

## APPENDIX 7 EVALUATION OF SCHOOL FRIENDLY ZONE AT MAISONDIEU PRIMARY SCHOOL, BRECHIN

### Evaluation Criteria

Report Nos 49/22 and 152/23 set out the method for evaluation of the trial zones, using “before” and “after” surveys. These were to include:

- A reduction in traffic congestion and speed around school gates as measured through before and after traffic speeds and volume surveys;
- An increase in walking and cycling and reduction in car trips as measured through the annual Sustrans Hands Up survey and WOW Travel Tracker;
- An improvement in air quality at the school gates;
- Road traffic accidents;
- Consultation with stakeholders as measured through attitude surveys.

### 1. Traffic congestion and speeds

Unfortunately, traffic speeds were not taken before the implementation of any of the School Friendly Zones, and comparable data is therefore not available.

Traffic volume surveys were taken as individual sample days over the time periods of 08:30 - 09:15, and 14:45 - 15:30.

Count	Before		After		Difference		
	(am)	(pm)	(am)	(pm)		(am)	(pm)
In	3	1	4	3		1	1
Out	0	0	2	2		2	2

The data for Maisondieu shows an increase in traffic volume into the School Friendly Zone during the morning and afternoon restriction (33%); and an incalculable increase in outgoing movements during the morning and afternoon restrictions.

The evaluation suggests that the zone has not been successful in this aim. However, given the extremely low traffic volumes overall, if consideration is given to daily fluctuations in general traffic flows, the evaluation of this aim could equally be judged to be inconclusive.

### 2. Active travel uptake

	Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Total
*Maisondieu Primary School	2023	49.5%	3.3%	5.4%	30.7%	6.3%	3.6%	1.2%	0.0%	371
	2024	51.0%	7.0%	1.2%	30.3%	6.1%	4.2%	0.0%	0.0%	360
	Diff	0.5%	3.7%	-4.2%	-0.4%	-0.2%	0.6%	-1.2%	0.0%	
		Active Travel Change			-0.4%	Transport change		-0.8%		

\* Figures taken from SUSTRANS data

This evaluation suggests that walking and cycling has increased but overall, there has been an insignificant change in active travel habits, although single trip car journeys have also increased by 1 trip. The zone has been partially successful in this aim but overall, it is inconclusive.

### 3. Air Quality

Air quality samples were taken at the school gates before implementation of the ETRO. Regrettably, due to technical issues with data from SEPA, the air quality recordings post implementation for Maisondieu Primary School are not available.

This evaluation is therefore inconclusive.

### 4. Road traffic accidents

There have been no recorded personal injury collisions during the year prior to the start date of 15 August 2023, at the school.

This evaluation is therefore inconclusive.

### 5. Consultation with stakeholders

**Objections - 12 formal objections** were received in relation to the making permanent the ETRO with respect to Maisondieu Primary School. A copy of the objections is provided in **Appendix 7A**.

**Representations** or comments were received from five individuals in relation to the Maisondieu Primary School proposals and are reproduced in **Appendix 7B**.

**Enforcement** - Community Enforcement Wardens have attended the site as part of their regular decriminalised parking enforcement patrols, supporting the implementation and operation of the zone, giving advice to residents and parents and enforcing where restrictions under DPE allow. This has included any restrictions within the bounds of the school exclusion zone such as double yellow lines, school zig zags markings and bus stops. The enforcement of vehicles entering the exclusion zone within times of operation remains the enforcement remit of Police Scotland.

**Public perception** – a residents' questionnaire was circulated to gauge the perception of residents within the streets surrounding the school. In order to include responses from those residents affected by such issues as displaced vehicles, dissemination of the questionnaires was not limited to the streets outside the school which are directly affected by the prohibition of driving.

For Maisondieu Primary School, 183 questionnaires were issued with 12 returns (6.6%) from the streets surrounding the school.

	Question - Compared to before the trial started:	Yes	No	Total	Yes%	No%
	I am a resident of					
1	Do you think the School Friendly Zone has made the road safer outside your property?	0	12	12	0%	100%
2	Have you noticed a difference in the air quality during school drop off and pick up times?	3	9	12	25%	75%
3	Have you noticed a reduction in the number of vehicle movements at the start and end of the school day?	1	11	12	8%	92%
4	Have you noticed an increase in the number of pupils walking , wheeling or cycling to the school?	1	11	12	8%	92%
5	Did you receive enough information provided at the start of the trial?	5	6	9	45%	55%
6	Did you find applying for your permit(s) an easy process?	2	1	3	67%	33%
7	Has there been any impact elsewhere as a result of vehicles being displaced due to the School Friendly Zone?	9	3	12	75%	25%

8	Has the School Friendly Zone adversely impacted on you undertaking your normal daily tasks, e.g. going to the shops or doctors?	9	3	12	75%	25%
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Comments received on the questionnaires are as follows (verbatim):

