

**Objections to Proposed Traffic Regulation Order  
School Streets Lasswade Primary School****Report by Ricky Moffat, Head of Commercial Operations****1 Purpose of Report**

The purpose of this report is to update Cabinet on the response to consultations and advertising of a proposed Traffic Regulation Order for the introduction of School Streets (banning most driving at times, with some exemptions) around Lasswade Primary School. The Council is invited to consider objections, and to seek approval for making the Order

**2 Background**

- 2.1 At its meeting of 28 June 2016 Council agreed to support the introduction of 'School Streets' at Kings Park Primary, Dalkeith, and Lasswade Primary, Bonnyrigg. Following this decision, informal consultation was carried out in September 2016 on the principle and extent of School Street restrictions. Letters were sent to parents/carers (via pupils at the school), and to residents of surrounding streets, and were made available on-line (including on site notices on-site), seeking comments to the proposals. There also had previously been coverage of the proposals in the local press. Some 261 responses were received, with 226 (87%) in support and 27 (10%) opposed to the principle, with 8 (3%) blank/other replies
- 2.2 The majority of replies supported extending the restrictions to all five Pendreich streets - View, Drive, Terrace, Avenue, and Grove (see map Appendix 1). Similarly, the majority of replies supported the longer time restriction, i.e. including morning finish and afternoon start times for the nursery sessions Monday-Thursday, and the finish time for the Friday afternoon nursery session, even though these did not coincide or overlap with school start or finish times.
- 2.3 Following further consideration of the responses by officers, the Traffic Regulation Order as proposed covers the full extent of the five streets: Pendreich View, Drive, Terrace, Avenue, and Grove, as detailed in Appendix 1.

The proposed times include school start/finish times, extended earlier in morning and later in the afternoon to allow for similar nursery start/finish times as shown in the table.

Mon -Thu	8:15 -9:00
	3:10 – 3:55 pm
Fridays	8:15 -9:00
	12:10 – 12:55 pm

The Monday - Thursday nursery morning finish and afternoon start, and Friday afternoon nursery finish are not included, as school children are not starting or finishing then, nursery children should be supervised by parents/carers and traffic levels are lower.

- 2.4 In response to advertising the proposed Traffic Regulation Order, 17 objections were received to the proposal (10 fewer than had opposed the principle at the earlier consultation). Twelve of these were from people wanting to drive to/from the school, and five were from others residents of nearby areas wanting their street to be included or who felt their area would be adversely affected. The full contents of the objections are included in Appendix 2 (names/addresses have been redacted) and a summary of the main points and responses are contained in Appendix 3 (in order received).
- 2.5 Of the 17 objectors, 6 were from parents/carers from the Westmill area of Lasswade, three were from Newtongrange, three were from streets near to, but outside of the proposed restricted area, two were from other parts of Bonnyrigg, and there was one each from Easthouses, Woodburn, and rural Lasswade.
- 2.6 The proposed Traffic Regulation Order can be made in full if the objections are rejected, or in part (e.g. to cover a smaller area, or less time) if Cabinet agrees that a lesser restriction would be preferred. As there were significantly more responses to the informal consultation in favour of the larger area, it is recommended that the Order is made in full

### **3 Report Implications**

#### **3.1 Resource**

The cost of making the Traffic Regulation Order, installing signs, and issuing permits for residents can be met from within existing budgets.

#### **3.2 Risk**

If the Traffic Regulation Order is not made, there will be a continued risk to pupils in and around the school from traffic. If the Traffic Regulation Order is made and the problems suggested by some of the objectors occur on other roads further work may be required.

### **3.3 Single Midlothian Plan and Business Transformation**

Themes addressed in this report:

- Community safety
- Adult health, care and housing
- Getting it right for every Midlothian child
- Improving opportunities in Midlothian
- Sustainable growth
- Business transformation and Best Value
- None of the above

### **3.4 Key Priorities within the Single Midlothian Plan**

Reducing injury, road accidents, Increasing walking and cycling as a mode of transport.

### **3.5 Impact on Performance and Outcomes**

Resolution of this matter will contribute to the Council's response to the issues raised by parents/carers and residents, and help achieve injury accident reduction targets.

### **3.6 Adopting a Preventative Approach**

Reducing traffic around the school should help reduce the possibility of road accidents, traffic congestion and pollution.

### **3.7 Involving Communities and Other Stakeholders**

The intention to restrict motor traffic in streets around Lasswade Primary School was notified by press advert, street and on-line notices, and direct communication with Community Council, emergency services and other stakeholders. No objections were received from these organisations, but 17 objections were received from individuals.

### **3.8 Ensuring Equalities**

An equalities impact assessment has been carried out. Blue badge holders are exempt from the restrictions.

### **3.9 Supporting Sustainable Development**

Encouraging more use of walking and cycling, and discouraging use of motor vehicles will contribute to sustainable travel habits.

### **3.10 IT Issues**

There are no IT issues arising from this report.

## **4 Summary**

- 4.1 The proposed Traffic Regulation Order would restrict use of Pendreich View, Drive, Terrace, Avenue, and Grove during the periods when pupils are walking to and from the school. This principle was supported by over 200 people who responded to informal consultation. 17 people objected to the proposed Traffic Regulation Order when the details were published. Council is being asked to decide whether to uphold these objections and withdraw or amend the proposals, or to reject the objections and agree to make the Traffic Regulation Order.
- 4.2 Most respondents to informal consultation supported restricting traffic around the school. Objectors suggest it will cause other problems further away and or make it harder for them to take children to or from the school.
- 4.3 Although there were 17 objections to the proposed Order, there were many more responses to the informal consultation (which supported the principle of School street restrictions and including all five Pendriech streets) suggesting that this is a more accurate assessment of public opinion.

## **5 Recommendations**

- 5.1 Cabinet is invited to:
- (a) Consider the objections detailed in Appendix 2, and the responses to the objections in Appendix 3; and
  - (b) following such consideration, authorise the making of Traffic Regulation Order T5.3.8 to introduce traffic restrictions around Lasswade Primary School.

**25 July 2017**

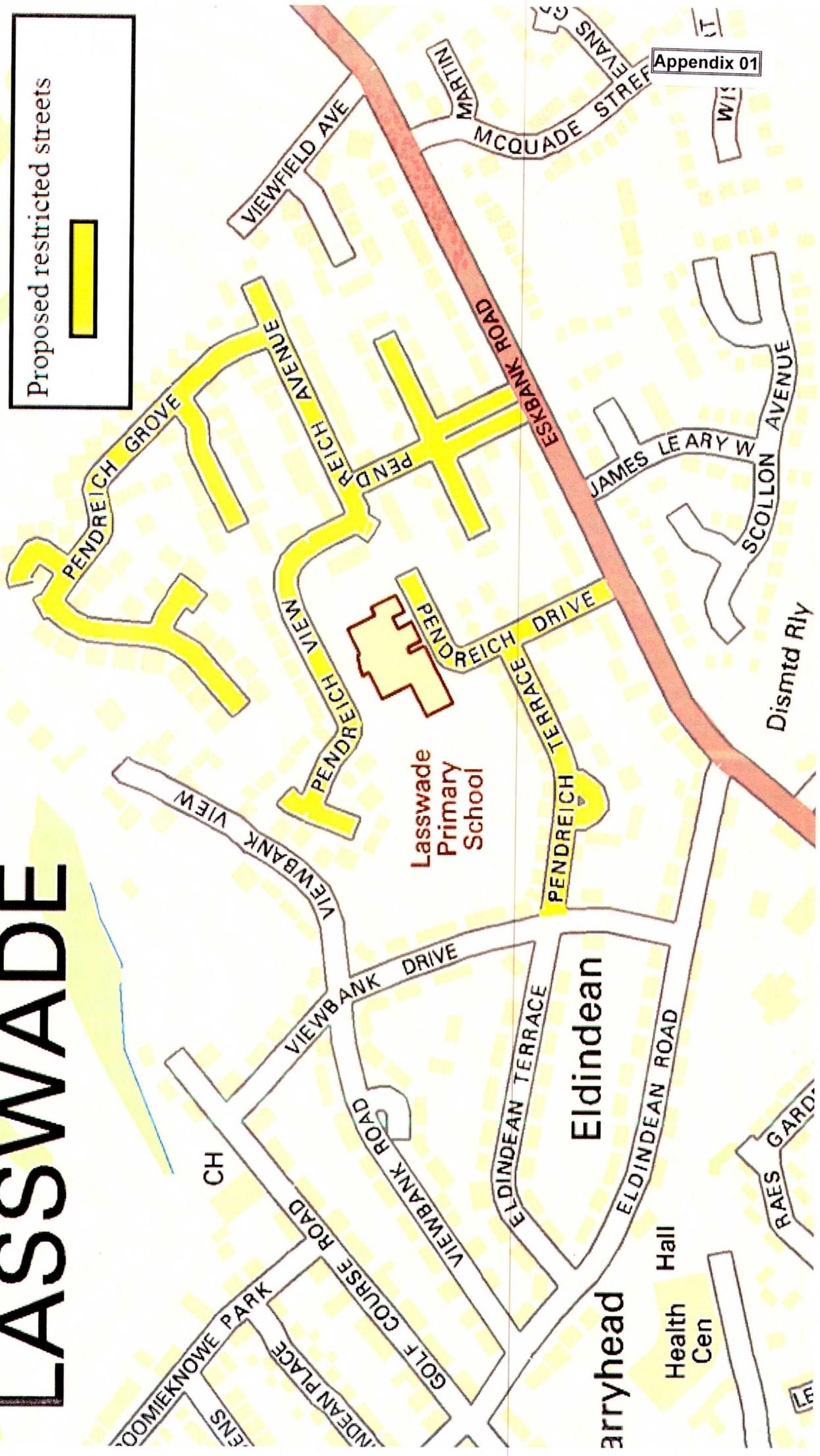
**Report Contact:** Lindsay Haddow  
**Tel No:** 0131 271 3501  
**E-mail:** [lindsay.haddow@midlothian.gov.uk](mailto:lindsay.haddow@midlothian.gov.uk)

### **Appendices:**

- 1 Map of area around Lasswade Primary School
- 2 Objections to Traffic Regulation Order.
- 3 Summary of objections and responses.
- 4 Letter to parents/carers/residents
- 5 Draft order
- 6 Recommended routes leaflet

# BONINYKIGG AND LASSWADE

Proposed restricted streets



**David Chambers**

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Hi David

I refer to your communication dated 9th march 2017 re the proposed banning of motor vehicles from streets around Lasswade primary school at designated times.

I wish to make a formal objection to the proposal and would like confirmation by reply that this email has been noted as such.

As a parent of 2 young girls, I completely agree that the safety and well being of all children is paramount. However, I do not agree that taking the actions outlined in your communication is required nor will it improve safety.

I would like to know how many children have been injured outside of Lasswade primary school as a direct result of the so called issues you raise?

I am of the opinion that the proposed measures are not for safety reasons as highlighted but actually for the benefit of the local residents that appear to be unhappy with some parents irresponsible parking?

I would like to understand what input local residents have had in this proposal being brought to asses how much weight has been given to safety and how much to pacifying neighbours of the school who presumably knew the school was close by when they opted to purchase their respective homes?

What next? The banning of parking around sporting stadia when events are on? Young children attend such events and local residents may be unhappy with the volume of traffic on event days?

We live within the catchment area but far outside a reasonable walking distance to the school so we have no option but to travel by car.

Our elderly parents often assist in collecting our daughters when my wife and I have work commitments.....the proposed changes would have a big impact on them and most probably us as they may no longer be able to assist?

Our youngest daughter is at nursery and as such my wife has to make 3 separate trips to the school daily which is far from ideal but clearly necessary. The proposed changes will make a challenging day even more so!

I am also concerned that the proposed changes could well be dangerous throughout the winter months when the weather is at its worst. How far from the school will the pavements be properly cleared/gritted when snowing/icey underfoot? Will there be suitable safety measures in place for children crossing ALL roads throughout the dark, wet mornings/afternoons?

I believe it is fair and reasonable that the information and evidence compiled to base this proposal on should be shared with the people who will be adversely impacted by it.

I look forward to receiving your considered response in due course along with the information requested.

  
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RECEIVED 20.03.17 TY.

#2

18 March 2017

Legal Services Manager  
Midlothian Council  
Midlothian House  
Buccleuch Street  
DALKEITH  
EH22 1DN

Dear Sir or Madam

**Proposed Midlothian Council (School Streets) (Prohibition of Motor Vehicles)  
Traffic Regulation Order S 5.3.8**

I refer to the above proposal and wish to object unless Viewbank Avenue can be included as a prohibited street. Viewbank Avenue is currently being used as an access route into the Cala building site, formerly the Broomieknowe Golf Club practice field. Cala have advised that this access will be operational during the time of the building works, estimated two years minimum. The access point is immediately opposite my driveway. There has also been a special measure to provide six parking spaces for Cala senior site staff and site visitors outside the perimeter fence and in the Avenue itself. Measures which will encourage school run vehicles to park here will obstruct the access of vehicles to and from the building site and cause even more scope for disruption for residents than exists at present.

