

Transport and Environment Committee

10.00am, Thursday, 25 April 2024

Road Safety Delivery Plan 2024/25

Executive/Routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended the Transport and Environment Committee notes:
 - 1.1.1 The service priorities, team resources and funding expectations;
 - 1.1.2 The options to be considered that could discourage or restrict larger and heavier vehicles in the city;
 - 1.1.3 The updates provided for proposed 20mph speed limit reductions, changes to Rural speed limits and road safety proposals on East London Street; and
- 1.2 It is also recommended that Committee:
 - 1.2.1 Approves the proposed Road Safety Delivery Plan for 2024/2025 (Appendix 1);
 - 1.2.2 Approves the commencement of the School Crossing Guide review at vacant sites;
 - 1.2.3 Notes the Road Safety Delivery Plan is predicated on consistent annual budgets; and
 - 1.2.4 Notes officers will continue to engage with Transport Scotland to promote changes in primary legislation where appropriate.

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Road Safety Delivery Plan 2024/25

2. Executive Summary

- 2.1 This report presents the proposed road safety delivery plan for 2024/25 for approval and identifies key priorities and provides an update on on-going activities.

3. Background

- 3.1 On 12 October 2023, Committee considered and agreed the content of the [Road Safety – Service and Delivery Plan Update](#) for 2023/24. This was an interim report to take stock of challenges and immediate priorities facing the service following a realignment of service activities.
- 3.2 Over the last six months, the Road Safety team has slowly increased in size with eight team members now engaged. The team can now train and support colleagues, define responsibilities and structure prioritised workloads.
- 3.3 Unfortunately, not all of the proposed 2023/24 Project Delivery Plan has been realised.

4. Main report

Road Safety Priorities

- 4.1 The Road Safety team have statutory duties described in Section 39 of the 1988 Road Traffic Act. The priorities are centred around these duties and are mindful of approved Vision Zero casualty reduction targets.
- 4.2 An extract of these duties include:
- 4.2.1 An obligation to deliver a programme of measures designed to promote road safety (the delivery programme).
 - 4.2.2 A duty to conduct studies into accidents on roads (collisions resulting in reported injuries).
 - 4.2.3 A responsibility to take appropriate measures to prevent such accidents (the accident investigation and prevention programme).

- 4.2.4 A duty to offer information and advice relating to road use (our engagement and education activities with young and older drivers).
- 4.2.5 The giving of practical training to road users (as above).
- 4.3 Considering the above statutory duties and with the aim to reduce injuries and casualties on our road network, the service intends to focus on the following priorities over 2024/25:
 - 4.3.1 **Accident Investigation and prevention (AIP) (Collision and Casualty Reduction):** the agreed Road Safety Plan commits the Council to Vision Zero and ambitious targets to reduce the numbers of collisions and the severity of injuries on our network. This will require a refreshed approach to the historical AIP process. Officers will analyse collision data to consider trends over time as well as investigating alternative predictive risk-based assessments. It is expected that a revised protocol will be reported to Committee for consideration by December 2024;
 - 4.3.2 **Road Safety education for school and young people:** continue to engage and educate young road users to equip them for independent travel. A further programme will be developed to engage with older drivers;
 - 4.3.3 **Assessment and delivery of the Pedestrian Crossing programme:** delivery of a modest pedestrian crossing programme in 2024/25 and development a new pedestrian crossing framework that reflects demand and need rather than a historical method of calculation;
 - 4.3.4 **Continuing to engage with school communities and support the development and completion of School Travel Plans:** progress a delivery programme to improve safety around our schools focusing on active travel infrastructure;
 - 4.3.5 Maintaining existing formal school street sites and consider a programme of new sites across the city (CMP Action);
 - 4.3.6 In line with the Safe System Approach, continue to expand the Council's ability to monitor speed on the road network (with the new Urban Traffic Management Control (UTMC) system having the ability to gather live Satnav speed data). Continue to deliver packages of speed reduction measures at known sites of interest, including traffic calming measures where appropriate;
 - 4.3.7 Delivery of speed limit reduction works and promotion of further traffic orders to introduce new limits, particularly in the urban environment;
 - 4.3.8 An opportunity to focus on data analysis and predicted risk assessment to track progress against Vision Zero targets and inform future service priorities; and
 - 4.3.9 Integrated working with School Crossing Patrol Guides (SCPGs) to review and improve infrastructure at crossing locations. The SCPG team are undertaking an early review of current/historical vacant sites. The review is intended to consider, in terms of risk management, additional resources that

may be required to manage vacant sites, infrastructure improvements or site removal.