<p>1-Increased traffic, stationary engine running and parking over dropped kerbs. 2-Car engines idling when stationary including buses. 7-Parked traffic on North side of Latch Road facing West-Headlamps lit on the "wrong" side of the road and may children crossing here from St. Andrew Street on their way to Dovewells, Springfield and PRowost Buchan areas. This is very hazardous in Nov-Jan - Suggest another patrol at St. Andrew Street for pupils crossing Latch Road. 8-More likleyhood of parking at dropped kerb at my gate and car drivers visiting school. 9-Accompanied plan totally unreadable. Latch Road, Argyll Street and Airlie Street all outwith 20mph area in town centre.</p>
<p>No significan reduction adverse parking. No (*illegible text*) risk to children. Still 30mph - Death of child risk twice 20mph so Council at risk. Have suggested speed ramps previously.</p>
<p>I live in Argyll Street. Parents now parking in our street. Some days I can hardly get in or out of my driveway.</p>
<p>Argyll Street very busy during pick-up and drop off times. Parents sit in cars with engines running waiting on their children. No evidence of parents encouraging their children to walk to school.</p>
<p>Q1 - Do you think the SFZ has made the road safer outside your property? A1 - It isn't any safer as the volume of traffic flow during school timings has noticeably increased. Parking has become problematic for some who are inclined to park on the pavement, block driveways and occasionally occupying residents' parking spaces. The speed of some vehicles arriving into and leaving Argyll Street is in excess of acceptable road safety consideration for other users. Q2 - Have you noticed a difference in the air quality during school drop off and pick up times? A2 - Yes - Cars waiting for school children during the colder weather sit with their engines running. School buses also sit with their engines running. Due to the limited parking spaces available in Argyll Street some cars are arriving earlier to guarantee a parking space closer to the school. Q3 - Have you noticed a reduction in the number of vehicle movements at the start and end of the day? A3 - See the first answer. There has been a noticeable increase. Q4 - Have you noticed a reduction in the number of pupils walking, wheeling or cycling to the school? A4 - No - The pedestrian footfall was always minimal. It hasn't changed. I can't recall ever seeing a cyclist in Argyll Street. With the increased volume in traffic in Argyll Street and the associated speeds I would it guage it as unsafe for pupils to cycle on Argyll Street. Q5 - Did you receive enough information provided at the start of the trial? A5 - Yes Q6 - Not applicable Q7 - Has there any impact elsewhere as a result of vehicles being displaced due to the SFZ? A7 - I'm not aware of any. Q8 - Has the SFZ adversely impacted on your undertaking your normal daily tasks? A8 - We deliberately avoid driving out during the drop off and pick up times. Q9 - Do you have any other comments on the SFZ? A9 - Casual littering by vehicle drivers and loud radio music. Vehicles exiting Argyll Street into Airlie Street have to do so on the wrong side of the street (Argyll) as there are parked cars on the left. Vehicles entering Argyll Street from Airlie Street have been exposed to oncoming vehicles on the wrong side of the road. A lack of consideration by some drivers for other drivers arriving and leaving Argyll Street. Perhaps the school could issue a request to observe some simple courtesies to each other as well as the residents of Argyll Street. Some drivers are driving in excess of 20mph as they enter and leave Argyll Street. There is merit in imposing a speed restriction in Argyll Street. Cars parking in the dedicated bus parking zones.</p>
<p>There has been no change to the road since the school friendly zone was put in place as very few cars come up the road to the school anyway. We received limited information prior to the trial starting. We asked for data that had been collected prior to the trial starting but none was available. We got sent the link to a blank page. Is any data getting collected at the minute? Air quality, vehicle movements, etc.? If so, what will it be compared against as there was no initial data provided? The School Friendly Zone has impacted deliveries and trades people coming to our address. We did write to your offices, with a letter dated 16th August 2023 as did a number of other residents and affected parties setting out our objections to the School Friendly zone and the use of the order. We never received an acceptable response to these objections. Would it be possible to have a response? The only thing we received was a letter asking to have our objections withdrawn, which we didn't do as feel the objections are valid. Why are there no residents of St. Andrew Street on the stakeholders group? As the street most affected by the introduction of the zone, would it not make sense for one or two residents to be involved?</p>

As a resident staying on Latch Road [redacted], we have seen a significant increase in vehicular traffic at start/end of school day. As there is inadequate parking on Latch Road in close proximity to St Andrews St the parking habits of some are beyond belief. On a daily basis parking in Latch Rd either side of Provost Rd goes up to and on occasions overlaps the junction. Sadly, the worst offenders drive the bigger car or large pick-up trucks. One side of Provost Rd can be overloaded some days and again parking by some to near the junction. These forces drivers entering Provost Rd to swing onto the opposite and wrong side of the road. This has created two very dangerous scenarios – 1-Traffic exiting Provost Rd are blinded when attempting to go onto Latch Road with a number of near misses and angry exchanges being witnessed in the past few months. Perhaps yellow lines around the corners would reduce the risk of an incident. 2-The second and more serious concern is as there is no longer a crossing patroller youngsters must cross the road with many having no parental guidance. Vans and as stated large pick-up trucks etc make it impossible for them to see along Latch Rd and cross safely. Fortunately to date no accidents or injuries have occurred but, in my opinion, it is only a matter of time before a serious incident will occur. Prior to the trial St Andrews St was busy at school drop and pick up time but all vehicles were going in the same direction - That is off Latch Rd towards the school with care needed for those walking down street. In my view what was a relatively minor issue in St Andrews St at the school rear entrance has now become a more serious situation at the junctions on Latch Road, St Andrews St and potentially the greatest risk being vehicles using Provost Road. Sadly, in my opinion it is only a matter of time before a youngster is knocked down crossing the road.

The number of vehicles travelling through and parking has increased (Resident stays on Argyll Street) as a result of this (SFZ). Air quality has worsened as parents sit parked with engines running whilst waiting. I have not seen any pupils walking or cycling. Obviously the trial has adversely impacted Argyll Street and others. I have noticed some vehicles parking in the designated bus bay to get nearer the school.

3-Increase in traffic in Argyll Street with some parents parking as early as 14:30 with engine and radio kept on. 7- See 3 previously and certainly no improvement in air quality on Argyll Street. 9-Has impact on Argyll Street been monitored? If so, when and what times? Buses also parking for more than 15mins sometimes with engines running. On Fridays, buses are parked opposite residences for upwards of an hour. No residents Stakeholders. Separate note FAO [redacted] included in questionnaire response – This has been forwarded on directly by email.

The zone is good thing however, Latch Road is VERY busy in the mornings especially – Not so bad at school end as it is before general commuters come home. Parked Cars on Latch Road, especially at the end of Argyll Street, cause issues for everyone, not just children crossing as sometimes I don't see all of the cars pulling in and out because of the parking – especially at the end of Argyll Street – along with the merging and turning traffic.

No obvious change/improvement in air quality. Not an issue previously. Parking by parents in St. Andrew Street during those times has decreased. Nearby parking in Argyll Street has increased causing added congestion alongside bus parking area. Negligible reduction in vehicular movement by residents. The narrow road remains impeded by parents/children during those times despite the car permit being clearly on show. Little obvious monitoring by authority officials/police to date (April 26<sup>th</sup>). Therefore how will the findings be robust as a result. True figures need to be shown.