It is not just a simple drop off or pick up involved. Parents who have used this location to pick up leave their cars for around half an hour, giving them time to walk to school, wait for the child then walk back.

I would ask that if you go ahead with the scheme, Viewbank Avenue is added as a prohibited area.

Yours faithfully



MIDLOTHIAN COUNCIL

22 MAR 2017

RECEIVED

Dear Sir / Madam,

Ref: TO/RS.3.8 The Midlothian Council (School Streets)  
(Prohibition of Motor Vehicles) traffic regulation order 201

I wish to strongly object to the proposed restrictions to all the roads prefixed by Kendrick in Bonnyrigg. I am a parent of a child at Lasswade Primary School and I am greatly concerned about the safety of my child crossing busier roads, if I am forced to park further away from the school at drop off and pick up times. As well as a school-aged child I have a young baby and I will find this restriction incredibly inconvenient, as I will be forced to park a lot further from the school and have to transport her across busy roads. When my son applied to Lasswade Primary I was informed that they had school places for 60% of children in catchment and 40% of children out of the catchment area. I understand that this type of restriction is fairly common place in Edinburgh schools, but it is

my understanding that it is closer to 100% of children who live within the catchment area for their school. As a parent of a child who lives outside the catchment area, it would be unreasonable to expect me to walk my child to school, to ease the current traffic congestion in the Pendreich area.

I accept that restrictions need to be applied to the street immediately outside of the school, as the traffic congestion is terrible at school drop off and pick up times. However, I believe that restricting all of the roads prefixed with Pendreich is too extensive. I have parked for the last 5 1/2 years in Pendreich Avenue, a 3-minute walk from the school. I have always parked courteously and have been mindful of residents driveways being kept clear for their access. I accept that Pendreich View becomes very congested at the beginning and end of the school day and would be happy to see restrictions applied to this street. However, the current proposal is too extensive and I question where I will sensibly be able to park in the future, if this restriction is applied. I believe that parents will be forced to park in the Waverleys, Viewheld, the new Cala Estate or even worse, Eskbank Road, which is a very busy main road.

My main objection to this proposal is that by parking further away from the school my son will be forced to cross much busier roads in order for him to get to school and I am concerned for his safety. As Eskbank Road currently has no restrictions (e.g. double yellow lines) then I believe a lot of school traffic will end up parked on the main road. This will make Eskbank Road unsafe for children to cross. I accept that there is a pedestrian crossing which is marked by a lollipop crossing patrol, but I do not believe this will be adequate for the volume of traffic involved.

One suggestion I have would be to stagger the school start time, as it is staggered at the end of the school day (pick up for lower school is 3.15 and upper school 3.25). I propose that upper school children be dropped off for 8.50 and lower school children be dropped off at 9am. This would ease some of the current congestion in the streets surrounding the school. I also believe that allowing the children to go straight into school, rather than having to line-up outside, which takes several minutes longer, would alleviate our current situation. On rainy days, when children are allowed to go directly to their classrooms, the traffic

Congestion is much less of a problem currently.

I also feel very strongly that the residents surrounding the school have had a number of meetings to discuss the issue of school parking, but as a parent of a lasswade school child I have not had the opportunity to be consulted. I would invite some kind of consultation meeting with Lasswade Primary School Parents, as I believe our views have not been taken into consideration.

I do hope that my objection to this proposed traffic regulation order 201 is taken seriously and I sincerely hope that a slightly more relaxed restriction can eventually be applied.

I look forward to hearing from you in due course and would welcome a meeting to discuss my concerns.

Yours faithfully,



David Chambers

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Objection to restricted car access to Lasswade Primary School

Hello David.

I'm writing to share my family objections as part of the feedback to be gathered on proposed changes to car access for drop off/pick up at Lasswade primary school.

My objection is based primarily on safety issues for my child and others in the West Mill area of Lasswade for the following reasons:

1. There is no continuous footpath for our children to walk on to get to Lasswade Primary
2. There are no assisted crossing facilities for our children to cross two busy main commuter roads (at least 2 if not 3 crossings would need to be made).
3. The road leading up to the school (B704/Hill head) is a hard walk for small children, parent with buggies and grandparents who we rely on for care.

The walk to school from Westmill Haugh takes approx 40 minutes based on the one occasion I have tried it when walking at pace. This walk, uphill is a lot to ask of a 5 year old each day.

My neighbours and I look forward to hearing the outcome of your feedback gathering.

Kind regards

[REDACTED]

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MIDLOTHIAN COUNCIL  
23 MAR 2017  
RECEIVED



Legal Services Manager  
Midlothian Council  
Midlothian House  
Buccleuch Street  
Dalkeith  
EH22 1DN

22 March 2017

Your Ref: TO/R5.3.8

Dear Sir

Re: Proposed banning of motor vehicles (with exceptions) from streets around Lasswade Primary School, Bonnyrigg at all times when children are travelling to and from school

As a grandparent who for several years has been tasked with both taking my grandchildren to school and picking them up after school each week, I wish to take this opportunity to respond to the above proposal.

I totally agree that the parking situation around Lasswade Primary school (as no doubt in all Midlothian's primary schools) is difficult. And I certainly agree that everyone is trying to do their best to ensure that all the children get to school safely. However blocking off all these roads will probably just have the effect of moving the parking situation on to streets outwith your proposed ban-zone causing dissatisfaction amongst their residents.

The truth of the matter is that many pupils are delivered to school from well outwith walking distance. Even if all the pupils at the school were resident in the catchment area it does not follow that their carers live close by. Over and above this many, many people drop off children on their way to work each morning - without their cars they could not manage to get to work in time. Then of course we have to acknowledge that we cannot allow little children to wander off to school on their own - all the roads are too dangerous for them to negotiate and they need to be accompanied as who knows who they might meet en-route.

For experience it would appear to me that there is more of a problem during the morning drop-off when everyone is arriving at the same time, than at the afternoon pick-up. Also people picking up children are on their way home so are able to make their journey without time restrictions.

With all this in mind I would like to make a proposal of my own which hope you will at least consider as a sensible approach to dropping off children safely - at the moment there is no reasonable place for this to take place.

My proposal is as follows:-

- 1) Do not ban vehicles from entering Pendreich Avenue but place double yellow lines all the way along the main part of this road to its junction with Pendreich View then round into the first part of Pendreich View.
- 2) Create a secure drop-off zone by utilising the corner triangle of grass outside the school playground. This zone would consist of a roadway of one car width and would be entered in a one-way, anti-clockwise, direction, culminating in a turning circle to take cars back out to return down Pendreich Avenue to Eskbank Road.
- 3) The pavement could be restricted to the other side of the road with a metal barrier to stop children stepping off the pavement into the drop-off zone.
- 4) A new entrance gate, which only opened inwards into the school playground, could be located off the drop-off zone to allow children to safely access the playground.
- 5) There would be no opportunity to park in this area, simply drop-off and drive away.
- 6) All other streets would be subject to your ban as in your proposal.

To illustrate the above I have over-drawn this on your map of the area and attach it to this letter. I believe this would be a "middle-ground" approach that would go some way to helping out a lot of parents/grandparents/carers and would not be cost prohibitive.

I have been very familiar with this area for many years so I believe my comments are justified and I sincerely hope they will be taken into consideration .

Yours faithfully





- KEY**
- Double Yellow Lines
  - Metal barrier
  - On footpath
  - Drop-off/pick-up zone
  - Turning circle
  - Entrance gate to playground

<p><b>Proposed Restricted Area.</b></p>	<p><b>MIDLOTHIAN COUNCIL RESOURCES</b></p>	<p><b>Proposed School Street Scheme Lasswade Primary School</b></p>
<p>APPROVED FROM COUNCIL MEETING HELD IN THE PRESENCE OF THE CHAIRMAN OF THE COUNCIL'S HOUSING AND COMMUNITY SERVICES COMMITTEE. THIS COPY IS FOR USE IN PROCEEDINGS OF THE COUNCIL'S HOUSING AND COMMUNITY SERVICES COMMITTEE.</p>	<p>ROAD SAFETY MANAGER MIDLOTHIAN COUNCIL MIDLOTHIAN, SCOTLAND TEL: 0131 653 1100</p>	<p>Issue Date: 2001 Revision: 01 Drawing No: 101 Drawing Title: Proposed for 2001</p>
<p>Road Safety Transport Policy</p>		<p>Drp. No. - R5.3.8/L/01</p>
		<p>A4</p>

Your ref: TO/R5.3.8



FAO Legal Services Manager  
Midlothian Council  
Midlothian House  
Buccleuch Street  
Dalkeith  
EH22 1DN

Date: 22 March 2017

Dear Sir/Madam

**The Midlothian Council (School Streets) (Prohibition of Motor Vehicles) Traffic Reg. Order 201\_**  
**Reference: TO/R5.3.8**

I am writing in connection with the above proposed Traffic Order, and would like to note my objections to the Council's School Streets Scheme ("the Scheme").

I live outside the catchment area for Lasswade Primary School and while I have and would still consider walking my children to school, unfortunately there are no safe means of doing so. I have supported the Scheme (in principle) in the past, as I can appreciate the advantages. However, having now reviewed the Council's proposals in full, I cannot understand why so many streets have to be affected.

- You note the main reason for the Scheme is the safety of the children attending the school. For the children living in the Scheme zone, their safety will be improved a great deal. However, for many of those outside of this area, they now need to contend with a busy main road that was never an issue until now. As far as I am concerned, if the Scheme goes ahead, a currently safe situation shall become a dangerous one for my children and incidentally, all of those who cannot reach the School on foot.
- As a result of the above point, children will be forced to walk out towards the main A6094 (Eskbank Road), and in most cases, have to cross this busy road. This seems contrary to the point of the Scheme which is to ensure the safety of the children
- I would ask what has given rise to the Scheme proposal in the first place? Your two sentences listed in the "Statement of the Council's Reasons..." do not provide sufficient justification for the Scheme. I would expect a formal proposal to outline a more comprehensive rationale. For example, I have been attending this School for five years now, and have heard of no accidents whether involving cars, children or otherwise – any of which may have indicated a need for such a Scheme.
- By encompassing so many streets in the Scheme, you are simply moving what you consider to be "a problem" elsewhere. Parents trying to pick up and drop off their children will start parking in other surrounding residential streets, where you will find residents complaining of the same issues (more on that later). I expect James Leary way and Scollan Avenue to become the new Pendreich View. The closure of Pendreich Grove seems excessive and I would welcome a response to your reasons for its inclusion in the Scheme.

- This domino effect would only lead to further road closures, presumably – where does this end?
- With such a major change being tabled, your proposal does not mention what you intend to do to support those affected, in order to make the situation safe. I for one, would be happy to take advice from the Council on how I could drop off and collect my children safely.

In summary, despite the Scheme proposing to make the passage to school safer, for many families, it will become a dangerous logistical situation. I am one of many who feel this is not, "The Midlothian Council (School Streets) Scheme", but is in fact, "The Pendreich Residents (School Streets) Scheme". Given a) the lack of evidence supporting why the Scheme was needed from a safety perspective, and b) how often I (and others) have witnessed residents' careless driving and expressions of frustration at school bell time, I am sure you will appreciate why I believe the Scheme has been mostly driven by the Pendreich residents and less by concern for the safety of the children.

I look forward to hearing from you, should you wish to discuss this further. I would be happy to speak about the issues in more detail.

Yours faithfully



#7

David Chambers

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From: [REDACTED]  
Sent: [REDACTED]  
To: [REDACTED]  
Subject: Lasswade Primary School - objection

Dear David,

I have received a notice regarding the proposed banning of motor vehicles from the streets around Lasswade Primary School & would like to express my objection to this proposal.

I live in Lasswade village & would be unable to walk my children to school for various reasons. There isn't a safe & available footpath all the way to the school & in all honesty it would not be feasible to walk there & back & commute to work in a reasonable time.

I feel all that would happen if this proposal was accepted would be the same problems being pushed out into other streets therefore not really helping anyone other than the current occupants of the homes directly next to the school. Surely when they bought their properties they were aware of the school & made that judgement anyway. As a parent of more than 1 child, the thought of walking whilst juggling various ages of children would be difficult & stressful.

Maybe another option to lower the current vehicle numbers would be to offer a school bus?

I look forward to hearing from you.

[REDACTED]

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Director of Legal Services  
Midlothian Council



20<sup>th</sup> March 017

**OBJECTION TO TO/R5.3.8**

**PROPOSED MIDLOTHIAN COUNCIL (SCHOOL STREETS) (PROHIBITION OF MOTOR VEHICLES) TRAFFIC REGULATION ORDER** which covers Pendreich Avenue, Pendreich Drive, Pendreich Grove, Pendreich Terrace and Pendreich View.

*The Council has proposed to make this new Order to prohibit motor vehicles from driving on roads close to Lasswade Primary School, Pendreich Drive, Bannyrigg at times when children are travelling to and from the school.*

Putting it simply I would like to voice my objection to the above proposal. As a Grandparent who regularly drops off and collects children from the school, I can see no value in the proposal for anyone, other than residents, who may believe that they suffer some mild inconvenience for around 30 minutes twice per school day, of which there are only around 190 in a year.