Road Safety Delivery Programme

- 4.4 Delivery of the 2023/24 delivery programme has been challenging, and unfortunately some projects have not been completed within the financial year. Delays have arisen as a result of resource constraints, lack of contractor availability and an increasing requirement for Traffic Regulation Order (TRO) promotion.
- 4.5 Notwithstanding this, the service has had an opportunity to consider the 2024/25 delivery programme in more detail and put forward a programme of schemes or interventions that reflect the Council's immediate priorities.
- 4.6 Due to the progressive roll-out of controlled parking zones (CPZs) and waiting restrictions or prohibitions around many of junctions, the vast majority of projects involving the movement of kerb lines now require TROs to promote changes to the traffic order. This requirement has an impact on the future programme where projects are required to progress through the statutory TRO process (for example, a revised TRO would be required to introduce footpath build-outs where an existing double yellow line exists).
- 4.7 The Delivery Programme (Appendix 1) has been prepared to identify projects carried over from last year, acknowledge and identify where some 2023/24 speed reduction sites are being revisited to achieve better outcomes and confirm schemes planned for delivery in 2024/25.
- 4.8 At the time of writing this report, the full funding position for design and delivery of the 2024/25 programme is not known. Further information is included in Section 6, however, funding of scheme investigation, development, design, procurement and construction costs are all predicated on the availability of appropriate internal and external funding.
- 4.9 Committee will be aware of transport mitigations agreed under Section 75 of the Planning legislation. Officers are currently reviewing the current development contribution register for outstanding road safety related agreements. Unfortunately, there may be some contributions which may have expired, and in other cases the funds lodged will not cover the expected cost of installation.
- 4.10 The review will also consider which mitigations are a priority and identify funding to augment delivery costs for these schemes. It will also consider agreements that may no longer be appropriate or viable.

Resourcing and Workload

- 4.11 It was recognised and acknowledged during the service update in October 2023, that the road safety service has a significant and growing workload. It is anticipated that the current team should be able to deliver on the statutory and key priorities described in paragraphs 4.2 and 4.3. However, it should be noted that the introduction of additional projects may impact on the outcomes and project delivery as well as the ability to respond to stakeholders.

- 4.12 Delivery of the Road Safety programme will be progressed alongside the proposed Local Traffic Improvement programme (reported separately on this agenda) to align activities that improve mobility for the most vulnerable road users that would not generally be considered as road safety interventions.