Argyll Street is now busier with transport. Cars are now parking in the residents only car park at the junction on both sides. This is making it unsafe for residents to come out of the cul-de-sac junction. Also people in wheelchairs have view blocked by cars up and down the street. Parents parking in the designated bus-stop area too. Vehicles are still using the road at the restricted times. No enforcement officers seen a month after restrictions put in place. Due to the friendly zone being put in place, Argyll Street has become busier in the mornings and afternoons. This means we now have to walk where there are more car fumes than previously. We could walk down Argyll Street, onto Latch Road then up St. Andrew Street into the friendly zone, but the kerbs at the end of St. Andrew Street have not been lowered!! Are all pavements not meant to be accessible? Big pot hole at bottom of St. Andrew Street too. Even though the area around the school has had the pollution lowered, the streets further away haven't and has made the air dirtier in those streets

### Stakeholders Group Comments –

Concluding comments from a Stakeholder meeting of 19 August 2024 attended by representatives of the headteacher and Parent Teacher Association were recorded as follows:

The Head Teacher noted that following a request to parents to not use St Andrew Street post Covid-19 the traffic had already been significantly removed from the street prior to the start of the experimental measures. Prior to Covid-19 the street was very dangerous for children as it was choked with both parked and moving vehicles at drop-off and pick-up times. Parents had really responded positively to the request, and this supports the traffic survey data. The introduction of the experimental measures has reinforced and formalised this compliant behaviour. While the occasional cars still use the street it is really welcomed that it is a lot safer for children to use, particularly as the P1/P2 door is closest to St Andrew Street. Support from Police Scotland has also assisted. As the school transport bus stop is located on Argyll Street children must access the school via the church yard, crossing St Andrew Street in the process. It is much safer for this route to school. In summary, the School Friendly Zone is beneficial in making the area safer for our children at the start and end of the day. It allows children to use their bikes or scooters safely as a means of getting to and from school and as a Cycle Friendly school this is really important to us.

The Parent Council representative agreed and reiterated the street was very dangerous pre-Covid and would very much like to measures to be made permanent.

One local Member felt that the measures had made a massive difference over past practices and recognised that implementation of the measures on a permanent basis would help to maintain current compliance with the school's request to parent not to use St Andrew Street for pick up and drop off and would prevent parents from falling back into bad habits.

Unanimous agreement was reached with all stakeholders present at the final meeting that the measures should be made permanent.

This evaluation is therefore inconclusive; however, retention of the measures is strongly supported by the stakeholders.

## APPENDIX 7A

### Objections

Objections received are as follows (verbatim):

I wish to object to the notification received entitled CH/SFZ/RC/Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'.

I do not believe that there is any reasonable justification for this order.

Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on the street. Both staff and parents needing car access already directed by the school to use the other two school entrances, neither of which are impacted with any restrictions under this proposal.

Unlike the comparable schemes mentioned in the proposal which were to restrict parental vehicular access to the area surrounding the school due to issues with parents causing congestion or air pollution - this proposal is entirely and solely aimed at restriction of lawful freedom access for the households of the owners and residents of other properties in the street as, already, parents/carers only used St Andrew Street for foot access#.

This is not the purpose of the school friendly zone scheme and I believe this proposal is therefore an abuse of that scheme.

If the council believe there is congestion and/or air pollution issue caused by parents/carers of Maisondieu PS pupils I would request that the proposal is paused and the following actions taken:

1. A full review of the access points for parent drop off and pick up for the school to see what better changes could be made to improve local access safety for the school without requiring restrictions or impacts to homeowners/residents of St Andrew Street.
2. Consultation inclusion for impacted residents on any proposals prior to approval to include the public impact assessment report
3. Inclusion of a minimum of 2 representatives of directly impacted householders to be included on any consultation, steering or oversight committee

Given the time sensitivities a rapid response would be appreciated.

I wish to object to the notification received entitled CH/SZ/RC/ Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'.

I do not believe that there is any reasonable justification for this order, and thanks to it being implemented my ability to get to and from my place of work is now severely impacted. I provide services to householders in the street which are not covered by the scope of 'registered carers and emergency services' and the times of day I am required to be able to access the relevant premises in the street will overlap with the times listed as restricted.

I already avoid specifically the 15 minutes in morning and afternoon in which school drop off and pick up happens as the street is jammed with pedestrians at these times and car access is almost impossible, but the extended times of these restrictions beyond those two 15-minute windows now impacts my ability to access my work.

Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on street. Both staff and parents needing car access already directed by the school to use the two other school entrances, neither of which are impacted with any restrictions under this proposal.

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Given the time sensitivities a rapid response would be appreciated.

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I already avoid specifically the 15 minutes in morning and afternoon in which school drop off and pick up happens as the street is jammed with pedestrians at these times and car access is almost impossible, but the extended times of these restrictions beyond those two 15-minute windows now impacts my ability to access my work.

Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on street. Both staff and parents needing car access already directed by the school to use the two other school entrances, neither of which are impacted with any restrictions under this proposal.

Unlike the comparable schemes mentioned in the proposal which were to restrict parental vehicular access to the area surrounding the school due to issues with parents causing congestion or air pollution - this proposal is entirely and solely aimed at restriction of lawful freedom access for the households of the owners and residents of other properties in the street as, already, parents/carers only use St Andrew Street for foot access.

This is not the purpose of the school friendly zone scheme and I believe this proposal is therefore an abuse of that scheme.

Given the time sensitivities a rapid response would be appreciated.

#### Proposed School Friendly Zone Experimental Order- Maisondieu Primary School, Brechin

##### Objection to the Proposed Scheme

With reference to your letter CH/SFZ/RC/Maisondieu PS dated 27 June 2023 (hand delivered 10 days later on 07 July 2023), please provide the following clarification/information:

1. Your letter specifies traffic restrictions twice per day including between 14:45hrs and 14:45hrs. Please clarify what the start and finish times will actually be.
2. Please provide a copy of the published Experimental Traffic Regulation Order which does not appear to be available on Angus council's website.
3. Why have the main users of the road (ie the residents) not been considered as stakeholders and afforded the courtesy of being consulted on the proposal to carry out the trial, when they will be directly affected by it?
4. Why are teaching staff being given an exemption to the traffic restrictions when there is no vehicular access to the school off St Andrew Street and other routes to their designated car park off Maisondieu Lane are available? If Road safety is Angus Council's primary concern, then this traffic volume safety risk should also be illuminated.
5. It is acknowledged that t Andrew Street residents are being given an exemption to the traffic restrictions (albeit that an obligation is being placed on them to apply for a licence) but on what basis are teaching staff (who do not need to use the road) being granted an exemption to the traffic restrictions and the basis upon which friends and relatives of t Andrew Street residents with legitimate reasons for accessing properties are not?