An argument could be made, and no doubt is being made that it is a safety issue, but I'm not aware that there have been incidents or accidents, and I personally have seen no evidence of unsafe behaviour or practices by either children or parents, or motorists. I have also not witnessed any inconsiderate parking such as blocking of residents driveways. In addition I am discounting any argument regarding traffic fumes/pollution as a lot of children will now be forced to walk further through busy traffic areas, and those who already walk will simply encounter the same traffic in other streets

Some parents/ carers have little choice other than to drive in order to drop off and collect the children and more than a few have babes in arms with them who would find it a major inconvenience if not permitted to use the streets identified in the proposal.

It is my opinion, that this proposal, if executed, will achieve precisely nothing, other than to inconvenience those who dare to transport their children by car. They will continue to use their cars and will simply use roads and streets not covered by the order. If using the streets noted in the prohibition order, is a problem, and I don't agree that it is, you are simply moving it, not solving it. There are no practical alternatives for parking, other than the surrounding streets, that I can think of.

The range of streets selected for your order is also in my view disproportionate in solving the so called problem and I feel that there may be an element of resident over reaction here. I suspect that residents of some of the included area have garnered an awareness of your plan to solve this non problem by moving it, and have asked to be included, so that it gets moved even further afield.

Your proposal I would suspect has been initiated by a resident of one of the above streets who would prefer to have the roads to themselves, and not out of consideration for the schoolchildren.

It is my view that your proposal is an ill thought out reaction in an attempt to solve a non existent problem and if your argument for the proposal is built around child safety, anyone could make a similar and possibly even a better child safety argument on behalf of those who will be forced to park further afield, and walk even further to school, potentially crossing busy roads and junctions.

If, as I strongly suspect, the proposal is ( directly or indirectly ) resident driven, I do appreciate their desire for quiet, peaceful, traffic free streets, but I would also like to remind of the number of schoold days in a year, and the brief periods in each school day when there are a handful of additional vehicles in their streets.



**David Chambers**

**From:**  
**Sent:**  
**To:**  
**Subject:**



To the Legal Services manager,

I am writing to object in principal to the proposal to prohibit motor vehicles to drop off or collect children from Lasswade Primary and its nearby streets.

I fully understand the reason is to satisfy local residents however little or no consideration appears to be given to the littlest people who are directly affected by this proposal.

The changes already made in the street within the last year, were welcome, including restricting parking to one side of the street, as they do appear to have stopped the double sided parking problem which made manoeuvring impossible.

We live in Lasswade and our nearly 5 year old starts P1 in August 2017, he has however been attending preschool at Lasswade Primary for the past 2 years. Unfortunately, he will not be able to walk to school himself from our house, not now and not at aged 10 if nothing is done to improve the infrastructure. The roads require numerous appropriate crossings, coupled with signs along the route indicating school children are crossing. Are you familiar with these walking routes? The section along Elm Row does not even have a continuous pavement that runs from us to the school, our children would be forced to walk out onto the road at this section down from where the old petrol station was. Couple these issues with those on the one existing Lasswade pathway that is dark, remote, steep, with lack of any safe handrail, poorly maintained in adverse weather (slippery leaves, not gritted) and no sane parent would allow their child along these routes to take risks on a daily basis in order to get to school.

In our street at West Mill Pend and our direct neighbours from West Mill Road and West Mill Haugh, I personally know of 15 children that will be attending Lasswade from August 2017, there are likely many more that I'm unaware of. These 15 children come from 12 different houses which means a convoy of cars travelling to the school on a daily basis. The car seat rules mean that we are no longer able to give our neighbours kids a lift by taking 4 in total as would have been the way in the past. I myself also have a baby daughter and so with 2 car seats in the back I'm up to capacity in the back of our car. I have a high backed booster seat which allows me to sometimes offer a lift to one neighbour's daughter but other than that, I'm very restricted.

With all these points in mind, some of my neighbours and I discussed organising a 10-12 seater taxi to do the daily drop off and collection. My understanding is that this proposal now means that a taxi, organised by us parents and dropping off multiple children, is also restricted by the ban. With the majority of our children all having just turned 5 and starting P1 there is no way that the taxi driver would or should then walk with 8-10 small children to the school alone. Surely stopping streets away, as this proposal suggests, means that children will be required to cross more roads thus surely statistically making their trip to school more dangerous.

We would welcome a solution that works with our community directly. If a school bus were to be put on to collect and drop off the children from Lasswade village then much of the traffic from this area would not be there and measures like these, which will only push the problem out to surrounding streets, would be unnecessary.

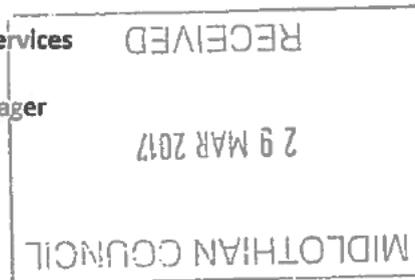
I welcome your thoughts on the points I've raised. Should you wish to reply by letter rather than email, my address is: [REDACTED]

Regards  
[REDACTED]

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Director of Legal Services

Legal Services Manager  
Midlothian Council  
Midlothian House  
Buccleuch Street  
Dalketh  
EH22 1DN



24th March 2017

**OBJECTION TO TO/R5.3.8 PROPOSED MIDLOTHIAN COUNCIL (SCHOOL STREETS) (PROHIBITION OF MOTOR VEHICLES) TRAFFIC REGULATION ORDER** which covers Pendreich Avenue, Pendreich Drive, Pendreich Grove, Pendreich Terrace and Pendreich View.

I have some serious concerns regarding the implications of this TRO and wish to raise objections and complaints based around a number of key principles:

- Consultation and Engagement
- Appropriateness (criteria for selection)
- Vehicle displacement
- Safety
- Best Value
- Sustainability and Enforcement
- Current Situation
- Impact on Families
- Extent of the proposed restriction
- Additional Comments

#### **CONSULTATION AND ENGAGEMENT**

I feel like there is an extremely short period of time to submit an objection. Up to the 31<sup>st</sup> March only allows two weeks from my receipt of notice for the proposals to be considered, however I appreciate that is determined by the legislation. There is, however, a distinct lack of information around the proposals available online or at Midlothian Council offices.

One of my key objections is based on the processes behind the decision making and that there appears to have been absolutely no real or meaningful consultation with the public and parents on this. I recall toward the end of last year a survey was sent out to parents and residents, which I duly filled in and returned, however apart from that I have not been asked to engage in any other type of consultation. I consider a formal consultation exercise/process would be appropriate in these circumstances.

The Community Empowerment (Scotland) Act is supposed to help empower communities by strengthening their voices in the decisions that matter to them. It is also supposed to improve outcomes for communities by ensuring that local service providers work together even more closely with communities to meet the needs of the people who use them. The act makes it clear that people should be able to have their say in decisions that affect them and the decision making processes behind this proposal doesn't seem to appreciate those concepts.

Mr Chambers kindly sent me some information on the responses to the survey: "There were about 227 responses to the informal consultation letter. 198 (87%) were in favour (of the general intention to restrict vehicular movements close to the school at times when children are travelling), 21 (9%) were against and 8 were mixed /unclear. Just over half of replies supported including Pendreich Avenue and Pendreich Grove as well as Pendreich View, Drive and Terrace."

In my opinion this wasn't presented as an informal consultation letter. It was a survey. I would also expect (but couldn't confirm unless the Council did some analysis) that the majority of responses would be from residents in the local streets, which from looking at the map appears that could include at least around 200 addresses. Any resident in any street is probably going to want to see traffic cut down and would approve proposals such as this which, in my opinion, really don't affect them. This doesn't however provide a sound basis for justifying the enforcement of Traffic Orders. I would also predict that the 50% who supported extending the TRO to the additional streets would have all been almost exclusively from residents within those streets. It would therefore be useful for the Council to provide information regarding how many responses to the survey were from residents in comparison with parents who do not live on the affected streets.

There is no explanatory letter in provided with the proposals. There are two paragraphs which state:

"Midlothian Council is constantly seeking to improve road safety for children as they travel to and from school. In some locations there is a concern that children walking, cycling or scooting to school are at particular risk from the volumes of cars delivering or collecting children in the vicinity of the school premises, sometimes compounded by inconsiderate parking.

The Council therefore proposes to create a 'School Streets' zone around Lasswade Primary School, Pendreich Drive, Bonnyrigg. The zone will embrace the whole lengths of Pendreich Avenue, Pendreich Drive, Pendreich Grove, Pendreich Terrace and Pendreich View."

In my opinion this is very unhelpful as this doesn't provide nearly enough information to the community as to why these proposals were initiated or why they might be an effective solution.

The lack of consultation with parents is also worrying, in particular with parents who really have no option but to drive to the school. There were no drop in sessions for parents or local residents, no formal consultation and no real engagement with parents or the community that I am aware of; which I feel makes this decision and the process behind it extremely flawed.

A member from Lasswade Parent Council, although welcoming of the proposals, has also suggested there was no consultation with them stating that "none of this was done via the parent council, we had meetings where it was discussed in the very early stages but this decision has been very much made by the council with support from police".

The parent council have also said "The proposed traffic calming measures were first talked about a few years ago but it is not a straightforward matter and so police, planning and councillors have been doing lots of work. It was difficult to judge if and when to do a consultation via parent council for a few reasons - we had no idea when it would happen so it's pointless spending lots of time doing one now when it wouldn't take effect for another 3yrs for instance. Also the council are duty bound to do a consultation so why double up if they are doing one anyway? This is the first I have seen of it so we certainly haven't been holding back information".

It is very unclear to me therefore who exactly has been representing the school and also the parents in this process, and I see no evidence that this is responding to any demand from parents, or even residents. If the parent council were involved I am afraid they didn't gauge the views or opinions of parents and gave no information to parents that they were perhaps pursuing this as an option. No empirical evidence has been presented by Midlothian Council to support the assertion that this is a robust proposal. I'm sure that in the background officers and Police Scotland have perhaps been working very hard on this, but it doesn't help the public when there is no information presented as to what has been done. Is there, for example, a log of issues or complaints or incidents that can be provided that supports the idea that there is a significant problem currently?

In addition the local Community Council was not invited to provide feedback while these proposals were being developed. The Community Council was only just told about these proposals in the letter that was sent out. The next Community Council meeting is the 20<sup>th</sup> April, and so misses the opportunity to submit comments by the 31<sup>st</sup> March which is probably not acceptable. There was no opportunity to discuss at an earlier stage with the local community if they felt this would be an appropriate solution and if so, how those proposals should be developed and what they might look like.

The proposed order has not been developed through active engagement and I don't understand why the council would not send letters/surveys to residents living on the periphery of the scheme who may also be affected by the implementation of this proposed order.

Meaningful consultation with parents, residents and the Community Council would have supported a better understanding and appreciation of the issues, and more consideration of alternatives, and perhaps the identification of more innovative, appropriate and proportionate solutions.

I would also ask what committee at Midlothian Council considered and approved these proposals. It would be very helpful to see the copy of the committee report as it may hold some of the answers to some of the questions. I expect it will outline the range of evidence that led the development of the proposals and the identification of streets, identifies alternatives and explains why these were not explored as viable options.

It would also be helpful to see a copy of the consultation report which might highlight all the consultation to date, identify feedback and demonstrate how the proposals were informed and developed by this feedback.

For a proposal of this nature, which is likely to inspire some controversy and has significant public interest, more engagement with the community and in particular the peripheral streets/residents should have been undertaken. In particular the community council should have been invited to submit a view in the early stages and engage with the wider community.

Does the Council have a clear procedural and decision making process in the promotion or initiation of permanent Traffic Regulation Orders, as I don't see any evidence of this in the proposal documents? There is no evidence as to why the Council officers have determined that a TRO is necessary. Most areas who examine TROs such as this have clear assessment and prioritisation criteria to determine whether a TRO is appropriate for a particular school area and it would be really helpful to see the prioritising criteria or matrix used in Midlothian to decide which schools out of the

32 primary and 6 secondary could be suitable for a traffic order such as this, and how Lasswade Primary fits in to that and scores against other schools.

I do not feel that Midlothian Council made every reasonable effort to consult with the community. Even during this period for receiving objections only notices which the most eagle eyed person could spot were put up and letters sent home in children's folders, rather than directly to the parents. It would have been reasonable to expect the Council to deliver letters to the home addresses of all residents and parents. In addition no use was made of social media (which is unreasonable given the age we live in) and indeed the wider community and residents on the periphery of the scheme were given no information at all.

It does not appear to me that due regard has been given to various matters in the process before these proposals were developed, and that further consultation and consideration of what is currently working (e.g. traffic cones) and other alternatives needs to be examined with support and engagement from the community who are demonstrably willing to work with the Council and Police Scotland to provide appropriate solutions.

#### **APPROPRIATENESS**

There is a severe lack of background documentation and evidence to demonstrate why officers consider the proposed TRO is necessary and indeed appropriate in the area identified.

It is clear that TROs are not appropriate for all schools and that has been highlighted in the evaluation of the Edinburgh pilot schemes. As mentioned above it would be really helpful to see the prioritising criteria or matrix used in Midlothian to decide which schools out of the 32 primary and 6 secondary could be suitable for a traffic order such as this, and how Lasswade Primary fits in to that and scores against other schools.

