

## WARDIE PRIMARY SCHOOL TRAVEL PLAN



WARDIE PARENT COUNCIL 2016

<b>Contents</b>	<b>Page</b>
<b>Executive Summary</b>	3
<b>Section 1</b> - Introduction	4
<b>Section 2</b> - Description of the school and surrounding area	4
<b>Section 3</b> - Results from Pupil Travel Survey (including parents/carers accompanying pupils)	7
3.1 Distance from home	7
3.2 How the surveyed children get to school	7
3.3 Reasons for method of travel choice	8
3.4 Streets that are difficult to cross	9
3.5 Cycling to and from school	10
3.6 Problems with traffic around the school gates	10
3.7 Other problems mentioned	11
3.8 What would encourage change away from car use?	12
3.9 Potential solutions within the survey	12
<b>Section 4</b> - Conclusions and Action points	13
Table 1	15
Appendix 1	17



## **Wardie Primary School Travel Plan Executive Summary**

This travel plan is a follow up to the previous plan from 2005. The plan has been written by the parent council using data collected from a school wide travel survey that was completed in 2015. The survey has been analysed to produce graphs and statistics and some of which are in this plan. Of equal importance to this analysis are the views of parents and to reflect this a number of direct (anonymised) quotes have been included.

The catchment area at Wardie Primary School is compact with more than 90% of pupils living less than one mile from the school. Therefore it is not surprising that over 80% of pupils walk or scoot to school. Car use was at 10% in the survey and its use was mainly to facilitate onward travel by the parent or carer to work.

Of concern were the small number of people cycling to school. Reasons for not cycling relate to traffic volume and speed around the school and in the wider area with particular hotspots that are mentioned in the document. The traffic concerns are echoed by those walking or scooting to school with a number of roads being difficult to cross. With the rising school roll and the new nursery, particular strain has been put on the school gate and alternative measures have been looked at to access the school. Considerable concerns have been expressed about the risks to children caused by vehicle drivers close to the school.

The table at the end of this document summarises the action points generated by the report. All of the action points have the aim of allowing our children to travel to and from school by walking, scooting and cycling in a safe and pleasant environment. It is hoped that these actions can be prioritized and resourced over the next few years, led by the parent council and involving the wider community.

## **Section 1 - Introduction**

This is Wardie Primary School's first Travel Plan since 2005. The school has significantly grown since then. Because of this rise in the school roll, there has been, over the past few years, an increasing concern, apparent in several consultations with parents, about congestion or risks to safety when traveling around the school. These concerns were made explicit in responses to the Travel Plan survey that was carried out during 2015. This travel plan aims to summarise the points made and propose actions that can address them. Actions mainly consist of measures and initiatives to reach one or more of these goals:

- 1) Reduce unnecessary car use
- 2) Encourage healthy and sustainable travel options
- 3) Increase safety for children getting to and from school

These goals are in accordance with the school ethos as an eco-school.

This plan contains analysis of the present situation then proposes measures will include walking initiatives, cycling promotion as well as physical changes that include engineering or aspects of visual improvement. Proposed actions may also include educational programmes aimed at behaviour change. Their implementation may well need to be subject to ongoing collaboration between the school, the parent body, the local authority Children & Families Department and other departments in the local authority such as Travel or Placemaking. It may be that other third sector organisations such as Sustrans could be asked to help achieve some aspects of this plan.

## **Section 2 - Description of the school and surrounding area**

From August 2016 Wardie Primary School is projected to have 570 pupils organised into 20 classes. The pupils range in age from 4 1/2 – 12 years old. There has been steady growth for the past 5-8 years with a block built and opened in 2008, another in 2013 and more in 2015. As of Summer 2015, the school also encompassed an integrated nursery that has an additional 40 children aged 3 to 5. In comparison, the school roll in 2005 was estimated at around 370 and it did not rise above 400 until around 2009. In summary the school has 200 more children compared to when the last travel plan was written in 2005.

The school buildings are surrounded by a tarmac playing area plus areas of grass and perimeter woodland where the children are able to play. The building is set back from Granton Road, a busy main road used by all vehicle types: private cars, buses, vans and some lorries.