6. How will the Traffic Order be applied in the event of a resident requiring a friend or relative to provide medical assistance eg to get a resident to a GP or hospital appointment during the restricted time(s). The same question also applies to taxis being used for the same purpose.

7. How will the Traffic Order be applied to residents who change their vehicles, as they will likely egress St Andrew Street with their old vehicle and access St Andrew Street with their new vehicle on the same day? There will then be a time period for those residents to apply for, and Angus Council to process and issue, the new licence. Sme question applies to courtesy cars being used by residents when their own vehicles are being serviced or repaired.

8. Historically, before Townhead Nursery closed, vehicular traffic was heavy on t Andrew Street during drop-off and collection times. However since the nursery's closure, vehicular traffic on St Andrew Street has significantly reduced to the point where it can be considered very light, even during school drop-off and collection times. Please confirm:

a) Whether or not a vehicle traffic count has been undertaken and, if so, whether or not it differentiates between residential vehicle traffic and non-residential vehicular traffic in order to have allowed Angus Council to determine the potential benefits of the proposed traffic restrictions. I assume this survey would also need to have been carried out in order to allow the traffic volume 'marker' to be assessed by Angus Council and to be meaningful. Please provide a copy of the data.

b) Whether or not a road safety audit has been undertaken and if it determined that there are any vehicular traffic issues on St Andrew Street. If an audit has been carried out, please provide a copy of the auditor's report together with his/her recommendations, which I assume would have been identified the safety issue highlighted in item 9 below.

9. The only location of significant conflict between vehicular and pedestrian traffic on t Andrew Street has been created in recent years by Maisondieu School's security measures which restrict access into the school grounds before 9.00am and thus encourages children, parents and guardians to congregate on the 'live' road at the St Andrew Street school gate during drop-off and collection time. Parents/guardians now utilise that location as a meeting place with other parents/guardians, blocking the road to other road users and leaving their unsupervised children to treat the 'live' road as if it were a school playground. This particular safety issue is exacerbated on days when children bring bicycles to the school for cycling lessons. When parents/guardians see a vehicle approaching I have often seen panic on parent/guardians' faces as they rush around like headless chickens trying to find their child Please confirm whether or not this significant safety issue has been considered by the stakeholder group and what measures are going to be implemented to eliminate that specific issue, it creating a conflict with residential vehicular traffic in addition to non-residential traffic.

As with any identified road safety issue, primary consideration should be given to eliminating the problem wherever possible, rather than providing mitigation measures. In regards to item 9 above, if there is absolutely no alternative to accessing the school via the school gate on St Andrew Street, one option to eliminate the twice daily conflicts between the pedestrian roadblocks and residential and other traffic at that location (as far as is reasonably possible) would be to erect a secondary security fence within the school grounds and incorporating an additional security gate within it to create a safe waiting area for children, parents and guardians. The existing gate could then be unlocked at say 8.30am and the additional gate opened at 9.00am. Similarly, the waiting area could be utilised in the afternoon for parents arriving for child pick-ups and both gates locked after school has been fully vacated. This will provide the following benefits to all users of the road, without the need for the proposed Traffic Order:

- School security maintained.
- A safe off road waiting area for parents, guardians and children before and after school.
- No impact on tradesman accessing properties;
- No impact on taxis accessing properties;
- No impact on St Andrew Street residents, including the way in which they and their friends / relatives currently access properties.

Please confirm whether this option (or other options) are being considered and, if not, why not bear in mind that cost is not a legitimate reason for failing to eliminate an identified serious safety issue which has been created by the school.

This letter should be considered an objection to the proposed traffic restrictions for the reasons outlined above and, having been a resident in St Andrew Street for over 30 years, I believe there is no significant



vehicular/ pedestrian traffic conflict on St Andrew Street with the exception of the safety issue outlined in item 9 above which needs to be addressed.

I wish to object to the notification received entitled CH/SFZ/RC/Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'

I do not believe that there is any reasonable justification for this order, and I believe it is likely to result in congestion of **Townhead Rise** as workers and couriers not covered by the scope of 'registered carers and emergency services' will be forced to use this street to abandon their vehicles as they will have no other way of accessing the resident's properties in St Andrew Street.

Nearly everyone avoids the 15 minutes in morning and afternoon in St Andrew Street in which the school drop off and pickup happens at Maisondieu PS as at those times the small street is used by pedestrians and car access is almost impossible, but the extended times of these restrictions beyond those two 15-minute windows will cause unnecessary wider problems.

Maisondieu PS as no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on the street. Both staff and parents needing car access are already directed by the school to use the two other school entrances, neither of which are impacted with any restrictions under this proposal. Restricting access for non-school access to streets which are not regularly used by parents is not the purpose of the school friendly zone scheme and I believe this proposal is therefore an illegitimate use of that scheme. Given the time sensitivities a rapid response would be appreciated.

I wish to object to the notification received entitled CH/SFZ/RC/Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'

I do not believe that there is any reasonable justification for this order, and thanks to it being implemented my ability to get to and from my place of work is now severely impacted. I provide services to householders in the street which are not covered by the scope of 'registered carers and emergency services' and the times of day I am required to be able to access the relevant premises in the street will overlap with the times listed as restricted.

I already avoid specifically the 15 minutes in morning and afternoon in which the school drop off pickup happens as the street is jammed with pedestrians at these times and car access is almost impossible, but the extended times of these restrictions beyond those 2 15-minute windows now impacts my ability to access my work.

Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on the street. Both staff and parents needing car access are already directed by the school to use the two other school entrances, neither of which are impacted with any restrictions under this proposal. Unlike the comparable schemes mentioned in the proposal which were to restrict parental vehicular access to the area surrounding the school due to issues with parents causing congestion or air pollution - this proposal is entirely and solely aimed at restriction of lawful freedom access for the households of the owners and residents of other properties in the street as, already, parents/carers only use St Andrew Street for foot access.

This is not the purpose of the School Friendly Zone scheme and I believe this proposal is therefore an abuse of that scheme.

Given the time sensitivities a rapid response would be appreciated.

I wish to object to the notification received entitled CH/SFZ/RC/Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'

I do not believe that there is any reasonable justification for this order.

Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on the street. Both staff and parents needing car access are already directed by the school to use the 2 other school entrances, neither of which are impacted with any restrictions under this proposal.