Restrictions on Larger or Heavier Vehicles

- 4.13 Committee requested options be explored to discourage or restrict the use of larger and heavier vehicles in the city by means of parking permit charging or environmental orders.
- 4.14 The [charging structure associated with resident parking permits](#) is currently based on graduated DVLA (Driver and Vehicle Licensing Agency) emissions information. The Council could revise the fees and charges regime for parking permit charges to reflect a combination of available information (such as by emissions, weight, size or class of vehicle type) if it was considered appropriate. However, such an approach could become complex, and this form of charging regime would only have an influence on vehicle use or ownership if the owner required or held a parking permit.
- 4.15 On street parking charges could also be revised to reflect the range of information available from the DVLA database, however this would require an upgrade of existing on-street equipment (ticket machines) so that all vehicle registration numbers could be recorded and checked. If appropriate, this could allow the Council to revise parking charges to try and influence vehicle types using certain parking areas.
- 4.16 The Council recently agreed Fees and Charges for 2024/25 on 22 February 2024. Both parking permit and public parking charges will be subject to review as part of the Council's City Mobility Plan implementation, where all of the above themes will be explored further (Officers will arrange an Elected Member workshop in advance of the 2025/26 Fees and Charges process).
- 4.17 Environmental orders are a form of TRO that can restrict or prohibit vehicles by class, weight, length or width (normally Heavy Goods Vehicles (HGVs) or Large Goods Vehicles (LGVs) registered over particular weights of 3.5 or 7.5 tonnes etc). The use of an environmental order in an attempt to influence vehicle use is normally considered to regulate HGV use in town centres or where road structures have a particular weight capacity and would be almost impossible to understand and enforce for private cars (e.g. would a driver know if their car is over or under a certain weight and many electric vehicles are known to be heavier than equivalent internal combustion models).
- 4.18 On reflection these mechanisms are available to the Council but would require detailed analysis to consider an appropriate policy, an enforcement regime and the justification of the legal order. Further investigation or analysis may be appropriate under the context of the City Mobility Plan and associated Action Plans.
- 4.19 In conclusion there are several legislative controls for managing the sizes of vehicles using the city's streets and pricing arrangements that may influence parking. In a road safety context, Transport for London (TfL) have introduced a Direct Vision

Standard and HGV Safety Permit Scheme. This scheme has been adopted to prescribe set visibility and vehicle safety standards to allow city access. Officers are in early discussions with colleagues from Transport Scotland to explore possible changes to primary legislation that would allow further decriminalisation of moving traffic offences and the possibility of considering similar permit schemes ([Direct Vision Standard and HGV Safety Permit Scheme - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk))

Additional 20mph Speed Limits

- 4.20 Following the recent consultation, Committee requested the next steps of the programme be presented in early 2024. Officers are currently considering the scope of the additional speed limit reduction programme, will engage with Bus Operators, and plan to bring forward a more detailed programme later in the year. In line with the Committee decision, officers will also consider the promotion of 20mph speed limits adjacent to all schools in the city.
- 4.21 The exact scope of the programme is yet to be finalised; however, it is expected the process to scope revisions to the original proposal, undertake engagement with Bus Operators, promote the necessary speed limit orders, undertake detailed design and deliver the necessary lines and signs will take in the region of two years. This programme will be taken forward by the Road Safety team.

Rural Speed Limit Review

- 4.22 Following the consultation and Committee decision to continue the proposal, the rural speed programme will now be considered for delivery under the Active Travel Investment Programme (ATIP) – Programme Review.
- 4.23 It is understood the ATIP Programme Review will be reported to Committee in June 2024. The resource implications and programme timeline are expected to be reported at that time.

East London Street

- 4.24 On 11 January 2024, Committee received a [report](#) relating to the condition of the street including information relating to vehicle traffic counts and speed survey information on the street.
- 4.25 The traffic speed data available for recent traffic counts suggested average vehicle speeds were in the region of 16 mph, well below the 20mph speed limit.
- 4.26 Officers were requested to consider road safety improvements to East London Street to calm residual traffic, including:
- 4.26.1 Refurbishment of the speed bumps
 - 4.26.2 Narrowing the wider sections of the street by widening the pavement
 - 4.26.3 Consultation of Saint Mary's RC Primary School on replacing the parking Spaces in front of the playground with a pavement build-out.
- 4.27 Officers will progress with consideration of refurbishment of the existing speed bumps, the cost and citywide priority of pavement widening, under the proposed

Local Traffic Improvement scheme assessment criteria, and engage with the school community to consider the proposed removal of CPZ parking spaces in front of the playground. It should be noted a revision to the TRO will be required to move any kerb lines or remove parking spaces.