## Approach to the school

The pedestrian entrance to the building is by a small cul-de-sac where a gate is generally locked although it is often opened at start/end of school day to ease congestion. The vehicle entrance is shared by Edinburgh Council to access Broughton playing fields to the north of the school perimeter. There is a car park to the side used by school staff. The gate to these car parks is locked at beginning and end of the school day to ensure that no children are dropped off here. This, and the fact that Granton Road is an extremely busy road with double yellow lines along much of its length, means there are limited safe parking places around the school. The road has become busier in recent years likely to be due to more development of the Waterfront area, general densification of the north of the city and a likely increase in average household car ownership.



After pressure from the Parent Council the council widened the Granton Road pavement for around 50m+ to the south of the school entrance during the summer of 2015. This has improved the route towards the school from this direction, especially reducing the congestion around the bus stop. Despite some concerns, there has been no discernable problem with the flow of any motor traffic by taking away some carriageway space.

## Further around the school

Most streets around the school are narrow residential streets that have speed cushions. These cushions or humps promote appropriate lower-speeds to make it more favourable for children to play out on pavements at least, and sometimes on the street. Although the widespread on-street parking as well as the perceived risk of the occasional inconsiderate speeding driver means that, like many urban

areas, the parents of children are often not keen on permitting street play. All streets around have many driveways where cars can cross the pavements, and this is perceived as an additional risk to parents when considering whether to let their children walk to school independently or not.

In front of the school is a crossing with traffic signals including red-green man system. This is staffed by a school crossing attendant during drop off and pick up times. Other attendants exist at the junction of Granton Road with Afton Terrace, at the junction of Cargil Terrace and South Trinity Road. [check?].

### **Out of normal hours activity**

For many years the school has had a very popular After School Club (Monday-Thursday) until 5:30pm. A Breakfast club is also now available as is an alternative after school club in the Wardie Residents Club adjacent to the north of the school. Very many after school clubs and activities run at all times of the year. The out of normal hours activity means that pupils and carers are accessing the school regularly before and after normal school hours. A particular time of increased risk is during winter months when it is dark at 4-5pm and some children will be leaving school grounds, with or without parents/carers and when there are no crossings guides.

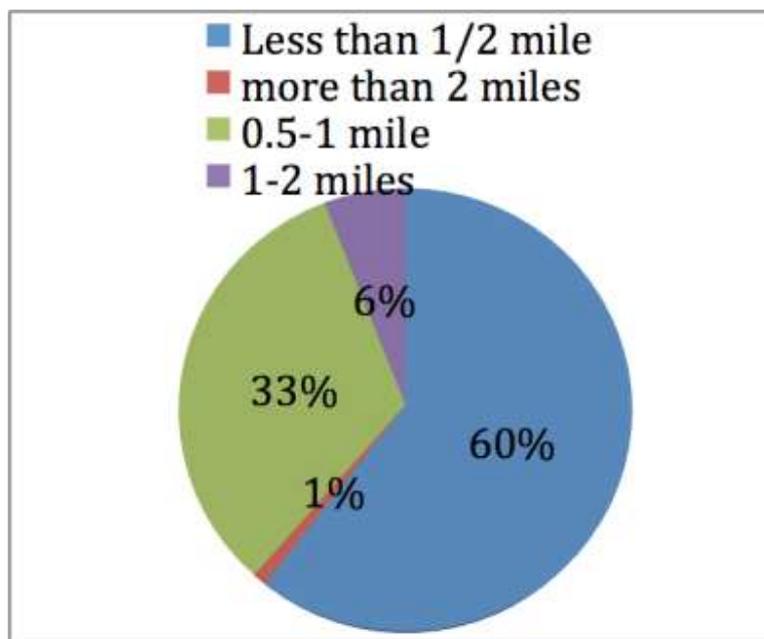
### Section 3 - Results from Pupil Travel Survey (including parents/carers accompanying pupils)

There were 129 responses to the online survey. The responses were largely from the parents of younger children at the school with responses reducing from parents/carers of pupils in P5-P7. A full list of the survey questions are in appendix 1 (page 17).