Generally agreed criteria in other Local Authority areas for initiating a TRO seems to include the requirement for peripheral streets to be able to accommodate displaced traffic and contain appropriate parking capacity; and for schools to sign a written commitment to promote the scheme to parents.

In other LA areas in Scotland selection criteria generally includes:

1. proven positive support from school staff, parents and parent councils;
2. current commitment to promoting walking and cycling activities;
3. schools 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;
4. the school entrance should not be on a bus route;
5. There should be good infrastructure provision i.e. peripheral streets can accommodate displaced traffic movements, and contain appropriate parking capacity;
6. the availability of suitable 'Park and Stride' locations;
7. peripheral streets can safely enable new 'Park and 'Stride' movements via appropriate footways and crossing points;
8. An evaluation of the school's location on the road network;

Examining the above I would urge the Council to rethink the approach to the current proposals:

1. The proposals do not demonstrate proven support from school staff and parents
2. I think the school does promote walking and cycling initiatives well
3. I'm not sure what evidence there is around travel data but I would suggest there that has been no real commitment to gather a range of views from a range of parents among the school community
4. Although the school entrance is not directly on the main road, it is just off a busy main road with a bus route, and in most places there are no parking restrictions on the main road. It is possible (although you would hope common sense would prevail) that some people may just start parking on the very busy main road. I think the potential for cars parking on the main road will be far more dangerous than the current situation.
5. There is definitely not good infrastructure provision. There is no evidence the surrounding streets can accommodate displaced traffic movements and they definitely don't contain appropriate parking capacity. Pendreich Drive, Grove, Terrace and View are quiet streets, where residents have their own driveways. In addition to being quiet the streets are very very wide and open, with good visibility, while the peripheral residential streets are all much narrower. Other recommendations for similar TROs in other areas are that they should only be implemented where there is suitable alternative parking available such as a nearby leisure centre or supermarket.
6. With respect to the availability of suitable 'Park and Stride' locations I can't really comment as I'm not aware of any current locations.
7. Whether peripheral streets can safely enable new 'Park and 'Stride' movements via appropriate footways and crossing points I don't know, but given the layout of the streets I doubt it and there is also no doubt that more children will now be forced to cross the very busy Eskbank Road where there is high volume traffic including buses, HGVs and even construction traffic around the new Cala housing development.
8. I haven't seen any evidence that an evaluation of the school's location on the road network has been carried out and the potential implications of the order have been appropriately examined.

Police Scotland also highlighted the following issues associated with vehicle displacement in the Edinburgh pilot, where they identified an "increased road safety risk at Cramond where due to the local road layout children are being escorted over a much busier road". The proposals at LPS would have the same effect whereby more children and families would now have to be escorted over Eskbank road.

#### **VEHICLE DISPLACEMENT**

Many local residents have expressed great concern over the displacement of vehicles to other surrounding residential streets (evidence of this on the LPS Parent Council facebook page and local residents forum facebook page). The proposals do not suggest to parents (who do have to drive) where they can park alternatively; safely and legally. Surely it is the responsibility of the Council, when enforcing this new order, to support parents who have no option but to use the car in finding an alternative location to park.

If parents who have no alternative but to drive can't park around Pendreich they will simply use the next best alternative. It is inevitable that cars will now park in the much narrower residential streets at the other side of the main road (Eskbank road) or along Eldindean and therefore these proposals just shift any current problems elsewhere. Those residents have not been consulted on these proposals and there is no evidence that the Council has considered any mitigating steps to address the inevitable consequences. There is a severe lack of parking capacity in the neighbouring streets and they are much narrower, with poorer visibility and a higher density of residents than the streets around Pendriech, likely leading to a range of safety issues.

There is also a concern that given the lack of parking restrictions on Eskbank Road there is a possibility of some parents stopping/parking there. This would pose a serious safety concern, and again there is no evidence that the Council have considered this or have planned any mitigating measures.

Although perhaps not ideal for residents living near the school I'm sure that many are used to the current situation, and personally I have never witnessed anyone parked across someone's driveway. The new proposal is likely to cause tensions between residents in the peripheral residential areas not used to parents parking there or driving along the streets and I suspect the Council and the school will be faced with the knock on effect of an increased number of complaints in this regard. These residents should also have been consulted on these proposals, as well as the wider community.

Drivers are aware that there is a school in the immediate vicinity and drive very slowly. The only vehicles on the Pendreich streets at the proposed times will generally be residents or parents. Another concern is that this isn't necessarily the case on the surrounding streets where drivers may not be expecting as many children and families on foot as there could be in future.

These proposals will inevitably reduce any potential road safety issues at those immediate locations related to the TRO, however, it is very clear that the knock on effect will be to increase road safety issues and make them worse across the wider area away from the relative safety of the proximity of the school gates. As I previously mentioned currently traffic is extremely slow around the proposed streets for the TRO and this will likely not be the case elsewhere. Parents are very vigilant with regards the safety of all children and at the school gates this is well known.

The proposals will also mean that where parents who must drive eventually find somewhere appropriate and safe to park (if they do at all given the limited capacity in the neighbouring streets or danger of the main road) they are required to park for a longer period of time. Rather than just being able to drop older children off near the school and away from the main road those children will now have to be escorted to the school gates. In the case of younger children they need escorted anyway – but this will now take much longer leading to longer parking and potential increased inconvenience for residents.

The options for parents to park elsewhere are very limited it is debatable whether these proposals will disperse cars over a wider area. Evidence that this has been considered by the Council would be welcome.

## **SAFETY**

A major safety concern which must be addressed is the risk of parents parking on Eskbank Road. This is something which must be mitigated and steps taken to ensure it doesn't happen at any point along the road.

With the enforcement of the proposed TRO drivers will park on, or on the other side of, the main road (unless the Council have identified alternatives that can be communicated) and the safety of some young school children is put at increased risk, as now they will have to walk along and cross the main road, which is extremely busy, and accommodates buses, bus stops, HGVs and construction traffic with regards the Cala homes development.

There is a manned crossing point on Eskbank road, however you still have to walk along the road to get to it and it therefore does expose some children to a risk they weren't previously exposed to. It is unclear whether the council intend to put any additional crossing patrols along this route.

Police Scotland also agree that there was an "increased road safety risk at Cramond where due to the local road layout children are being escorted over a much busier road" as would be the case for LPS pupils. If there was ever going to be a fatality it is far far more likely to happen at this point rather than anywhere along Pendreich and increasing the number of children and families who have to contend with the main road should be a significant consideration and concern.

The realities of walking along high volume, high speed, busy roads with young children are very stressful for parents. In particular when you have very young, nursery age children who often try and not hold their parents hand or run off in the opposite direction to their parents. All children and families must practice good road safety and be exposed to this learning and be aware of the risks, but the local community and indeed the school are gaining nothing by exposing more children and families to this kind of increased safety risk, as well as additional stress and anxiety. These proposals clearly expose more children to more risk than was previously the case.

It is not reasonable to expose even more children and families to the main road, and indeed the more congested the pavements and crossings around the main roads become with pedestrians, buggies, scooters, bikes etc. the increased likelihood there is for a serious accident or fatality.

As mentioned in the previous section highlighting issues that will arise from the vehicle displacement there will be implications in the wider area including potentially faster traffic speeds, increased safety risks associated with the narrower streets, less vigilance as it's further away from the school gates and the exposure of more children and families to the risks and potential dangers of the main road.

With more traffic on surrounding streets and the issues mentioned above it is also possible that those who currently feel safe letting their children walk or cycle to school may become nervous and start to feel unsafe – potentially encouraging a small proportion to drive their children to school as they may feel it's a safer alternative. This isn't beyond comprehension as I've heard it anecdotally through the residents' forum.

No parent would ever wish to endanger a child. Before a recent move I lived in Lasswade for 15 years have not been aware of any traffic accidents concerning a pupil or parent at the school in the

streets mentioned. I feel that these restrictions are an extreme measure which will only result in increased safety risks to children and families while also inconveniencing and causing increased pressure and stress for many parents, as well as residents of the wider community. It is clear that capacity of the current surrounding infrastructure in terms of street width and parking capacity; and increased safety risks, that a TRO to the extent proposed is a completely inappropriate option in these particular circumstances.

It is also worth noting that before the Edinburgh pilot schemes were implemented around 70% of residents and parents surveyed perceived the main benefit of the pilots would be "improved safety of children travelling to/from school". Interestingly in the after surveys this had reduced to 50%. The evaluation report therefore notes that "Perceptions are therefore now less positive as far as child safety is concerned".

### **BEST VALUE**

This proposal does not represent good value for the Council and residents of Midlothian for a wide range of reasons.

As already touched on in the consultation section there is no evidence of any clear procedural and decision making processes behind this proposed order. There has been no community wide engagement, no empirical evidence demonstrating a requirement for this TRO, no engagement around the benefits or otherwise of the proposal and no consideration of the implications or the adverse impacts and how these might be mitigated.

I can appreciate that on the face of it banning traffic from outside school gates might seem like a good idea with a range of benefits; however it is also clear that this is not an appropriate solution for all schools and Lasswade Primary School is one of those schools. It appears that this proposal has been progressed with out any consideration as to whether it would be a reasonable, appropriate and effective solution for this particular school.

The fact that the Council has committed to making Lasswade Primary School a three stream school, and are already looking for alternative sites to re-locate the school within the next three years, it seems irrational for the Council to be prioritising this school area and investing significant sums of money in this proposal, when it's possible another school within the local authority area could benefit from this available funding, and where any value (if there has been reasonable thought process behind proposals against identified criteria) will be realised over a much longer term.

With the relocation of the school planned it would be far more resource efficient to explore some of the alternative solutions suggested (In particular continuing with the use of the no-parking cones which have led to a massive improvement this school year) and allow this funding to be used at an alternative location where there could be far more benefits and sustained over a longer term. In three years' time all the signage that has been put in place to enforce this TRO will just have to be removed, and the permits issued to residents no longer of any use.

The funding may help future proof an alternative primary school where there is no relocation or closures planned, and where there may be similar issues but better capacity for vehicle displacement, alternative parking available, safer alternative routes and more support from the community. The current proposals do not seem to make good business sense in a climate of

continuing cuts to spending and efficiency savings having to be made across the Council. There will be other schools who, with support from the local community, may wish to make use of a TRO opportunity and the funding available and where the proposed schemes will also have some longevity and longer term benefit from the initial financial outlay.

At a time of severe budget cuts and pressure on resources I don't feel the Local Authority can justify this expenditure to its residents. The cost must be in the region of 15-22k for a TRO, and identifying a school which is relocating makes little sense. In addition evaluations from Edinburgh show "Perceptions are therefore now less positive as far as child safety is concerned" since the TRO was implemented.

It is also unclear as to whether any evaluation of the order is planned at any point, but given it represents a significant change I would consider some kind of evaluation at some stage would be appropriate.

#### **SUSTAINABILITY AND ENFORCEMENT**

Some of my previous comments consider the sustainability of the proposals including the fact the TRO is inappropriate for this particular school, and also the financial viability of the proposal in terms of the schools relocation plans.

By having a range of travel plan options available to schools the local school community can help tailor the most appropriate solution towards helping reduce congestion and its associated risks outside of schools. What has been made clear through the other pilot schemes across Scotland however is that part-time restrictions to motor vehicles are not appropriate for many school locations.

There are still a range of other options open to the school community for consideration. The proposals and statement released with them has no reference to what other alternative solutions may have already been considered, and it is difficult to propose new ideas without this information, but could include for example; Double yellow lines, CCTV deterrents, Enforcement and the issuing of tickets regarding unsafe parking practices; New Designated Drop off zones (is the old Mayshade site an option?); expanding provisions of school bus services; White Access Protection Markings across driveways; and other measures.

This year the school has been using no parking cones along the stretch of Pendreich View outside the school. These have been working extremely well and certainly no parents have been ignoring them. I think if the Council spoke to parents and evaluated the success of this, more proportionate measure, the Council would appreciate that there are other alternative solutions available which parents will be more supportive of and which are effective.

I am aware of some successful walk and cycle to school campaigns that have been previously run in Midlothian but I don't recall any "parks mart" campaigns. This could involve writing out to all parents with really positive messages. Possibly packs with leaflets and school information and where the campaign genuinely is positively encouraging considerate parking and school drop off practices. It's possible that to date the messages have been presented in a more negative way—as opposed to a really positive and exciting campaign aimed at behavioural change. I really believe this kind of approach could ultimately make all the difference. People are known to respond positively to

positive campaigns, and by encouraging some parents to think a little differently – or by presenting the issue in a fresh way - the school and local residents could see some real additional benefits. Since my association with the school I can honestly say I have never had one letter home in relation to parking issues with exception of the survey that was sent out last year regarding this TRO.

A safe parking campaign with a really positive message and which encourages parents to get involved and get enthusiastic will help tackle the root cause of any problems across Midlothian and encourage better parking practices all around – not just at the school gates.

If proposals such as these were to go ahead around any primary school in Midlothian it is vital that a map of routes to the school is produced, not just for walking and cycling but which also indicate and identify safe locations further away from school streets in which to park or drop off children. It is negligent of the Council to enforce TROs such as this without this, and without identifying reasonable and safe alternative locations for parents to park when they need to. The documents made available regarding this proposed TRO show no regard to this, and once again I would insist that active consultation would have provided a forum for such matters to be duly considered.