Unlike the comparable schemes mentioned in the proposal which were to restrict parental vehicular access to the area surrounding the school due to issues with parents causing congestion or air pollution - this proposal is entirely and solely aimed at restriction of lawful freedom access for the households of the owners and residents of other properties in the street as, already, parents/carers only use St Andrew Street for foot access.

This is not the purpose of the school friendly zone scheme and I believe this proposal is therefore an abuse of that scheme.

If the council believe there is a congestion and/or air pollution issue caused by parents/carers of Maisondieu PS pupils I would request that this proposal is paused and the following actions taken.

1. A full review of the access points for parent drop off and pick up for the school to see what better changes could be made to improve local access safety for the school without requiring restrictions or impacts to homeowners/residents of St Andrew Street
2. Consultation inclusion for impacted residents on any proposals prior to approval, to include a public impact assessment report
3. Inclusion of a minimum of two representatives of the directly impacted householders to be included on any consultation, steering or oversight committee

Given the time sensitivities erupted response would be appreciated.

I wish to object to the notification we have received entitled CH/SFZ/RC/Maisondieu PS **'Proposed School Friendly Zone Experimental Order'**

I wish to raise objections to both the handling of this proposal and to the proposal itself.

Over 40 households are impacted by this proposal- including several small businesses. The homeowners and residents of the impacted area were not involved or engaged in any consultation regarding a proposal which, if agreed, will have a detrimental impact on their legal freedoms and natural quality of life, and potentially also decrease the value of their properties. This includes my own home which is undergoing prolonged listed building repair renovations due to issues not attended to when the property was run by Angus Council, and it also being a property from which I run my business on a self-employed capacity and with 2 employees who require regular access to the property.

It does not appear from the minutes of the HYBRID MEETING of the COMMUNITIES COMMITTEE in which the proposal was made and approved on May 23<sup>rd</sup> 2023 that any consideration or evaluation whatsoever was given to said residents of the impacted area as part of this approval.

My objections include the following key points:

1. Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, there is no parking or vehicular school building access via this route. Both staff and parents needing car access use the 2 other school entrances, neither of which are impacted with any restrictions under this proposal. Therefore – unlike the comparable schemes mentioned in the proposal which were to restrict parental vehicular access to the area surrounding the school - this proposal seems to be entirely and solely aimed at restriction of access for the owners and residents of other properties in the street.
2. No residents of the impacted street have a secondary access to or from their property, St Andrew Street being the only route available for deliveries and essential services to gain access to their homes and/or places of work.
3. Given the rural nature of Brechin's location many residents have a dependency on courier deliveries for a range of essential items, and in most cases the residents have no ability to control the schedule of such deliveries. Several residents of the street are self-employed and so this can include essential trade deliveries.
4. Whilst I note that the Council is utilising the 'experimental order' loophole to avoid the Transport (Scotland) Act 2005 which requires a minimum of 3 month's notice for any temporary transport restrictions, the behaviour of the council in the unfeasibly short notice provided falls short of any reasonable action or duty of care to impacted residents. Whilst dated June 27<sup>th</sup> 2023, the notification we received of this proposed 18-month temporary restriction was hand delivered through our front door on July 7<sup>th</sup> 2023 marked externally only with the handwritten address of 'To The Resident' with a deadline of August 4<sup>th</sup> for 'applications' for permits and August 15<sup>th</sup> for commencement date.

5. The letter sent with the notice of the proposal states that the closing time for the street will be 14.45-14.45 in the afternoon. If this is inaccurate and the letter needs to be reissued I would suggest this should constitute a restarting of the clock on notification time for residents

Whilst I have no objection to measures which would improve safety for drivers accessing the street as it has been noted that parent & child pedestrian behaviour in the vicinity during school drop off and pick up times leaves quite a bit to be desired in terms of safe conduct, it would be requested that the following are considered:

1. A full review of the access points for parent drop off and pick up for the school to see what better changes could be made to improve local access safety for the school without requiring restrictions or impacts to homeowners/residents of St Andrew Street
2. Consultation inclusion for impacted residents on any proposals prior to approval, to include an impact assessment report
3. An enduring Angus Council agreement not to utilise 'experimental order' loopholes to remove the need to consult impacted residents and also to provide adequate notice
4. Any agreed post-consultation restrictions not to be applicable to essential deliveries over which residents have no ability to control delivery schedules (couriers, trade deliveries, Royal Mail)
5. Any agreed post-consultation restrictions to have an exemption provision for a wider classification of domestic & business service provision to properties in the street (such as domestic support workers inc. cleaners, and workers being employed or engaged by local householders for maintenance, construction or repairs)
6. Any agreed post-consultation restrictions to remove the approved access right for 'teachers' during any agreed restricted times given there is no vehicular access route into the school nor any car parking facility so this is wholly unnecessary as an exemption
7. Any agreed post-consultation restrictions to have a easy to use digital resident's permit application process which allows ease of use for residents to gain permits including temporary permits for workers attending the properties not otherwise covered by exemption classifications.

Given the time sensitivities a rapid response would be appreciated.

Thank you for your response [Redacted]

I cannot withdraw my objection as it remains valid and has not been adequately addressed

You state that the rationale for this action is to prevent parental access by vehicle and idling of engines. No parents drive or park on St Andrew Street. In fact in nearly 3 years living here I have never once witnessed such an event.

The parents do however drive and idle around the two other school entrances - neither of which are covered by this order.

This is patently nonsense and as I have already stated it is only serving to restrict free access for residents - which includes couriers, workers, domestic staff, visitors and other essential support services not just the residents themselves.

I object on the grounds there is no valid justification to support this order.

I would also want to know how many directly impacted residents were involved in the impact assessment, how many of the same demographic have seats on the oversight committee you referred to, and how the impact assessment you refer to will be made public so it can be scrutinised by the impacted parties

That is not an impact assessment [Redacted] it's effectively a blank sheet that only demonstrates there has been no impact assessment completed.

I would like to put forward that given the false rationale being used for this experimental order I believe that proceeding with this is an abuse of the experimental order scheme.

In the absence of you being willing to enter meaningful engagement on this before imposing this unfair and detrimental order on impacted residents, I will take the lead myself in organising the concerned local impacted residents into an action group to oppose this.