#### 3.1. Distance from home to school (Analysis of Question 2)

Observations – The school has a tight catchment with the vast majority of children within an easy active travel distance. 93% of pupils live less than 1 mile from the school, with 60% living less than half a mile from the school. Only 6% of pupils live between 1-2 miles and 1% of pupils parents surveyed lived more than 2 miles from the school.

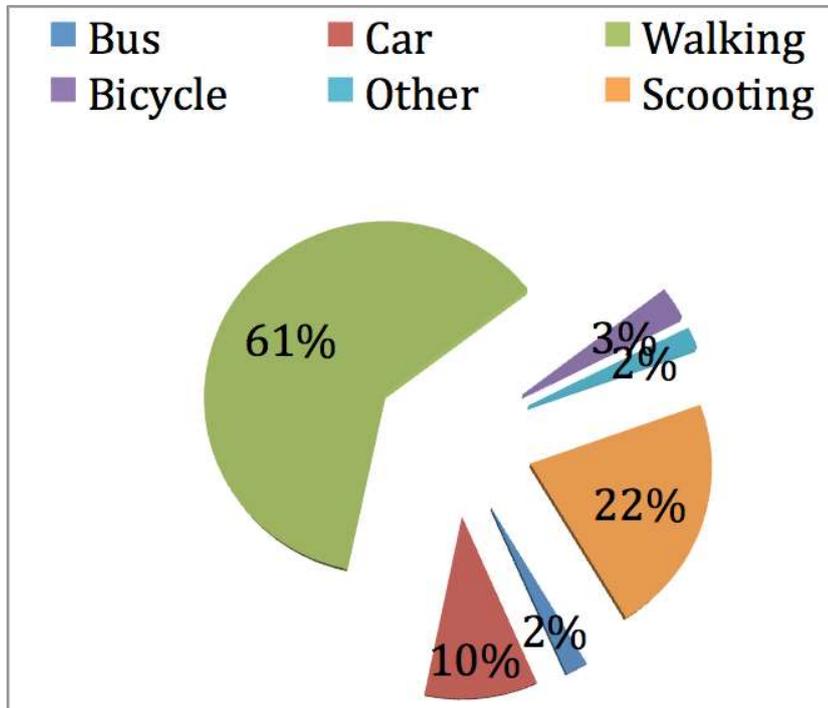
Figure 1: Distances children travel to the school



#### 3.2. How the surveyed children get to school (Analysis of Question 3)

61% walked to school, 22% scooted, 10% travelled by car (\* but this is contradicted later on Q11 where 26% walk then drive at least sometimes during each week), 3% cycled and 2% used the bus (Figure 2).

These data compare favourably to the 2005 survey where 35% of children travelled to school by car and 52% of children walked with the remaining children arriving by bus (5%) or cycling (8%).



**Figure 2: Mode of transport to the school**

### Observations

Car use has fallen from 2005 to a low 10% but on occasion this figure will likely be higher largely due to parents dropping children off and then travelling onto work by car.

A marked growth in scooter use was observed along with a decrease in cycling confirming the impact of busier roads around the school and the perceived need for pupils to travel on pavements, thus reducing risk while travelling. Scooting can be done safely on pavements whereas cycling is seen as unsafe. There has also been the investment in scooter shed and while the school has a reasonably well-covered bike shed it does not have so much capacity. Finally, in the past decade many more cheap, good quality scooters have become available.

### 3.3. Reasons for method of travel (mode) choice (Analysis of Question 4)

60% live close and state this as the reason for their choice in question 3 with 25% saying they enjoy walking (or cycling).

A consistent 10% state that they take the car as they need to travel onto work. Going on to work was the major reason given for traveling to school by car.

### 3.4. Streets that are difficult to cross (Analysis of Question 6)

53% felt roads were difficult to cross and this was a barrier to walking, cycling or scooting.

A large number of respondents (nearly half) listed around 70 ‘hotspots’ that are grouped as follows. If these are deemed hard to cross, pedestrians are clearly not being given priority. The Scottish Government’s street design policy states that pedestrians should come first. Therefore there is a policy justification for addressing pedestrian concerns in these areas.