For the TRO to be sustainable there needs to be strong ongoing commitment from the school and school community. At this stage I am very unsure whether this is the case. The lack of evidence and documentation associated with the draft proposal does not demonstrate that there is, and at this stage there has been no active engagement with parents and the wider community. With the school relocation planned there may also not be a strong enough commitment or appetite to sustain this over the longer term.

If it is the case that the Council has no powers to enforce the TRO then I imagine this will be undertaken by the Police. If the Council intend to work with Police Scotland to ensure that levels of enforcement will be appropriate to ensure the enforcement order isn't ignored then surely they could commit the same level of "appropriate" enforcement to ensure any inappropriate parking practices are dealt with currently.

#### **CURRENT SITUATION**

Parents who have little choice but to drive to/from school are just as concerned about the safety of all children as any other parent and it would be wrong for anyone to suggest otherwise. I would suggest that currently, there MIGHT be a small number of persistent offenders who might be parking inconsiderately. I personally have NEVER witnessed a car parked across someone's drive or with a wheel on the pavement which makes me wonder how big a problem it actually is, or whether it is more of a perceived problem. I have heard anecdotally of people witnessing inconsiderate parking or driving, but as I say I have never witnessed it myself.

There should be more of a desire to look at ways of targeting these parents as well as encouraging the wider school community to walk and cycle more if that's an option for them. I think that Lasswade Primary has been pretty good at this, but the Council must remember there are still a number of parents for whom, unfortunately, walking or cycling is impossible.

Currently the school is operating with no parking cones along Pendreich View. This has been a recent development and started in October 2016. This appears to me to have been very successful and I have seen no examples of parents ignoring this. Visibility has improved as a result and many many

parents seem very happy with this system. Should it not be the case that we evaluate this new approach before taking any new drastic measures which might increase the safety risk for our children? The use of parking cones has been a new initiative since the survey regarding restrictions on streets was sent out last year. This already demonstrates that everything hadn't been tried prior to that, and in fact we have now found a solution that is working. A solution that is far more cost effective in the short, medium and long term – especially as the intention is to relocate the school.

I strongly suggest you allow the school and parents to continue the use of the no parking cones on Pendreich View (or commit to double yellow lines) as well as continue to explore a number of other potential initiatives, such as the potential for CCTV use to help deter or target any persistent offenders. Irresponsible parking should continue to be tackled under current enforcement and with the measures outlined above should take less resource to enforce than any new TRO.

I completely empathise with residents who live in a nice quiet street which is disrupted by increased traffic twice a day, however I strongly suspect residents just "perceive" current circumstances as a difficulty in their lives. It happens for 15mins a day, twice a day, 190 days per year (52% of the year). There is absolutely no evidence this TRO will add any additional "benefits" to their lives. It will only result in a detrimental impact on children's safety, a reduction in "amenity" for residents on peripheral streets and a significant inconvenience and increased stress to some parents and families.

I would suggest that residents of the Pendreich area should be able to accept some additional traffic at school start and finishing times for the next few years before the school is relocated. For many people across Midlothian who live near large employers, bus stops or train stations, community halls and other facilities these issues around parking are with them all day, for the whole year. A TRO therefore seems a completely disproportionate and ineffective response in this case.

The number of children from outwith the catchment attending Lasswade is decreasing significantly. A few years ago I believe it was about 50%, whereas now it is around 30%. The new intake plans for the next school year show that only 5 out of catchment placement requests were expected or submitted for the new P1 intake. What this suggests to me is that this is not a worsening problem but that actually the situation is improving and likely to improve further.

#### **IMPACT ON FAMILIES**

Given the impact of the proposed TRO on families who have little choice but to drive it is only right that parents who drive and will be significantly impacted are therefore treated as key stakeholders and allowed the opportunity to feed into this process. There has been no opportunity to get involved in these discussions and nothing in school newsletters, on the school or Council websites or social media while these proposals have been developed.

Many families are struggling to cope with multiple pressures at the moment and I would suggest the Council has underestimated how many families at LPS are struggling with multiple challenges and the impact that these proposals will have on them.

The Council need to encourage parents to thrive for the benefits of children, and by adding the pressure of having to navigate children along and across a main road, when you are juggling young children, or the pressure of getting to work or other places, will only lead to increased stress and anxiety among some parents.

In addition some families have elderly grandparents who support them by helping out with school pick up and drop offs when they can. The associated safety risks of the main road are likely to make some less willing to do so. If an older person now has to park a good distance away, in an unsafe street, where they are unsure whether there will be any parking available and take the child across the main road this is likely to make them far less confident picking up/dropping grandchildren off at school or nursery. My mum, for example, although not a blue badge holder had a hip replacement in 2016 and also suffers from arthritis which can flare up. Asking her to find a suitable place to park across the busy main road, and then escort her grandchildren across it, is a big ask, and something I am unlikely to do should these proposals go ahead. I will have to find alternative arrangements which will be no easy task.

The significant change that these proposals represent, as well as compromising children's safety, will also substantially add to the stress and uncertainty as to how parents manage their day to day activities. For example on a Monday I will have the school drop off, followed by a drop off at the Crescent Playgroup in Dalkeith for 9am, then off to work. On a Friday the playgroup finishes at 12pm, and I need to be at the school to collect my son for 12:15pm.

These timescales become incredibly challenging to manage when you consider the processes involved i.e. getting the children/buggies in to the car and strapped in, then driving to school, time spent looking for a safe place to park, getting children out the car, strapping the one year old into the buggy while trying to hold your 3 year olds hand – knowing that that you have to manage all this across the main road where your children's lives are at risk and also trying to make sure your child isn't the last one left in the playground or sent to the school office because you are late. My husband and I also work full time so you can imagine the added dimension of complexity as we try to manage our working hours to compliment school timetables as it is. I may be in a position where I have to ask even more concessions from my already understanding employer.

I would invite any officer from the Council, or any local Councillor to come and do a trial run with me and my children under the proposed new scenario, so they can truly experience first-hand the challenges for some parents, and the anxiety associated with the dangers of the main road. It doesn't seem reasonable to expose even more children to the main road, and indeed the more congested the pavements and crossing around the main roads become with pedestrians, buggies, scooters etc. the increased likelihood there is for a serious accident or fatality.

#### **EXTENT OF THE PROPOSED RESTRICTIONS**

The extent of the proposed restrictions is completely disproportionate to the problem and rather than increasing child safety it will place our children at a much greater risk. The proposed plan published by Midlothian Council which shows the proposed restricted streets in red makes it appear that all those streets are heavily used by either parents parking or children walking to and from the school. This is absolutely not the case at the moment.

There has been no reasoning produced by the Council as to why these streets were proposed, and again I would ask you to return to the survey analysis and identify the respondents who thought extending the restricted area might be a good idea. You are likely to find that those responses came from residents living on those streets. There is therefore no evidence or reasoning that the inclusion

of these streets will promote child safety. Conversely it will push children in to danger by forcing them on to the area around the main road.

The Council needs to be absolutely clear what the decision making and procedural processes were behind these proposals and what assessment and prioritisation was undertaken. I think the Council also needs to be absolutely clear on what the main purpose of these proposals is, as at the moment that is very unclear. If children's safety is the priority then these proposals do very little to support that.

I have made some annotations on the map which the Council published in relation to this TRO. One outlines what I think many parents would agree would be a far more proportionate restricted area and could support the aim of increased safety for children at the school gates. This would include restrictions along Pendreich View and Pendreich Drive only. I consider this would be a far more reasonable proposal; although again, with the school relocation planned, it would not be value for money in the longer term.

The other map demonstrates where I would suggest the main routes for walking children are, and highlights that a significant area you have identified for these restrictions are not currently heavily used, therefore it is unclear why these streets have been included. It is possible that Midlothian Council has carried out a wide range of analysis which has provided the intelligence to develop the proposals as they are, and if that is the case it would be helpful if Midlothian Council could make this information available so that parents and residents have an improved understanding.

#### **ADDITIONAL COMMENTS**

As a parent I support a reduction in traffic congestion around school gates, and I also appreciate the benefits of increased activity levels for children; however this new traffic order will put children and families at risk for no proven additional benefits, while at the same time having a significant and detrimental impact on many parents, and indeed other local residents.

I would strongly urge the Council to reconsider these proposals in collaboration with the local community, and I would strongly suggest there are other more effective ways to spend the resources that may have been identified to support this order. I am confident that a number of more innovative and effective solutions (that do not just displace an issue and expose more children to the main road) could be considered with any funding that is available.

As I mentioned previously No Parking Traffic Cones have been outside the school gates along Pendreich View and this has been very successful. The Council need to consider these options and what is currently being done that is working well. Perhaps since the Council began considering this TRO the climate has shifted slightly; and parking and congestion issues around the school are being managed better by parents.

I would love to be able to walk all my children to school, particularly in the summer. They are able to catch up with friends on route and it's a nice bonding time between parents and children, however unfortunately for our family it is just not possible, as it is impossible for many other families. I have never seen any dangerous driving practices or inconsiderate parking around the school myself and personally I have always parked responsibly. In addition I sometimes share the school run with some of my neighbours, therefore reducing congestion and helping to cut carbon emissions. This is

unlikely to continue if I have more children to see safely across Eskank Road. I feel nervous enough at the thought of escorting my own children safely across.

It does not appear that due regard has been given to various matters in the process before these proposals were developed, and that further consultation and consideration of what is currently working (e.g. traffic cones) and other alternatives needs to be examined.

If there is a very small minority of parents who continue to engage in unsafe parking practices then let's deal with them, rather than move the problem elsewhere and put children's lives at risk in the process, or alternatively re-consider the scope of the proposed restrictions.

There needs to be a robust baseline of information and empirical evidence to truly understand the current situation and prepare for the potential impacts if these proposals were to go ahead. At the moment this appears to be lacking. It is also impossible to monitor, evaluate and measure the impact of the order if this information is not available and completely understood.

There has been a lack of engagement with parents and it hasn't been explained properly to people why the Council are considering this proposal, why Lasswade Primary is an appropriate school and what the potential impacts might be. I fear that robust evidence, assessment, analysis and prioritisation is not taking the lead in decision making, and it absolutely should be. If the Council intends to spend money on a potential issue this needs to be evidence based, and perhaps resources should be spent either in school areas where it could be an appropriate solution. Prioritisation of resources is essential.

On this basis, and on the basis of the information that Midlothian Council made available, I have to object to the current proposals, and look forward to clarification on the points I have raised within this letter of objection.

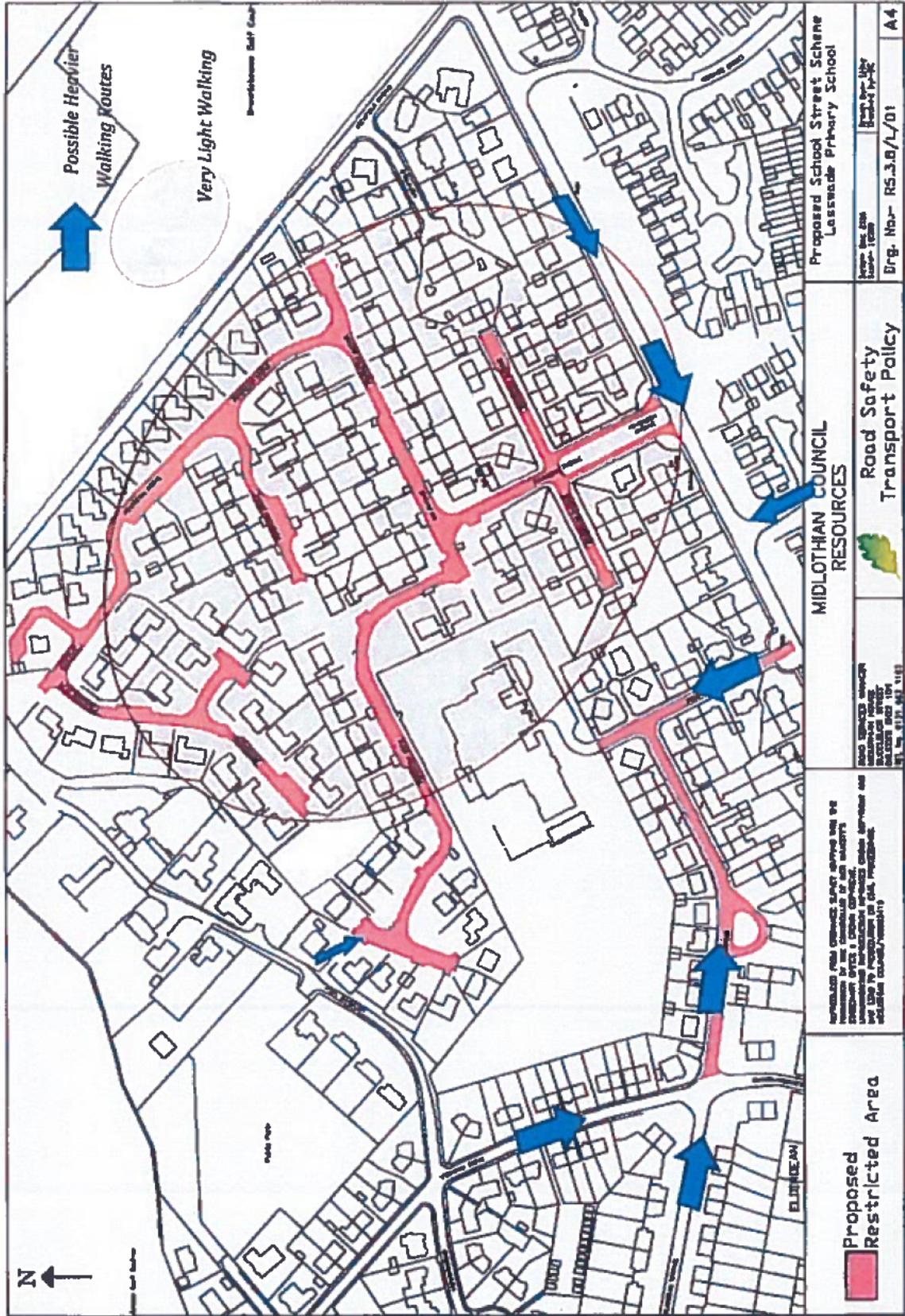
Yours Sincerely,

A large grey rectangular box redacting the signature of the sender.

