



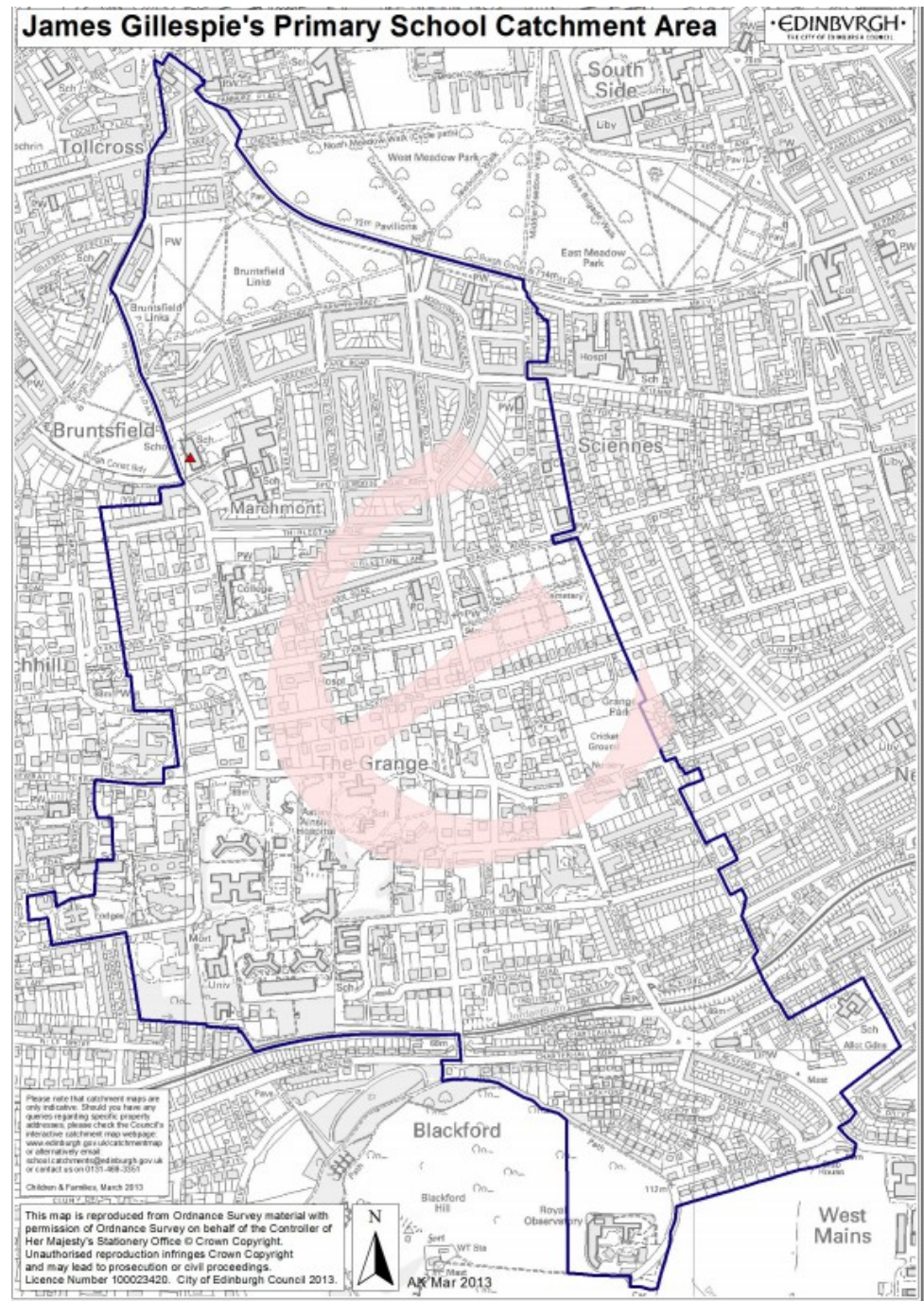
# James Gillespie's Primary School (JGPS) Travel Plan

2016-17

# JGPS Catchment Map 2015

The school catchment extends eastwards beyond Marchmont Road, and southwards beyond Charterhall Road

Major motor vehicle routes through the catchment area are: Whitehouse Loan, Marchmont Road/Kilgraston Road/Blackford Avenue running north/south, and Strathearn Road/Beaufort Road, Newbattle Terrace/Grange Loan, and Charterhall Road/Cluny Gardens running east/west