The diagram below is arranged around Granton Road with numbers of mentions and the main points for each area.

**Figure 3: Summary of issues around crossing streets**

	<p>NORTH of G Rd</p> <p>4 Granton Square / Boswall Road – No defined crossings</p>	
<p>WEST of G Rd (16 total)</p> <p>9 Boswall Green – Cars on pavements / Inconsiderate parking 7 Boswall Parkway/ Wardie Crescent – No defined crossings</p>	<p>GRANTON ROAD (14 total)</p> <p>Busy traffic</p> <p><b>See answers to question 8 (section 3,6)</b></p>	<p>EAST of G Rd (23 total)</p> <p>10 Afton Terrace/ Cargil Terrace – Rat run with impatient drivers 10 Netherby Road / Stirling Road / South Trinity Road / Darnell Road – No traffic lights 3 Clark Road – busy, no lights.</p>
	<p>SOUTH of Gr Rd</p> <p>9 Ferry Road/ Inverleith Row/Place – Drivers passing through crossings when pedestrians have right of way</p>	

Direct quotes from responses to the question about difficult streets to cross:

*Afton terrace at the corner of Granton road feels particularly unsafe. It is manned by a crossing lady but regularly she has to step out from between parked cars as people park right along and even up to the corner - think some yellow Zig zags could help?*

*Boswall green is busy with lots of parked cars and traffic coming from all four directions  
Cars travel too fast, cars parked near street corners making visibility difficult*

*Wardie Crescent - can be quite busy and there are always cars parked on roadside*

*No pedestrian crossing on Wardie Road. Very busy at rush hour.*

*Boswell Green and Granton Road. Poor parking from other parents on pavements. This causes congestion and results in near misses.*

*T-junction of Cargil Terrace with Wardie Road hard to cross (traffic comes from three directions and is busy plus lots of parked cars obstructing views). Crossing Afton terrace o.k. if cross with lollipop lady. Otherwise difficult as busy and lots of parked cars.*

*We live at corner of Granton/Ferry Rd and there is one road that I worry about my children crossing. It is Rosebank Road and is a very busy road for kids to cross*

*Rose bank road, used a lot by commuters and can be blind due to parked cars. Would not let child cross this alone till much older - unfortunate as rest of journey is safe.*

*Ferry road - cars skip through the green man. Clark road, South trinity road, parked cars and v busy*

*Crossing by entrance to school car park. Illegal/ inconsiderate parking blocking sightline.*

*Lower Granton Road - Granton Square. Very busy in the mornings. Difficult roundabout to negotiate on foot. Most drivers do not give way to pedestrians to cross.*

*The crossroads at East Trinity/South Trinity junction. There is no longer a lollipop lady there.*

### **3.5. Concerns about cycling to and from school (Analysis of Question 7)**

43% of respondents reported problems with cycling. Cycling encapsulates lots of concerns parents have about travel to school with the roads being too busy to cycle on safely with cars and the pavements too busy with pedestrians and children scooting for bicycles. The roads mentioned as being difficult for cyclists were the same as those mentioned above which were difficult for children walking or cycling to school to cross. Given the short distances most children travel to school safer cycle routes be in discussed in the long-term strategy in this document.

### **3.6. Problems with traffic around the school gates (Analysis of Question 8)**

Over 2/3 of the respondents reported problems with the traffic around the school gates. Quotes from the survey are below. A lot of these relate to speed and volume of car traffic on Granton Road along with inconsiderate parking.