Objection to TO/R5.3.8 (MAPS)



Objection to TO/R5.3.8 (MAPS)



Reference - T0/RS.3-8



Dear Sir/Madam

We are writing to raise an objection to the planned area of which cars will be banned from around Lasswade Primary School.

As parents of children who attend this school we obviously have strong views towards the childrens safety, but we feel this area has been taken too far with 40% (number given by parent council) of children, who are non-catchment attending Lasswade we feel this will not discourage parents/carsers from driving. Talking to other parents it is clear they will only find other streets to park. Therefore this does not solve the main issue, although obviously it will directly at the school, it just moves it to other streets. Those streets will still have school children walking them and will now have more traffic and parents competing for spaces potentially leading to dangerous driving.

As we live in a street very close to the school and

one of the closest outside of the bar, we fear for the amount of traffic our street will now have to cope with. Parents already use this as a drop off. James Leary Way is horrendous for parked cars at present and will not cope with increased traffic. Cars already blocked views for safe movement by parking on the corners. This is not going to make for a safe environment for pupils and general public. We feel other ways need to be sought to solve the issue. Perhaps catchment areas and pupil placement should be looked at in near future.

Many thanks





26<sup>th</sup> March 2017

**Legal Services Manager  
Midlothian Council  
Midlothian House  
Buccleuch Street  
Dalkeith  
EH22 1DN**

Dear sir/madam,

**Statutory Notice TO/R5.3.8:  
Proposed Road Closures in Pendreich, Bonnyrigg**

I write to register my objections to the proposed closures of roads in the Pendreich area of Bonnyrigg. The grounds of my objections are:

- I do not live in the area but need regular vehicular access at the times indicated
- No reasons or supportive evidence for the proposals have been stated.
- No analysis has been presented of the resulting impact on the surrounding streets.

Yours faithfully,



**David Chambers**

---

**From:** [Redacted]  
**Sent:** [Redacted]  
**To:** [Redacted]  
**Subject:** Lasswade Primary School proposed car restrictions

Dear Mr Chambers

I am writing to submit an objection in relation to the planned car restrictions in the streets surrounding Lasswade Primary School.

I appreciate that we live less than two miles away from the School, however it is not distance that prevents me from walking my son (who is currently at the school nursery and due to start P1 in August), but the conditions of the route.

Given his age you'll appreciate that walking up the steep gradient from the bottom of the valley of Lasswade is very challenging, and would take a significant amount of time, which is just not feasible for the start of the school day. This is compounded by the fact that I also have a one year old daughter who I will have to make the journey to and from School with.

This brings me on to safety. The route to the School is a main commuter route with high volumes of traffic and having to negotiate this on foot twice every day with two young children is very dangerous. We are not on a cycle path, there is not a continuous pavement to the School and certainly no pedestrian friendly crossings until you get in the vicinity of the School itself. I'd also be concerned about having to make the journey in bad weather, particularly in the winter months when the mornings and evenings are dark and when ice can affect the pavements and roads.

Unfortunately the bus stops are inconvenient, again requiring crossing the main road to reach them.

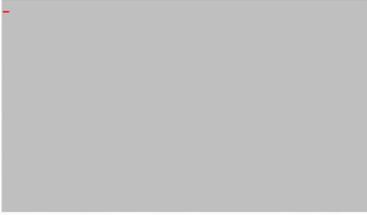
I fully support that the safety of the School children directly outside the school gates is paramount. The paint and cones that were introduced this year to limit parking to one side of the street certainly helped with this and alleviated traffic congestion, so I would like to see that continued on a permanent basis.

However, I feel the proposed ban of parking cars entering all the surrounding streets is more a measure to pacify local residents, and will only force those families that need to drive their children to School to park in other neighbouring streets, and therefore pushing the problem out wider.

I wonder, given there is now a large cohort of School children in Lasswade partly due to the Miller Homes development, whether it would be possible to operate a School bus from Lasswade to the school? This would surely help reduce traffic whilst ensuring pupils were safely transported to and from school.

I would appreciate it if you could please acknowledge receipt of my email and I look forward to hearing from you in due course.

Kind regards



Sent from my iPhone

Click [here](#) to report this email as spam.

**David Chambers**

---

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Objection to parking restriction

David

I believe you are the person to contact with objections to the proposed parking restriction around Lasswade primary school.

We live at [REDACTED] and our son currently attends the Lasswade primary nursery class. He is due to start primary one in August.

I would like to strongly object to the proposed parking restriction on the grounds that it is not feasible for us to walk to school from where we live and we have no choice but to take a car. The walk would involve walking up a steep hill which is very difficult for a small child. In addition, it is an extremely busy main commuter route which only has narrow pavements, in fact in some places no pavement. If you are familiar with the area I am sure you would agree that it's not a route you would consider walking with a small child. With little legs it is also likely to take over 45 mins to get there and he would be exhausted (I know this because I tried it with him one Sunday!).

If the restrictions were in place then we would be forced to park in a street outwith the restriction zone. I'm not sure what the benefit would be to anyone, (apart from the people who live in the immediate vicinity of the school) as we would still be parking in a residential area and driving along streets filled with school children making their way to school.

If I could be assured a parking space outwith the restricted zone then I'm not too adverse to walking my son from there. However, in bad weather where there are icy pavements then I'm not sure how well gritted the pavements further out from the school will be.

Perhaps one idea to consider would be to give permits to people who have a genuine need to be taking a car to drop children at school, and this would reduce traffic from people who are within easy walking distance from the school.

I hope you will take my points on board. Look forward to hearing from you.

Thanks  
[REDACTED]



30/03/17

Dear Sir/Madam,

I am writing to lodge an objection to your proposed Parking/Vehicular Access Restriction for the area surrounding Lasswade Primary School your Ref TO/R5.3.8.

My objections to the proposal are that you are just moving the problem onto the main road and into the house estate on the opposite side on the main road thereby creating problems with residents in this estate as it will cause conflict and anti-social behaviour albeit legal parking from the residents who will park out with their own parking drives etc. to discourage any parking by parents who have to drop their children off by car.

You will also end up congestion the main road with cars parking on the Lasswade Primary School side and now doubt others will take to parking on the grass verge on the opposite side thereby congesting a road that does not have any congestion on it at the moment as the traffic free flows. Attempting to put parking restrictions in place may seem one option but this would hamper the drop off by the Breakfast club bus in the mornings as the bus regularly drops off the children there who are then escorted up to the school. Also as parking offences have not been de-regulated by yourselves do you have enough Traffic Wardens to police this? As I am sure Police Scotland stopped funding these officers and you cannot employ traffic attendants like Edinburgh City Council has.

I am also a parent who works full time I have Family Friendly policy in place which allows me to start later but having any additional delay in having to park further away may place that in jeopardy as I cannot amend it anymore the only option would be to reduce my working hours there by causing financial hardship. I already have to navigate the 20 MPH zone to get to my place of work which has seen my journey time increase have you taken this into account? As I will not be the only working parent experiencing this. Have you explored creating a safe drop off zone for parents like myself? I have said on the last survey have you tried targeting the offenders bad parkers and aggressive drivers as I'm sure this would be more beneficial than taking a wide sweeping approach. The only people who will gain out of this are the residents who have campaigned for this. I have one question why on earth

did they buy a house next to a school? The residents are not above reproach I have a photograph of one of the residents vehicle parking over the public footpath obviously trying to attempt anyone performing a three point turn in their mind set they were in the right but not realising that they do not own the road in front of their drive way as it connects to a public footpath.

I hope you find these objections in good faith.

Regards,



David Chambers

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From: [REDACTED]  
Sent: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Ref: TO/R5.3.8 - Objection to proposed order

Dear Mr Chambers

I refer to the above proposed order and my telephone conversation today with your colleague.

I wish to submit my objection to the above proposed order under explanation that I consider the zone should also include Viewbank Drive, Viewbank Road & Viewbank View.

I also wish to note my concerns regarding parents parking their vehicles on the pavement on the corner of Viewbank View and Drive in order to run down and collect their children. We have also seen an increase in vehicles parking at the entrance to the children's playpark on Viewbank View which is a no parking zone and we feel puts our daughter's safety at risk when walking to and from the School. We also feel concerned about vehicles not adhering to the speed limits in and around the Lasswade Primary School.

I trust my objections can be considered and look forward to hearing of the outcome.

If you require any further information, please do not hesitate to contact me.

Many thanks

Kind regards

[REDACTED]

Sent from my iPhone



29<sup>th</sup> March 2017

Legal Services Manager

Midlothian Council

Midlothian House

Buccleuch Street

Dalkeith

EH22 1DN

I write to you in dispute of the decision of the road closure [redacted] school. I am a parent of a [redacted] and have a [redacted]

[redacted] who will also attend the school in the year 2020. We currently have over a 6 mile round trip to do the school run for both schools, I need to bring my children to school by car and also due to the timings of the schools getting out and traffic I need to park in close vicinity to the school. I have been driving to the school for over 8 years and whilst yes there are many parents who do not observe speed restrictions I'm also very concerned about the driving of the residents with regard to their speed and also a great concern with people dropping off what must be grand children in the morning and then the residents driving out the street at great speed to take them to other schools, this isn't going to stop any of this happening.

I'm in total agreement with shutting the roads immediately around the school as initially proposed, but closing all streets will just move the problem into another area in which children are still walking to school, this is not going to prevent any accidents in fact will we see more as parents will be driving in a greater hurry as they will also have time to travel by foot and then the next thing will be residents in those streets complaining of the parking. Perhaps now is the time I should maybe take up taxis from the council to and from school, at what cost will this be yearly to yourselves?. Since the cones have been in place people have been observing careful parking and in fact since the cones were uplifted a few weeks ago parents have remained parking as though they were there. Is this just the residents fed up and making a greater issue than it is? The school has been there for years and if you buy a house next to a school I'm afraid you need to realise people will park in your street for a small amount of time morning and afternoon, for a small percentage of the year. Is it really such a great issue as long as the children's safety is paramount?

I am happy to be contacted to discuss any of the points I have mentioned.

Regards



This is a summary of the main points of the 17 objections received to the proposal. The full contents of the objections are included in Appendix 1 (names/addresses have been redacted).

1. Too far/difficult to walk. Walking route may be dangerous.
2. Viewbank Avenue should also be included, as proposal would increase traffic there.
3. Walking further means crossing busy roads. Restriction should be more limited.
4. Too far to walk all the way within catchment, and there are not enough crossings further away from the school.
5. Moving parking to other streets will annoy residents there. Suggests building more road space for a drop-off point next to the school.
6. Too difficult for children from outwith catchment to cross main road. Moves problem elsewhere.
7. Too far to walk, within school catchment. Suggests school bus.
8. Not aware of any incidents to justify proposal.
9. Welcomes parking restrictions but too far to walk (within catchment) and poor conditions for pedestrians further away. Suggests school bus.
10. Doesn't believe there is a problem, or support for proposals or that proper consideration has been given. Proposals would displace problem elsewhere. Money could be better spent. Other TROs (eg double yellow lines) would be more effective. Never seen any inconsiderate parking or driving.
11. Problem will move to nearby streets (where they live).
12. Needs vehicular access.
13. Difficult/dangerous to walk from far end of school catchment. Suggests school bus.
14. Difficult/dangerous to walk from Westmill.
15. Better enforcement of other restrictions would be better. Proposals would be inconvenient for drivers to have to walk and would move problems elsewhere. (concerned about effect on breakfast club bus).
16. Wants Viewbank Drive, Road, and View, included too. Concerned about other parents driving including parking on footway, and speeding.
17. Would agree to smaller extent but not to full proposal. Problem is not too bad if parking is restricted. Would be inconvenient to those within catchment who are remote from school.

