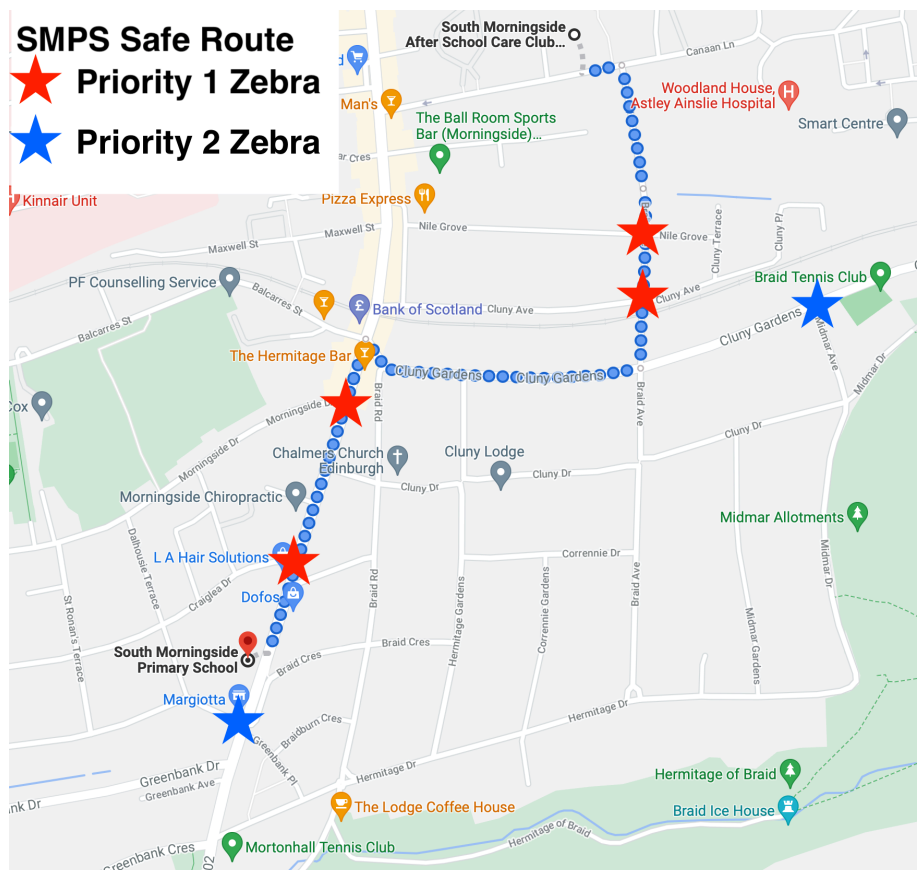
A large proportion of our pupils already walk, scoot or cycle to school but sadly we frequently hear stories of near misses and parents report that they constantly have to be on high alert at side streets to ensure that accidents are avoided as many drivers are unwilling to give way even when they're already crossing. Many of these parents are pushing buggies or escorting pre-school children on scooters and bikes, often having to carry those over busy crossings. We also have families that would like to travel more actively but need some encouragement to entice them to change their habits.

While not a solution to all the issues we see, we believe that painted zebra markings would be an excellent addition to the measures that allow safe travel to school. We believe these crossings would make a real difference to encouraging active travel.

We would also like to volunteer a proposal for a trial route and are willing to help canvas parents for opinions on whether the route has improved their walk to school.

South Morningside Primary School has two sites, one on Comiston Road and one at the Deanbank annexe. There are many families with children at both sites and the introduction of the new school on Canaan Lane will mean more families introduced to the area.

We would suggest the following route as an option for the trial. These four side street zebra crossings would allow families to walk between the sites using only signalled crossings, zebra crossings, or one way junctions which are slightly easier to navigate. The two crossings on Braid Avenue/Woodburn Terrace also link up with the Greenback to Meadows Quiet Route.



Please note that the reason we haven't suggested north on Morningside Road and along Canaan Lane is that the junction between Canaan Lane and Morningside Road is due to be closed to traffic to enable the building of flats at the old Canaan Lane public toilet site. The design of that involves scaffolding on the road and space for pedestrians will be narrowed and we are not yet sure what the full impact will be on pedestrians.

We have also marked two crossings as Priority 2 which, while they don't form part of a route between the school sites, we believe would be perfect for a trial. The Comiston Road/Comiston Drive crossing at Margiotta is used daily by a large number of our families who live in the south of the catchment in areas such as Greenbank. The Midmar Avenue/Cluny Gardens crossing is difficult crossing that is particularly busy now that Braid Avenue is closed and will be part of the route for more families as the catchment area for the new school expands east.