School Crossing Patrol Guide Review

- 4.28 The SCPG team provide a critical and respected road safety service protecting the city's youngest and most vulnerable road users. Currently, there are 173 established sites across the city with approximately 143 part-time staff.
- 4.29 Unfortunately, due to low levels of job applicants the number of attended sites has remained around 140, despite repeated recruitment over the last five years. Since summer 2023, there have been three rounds of recruitment with 14 new Guides appointed.
- 4.30 In response to continued recruitment challenges, the SCPG team are currently undertaking a risk based assessment on the sites with no Guide resource to consider if a) a Guide is still required, b) if additional infrastructure or interventions could improve the crossing site to allow the withdrawal of the site, or c) if the environment at the historical site has significantly changed that would suggest the removal of the site.
- 4.31 Officers have undertaken a scoping review of these sites, if Committee agree to progress with a more detailed review, this will be progressed, and the outcome will be reported to Committee later in the year.

5. Next Steps

- 5.1 If Committee approve the report recommendations:
 - 5.1.1 Implementation of the delivery programme will progress (subject to available budget, resource and contractor availability over 2024/25 as described in Appendix 1); and
 - 5.1.2 The SCPG site review will continue with a report on the risk-based findings presented to a future meeting of Committee for approval.
- 5.2 In a move to better inform the Council's AIP and investment strategies the service intends to source predictive risk data to consider where collisions and incidents are likely to occur in the future. Officers intend to source and validate data in spring 2024 and report to a future Committee, with a revised AIP and investment strategy, later in the year.

6. Financial impact

- 6.1 The projected budget for all road safety projects in 2024/25 is expected to be in the region of £4.5m.

- 6.2 The estimated annual budget is forecast to include a Transport Scotland, Road Safety Improvement (RSIF) Grant in the region of £1m. At the time of writing, the RSIF Grant had not been opened, however, officers are in close contact with colleagues in Transport Scotland and expect a favourable bid and grant allocation this year.

Table 1

Expected Funding Source	Anticipated Funding £m	Comments
Capital - Dalmahoy Allocation	337,000	Confirmed
Capital - Block Allocation	900,000	Confirmed (Inc + £500k 24/25)
Capital - Carry Forward	1,600,000	Confirmed
Capital - Carry Forward 2022/23	200,000	Confirmed
ATIF (Ex CWSR)	500,000	Reduced allocation to reflect +£500k Capital. Final grant TBA
Road Safety Improvement Fund	1,000,000	Estimate - Bid and allocation TBA
Anticipated total 2024/25	4,537,000	TBA

7. Equality and Poverty Impact

- 7.1 The assessment, design and delivery for Road Safety services are intended to improve safety and reduce risk for our most vulnerable road users. It is not considered necessary to undertake an overall or site-specific Integrated Impact Assessment (IIA) for the service or projects proposed in the delivery plan.
- 7.2 The proposals are intended to advance the Council's public sector duties to improve equalities, create safe and accessible streets and pavements for all people, especially focusing on our most vulnerable road users.

8. Climate and Nature Emergency Implications

Environmental Impacts

- 8.1 The outcome of all activities and measures described in this report are intended to positively support environmental and climate change requirements. The overall duty of the Road Safety function is to reduce collisions and casualties, by creating a safer more pleasant street environment for all road users particularly focusing on our most vulnerable communities.

- 8.2 In terms of modal shift, and carbon reduction our interventions are centred on the approved transport hierarchy and support delivery of the City Mobility Plan actions.

9. Risk, policy, compliance, governance and community impact

- 9.1 Failure to appropriately fund, resource, plan and deliver statutory Road Safety functions may result in increased risk, injury or harm on our road network.
- 9.2 The devastating impact on individuals, families and our communities following a serious collision is acknowledged and may be mitigated by programmes focused on casualty reduction and Vision Zero targets.
- 9.3 In accordance with the Council's approach to risk management, it is necessary to highlight the key risks should this service not have appropriate funding and resources to deliver a credible project programme.

10. Background reading/external references

- 10.1 [Direct Vision Standard and HGV Safety Permit Scheme - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk)

11. Appendices

Appendix 1 – Road Safety Delivery Programme 2024/25

Appendix 2 – Road Safety Delivery Programme 2023/24 Update

Road Safety Delivery Programme – 2024/25

Project delivery subject to available budget and resource

Light grey projects expected to be delivered in 2025/26, TROs to be promoted in 2024/25.