Responses to comments

*Too far/difficult/dangerous to walk –*

The distance set by government as the maximum a child may be required to walk to/from school is 2 miles for younger children and 3 miles for older children. If the route is longer than this to a catchment school or if it would be dangerous for a child (accompanied by an adult if necessary) to use, then the Council would provide transport, such as taxi, bus, or a pass to use service buses.

The Council has worked with the school to prepare recommended walking routes from all sides of the school, and the majority of pupils have used these to walk/cycle/scoot to school. Less than a quarter of pupils were driven to school and it should be possible for their parents/carers to stop their cars away from the school and use one of the recommended routes.

*Problems will shift to nearby streets –*

It is expected that there will be a reduction in pupils being driven, and that parking/manoeuvring of these cars will be spread over a wider area so it will be less intense than it has been directly outside the school.

*Difficult to cross main road –*

There are school crossing patrols on the A6094 Eskbank Road and Pendreich Drive/Terrace. Other roads further away also have Patrols or crossing facilities.

*Not aware of any incidents to justify proposal/ Never seen any inconsiderate parking or driving –*

There have been many complaints about bad driving and parking in this area, but unfortunately some of those causing the problems are unaware of them.

*Other restrictions/enforcement would be better –*

Some of the early support for restricting access near the school came from local Police/Traffic Warden who experienced difficulties dealing with bad driving/parking.

*Need vehicular access –*

Residents or businesses in the area will be able to apply for permits allowing access. One-off special cases can get permission from Police. (Police will be responsible for enforcing the Traffic Regulation Order, as contravention will be a moving traffic offence normally dealt with by a Conditional Offer of a Fixed Penalty Notice)

*Bad parking will happen elsewhere –*

Other restrictions can be introduced at short notice, if required for safety reasons.

*Can a bus/minibus taxi be organised –*

There are existing bus services to/from Eskbank Road. Vehicles under contract to the Council to provide transport to/from the school would be exempt under the proposed Order. The Council is only legally obliged to provide a bus as described above.

Consultation Response Spreadsheet

letters	Support	Not support	N/A	only View/Drive /Terrace	plus Ave and Grove	(other)	only primary times	Primary + Nursery times	(other)	email phone or address given
20/09/2016	17	16	0	1	3	14	3	14	1	11
21/09/2016	11	11	0	0	6	5	0	11	1	6
22/09/2016	3	2	0	1	1	1	1	1	1	2
23/09/2016	7	7	0	0	0	7	0	4		5
26/09/2016	5	5	0	0	0	5	0	3	0	4
27/09/2016	1	1	0	0	1	0	1	1	0	1
	44	42	0	2	11	32	5	34	3	29
Via School	146	120	21	5	58	63	6	43	7	19
Total by 27/9	190	162	21	7	69	95	11	49	10	48
	100%	85%	11%	4%	36%	50%	6%	26%	5%	25%
Later replies	37	36	0	1	14	22	2	9	1	23
Total	227	198	21	8	83	117	13	58	11	71
	100%	87%	9%	4%	37%	52%	6%	26%	5%	31%
More replies	34	28	6		9	18	2	8		
final total	261	226	27	8	92	135	15	66	11	71
	100%	87%	10%	3%	35%	52%	6%	25%	4%	27%



12 September 2016

Dear Parent/Carer/Resident,

Most children going to Lasswade Primary walk here. We know that active travel – walking, cycling or scooting - is good for health, environment, and learning. Fewer than one in four pupils are taken to school by car. But bad driving of some of these cars is causing danger on the roads. There isn't enough room for every driver to stop near the school and some drivers have even risked children's safety by reversing where children have to walk. And it isn't just the risk of being run over – pollution, congestion, and lack of exercise damage children's (and adult's) health and cause early deaths. Too many drivers trying to get their cars too close to the school are causing problems for everyone else. Pupil safety must take priority over parking and so we would like your views on a new way to make this better.

We are proposing a trial "School Street" scheme to help people walking (or cycling or scooting). This would stop most motor vehicles driving in the street(s) nearest the school at the same time as most children are walking there. East Lothian and Edinburgh already have School Streets and they have worked well. We are now consulting on introducing these in Midlothian and on details of which streets or parts of street to include and what times to cover.

The restriction would be shown by a sign at the entrances to the street or streets involved. Exemptions would include any emergency services, blue badge holders, medical professionals and care staff, delivery services, and residents in the restricted section of road (who would get permits to display in their windscreen).

Our recommendation for the trial for Lasswade Primary's 'School Streets' would cover Pendreich View, Pendreich Drive and Pendreich Terrace. Should it also include Pendreich Avenue and Pendreich Grove, or cover a different area? (see map overleaf)

It would cover arrival and departure times for the primary school pupils (who may be walking to/from school without adult supervision). Should it also cover times for nursery pupils (who should be looked after by parents/carers)?

Please could you let me know your views on this by filling the form overleaf and returning it to the school (or to me at the above address) by 27<sup>th</sup> September?

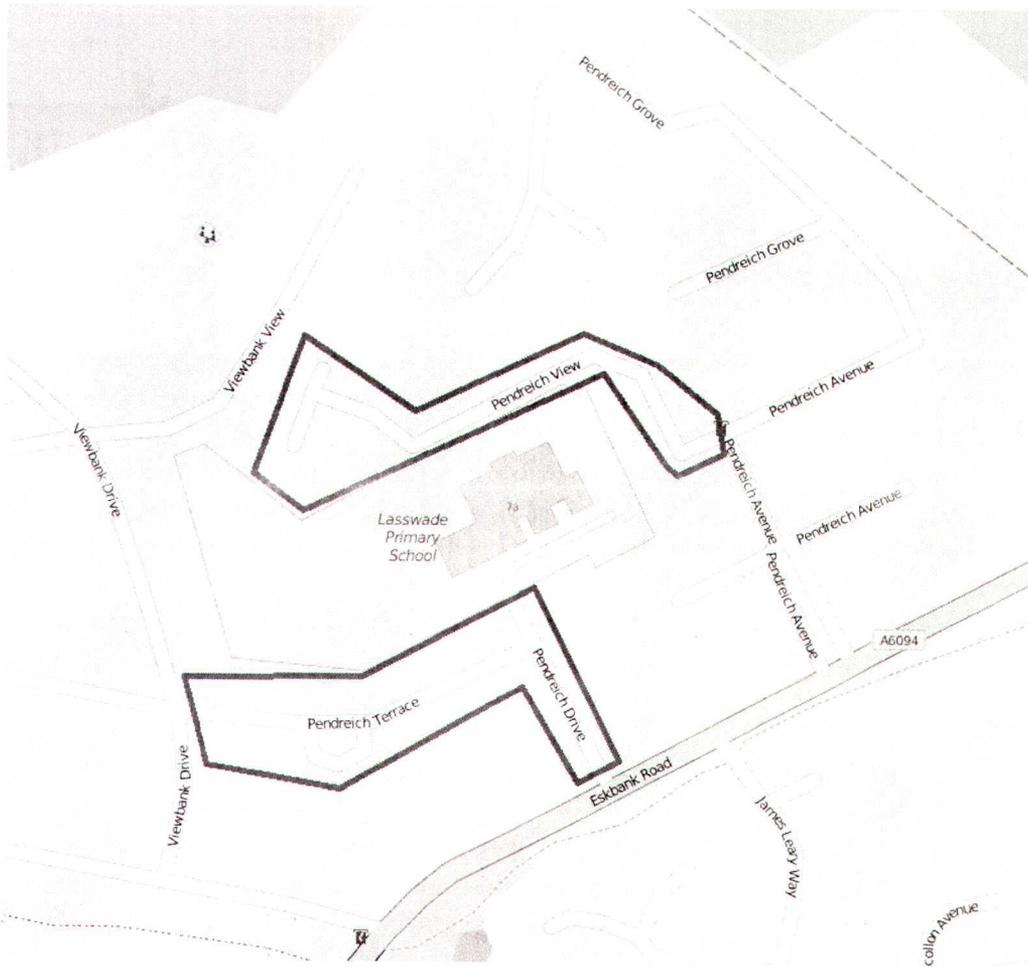
Yours faithfully

David Sharp  
Principal Officer - Policy and Road Safety  
[david.sharp@midlothian.gov.uk](mailto:david.sharp@midlothian.gov.uk)

Your Ref:  
Our Ref: SchoolStreetConsultation

Tel 0131 271 3518  
Fax 0131 654 2797  
Minicom 0131 271 3291  
[www.midlothian.gov.uk](http://www.midlothian.gov.uk)





Please tick the answers you prefer:

I support the School Streets trial for Lasswade Primary.

or

I do not support the School Streets trial for Lasswade Primary.

It should cover:

Pendreich View, Pendreich Drive and Pendreich Terrace

or

Pendreich Avenue and Pendreich Grove as well as Pendreich View, Drive and Terrace

or

other (please specify) \_\_\_\_\_

The times it should apply are

just for primary school

(Mon-Thu 8:30-9:00am 3:10-3:40pm; Fri 8:30-9am, 12:10-12:40pm)

or

also include nursery times (Mon-Fri 8:15-9:00am 11:15am-12:50pm; 3:10-3:50pm)

or

other (please specify) \_\_\_\_\_

(please include your name and address/email/phone number if you would like a reply)

DRAFT

## THE MIDLOTHIAN COUNCIL

THE MIDLOTHIAN COUNCIL (SCHOOL STREETS) (PROHIBITION OF MOTOR VEHICLES) TRAFFIC  
REGULATION ORDER 201\_ - TO/R5.3.8

The Midlothian Council in exercise of their powers under sections 1(1), 2(1) to 2(3) and 4(2) of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended, ("the 1984 Act"), and of all other enabling powers, and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

**Citation and Commencement**

1. This Order may be cited as "The Midlothian Council (School Streets) (Prohibition of Motor Vehicles) Traffic Regulation Order 201\_", and shall come into operation on the      day of      Two thousand and      .
2. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.

**Interpretation**

3. In this Order:

"Article" means an article of this Order;

"Chief Constable" means the Chief Constable of Police Scotland;

"Council" means Midlothian Council, incorporated under the Local Government etc. (Scotland) Act 1994 as local authority for the Midlothian area;

"driver", in relation to a vehicle, means the person authorised by the owner to drive the said vehicle and, for the avoidance of doubt, includes the owner of the vehicle;

"healthcare worker" mean a General Practitioner, doctor, registered nurse or other identifiable medical professional carrying out home visits to patients residing within a School Streets area;

"keeper" means:

- a) the owner of a vehicle; or
- b) a qualifying person identified and authorised by a registered business as being the sole or main user of a vehicle owned or leased by that business;

"motor vehicle" has the same meaning as in Section 136 of the 1984 Act;

"permit" means any permit issued by the Council under the terms of this Order;

"permit holder" means any person to whom a permit has been issued by the Council under the terms of this Order;

"prohibited hours" means the periods specified in column 4 of each Part of the Schedule;

"prohibited road" means a length of road described in column 2 of the Schedule to this Order;

"qualifying person" means:

- a) a person who is resident at premises the postal address of which is in a road described in column 3 of the Schedule; or

- b) any person who owns or leases a business or organisation the postal address of which is in a road described in column 3 of the Schedule; or
- c) any healthcare worker or carer who requires access, as part of their duties, to premises the postal address of which is in a road described in column 2 of the Schedule; or
- d) any teacher or person working within a school, the postal address of which is in a road described in column 2 of the Schedule, and who is nominated by the Head Teacher as requiring access to or from the school in an emergency situation,

“road” has the same meaning as in Section 151 of the Roads (Scotland) Act 1984 and, for the avoidance of doubt, a road includes part of a road;

“Schedule” means the Schedule to this Order;

“School Streets area” means the prohibited roads described in column 2 of the Schedule;

“School Streets permit”, means a permit issued by the Council under the terms of this Order to a qualifying person;

“School Streets permit holder” means a qualifying person to whom a permit has been issued by the Council under the provisions of Article 10 of this Order;

“School Streets scheme” means the arrangements set out in this Order and any subsequent variations to prohibit certain vehicles at certain times from entering or proceeding along specified streets near schools;

“telecommunication apparatus has the same meaning as that assigned to that phrase by Section 4 of and Schedule 2 of the Telecommunications Act 1984;

“traffic sign” means a sign of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under, Section 64 of the 1984 Act;

- 4. References in this Order to a disabled person or to a disabled person's badge shall be construed in accordance with The Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 and The Local Authorities Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002.