# Current Situation

- JGPS has 650 children between the ages of 3 and 12 years, with two classes in P5-P7 year groups and three classes in P1-P4 year groups. There is a separate pre-school nursery with 60 children. The roll is expected to rise again to 700 by 2019.
- The greatest distance any child within the catchment area has to travel is less than 3km (1-2 miles). In Aug 2017 there are ?? children on the school roll who live outside the catchment area
- Peak times for drop off and pick up at school and nursery are 8.30 - 8.45am and 2.50 – 3.30pm (12.15-12.30 on Fridays). School groups regularly cross Whitehouse Loan to use Bruntsfield Links for sport and PE. “Skools Out” walks children from school to Barclay church via Whitehouse Loan every afternoon.
- The school is situated on the corner of a busy commuter route, Whitehouse Loan, and a cobbled residential street, Warrender Park Road, that is largely used as a ‘rat-run’ by commuters.
- The vehicle entrance is on Whitehouse Loan and the pedestrian entrance is on Warrender Park Road. Both entrances are close to the junction of the two roads, therefore many children cross these roads close to the junction, and many parents drop their children off by car close to the junction. The vehicle entrance is used by staff arriving by car, and by delivery vehicles
- The streets around the school are now included within a full-time 20mph zone with speed humps and pavement build-outs. The build-outs in particular have been found to be very helpful to pedestrians. The speed humps are generally effective at reducing speed on the minor roads, but speeding continues on Warrender Park Road
- At present a single crossing patrol guide mans both roads at the junction of Whitehouse Loan and Warrender Park Road.

# Travel Survey 2015 Findings

- Good response rate to the City of Edinburgh online travel survey questionnaire sent out in December 2015 via the JGPS Parent Council - 179 respondents
- **Children live near to the school:** The majority (67%) of children travel up to a mile to school. One in three (30%) travel between 1 to 2 miles. Just under half (47%) usually travel to school in under 10 mins; a quarter (24%) between 10-20 mins and three in ten (29%) 20 mins or more
- **Most children walk to school:** Three quarters (75%) normally walk to and from school, one in ten (10%) either cycle or scoot, while around one in eight (13%) take the car. A further one in five (22%) sometimes walk, cycle (36%), scoot (16%) or take the car (21%)
- **Most children are accompanied by a parent when travelling to or from school**
- **There are difficult roads to cross on the way to school:** The majority (69%) find that there are roads difficult to cross on their route to school. The vast majority of car users (80%) would consider not using the car if there were safe crossing points on the journey to school. The majority of the open text comments were about the difficulties and safety concerns with crossing particular roads, such as, Kilgraston Road and Grange Loan and the need for safer crossing points to be established on a number of the routes to school
- **The safety of roads are seen as a barrier to cycling to school:** The majority state that there are issues with cycling to school (68%) and half of car users would consider not using the car if there were separate cycle routes (49% of users of cars). Most children have bikes but are not allowed to cycle on the road. Cycle storage at the school is not seen as a problem
- **Interest and potential use of a walking bus is evenly split** between those willing to use one (31%), maybe use one (34%) and would not use one (35%) however, a quarter of car users (25%) would consider not using a car if they knew that there were lots of other children walking to school. There were a number of parents who were willing to volunteer to be on a rota for a walking bus
- **Very few car users car share** (11% of users of cars), however, most car users do feel it is not an option (67%)

# New concerns from 2015 survey

- In line with the general findings around safety concerns of crossing points on the route to and from school, there was a demand for safer cycle routes, particularly as most children have bikes

# Concerns Identified Previously

Concern in 2006	Still an issue in 2016?
Driver behaviour: parking very close to junction, double parking, 3-point turns, failing to give way to crossing patrol, failing to give way to zebra, failing to stop at red light on Marchmont Road Toucan, speeding, parking on wrong side of road, parking on cycle lanes, allowing children to exit vehicles on 'wrong' side of vehicle onto carriageway	Yes, main entrance now on Warrender Park Road but zig zags in wrong place and still concerns about traffic, parking and crossing at junction (even with lollipop person)
Parental attitudes to walking/cycling: 'driving is safer', 'no time to accompany children on foot or bike'	Yes, but to a lesser extent, the majority of children walk
Cycle and scooter parking facilities	These have been improved and most happy with the provision in 2015 survey. However, we are now at a stage where we need more, as of June 2017.
Road layout – specific problem areas include Kilgraston Road and Grange Loan	Yes, improvements have not been made and still high levels of concern about crossings
Lack of Crossing Patrol Guides	Yes
Infrequent and poorly timed buses	Yes
Lack of suitable areas for 'park and stride' schemes	Not covered in survey but may still require action
Lack of a 'Champion' within the school who will prioritise Safe Routes issues	Yes

# Recommendations for action plan

## Aims:

- To improve safety for children on the school journey which will reduce the number of pupils being driven to school (increase active travel)

## Objectives:

- Improve child safety at crossing points
- Improve child safety at drop off and pick ups
- Improve safe cycle and walking routes