Direct quotes from responses to the question about problems with traffic around school gates:

*Cars parking on double yellow lines on Granton Road & school zone. This is not effectively patrolled*

*Too many parents drive. As you approach the school on Boswall Green there are cars parking and pulling out everywhere. There are also problems in the rugby club car park next to the school which is an exit for many parents walking to nursery. Cars should be banned in the morning from both of these spots.*

*Not so much by gates but yes by the small car park area to side by residents club this area is a hazard for parents just dump their cars here at inappropriate places.*

*Delivery vans for businesses opposite the school parking at the school entrance on the pavement. Provide a delivery parking bay on the West side of Granton Road for the chemist.*

*Some people drop children in places where they're not supposed to stop and when challenged swear at you*

*Very busy, cars drive too fast down Granton Rd and try to skip traffic lights.*

*Because there are traffic lights at the school I don't see the traffic as being too big an issue. The paths do get very congested however as the kids queue up to cross the street. Think there are too many parents parking close to the school, double parking and driving too quickly along residential roads. Yes. People still park down the school entrance lane. The gate into school is too narrow. A bad bottleneck.*

*Yes too much congestion at peak times going through one gate very often.*

### **3.7 Other problems mentioned**

**(including any other part of your child's journey that worries you / any other significant points raised (Analysis of Questions 9, 14 & 16))**

Direct quotes from responses

*I strongly re opening the gate at Afton terrace would assist with some of the congestion. Making it easier for the footfall coming from that side of trinity and inverleith to be in the school grounds sooner, avoiding busy traffic and parked vehicles. In particular now that there is a school nursery it would also give our smallest pupils a safer route into the school grounds.*

*I think they should open up the other entrance to the school to ease the morning and after school congestion.*

*Why not move the school entrance?*

*There is another safer entrance gate into school that is not open.*

*Very uneven road leading up to school entrance. Many children fall just walking, running or on scooters. Both my children have fallen there on way into school*

*The large bins on the road leading to school increase pedestrian congestion and obscure vision (has been difficult negotiating this area with 3 year old and pram).*

*Would feel more comfortable about cycling if kids got some cycling/road awareness training*

*Cycling should be encouraged more for kids and parents. Speed limit of 20mph should be enforced on all streets around, especially Granton Road.*

*Would like to know children are getting cycle training - why, as parents, are we keen to get our kids cycling from an early age but then don't let them cycle - children need training!*

*Pavement blocked by parked work lorry at garages at cargil. The lollipop lady being removed from crossroads cargil / Stirling / east trinity / south trinity*

*I still find it shocking that people still park up on the pavement where there are double yellow & zig zag lines prior to the traffic lights where the children cross with the Crossing Patrol. It seems completely lawless to me, but just have to accept that this is tolerated.*

*Dog fouling, small pavements and fast cars on the main road  
Dog poo. Total nightmare on the school run!  
FOOTPATHS ARE TOO NARROW CLOSE TO SCHOOL  
The pavement along Granton Road heading north is too narrow for the volume of traffic*

### **Observations:**

A number of respondents raised the issue of possible other entrances to the school with the gate at the end of Wardie Road raised in several of the responses above. Parents and carers have quite reasonably highlighted the congestion around the current school gate and wondered why the Wardie road gate is not open to ease congestion. With regards to the current school entrance the quality of the road surface along with the bins has been raised and both are very valid points.

Helpful suggestions to improve cycling safely including 20mph speed limits along with cycle training have been raised. With regards to walking, inconsiderate parking has been highlighted as a major issue along with narrow pavements. Finally dog excrement also is making travelling along the pavements around the school more hazardous.

### **3.8 What would encourage change away from car use (For those who drive to school, and length of onward journey) (Analysis of Questions 11 & 15)**

For parents driving to school there were a variety of car drop off points, Boswell Green, Afton Terrace, Granton Road. Of the car drop offs 50% travelled on less than 3 miles, 50% travelled more.

#### **Observations:**

The majority of onward car journeys were less than 3 miles. In those driving to school, the most popular ideas that would help prevent car use were: knowing that other children are walking to school, reduced car speed around the school, and knowing that children can walk safely to school were the most popular ideas that would help prevent car use.

### **3.9 Potential solutions within the survey – would you use a walking bus? (Analysis of Question 12)**

30% of respondents said that they would use a walking bus and 30% said they might use it. 10% would commit to a walking bus slot and 50% might support. These are positive results and are captured in our action points.

## **Section 4- Conclusions and Action points**

The positive findings of this report are that the vast majority of pupils are walking or scooting to school. The environment that they do this in, however, could be significantly improved. Concerns have been raised repeatedly through this document about the volume and speed of traffic parents/carers and children are encountering on their way to and from school. These factors make crossing roads difficult where manned crossings or traffic lights are not available.