Re Motion to Council 25 November 2021 (Cllrs Neil Ross & Kevin Lang)

Call for action on zebra markings for side streets

Stockbridge Primary School is a City of Edinburgh non-denominational local authority school and nursery with a student body of approximately 265 pupils aged 3 to 12. The vast majority of our children travel to school on foot, scooter or bicycle; within our school we support local and national initiatives that promote active, green and safe travel to school, and a group of pupils volunteer as Junior Road Safety Officers.

Our parent body have had longstanding safety concerns about the crossing at the bottom of Saxe-Coburg Terrace where it meets Henderson Row – a crossing used by families in the east of our catchment and in the Stockbridge Colonies. An assessment of the location was carried out by CEC in **March 2018**, when it was confirmed that the crossing met the criteria for a zebra crossing or other crossing improvement and would therefore be placed on a priority list. No pedestrian crossing improvement has taken place. Cllr Mitchell (Inverleith Ward) confirmed November 17th 2021 that no design work would start until the **2022/23** financial year at the earliest, and that this 12-18 month process might be subject to further delays as a consequence of resources being redirected to Spaces for People and other pandemic measures. Today (23/11) CEC have also carried out a survey for an additional crossing guard.

Ironically, the importance of measures for keeping our children safe on Edinburgh's streets as they travel to school has increased greatly during the pandemic, when parents have been encouraged by schools, at the council's direction, to let children from P4 up travel to and from school without adult supervision in order to reduce parent gathering on the streets/ in the playground.

We **fully support the call for action on zebra markings for side streets** and argue that this cost-effective initiative would go some way to improving the safety of our pupils, in our case those who use the Saxe-Coburg crossing, until other measures can be put in place. It is particularly appealing that the zebra markings could be actioned quickly given the addition hazards our children face in the dark mornings and afternoons of the Scottish winter. (We are making separate representation to CEC about getting an additional crossing guard for this junction.) We are sure that other schools in Edinburgh would benefit from zebra markings on side-streets.

Jenny Litster (Co-Chair)

Stockbridge Primary Parent Council

Cycle parking in new developments

Spokes have longstanding concerns with the provision of cycle parking in new developments. We have seen numerous planning applications be approved with substandard cycle parking, and in some cases no provision whatsoever.

Given the longevity of new buildings it is vital that they play their part enabling the change to more active and less car dependent transport. Enabling everyone to safely and securely store their bicycles is a key part of this. Spokes is of a firm view that all the main aspects of proposed cycle parking should be set out in planning applications. This should specify how security will be achieved as well as how easy to access and use the parking will be.

A particular problem is the tendency for developers to only provide two-tier bike racks, which are difficult to use for many people, and only suitable for “standard” shaped bikes. This excludes many people from using them, including anyone who uses, or wants to use, a cargo bike, tandem or handbike. The recent increase in the number of people using e-bikes, which tend to be heavier, makes this issue all the more pertinent. The council’s design guidance should therefore specify a minimum proportion (say 10%) of bike spaces in any new development which are accessible for non-standard bikes. A maximum proportion (say 40%) of bike spaces which are in two-tiered bike racks should also be specified.

We therefore welcome Cllr Booth’s motion to urgently bring forward the technical factsheet on cycle parking, and hope that it is passed.

David French

Spokes Planning Group

November 2021



Street Furniture - Deputation in support of Motion 8.5 (25.11.21)

Guide Dogs Scotland have serious concerns about the proliferation of temporary street furniture, which can act as an obstacle to people with vision impairment or limited mobility.

We acknowledge that this is a very difficult time for local authorities who face a variety of unprecedented challenges with limited resources. However, it remains vital that people with a vision impairment and others with limited mobility should continue to be able to access their streets, businesses and other local services safely.

Obstacles on the pavement make navigating more difficult for people with sight loss. Changes to infrastructure because of social distancing have already hit blind and partially sighted people disproportionately hard, with two-thirds of respondents to an RNIB survey reporting that they have felt less independent since social distancing was introduced.

The potential increase in street furniture could force blind and partially sighted people to walk in the road, change their route, avoid travelling independently, or even stay at home altogether.

Recommendations

- *Review and enforce* any existing guidance on the placement of street furniture; temporary and/or emergency schemes should not result in decisions that disadvantage people with limited sight or mobility
- Evaluate whether disabled people, including people with sight loss, can use temporary measures effectively

- Encourage businesses to consult with groups in the area that may be affected by the proposals
- The need for an accessible barrier with colour contrast and a tap rail so that long cane users can navigate safely
- Ensuring the minimum pavement width remaining allows two pedestrians to pass each other while socially distancing
- No structures or signs allowed outside the designated area, the presence of tables and chairs should never discourage pedestrians from using the footway.
- Where possible that furniture be located on the carriageway to enable social distancing
- Potential locations for outdoor seating/tables should be assessed to ensure that they don't add to existing street clutter. For example, that tables/chairs should not be located near to/next roadworks, bike racks, diversion signs and any other street clutter likely to impede the safe passage of pedestrians

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