

from: Peter Hawkins
to: spacesforpeople <spacesforpeople@edinburgh.gov.uk>
cc: Spokes PG <spokes-lothian-planning@googlegroups.com>
date: 30 Dec 2020, 14:50

Subject: Longstone School Sfp; response from Spokes

Spokes welcomes these proposals, and we believe they can form the basis of an eventual solution.

We would like to see the addition of a drop-off zone for the school(s), to give the public a clear indication of how the problem can be handled, plus signage to the effect of 'no vehicles beyond this point'. This would act as a marker for the start of any enforcement procedures. From the 'summary' below, enforcement, or rather lack of it, is clearly part of the problem.

There have been many comments from members of the local community in response to these proposals, and a summary is given below, compiled by a local resident who is also a cyclist and a member of Longstone CC. Clearly it is difficult to find a solution, but the Council proposals can be tried out and monitored, then amended as necessary.

Whatever the eventual solution, there must be safe and welcoming conditions around the two schools for those on foot and by bike, as well as those whose disabilities give no choice but to use motorised transport.

Summary of comments from individuals which we have seen:

> "Although in principle it seems a very simple stretch of road to close, there are a lot of failed attempts historically at finding a solution.

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> The main problem is that there are two schools here sharing the same entrance. Many of the children attending Redhall School have a whole array of extra needs and many are delivered by taxi to the school door each day or by special minibus type vehicles. Most of the taxis are private hire and do all sorts of dangerous manoeuvres, driving on or along the pavement sometimes, while children try to weave their way through [we hope the forthcoming Pavement Parking Bill will alleviate some of this].

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> A lot of these vehicles wait, pavement parked, on the stretch from the school gates down to Redhall Road. That infuriates the residents there.

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> Big vehicles like rubbish trucks and emergency vehicles need to be able to get in and out, so reversing back along Redhall Grove may not be seen as appropriate on a school road if we hope to make it safer.

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> Most really large vehicles tend to exit back out via Redhall Road, as the turns at Redhall Drive end are difficult.

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> They could perhaps make the section in front of the school one way towards Redhall Drive, and still allow other vehicles to exit via Redhall Road.

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> That would not necessarily make it safer for the children coming along the Grove, however, as the taxis would likely speed along. There can be quite a few of them.

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> Then there are the residents and their access; it's not a wide road; three point turns are not easy if the road is blocked.

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> Could the exit lane onto Redhall Drive be left half open, and perhaps put some planters along the Grove to calm the flow?

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> I'm not sure how to achieve the balance required here tbh. "