In addition to this, inconsiderate driving and parking makes for further problems and increase risk of accidents. With all these concerns it is not surprising that the number of children cycling to school is low. The streets and crossing points where concerns have been raised are spread throughout the catchment area. Attempts to address these problems will need to be done taking into consideration traffic flows across the whole of North Edinburgh. Park and Stride is not a practical solution given the lack of parking on nearby streets and if at all possible parents should be encouraged to walk home and pick up the car if they require to drive.

Once at the approach to the school there is marked congestion which is worsening as the school roll increases (photos on next page). The road surface here is poor resulting in accidents and with overflowing bins the entrance to the school is not welcoming. Opening the Afton Terrace gate would allow another access route into the school and this is an avenue we will actively explore.

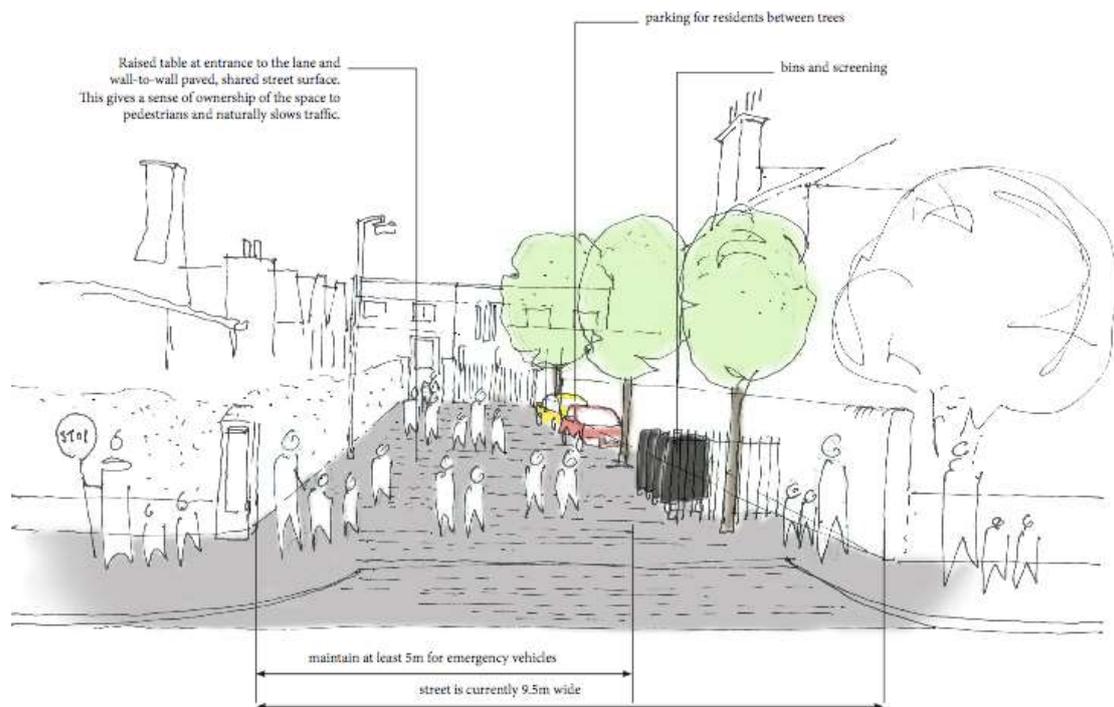
Finally dog excrement on pavements is an ongoing issue that is deeply unpleasant and we will look to address in making travel to school safer, greener, more pleasant and more convenient.

Table 1(page 15) summarises the action points we have drawn together from our consultation along with a suggested time frame for addressing these.