#### **Prohibition of Driving during Prohibited Hours**

- 5. Save as provided in Articles 6, 7 and 8 no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any motor vehicle to enter or proceed in a prohibited road during the prohibited hours as indicated by the traffic signs which indicate the start of a School Streets area as specified in the Schedule.
- 6. Article 5 shall not apply to a motor vehicle which displays a School Streets permit for that vehicle issued for the School Streets area in which the vehicle is being driven.
- 7. Article 5 shall not apply to a motor vehicle while being used for fire and rescue, ambulance or police purposes.
- 8. Article 5 shall not prevent any person from causing or permitting a motor vehicle to enter or proceed in the prohibited road as may be necessary:
  - (a) to enable a vehicle displaying a disabled person's badge, being driven by or carrying a disabled person, to uplift or set down passengers or to wait at premises located on a prohibited road during the prohibited hours; or

- (b) to enable the vehicle to be used under contract to Midlothian Council to take children to or from a school specified in the Schedule; or
- (c) to enable the vehicle to be used by a healthcare worker or care worker carrying out home visits within a School Streets area; or
- (d) to enable goods to be delivered or collected; or
- (e) to allow a funeral undertaking; or
- (f) in pursuance of statutory powers or duties: provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties for the motor vehicle to enter or proceed; or
- (g) to enable the vehicle, if it cannot conveniently be used for such purpose in another road or outwith the prohibited hours, to be used in connection with any building operation, demolition or excavation in or adjacent to the prohibited road; the cleansing or lighting of the prohibited road; the removal of any obstruction to road traffic; the maintenance, improvement or reconstruction of the prohibited road or street furniture therein or thereon; the laying, erection alteration or repair in or adjacent to the prohibited road of any sewer or of any main, pipe, or telecommunication apparatus; or the placing, maintenance or removal of any traffic sign.
- (h) to enable tradespeople such as plumbers and gasfitters to gain access to properties in an emergency.

#### **Placing of Traffic Signs, etc**

9. The Council shall place and maintain such traffic signs as are required to give effect to the provisions of this Order.

#### **Applications for School Streets Permits**

10. Any qualifying person who is the keeper of a vehicle may apply to the Council for the issue of a School Streets permit in respect of that vehicle, and any such application shall:
- (a) be made on a form issued by and obtainable from the Council;
  - (b) include the information or particulars specified on the application form.
11. The Council may at any time require a qualifying person applying for a School Streets permit to provide to an officer of the Council:
- (a) in respect of a new application for a permit, such evidence as they may reasonably require to verify any particulars or information given to them;
  - (b) in respect of a previously issued permit, such evidence as they may reasonably require to verify that the permit remains valid and/or that the School Streets permit holder remains entitled to the permit.

#### **Issue of School Streets Permits**

12. Save as provided in Article 13, on receipt of a valid application the Council shall issue to the qualifying person without charge one School Streets permit allowing access, for the designated vehicle in the prohibited hours, to a specified School Streets area.
13. A qualifying person may apply for separate permits for multiple vehicles registered at the same address. However, should the total numbers of vehicles movements in a School Streets area in the prohibited periods be so great that the purpose of the scheme is jeopardised, the Council reserves the right to limit the number of permits issued to the same address.

#### **Form of School Street Permits**

14. A School Streets permit shall be either:
  - (a) in writing with the following particulars:
    - (1) the registration mark of the vehicle in respect of which the permit has been issued;
    - (2) the date, if any, after which the permit shall cease to be valid;
    - (3) an identifying mark indicating that the permit is a School Streets permit eligible for use in a specified School Streets area during the prohibited hours, as described in the Schedule to this Order;
    - (4) an indication that the permit was issued by the Council, or:
  - (b) in any other form as may be determined from time to time by the Council.

#### **Display of School Street Permits**

15. The driver of a School Streets permit holders' vehicle entering or proceeding in a School Streets area during the prohibited hours must, at all times, display a valid School Streets permit at the front or nearside of the vehicle so that it can be clearly seen from outwith the vehicle.
16. When a School Streets permit has been displayed on a vehicle in accordance with Article 15, no person (not being the driver of the vehicle) shall remove the permit from the vehicle unless authorised to do so by the driver.

#### **Cessation of Validity of School Streets Permits**

17. A permit issued under the terms of this Order shall cease to be valid if it has been altered, defaced or damaged to the extent that any of the information or details thereon becomes unreadable.

#### **Surrender and Withdrawal of School Streets Permits**

18. A School Streets permit holder may surrender their permit to the Council at any time, and must surrender such permit to the Council if:
  - (a) the permit holder ceases to reside or conduct business at premises which are eligible for a School Streets permit;
  - (b) the permit holder ceases to be the keeper of the vehicle for which the permit was issued;
  - (c) the permit ceases to be valid by the provisions of Article 17;
  - (d) a duplicate permit has been issued by the Council under the provisions of Article 18 or 19;
  - (e) any expiry date shown on the permit has passed;
  - (f) the Council varies the terms of the School Streets scheme such that it is necessary to withdraw existing permits and issue replacements to all or some existing holders.
19. The Council may by notice in writing, delivered in person to the permit holder, or by recorded delivery service to the address shown on the application for the permit or at any other address believed to be that person's place of residence or business, withdraw any permit if it appears to the Council that any of the events set out in Article 18 above has occurred, and  
the permit holder shall surrender such permit to the Council within seven days of the receipt of the aforementioned notice.

**Replacement of School Streets Permits**

20. If a permit is defaced, or the particulars or figures thereon have become illegible, or the colour of the permit has become altered by fading or otherwise, the permit holder shall surrender the permit to the Council and may request a replacement permit. The Council, upon receipt of the damaged permit shall issue a replacement permit.
21. If a permit is lost or destroyed, the permit holder may apply to the Council for the issue of a replacement permit and the Council, upon being satisfied as to such loss or destruction, may issue a duplicate permit so marked, and upon such issue the lost or destroyed permit shall become invalid.
22. The Council may charge an administrative fee for the issue of a replacement permit.
23. The provisions of this Order shall apply to a replacement permit and an application therefor as if it were the original permit.

Executed by The Midlothian Council this      day of      Two thousand and      .

Proper Officer

SCHEDULE

SCHOOL STREETS

For the purpose of the application of this Order to the lengths of road specified in this Schedule:

“prohibited hours” means the period shown in column 4 of this Schedule and indicated by signs at the entrances to the prohibited area;

Part 1: Lasswade Primary School, Pendreich Drive, Bonnyrigg

1	2	3	4
School Streets Area	Prohibited Roads	Properties for which Permits will be issued	Prohibited Hours (School Days Only)
LA	Pendreich Avenue <i>entire length</i> Pendreich Drive <i>entire length</i> Pendreich Grove <i>entire length</i> Pendreich Terrace <i>entire length</i> Pendreich Way <i>entire length</i>	All addresses ) All addresses ) All addresses ) All addresses ) All addresses ) All addresses )	Monday – Thursday 8:15 am – 9:00 am 3:10 pm – 3:55 pm Friday 8:15 am – 9:00 am 12:10 pm – 12:55 pm

# LASSWADE PRIMARY SCHOOL



## Recommended Pupil Routes

### The Yellow Route

This is the recommended route for pupils coming from North West of the school – Broomieknowe area.

**Remember to:**

1. Access yellow route at earliest convenience, taking care at crossing points if applicable.
2. Continue along yellow route onto Golf Course Road and onto footpath through park
3. Carefully cross Viewbank View continuing along footway on Pendreich View.
4. Cross carefully at green crossing strip on Pendreich View.
5. Access school at gate no.2.

### The Green Route

This is the recommended route for pupils coming from Eldindean area, South West of the school.

**Remember to:**

1. Access green route onto Pendreich Terrace, taking care at crossing points if applicable.
2. Continue along Pendreich Terrace, crossing with School Crossing Patroller if applicable.
3. Access school at gate no. 1.

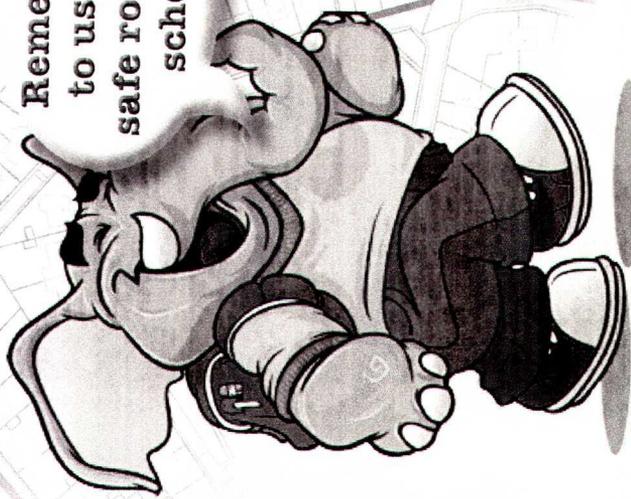
### The Blue Route

This is the recommended route from pupils coming from South East of the school – James Leary Way, McQuade Street, etc.

**Remember to:**

1. Use footpaths and follow blue route to School Crossing Patroller, puffin crossing on Eskbank Road.
2. Cross using School Crossing Patroller and continue along Pendreich Drive.
3. Cross at Pendreich Terrace using School Crossing Patroller and access school at gate no.1.

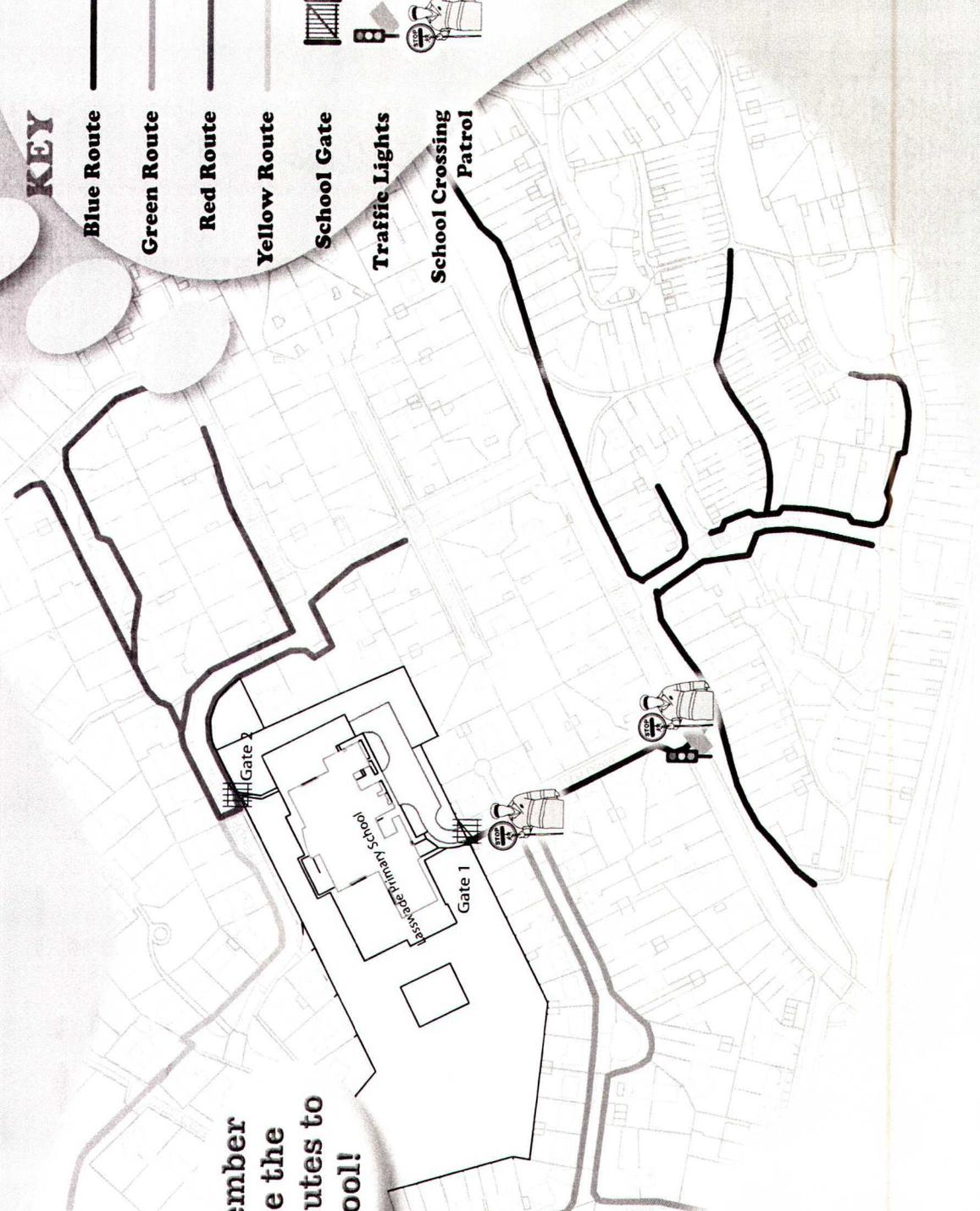




**Remember  
to use the  
safe routes to  
school!**

# KEY

- Blue Route
- Green Route
- Red Route
- Yellow Route
- School Gate
- Traffic Lights
- School Crossing Patrol



# LASSWADE PRIMARY SCHOOL

## The Red Route -----

This is the recommended route for pupils coming from East of the school, Pendreich Avenue, Pendreich Grove, etc.

### **Remember to:**

1. Access red route to Pendreich View.
2. Cross carefully at green crossing strip on Pendreich View if applicable.
3. Access school at gate no.2.

### **Cyclists**

For pupils cycling to school, use the same routes. Be aware of vehicles and pedestrians. Before entering the pedestrian access gate, dismount bike then park in cycle storage areas.

**Always remember to wear a helmet!**

### **Pupil Drop Off/Pick up Point**

It is recommended that pupils are not driven to the school on a regular basis. If it is necessary to drive pupils to school, it is recommended that they are dropped off near to one of the walking routes and walk from there (younger children being accompanied).

### **Dogs**

Please note that dogs are not allowed within the school grounds, thank you.