The MP for Angus is scheduled to visit my property on St Andrew Street for a meeting in the first week of September along with some members of the press, so that will also be a great opportunity to share with them how this order is being abused and I will also be seeking governmental support in curbing the lust of Angus council to act in such a manner.

Expect to be asked to provide what evidence exists that there is any problem whatsoever with parents using this - the one road without parking and road access to the school - for anything other than pedestrian access currently. None exists as this is not the case. The residents of Market Street however - which runs broadly parallel to ours - does indeed have this problem but is untouched by any order. That needs some explaining I would suggest.

Just to update you that today we have posted in a batch of 12 signed and addressed formal objections (one of which being my own) from residents of St Andrew Street and from people whose access to places of trade or work is being unjustly hindered by the Order. I am also aware that at least 3 other formal objections have been lodged.

As there are only 14 residences in St Andrew Street this volume of formal objections underlines the level of feeling from those impacted by this decision, and the strength of the call to action for this unjust application of the Experimental Order to be immediately revoked.

The envelope containing all of the objections I have received, and the address also being used by those who have sent theirs in directly, is:

[Redacted]

Traffic & Transport Manager

Angus House

Orchardbank Business Park

Forfar

DD8 1AN

As I believe that Angus Council is in breach of the permissible rationale required to apply this Order, a view further supported by all those who have also raised objections, I have not registered for 'residents permits' as I a) see this as an invasion of our privacy and b) cannot designate compliance to what we believe to be an illegitimately based order. Should this result in any 'fines' being issued to myself or other residents of our property, we will contest the legitimacy of the Order and thus of the 'fines' via the courts.

Objection to notification received and titled CH/SFZ/ RC/Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'

I write enclosing this as my own objection, and also enclosing the 11 signed unique objections that I have received back to date from other residents and impacted individuals following - as I advised you I'd undertake to do- my communication locally to impacted individuals RE views on objections to the grounds of this order.

**Please feel free to correspond directly with the individuals who have lodged each of these enclosed complaints at their provided addresses, and please ensure each one is correctly registered as a unique objection.**

Maisondieu PS has no requirement for vehicle access through St Andrew Street, which you have already conceded in prior correspondence. It is also highly unusual for any parents use St Andrew Street as a vehicle access route for drop off or pick up. Nor is there any facility for parents to idle/park on the street. Both staff and parents needing car access are already directed by the school to use the two car accessible school entrances in other streets, neither of which are impacted with any restrictions under this proposal.

The only time St Andrew Street was in fact used as a route for parents to drive on was back when Angus Council were using [redacted] property as a nursery/school and parents for several decades used the street to access Townhead's car park adjacent to the Maisondieu school playground - but interestingly it seems the council and Maisondieu school has no concerns with this at all at that time. Since the nursery closed over 10 years ago St Andrew Street - a very narrow laneway, which is traffic calmed, of which over 50% is a one-way access, but most of which is double-yellow lined - is only now used by residents vehicles and by light traffic accessing the properties in the street for legitimate purposes.

Photos of the street are enclosed for reference to validate this point (enc 1.0)

As previously explained in my correspondence to you, I personally object to this Order on the basis that I do not believe that there is any reasonable justification for this Order other than it being aimed at restriction of lawful freedom access for the households of the owners and residents of other properties in the street (and by this I mean freedom of access- not having to submit your personal information to the council to obtain 'permits' - as well as freedom for relatives, friends, workers, couriers, etc... to access our homes).

This is not the purpose of the School Friendly Zone scheme and I believe this order is therefore an illicit use of that scheme by Angus Council.

As I believe that Angus Council is in breach of the rationale required to apply this Order, a view supported by the blank impact assessment you shared with me, we have not registered for 'residence permits' as we a) see this as an invasion of our privacy and b) cannot designate compliance to what we believe to be an illegitimately based Order. Should this result in any 'fines' being issued to myself or other residents of our property, we will contest the legitimacy of the Order and those of the 'fines' via the courts.

Many thanks for the confirmation.

Ourselves and the other residents are also accumulating additional video and photographic evidence which proves our assertions that there is no issue with parents attempting to use the road for access by car. It additionally demonstrates that the pedestrians who are accessing the street for school drop off and pick up only do so within under a 15-minute window both AM and PM.

For the vast majority of the 45 minute morning and 60 minute afternoon 'lock down' periods the street is completely empty except for the traffic warden who now is obliged to pointlessly visit the entrance to our homes instead of - as they were previously - working in the adjoining street, the one with no 'experimental order' imposed, to move on the parents in cars who block it with engines idling at pick up and drop off.

During the two 15-minute periods however the street has become a more dangerous problem thanks to this 'order'. Now many parents have got it into their heads that the 'pedestrian zone' signs mean they are absolved of all parental responsibility in the street.

It would be useful to understand when the next review meeting is being held on this matter and what the process is to lodge our evidence alongside the hearing of the numerous objections.

As per one of the formal objections raised by another neighbour, if the school opened its playground gates prior to 9am instead of making parents congregate outside the gate, or even as a compromise created an inner gate area inside the playground gates where parents could congregate off the street, that would be the biggest improvement that could conceivably be made to improving safety on the street. The school certainly has plentiful space to do this.

It is the behaviour of the school's leadership in not taking these steps now that COVID restrictions have lifted again that is causing frustration for residents of this small street- putting people in danger - pedestrian issues caused by the school's enduring bad decisions, not the actions or behaviour of residents or other drivers using the street.

I wish to object to the notification received entitled CH/SFZ/RC/Maisondieu PS '**Proposed School Friendly Zone Experimental Order**'

I do not believe that there is any reasonable justification for this order, and thanks to it being implemented my ability to get to and from my place of work is now severely impacted. I provide services to householders in the street which are not covered by the scope of 'registered carers and emergency services' and the times of day I am required to be able to access the relevant premises in the street will overlap with the times listed as restricted.

I already avoid specifically the 15 minutes in morning and afternoon in which the school drop off pickup happens as the street is jammed with pedestrians at these times and car access is almost impossible, but the extended times of these restrictions beyond those two 15-minute windows now impacts my ability to access my work.

Maisondieu PS has no requirement for vehicle access through St Andrew Street currently, and it is highly unusual for any parents use it as a vehicle access route for drop off or pick up, nor is there any facility for parents to idle/park on the street. Both staff and parents needing car access are already directed by the school to use the two other school entrances, neither of which are impacted with any restrictions under this proposal.