### School Approach Now (2016)



### School approach Vision, after investment and care (2020)



**Table 1.**

Context	Objectives	ACTIONS	Who leads	When	Resources
1 More pleasant and welcoming	Improve the school approach	<p>A quick win would deter opportunistic drop-offs on Granton Road by double yellows.</p> <p>Bins - Trial bins at the other end of the tenement.</p> <p>Brighten up the cul-de-sac. Measures to improve Granton Road entrance (see photos - it's not attractive), whether Granton Rd or Afton, Could look at more creative and colourful -interventions such as the Kirkcaldy example <a href="#">Sinclairtown Street Design Project</a> <a href="#">Kirkcaldy, Scotland - nadtily</a></p>	<p>Roads dept</p> <p>environment department</p> <p>Pupils (involve in the design), designers, a competition, sustrans?</p>	<p>December 2016</p> <p>Early 2017</p> <p>2016-17</p>	<p>Should have been done after pavement widening, so just a completion of this job</p> <p>A new space to be made?</p> <p>A project for someone to lead.</p>
2 Safer, Greener	Reduce car travel to/from school	<p>Help parents who travel onto work in cars adapt. Possible solutions, in order of preference are: a) walk then public transport; b) try cycling; c) walk/cycle home before getting their car; or d) 'park Smart' - encourage parents who cannot avoid driving to school to park a little further away and walk the remainder of the journey.</p>	<p>School PC, pupils, staff</p>	<p>2017-18</p>	<p>A concerted programme that is a follow-up from concerns raised in the travel survey</p>
3 Safer	Stop inconsiderate parking	<p>Tackle poorly located parking - much of it by parents</p> <p>Trial a 'no parking on the pavement week' on Boswall Green</p>	<p>Parent information</p> <p>Roads dept, local residents</p>	<p>2016-17</p>	<p>Volunteers to leaflet, put out cones, observe?</p>

4	Safer, more convenient (reduce travel time)	Second or Alternative entrance	Trial opening of the Afton Terrace gate. Consider 'school street' after evaluation of other CEC schools, like Sciennes Re-consider school start/end time congestion		Spring 2017 2017 2017	Design input required. CEC agreement Staff (possibly parents) need to be consulted
5	Safer, More pleasant	Stop dog excrement on streets around	Vigilant reporting of dog excrement on the streets around using the local authority 'dog fouling' <a href="https://my.edinburgh.gov.uk/app/report_it/forms/dog_fouling">https://my.edinburgh.gov.uk/app/report_it/forms/dog_fouling</a>	Include pupils and parents, local residents	Early 2017	A monitor
6	Safer, More so-cialable	Try walking buses	Set one or two and ask them to report back after a few weeks	Use list that we have:	Spring 2017	Volunteers
7	Greener	Promote cycling	Trial cycle training/ awareness (combined with Boswall Green and Afton Terrace openings)	Sustrans Spokes Parents	Longer term	Volunteers
8	Safer	Promote safer, slower driving in whole catchment	A campaign to tackle driver behaviour, especially speeding in the wider area using signs, public information, leafleting and where possible some junction re-design to clearly favour pedestrians Consider 20mph limits Targeted design improvements of risky junctions in the area	Links with community councils 'PLACE' team in CEC	2017-19 long-term	long-term pressure - links with other schools Street or urban designers

## Appendix 1

- Q2- How far is your child(ren)'s journey to school each day?
- Q3- How do your children normally travel to and from school?
- Q4- Can you tell us why you choose to travel this way? - please tick the appropriate box.
- Q5- In which year(s) is/are your child/ren at school?
- Q6- Are there roads that are difficult to cross?
- Q7- Are there problems with cycling to school?
- Q8- Are there problems with traffic around the school gates?
- Q9- Are there any other problems you would like to mention?
- Q10- If you drive to school, where do you normally stop to drop your child(ren)? Please name the street and the area.
- Q11- If you drop your child on the way to work then how far do you then drive to your workplace?
- Q12- A walking bus allows parents to take turns to lead groups of pupils to school. Would you use a walking bus if there was one in your area?
- Q13- Would you be able to take a turn on the rota for the walking bus? If so then please include your contact details
- Q14- Is there any part of your child's journey to school that worries you? If so then please give details
- Q15- If you drive, what would encourage you not to use your car? Please tick all that apply
- Q16- Please feel free to tell us about any other school travel related issues not covered.