Project Detail	Location	Comment	Estimated Cost (£k)
Speed Limit Reductions			
40mph to 30mph review	21 Locations	Detailed design review and Road Safety Audits to be completed. (Project expected to start in Summer 2024)	300
Additional urban 20mph sites	Scoping of preferred locations TBA. Committee report with proposed locations expected Autumn 2024	Site approvals and Speed Limit Orders (SLO) in 2024. Making of SLOs expected Spring 2024. Detailed design and delivery in late 2025. (2024/25 costs for scoping and SLO only, not delivery)	50
Pedestrian Crossing Infrastructure			
Uncontrolled crossing (Footpath build-outs at junction)	Albion Road	Postponed to 2024/25 (Retendered in April 2024)	40
Uncontrolled Crossing (Footpath build-outs at junction)	Yeaman Place	TRO to be promoted in 2024/25	50
Drop kerb Crossing	Pilrig Street @ Cambridge Avenue	Design and Road Safety Assessment (RSA) complete. Historic design to be revisited	20
Toucan Crossing	South Gyle Broadway	Installation started April 2024	240
Signalised Pedestrian Crossing	Slateford Road - between Hutchison Crossway and Appin Place	Design and RSA complete	120
Improved crossing infrastructure: <ul style="list-style-type: none"> Signalised Crossing 	(1) Newcraighall Road - at Fort Kinnaird roundabout east leg (opposite B&M)	Investigation and design required for each location.	150

Road Safety Delivery Programme – 2024/25

<ul style="list-style-type: none"> Signalised Crossing Zebra Crossing at site of existing pedestrian refuge island 	<p>(2) Newcraighall Road - at Fort Kinnaird roundabout west leg (opposite Pets at Home)</p> <p>(3) Newcraighall Road (outside Craigmillar Community Arts)</p>	Complex traffic layouts to be considered, may require a phased delivery in 2024/25/26	150
Uncontrolled crossing (Footpath build-out and raised table)	Ashley Terrace	TRO required to remove CPZ parking bays. Progress TRO in 24/25.	75
Uncontrolled Crossing Footpath Build-out and Pedestrian Refuge Island	Corbiehill Road - at Main Street	Design and RSA complete. Residents access to be reviewed	35
Zebra Crossing	Tipperlinn Rd	Progress TRO in 24/25	60
Pedestrian crossing	Gorgie Road - east of Number 511	Signalised pedestrian crossing. Exact location TBA	120
Accident Investigation and Prevention			
Signage	Easter Road at St Clair Street	Refresh Give-way markings and replace Give-way sign and pole	3
Box junction	Glasgow Road at Craigs Gardens	Half yellow-box junction to be applied to east carriageway	4
Uncontrolled Crossing Build-outs to improve and reduce radii.	Dublin Street at Abercromby Place / Albany Street	Priced to reflect WHS and setts. Promote TRO in 2024?	200
Refresh road markings (Ghost island markings)	Bellevue at East Claremont Street	Refresh road markings at Bellevue and East Claremont Street / Bellevue Terrace and East Claremont Street and environs	10
Improvements to the junction and Zebra layouts, raised tables and footway buildouts	Davidsons Mains Roundabout	TRO and Redetermination Order (RSO) Advertising complete: Objections to TRO and RSO to be considered. Detailed design and procurement to follow.	250 Inc surfacing