Unlike the comparable schemes mentioned in the proposal which were to restrict parental vehicular access to the area surrounding the school due to issues with parents causing congestion or air pollution - this proposal is entirely and solely aimed at restriction of lawful freedom access for the households of the owners and residents of other properties in the street as, already, parents/carers only use St Andrew Street for foot access.

This is not the purpose of the School Friendly Zone scheme and I believe this proposal is therefore an abuse of that scheme.

Given the time sensitivities a rapid response would be appreciated.

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Given the time sensitivities a rapid response would be appreciated.



## APPENDIX 7B

### Representations

Comments received via representations are as follows (verbatim):

Thank you for the letter at Reference which was hand delivered on the 11 July 2023. I would appreciate an invitation to attend the stakeholders' meeting prior to the start of the trial. I welcome the introduction of any measure that improves air pollution, poor health and road danger reduction. There has been a noticeable increase in the numbers of vehicles using Argyll Street during school drop off and pick up times. Parking now extends for the length of Argyll Street on most school days.

As a resident of Argyll Street I would make the following observations:

a. The 'yellow' proposed no waiting/no loading zone at the junction of Latch Road and Argyll Street should be lengthened, at least, to the end of the hedge on the left of Argyll Street. A left hand turn from Latch Road where the drivers view is restricted by the prominent hedge has been the cause of at least one accident and several near misses. The speed of approach for a safely executed right hand turn from Latch Road with cars parked on the left hand side of Argyll Street forces many drivers to cut the corner. Extending the yellow zone would provide a safer flow for all traffic users and parking. (See Photo 2.)

Photo 1

b. Argyll Street should have 20mph speed limit signs at each end. This limit is routinely breached by drop off cars in the morning.

c. Parents of school children should be reminded to exercise consideration for residents of Argyll Street. Static running of vehicle engines, discarding litter and playing loud music should be discouraged. Double parking, parking in front of drives and using residents only parking spaces is also a regular occurrence.

d. The coach drop off and pick up parking bays, when occupied, create a blind spot for other vehicle users from both ends of Argyll Street. To pass a static bus/buses from the Latch Road end requires entering the flow of any oncoming traffic unsighted. (See Photo 2)

Photo 2

e. Turning into Argyll Street from Airlie Street does not permit the driver to see beyond the parking bay and any oncoming traffic due to the uphill incline and resulting blind spot.

I look forward to hearing from you.

Thank you for your email response to my letter dated 12 July. I'm grateful for the acknowledgement that:..... revisions have now been made to the proposals to include a lengthened section of double yellow lines on the north-east side of Argyll Street at its junction with Latch Road (adjacent to the hedge). The double yellow lines will now extend for a distance of 20 metres from North Latch Road. This should be more than sufficient a length to allow entering vehicles adequate space to stop and wait should their progress be impeded.

I plan to attend the Brechin Community Council on the 8th August to identify who is representing the residents of Argyll Street on the Stakeholders Group. I will be asking for the Terms of Reference, or equivalent, for the Stakeholders Group with composition, timetable of meetings and access to minutes from these meetings. It does seem odd that residents of Argyll Street aren't regarded as stakeholders in an initiative that places them as part of the trial but denied any opportunity to be part of the evaluation process.

St Andrews Street operates a traffic calming speed limit and has for several years. If that measure can be introduced in St Andrews Street and is lawful suggests that introducing a speed limit for Argyll Street would be simply following established precedence. I would ask for some assurance that a speed limit would be considered as an option during the trial period. Your reply suggests that it is not and has been ruled out.

Your comment about the bus stop parking bay: Roads officers have reviewed the location of the bus stop on Argyll Street and are satisfied with its positioning, however, this will be further reviewed as necessary as part of the ongoing monitoring and evaluation of the experimental measures. The current parking bay position when occupied by the larger coaches requires passing vehicles to enter the flow of oncoming traffic without the ability to check that it's clear to carry out that manoeuvre safely. If the road officers have concluded that

they are satisfied with the position of the parking bay when occupied I'm assuming that this is part of a formal written assessment.

I drew your attention to the unfortunate behaviour of some vehicle owners on the school run. This is an area of importance to the residents of Argyll Street but didn't attract any feedback in your email. I would seek some assurance that an element of monitoring will be employed during the duration of the trial period.

I accept that arrangements are required for safe and practical measures in all school zones. These arrangements require structure, a spirit of compromise and 360 degree representation by key stakeholders. Omitting Argyll Street residents representation on the Stakeholder Group undermines the credibility of the trial. I would urge you to reconsider this decision.

Thank you for taking the time to reply to my letter.

I am writing to you regarding the Proposed School Friendly Zone Experimental Order for Maisondieu Primary School Brechin.

This school has operated for many, many years, I myself being a pupil and later working at the school. In all these years St Andrew Street has been open to traffic with no restrictions and to my knowledge there has never been an accident involving any pupil.

It is already a one way street with speed ramps, a 20mph restriction and painted yellow 'No Parking' zones outside the school gates. It is not a busy road.

As a resident of the street and a dog walker I do notice the street is congested not with traffic at school opening and closing times but with parents standing about in large groups. Why are parents not allowed to wait for their children in the school grounds as used to be the case? I have often had to negotiate my way walking through the parents standing around in the road!

To be honest the proposals are laughable, do you really expect delivery drivers, workmen etc to change their working day to accommodate these restrictions, sorry but it is not going to work!

A workman coming to my house to start work at 8.30am only to be told he cannot enter my property until 9.15am. Do you think he will sit in his van until 9.15am before he starts work?

I DO NOT THINK SO

Our family wants to visit us within the restriction times but cannot come into our drive as they don't have a permit and can be fined £50 if they do!

If there are any restrictions to be applied I would say it should be on the Market Street entrance.

It is very congested there with cars parked either side of a two way narrow street and kids entering/exiting the school grounds.

To my knowledge there has been no consultation with residents prior to us receiving this letter telling us it is going ahead. Another one of Angus Council's money wasting ludicrous ideas!

Lastly, before sending out correspondence please get someone to proof read them, the restriction times are wrong and the date proposals come into force are in bold and state Tuesday 15<sup>th</sup> August 2022!!