# Recommendations for action plan

## Targets:

- Reduce the number of pupils being driven to school from the current 13% (1 in 8) by 3 percentage points to 10% (1 in 10) by 2020
- Reduce the number of vehicle drop-offs occurring within 100m of the school gate <measure?>
- Increase the number of parents/carers who feel safe walking or cycling with their children to school <measure?>



# Action Plan

Improve safety at crossing points:

Action	Owner	Action Review Date
Campaign for identified “risky” crossings to have crossing patrol guides		
Request (& continue to monitor) that Police Scotland make regular and frequent enforcement checks on vehicle speeds and compliance at crossings		
Ensure that speed reducing measures (e.g. speed humps) are adequate on the roads that are to become 20mph in 2017 or later		
Press CEC to continue the “Grange Rd zebra/toucan crossing” scheme further West along Grange Rd to cover more of JGPS catchment		

# Action Plan (Continued)

Improve safety at drop off

Action	Owner	Action Review Date
Press CEC to enhance the Whitehouse Loan / Warrender Pk Rd junction to support the level of pedestrian demand and discourage poor driver behaviour (widen pavements, narrow carriageway, reduce bend radii, reduce street furniture clutter, improve lining). See appendix.		
If the Whitehouse Loan / Warrender Pk Rd junction cannot be suitably redesigned (as above), press CEC to expand the school streets closure scheme to JGPS (part-time road closures at school entrance/exit times)		
Investigate the possibility of setting up "park and stride" locations with CEC & alternative entrance points		

# Action Plan (Continued)

Improve safe cycle and walking routes:

Action	Owner	Action Review Date
Progress the planned Quiet Route 7 with CEC (runs along Whitehouse Loan and Canaan Lane). <a href="#">Link to CEC map</a> & see appendix.		Check proposed consultation dates with CEC
Progress the planned Quiet Route 10 with CEC (runs through the old Astley Anslie site and South Oswald Rd). See appendix.		Check proposed consultation dates with CEC
Investigate if we can still influence the CEC Marchmont Rd to King Buildings “cycle route” design		
Create maps showing safer walking & cycle routes to/from school		

# Action Plan (Continued)

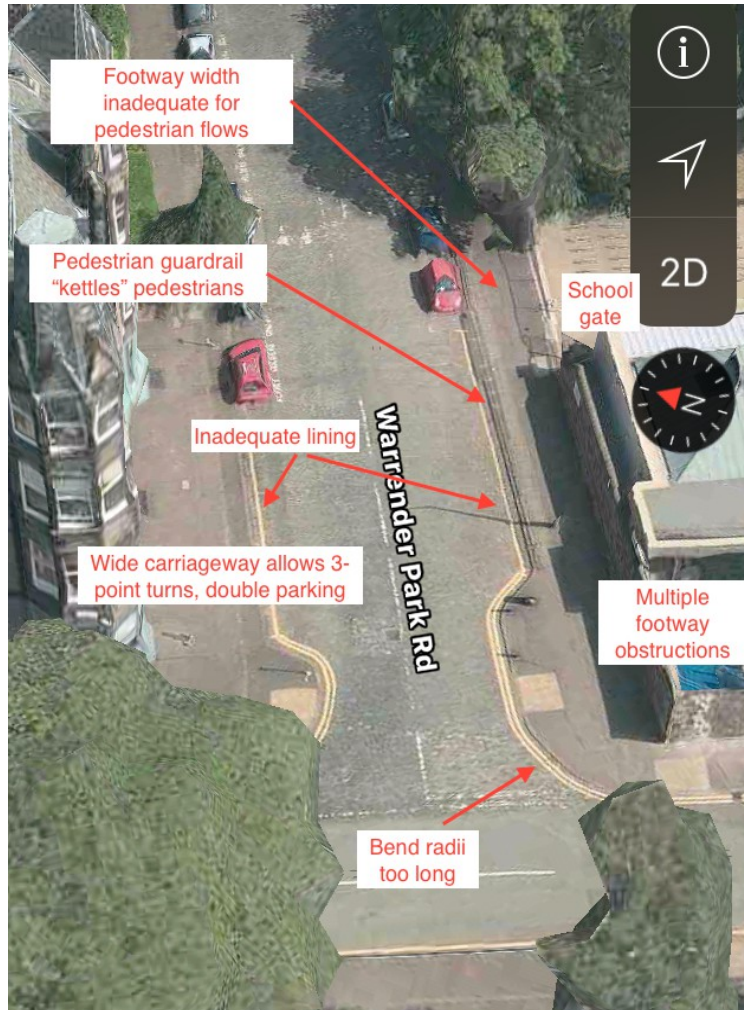
All objectives:

Action	Owner	Action Review Date
Appoint a champion within the school (preferably a senior staff member, possibly some older pupils as well e.g. Junior Road Safety Officers)		
Borrow speed-guns from the police and allow pupils to monitor speeds at key locations/times as part of an awareness campaign		
Set up professional cycle training within the school (Bikeability?). A substantial proportion of this should be on-road (where age-appropriate e.g P6+)		
Increase the number of bike and scooter parking spaces		



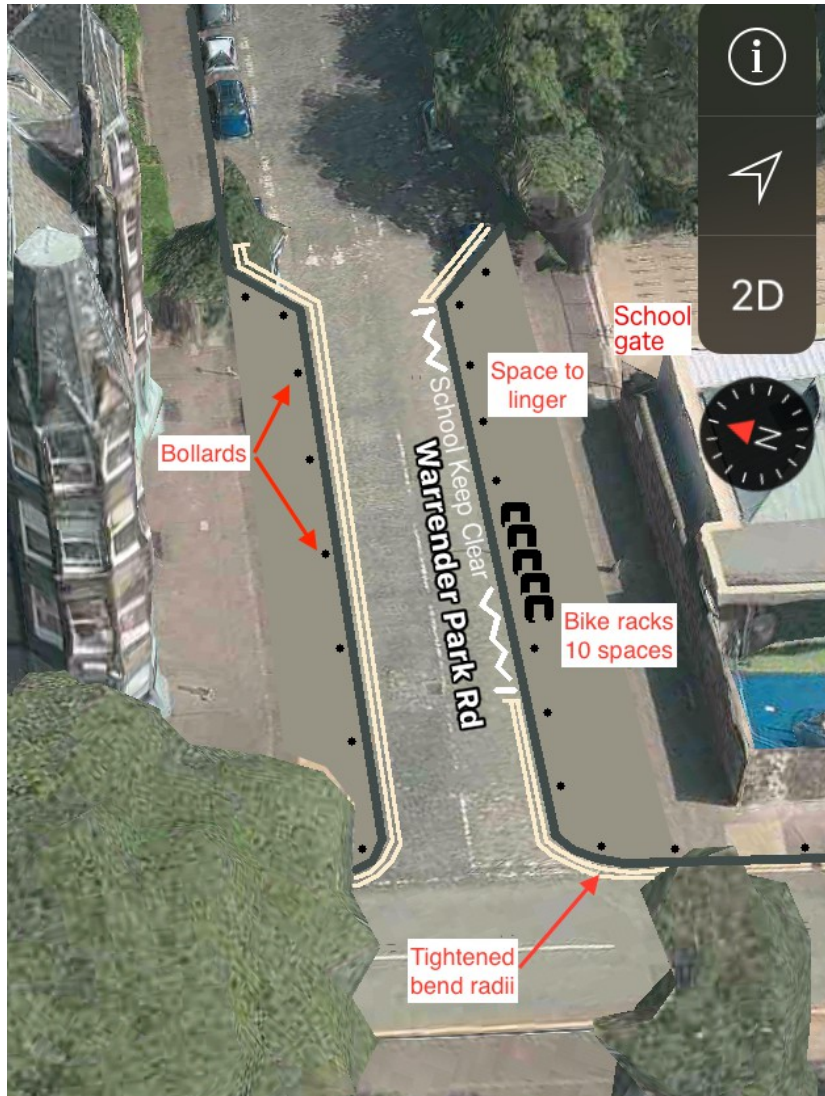


## Appendix 2 – Road design issues at school gate



- Footway is too narrow for pedestrian flows at entrance / exit times and is obstructed by cycle-racks, post storage boxes, lampposts, guardrail.
- Wide carriageway encourages poor driver behaviour (double parking, 3-point turns, speeding).
- Inadequate lining encourages parking and drop-offs too close to the entrance gate.
- Bend radii at junction not tight enough, lengthening the crossing for pedestrians, restricting sight-lines and encouraging drivers to drive too fast through the junction.
- Parents and children like to linger near the gate to say goodbye, chat, etc. - this should be accommodated.

## Appendix 2 – Road design - potential improvements at school gate



- Space for parents, carers and children to linger near the gate and socialise, chat, say goodbye, etc.
- Adequate width of footway to accommodate pedestrians at peak flow.
- Road design highlights, “Cars are guests here.”
- Narrowed carriageway discourages driver behaviours such as double parking, 3-point turns and speeding.
- Improved lining encourages parking and drop-offs away from the entrance gate.
- Bend radii at junction tightened, shortening the crossing for pedestrians, improving the sight-lines and encouraging drivers to drive cautiously through the junction.
- Bollards to prevent pavement parking, yet still allow free pedestrian movement.
- Bike racks outside gate – helps to avoid congestion through the gate, as fewer bikes need to be brought in by parents dropping off.