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Pedestrian and cyclist improvements at the junction	Kings Road Junction, Portobello	Preferred design layout to be prepared for engagement with stakeholders. TRO and RSO expected in 2024, delivery expected in 2025	TBA Expected in 2026
Signalised Junction	Dalmahoy Junction	Detailed design to be completed and procurement undertaken for 2024 delivery programme.	1600 TBA
Footpath build-outs and raised tables	Abercorn Terrace - Portobello	Raised Tables, with revised geometry incorporating uncontrolled pedestrian crossings. Promote TRO in 2024	200
Section 75 Schemes			
Traffic calming and uncontrolled pedestrian crossings	Scotstoun Avenue	Speed reduction scheme in advance of planned active travel project. (S75 = £30k) Consider 2 raised tables that will augment the permanent design and additional road markings	50
Pedestrian Crossing	Sir Harry Lauder Road	Pedestrian Crossing near to the footbridge (S75 = £50k) Challenging site location adjacent to existing overbridge	120
School Travel Plans			
Colour surface of flat-top crossings	Brunstane	At accesses to Brunstane Burn path	4
Zebra crossing	Craigour Park Primary School	Installing a Zebra crossing on Moredun Park Road opposite Moredun Library at the current drop kerb.	50
Tiger crossings x2	Victoria Primary School	Detailed design to be completed. Programmed delivery in Summer holidays 2024	80
Crossing relocation Uncontrolled crossing	Wardie Primary School	Removing the existing pedestrian guardrail and relocating the crossing point on Afton Road and Granton Road so that the crossing is closer to the junction, aiding sightlines.	30
Footway Widening	Preston Street	Widening the existing footpaths. Relocate signal heads and relocate existing bus stop. TRO/RSO 24/25 Delivery 25/26	200

Road Safety Delivery Programme – 2024/25

Motor vehicle prohibition and gates outside the school.	Sciennes PS	TRO public advertising expected in April 24. Subject to TRO outcome deliver scheme in 24/25.	20
Speed Reductions Measures			
Raised Table, uncontrolled pedestrian crossing and footpath widening	Bridge Street - Colinton	Final layout to be further discussed with local community council. (CC suggested alternative option).	TBA
Raised Table and Bus stop improvements	Wilkieston Road - Ratho	Raised table and bus stop platform improvements and speed cushions.	75
All Lining and signage	Craigentiny Road	With the Delivery team (Revised design)	2
	Wakefield Avenue	As above	2
	Sleigh Drive	As above	2
	Craigentiny Avenue	As above	2
	Fillyside Road	As above	2
	Braid Hills Road	Detailed design TBA with Delivery Team	2
	Braid Road	As above	2
	Craighouse Road	As above	2
	Falcon Road West	As above	2
	Marchmont Road	As above	2
	Morningside Drive	As above	2
	Myreside Road	As above	2
	Balcarres Street	Review and design TBA	2
	East Fettes Avenue		2
	Craigcrook Road (west)		2
	Lochend Road		2
	East Hermitage Place		2
	Inverleith Row		2
	Inverleith Place		2
	Craighouse Gardens		2
	Campbell Avenue		2
	Ravelston Dykes		2
	Colinton Mains Drive		2
	Oxgangs Road North		2

Road Safety Delivery Programme – 2024/25

	Curriehill Road		2
	Drum Brae North		2
	Gilmerton Station Road		2
	Granton Road		2
	Freelands Road		2
	Greenbank Drive		2
	B800 - Flyover		2
	Queensferry Road, Kirkliston		2
	Cammo Road		2
	Silverknowes Road East		2
	Whitehouse Road		2
	Wilkieston Road		2
	Joppa Road		2
	Mountcastle Drive South		2
	Abercorn Terrace, Portobello	See AIP scheme	
	Brunstane Road South		2
	Milligan Drive		2
	Stevenson Drive		2
	Robertson Avenue		2
	Mayfield Road		2
	Beaufort Road		2
	Blackford Avenue		2
	Kilgraston Road		2
	Murrayfield Road		2
	Grange Road		2
	Freelands Way		2
	Woodhall Road		2
	Swanston Road		2
	Mounthooly Loan		2
	Main Street, Davidson Mains		2
	Lennymuir		2
	Quality Street		2
	Cammo Gardens		2

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	Queen Street		2
	Chester Street		2
	Abercromby Place	See AIP scheme	2
Others			
Cowgate VMS signage	Cowage	Replacing the existing No Entry signage – Completed	12
Pedestrian guardrail chicane to restrict unauthorised access	Castleview Grove and Castlebrae Wynd	Installing a guardrail chicane to prevent unauthorised access between Castleview Grove and Castlebrae Wynd.	4
Modify the pedestrian crossing Location	Flint Terrace	Relocate crossing slightly further up Flint Terrace	4
Refuge island	Portobello Road, Morrisons Supermarket access	Reinstallation of pedestrian refuge island at supermarket crossing. (Engagement required with supermarket)	4

Appendix 2 - Road Safety – Programme Update 2023/24

Completed Schemes (2023/24).