I am writing on behalf of the vestry of St Andrew's Episcopal Church. We were wondering if it would be possible, while the Council is painting yellow lines in Argyll Street Brechin, to paint yellow lines outside our church gates on Argyll Street. We ask because some parents of Maisondeau pupils park directly outside these gates, blocking access to the church for congregational members, and for emergency vehicles.

As a resident of Argyle Street I write to acknowledge receipt of your correspondence, dated 27<sup>th</sup> June, delivered 14<sup>th</sup> July, regarding above proposal. It is concerning that proposals affecting traffic in Argyle Street can and have been implemented 'fait accompli' - no consideration or consultation of impact such proposals may have on residents (rate payers). Historically whilst cognisance of residents inconvenience was

recognised resulting from sighting of "Bus Stop" in street nothing was done to ease the inconvenience. It also followed that the TEMPORARY became PERMANENT. Over the period since "Bus Stop" was introduced residents have had to tolerate much:-

1/. Parking across property access, parking on pavements, double parking, opening of car doors in face of oncoming traffic, cars parking in "Bus Stop", on occasions more buses than "Bus Stop" can accommodate. 2/. Verbal abuse when inconsiderate actions are pointed out. 3/. Buses parking for longer than agreed allotted times, often with engines running. 4/. Vehicles parking, some as early as 14.30, with engines running often and radios blaring.

Questions arising.

Will policing include Argyle Street?

Who comprises stakeholder group? Will it include residents?

Whilst intended proposal is well intended in my opinion while road danger reduction may greatly reduce for Saint Andrew Street it is my submission it will increase potential danger in Argyle Street.

I write to raise my concerns over the pilot scheme introduced this summer concerning the area around Maisondieu Primary School and in particular the restrictions to vehicular movement at certain times of the day in St. Andrew Street Brechin.

The residents within the vicinity did not receive any prior communications warning that this pilot scheme was about to be introduced until shortly before it started. The communication was to alert the residents that they would have to apply for a permit to allow them to gain access to and from their driveways between certain specified times of the day. At no time was there a consultation process prior to this hand delivered letter.

The officers took no account of the views of the three local councillors despite their best efforts to ask for the full reasoning behind the proposals.

St Andrew Street is a narrow street two way for most of its length with a very narrow one way carriageway at one end.

The impression that road users, other than those using it out of necessity, are using this road with any sort of regularity is ludicrous. Bin lorries and other large vehicles cannot drive the full length of the street due to the one way and narrow single track section. There have been instances with large lorries having to reverse back down the street due to the narrowness of the road throughout the day and not specifically at the times mentioned in the scheme. There are a number of traffic calming humps on the street with a further one or two depending on which direction cars go next either into Maisondieu Lane or continue down to Airlie Street. Frequently there are cars parked at the side of the road. This is not a road I would choose to travel down if I didn't live here. It is certainly not a street that people would choose as a shortcut. This has nothing to do with the so called "safe area" for pedestrians and pupils.

It is claimed that this pilot scheme will have a positive effect on air pollution in the surrounding area at the specified times (under two hours per day Monday to Friday only). This is surprising in that the road is not frequently used due to its size. It will be interesting to see the actual recorded figures for St Andrew Street for both before and after the pilot scheme as I have not seen any monitoring of air quality at these specified times of the day before its introduction and since. I expect that the residents will catch sight of these figures prior to an Angus Council / Committee meeting to discuss the possible continuation / expansion of the pilot scheme.

The pilot scheme has only moved vehicles and the so called pollution to nearby Argyll Street and to Market Street which are much busier roads with cars / buses parked waiting for pupils at those specific times of the day. Overall there will be no actual benefit for residents in those streets and minimal in St. Andrew Street itself. The main problem in the street at these times is the fact that the parents and carers congregate outside the school gate blocking the carriageway and reluctantly moving back (if at all) to allow residents past. parents to move.

In the last few years it has become increasingly difficult to gain access to my house if I have returned by car during drop off or pick up times at the school. Parents walk down the middle of the road with their children, in effect blocking it. Clearly this does not send out a safe message to children and it concerns me that this would become the norm for children regardless of which street they are on. Recently my wife had to come home after work to pick up something on the way to an appointment. She didn't attempt to get into the garden with the car as she knew it was unlikely that she would be able to get out again. She left her car on the street and when she returned to the car a few minutes later parents were so close to the back of it they could have been leaning on it. She then struggled to get past people blocking the road.

On one occasion the only way my wife was able to get past the parents was when someone wearing a high visibility jacket and a clipboard shouted from the school gate for parents and children to move. Despite acknowledging everyone who moved by smiling and waving to them she was met by scowls and glares as they grudgingly "allowed" the car to pass.

As both a former teacher and as a current teacher we understand that the pupils' safety going to and from school is of the highest importance but to make the changes as specified without any consultation of the residents of the area is a gross miscalculation.

We note that the "Stakeholder's Group " that had been set up did not include residents at all there-by not allowing them any opportunity to put forward their case or to have a say in a matter that directly affects them.

I quote your answer in response to concerns raised by another resident.  
I have underlined the relevant points:

" As explained in the letter of the 27<sup>th</sup> June a stakeholder's group has been set up to oversee, manage and maintain the trial. The group will consider such matters. No residents of the street are on this group as we do not seek representation from members of the public, this is made up of Maisondieu School representatives, Police Scotland, Council Staff, Local Members and the Community Council."

To deliberately miss out a critical part of the local community on such a matter i.e. the residents of the street, is quite simply indefensible and needs to be addressed. Will the findings /deliberations of this elite group be made public?

It should be noted that at times we have had to defend our use of the road to parents, explaining to them that we actually live on the street and need access to our driveway.  
This is the real cause of problem regarding the pupils' safety not the occasional use of the road at these specific times.

What we cannot understand is why there has been such a drastic change in attitude and inconvenience in the few years. Previously everyone was courteous and showed respect to other road users whether they were in vehicles or on foot and the safety of the children was in everyone's minds without fuss.  
Indeed this continues to be the case out with school pick up and drop off times.

Real consultation needs to be held and an agreed plan of action put in place and not just a one size fits all solution because the zones are successful elsewhere. Each school has its own unique conditions and solutions.

I look forward to the facts and figures being made available on the completion of this pilot scheme where true consultation and frank discussions can take place with residents, parent bodies and the school along with local councillors and Police Scotland and Council officers and not just a dictat from Council officers.

Copies of this letter will also be sent to the local councillors.