Project Detail	Location	Comment
AIP – Signalised Junction	Drum Brae Drive	Completed
AIP (Surfacing & anti-skid treatment)	Sir Harry Lauder Road	Completed
AIP – Controlled Crossing	Murrayburn Road	Completed
AIP – Junction treatment	Easter Road at St Clair Street	Moved to the 2024/25 programme
AIP – yellow Box	Glasgow Road at Craigs Gardens	Moved to the 2024/25 programme
Speed Reduction Measures		
Speed Reduction Measures	Abercromby Place	Completed (All signs and lines)
Speed Reduction Measures	Lennel Avenue	Completed
Speed Reduction Measures	Slateford Road	Completed
Speed Reduction Measures	A71 Dalmahoy (New speed limit)	Completed
Speed Reduction Measures	Wakefield Avenue	Completed
Speed Reduction Measures	Craigentenny Road	Completed - (Additional roundels in 2024/25)
Speed Reduction Measures	Sleigh Drive	Completed
Speed Reduction Measures	Fillyside Road	Completed
Speed Reduction Measures	Craigentenny Avenue	Completed
Speed Reduction Measures	Craigcrook Road (west)	Completed
Speed Reduction Measures	Fettes Avenue	Completed
Speed Reduction Measures	East Fettes Avenue	Completed
Speed Reduction Measures	Inverleith Row	Completed
Speed Reduction Measures	Inverleith Place	Completed
Speed Reduction Measures	Lochend Road	Completed
Speed Reduction Measures	East Hermitage Place	Completed
Speed Reduction Measures	Claremont Park	Completed
Speed Reduction Measures	Restalrig Road South	Completed
Speed Reduction Measures	Carlton Terrace	Completed
Speed Reduction Measures	Lower Granton Road	Completed
Speed Reduction Measures	Polwarth Gardens	Completed
Section 75 Mitigation		
Section 75 Mitigation	Scotstoun Avenue – Design to be developed to reflect anticipated active travel scheme	Programmed in 2024/25 programme
Pedestrian Crossing (Build-out)		
Pedestrian Crossing (Build-out)	North West Circus Place	Removed from the program as it required a TRO
Controlled pedestrian crossing	Lanark Road West	Started in March 2023
Toucan Crossing	South Gyle Broadway	Moved to the 2024/25 programme

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Controlled Crossing (Tiger x2)	Victoria Primary School	Moved to 2024/25 Programme
Pedestrian Crossing (Zebra)	Grassmarket	Crossing assessment and further investigation to be carried out.
Pedestrian Crossings	Corbiehill Road - at Main Street	Moved to 2024/25 Programme
Buildout Crossings	Ashley Terrace	Moved to the 2024/25 programme changes to CPZ TRO required
Pedestrian Crossing	Bellevue / Rodney Street	To be reprogrammed – TRO required
Pedestrian Crossing	Belford Road	To be reprogrammed – TRO required
Controlled Crossing	Albion Road	Postponed to 2024/25
School Travel (Controlled crossing)	Liberton Primary School	Completed
School Travel	Leith Walk Primary School	The cycling route completed, new road layout to be promoted by the Active Trave team.
School Travel	James Gillespie's High School	Postponed – TRO required to revise yellow lines
School Travel	Dalry School Streets	Completed by 20 minute neighbourhood team
School Travel	School Cycle Parking	Completed
Speed Limit Reductions	20mph Extension	Completed
Speed Limit Reductions	40mph to 30mph review (Project expected to start in early 2024)	Postponed to 2024/25