

Transport and Environment Committee

10:00am, Tuesday, 3 June 2014

Pedestrian Crossing Prioritisation 2014/15

Item number	7.10
Report number	
Executive/routine	
Wards	All

Executive summary

This report provides an updated pedestrian crossing priority list. Following assessments to determine the highest ranked locations for pedestrian facilities, a construction programme has been prepared for Committee approval.

Links

Coalition pledges

Council outcomes [CO21](#)

Single Outcome Agreement [SO4](#)

Pedestrian Crossing Prioritisation 2014/15

Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the updated pedestrian crossing priority list as per Appendix 1;
 - 1.1.2 notes the locations that did not meet the priority list criteria in Appendix 2 and those constructed in 2013/14 in Appendix 3;
 - 1.1.3 approves the consultation and construction list for locations detailed in Appendix 4; and
 - 1.1.4 requests a future report on the results of the consultation carried out on the locations proposed for pedestrian crossing improvements.

Background

- 2.1 In accordance with the decision made by the former Transport, Infrastructure and Environment Committee on 28 July 2009, on the report titled "Pedestrian Crossing Prioritisation Process", this report provides an annual update on the priority list for pedestrian crossings.

Main report

- 3.1 Last year's pedestrian crossing priority list (approved by Transport and Environment Committee on 4 June 2013) consisted of 20 locations. Ten sites were designed and constructed in the 2013/14 financial year; details of these are included in Appendix 3 – List of Constructed Sites in 2013/14. Six sites remain in the new priority list and four of these have been removed from the priority list list.
- 3.2 The base data which is used to assess if a location is suitable for a crossing is what is known as the PV^2 value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 0700hrs to 1000hrs and 1500hrs to 1800hrs, and avoid any school holidays or outside factors which may affect results. This base PV^2 value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip-attractors such as schools, doctors' surgeries, shops etc.

- 3.3 A location with an adjusted PV² value of 1 or higher would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV² value is achieved no additional crossing facilities may be recommended. Appendix 5 is a flow diagram which details the steps carried out in a pedestrian crossing assessment.
- 3.4 There have been a total of thirty two new crossing requests received and two locations to be re-assessed in the last year. Eleven locations have been surveyed to date. The results of the remaining twenty three will be brought to Committee in October 2014. Of the eleven sites surveyed, four sites achieved adjusted PV² values of 0.3 or more and are included in the updated priority list. Any new requests which meet the scoring criteria are added to the end of the previous priority locations in date order.
- 3.5 Seven of the requested locations either did not meet the adjusted PV² scoring or were deemed unsafe for a crossing and were not progressed.
- 3.6 The new priority list, therefore, contains ten locations, comprising the six sites from the previous list and the four new locations identified for financial year 2014/15, (see Appendix 1). It should be noted that, due to consultation requirements, some locations may fall back into the following year's programme. Issues may arise which require alterations to the proposed designs or Traffic Regulation Orders may be required which may affect construction timescales. Should any location fall back into the following year's construction programme, additional locations will be brought forward on the basis of highest ranking from the priority list.
- 3.7 Locations which have an adjusted PV² value of less than 0.3 or deemed unsuitable are not being progressed and are listed in Appendix 2.
- 3.8 Prior to the finalisation of the construction list, the following groups or individuals will be consulted and their views sought on the crossing facility to be installed:
- Residents and businesses which front on to the location;
 - Neighbourhood Partnerships;
 - Community Councils;
 - Local elected members;
 - Bus operators; and
 - Emergency services.
- 3.9 A future report will be submitted requesting the Committee approve a final construction list.

Measures of success

- 4.1 Pedestrian crossing facilities are provided at locations across the city which have been assessed to have the greatest demand and difficulty experienced by pedestrians. Local consultation ensures the facilities provided meet the requirements of the local community and stakeholders.

Financial impact

- 5.1 Funding of £245,000 will be made available from the 2014/15 capital road safety budget of £900,000 to introduce crossing facilities at locations from the priority lists, which are suitable on road safety grounds. A developer has committed £25,000 to part fund the signalised crossing on Corstorphine Road at Kaimes Road.
- 5.2 Appendix 4 details estimated costs and in which financial year these facilities will be constructed, if approved.

Risk, policy, compliance and governance impact

- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero and provide a modern road network where all users are safe from the risk of being killed or seriously injured. In the Plan, a number of interventions have been developed for pedestrians including the provision of new crossings to enable more people to walk greater distances safely and reduce conflict at key points. By not progressing the proposals, it would not be possible to construct new pedestrian crossing facilities at these key points across the City, therefore not meeting the policy objectives.

Equalities impact

- 7.1 The new pedestrian crossing priority list will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion & Belief) through the consultation and design process.

Sustainability impact

- 8.1 Potential for positive impact on the environment by providing improved pedestrian facilities. This should encourage walking, reduce vehicle use and lower carbon emissions.

Consultation and engagement

- 9.1 Consultation will be carried out at the proposed locations on the proposed construction list once approval has been granted and a design has been produced.

Background reading/external references

Appendix 1 – New Pedestrian Crossing Priority List

Appendix 2 – List of locations which failed to meet priority list criteria

Appendix 3 – List of Constructed Sites in 2013/14

Appendix 4– Consultation and Construction List

Appendix 5 – Pedestrian Crossing Assessment Process

Background Paper - Report to the Transport, Infrastructure and Environment Committee 28 July 2009 titled “Pedestrian Crossing Prioritisation Process”

http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process

John Bury

Acting Director of Services for Communities

Contact: Stacey Skelton, Transport Officer

E-mail: stacey.skelton@edinburgh.gov.uk | Tel: 0131 469 3558

Links

Coalition pledges

Council outcomes **CO21:** Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.

Single Outcome Agreement **SO4:** Edinburgh’s communities are safer and have improved physical and social fabric.

Appendices
Appendix 1 – New Priority List
Appendix 2 – List of Locations Removed from Priority List
Appendix 3 – List of Constructed Sites in 2013/14
Appendix 4 – Consultation and Construction List
Appendix 5 – Pedestrian Crossing Assessment Process

Appendix 1
New Priority List

Adj PV2 > 1.0 therefore site can be considered for Signals
Adj PV2 < 1.0 and > 0.70 therefore site can be considered for Refuges
Adj PV2 < 0.30 therefore Do Nothing

Rank	LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV ²	Current Status
				Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)		
Previously Approved Sites from June 2013 Committee																		
1	West Granton Road opposite 26 Granton Mill Crescent	0.34	Mar-12	1	1	1	1	1	1.6	1	1.1	1	1	1	1	1	0.593	Consultation complete April 2013. Proposed for construction. Construction delayed due to TRO.
2	London Street at Drummond Place	0.681	Dec-12	1	1	1	1	1	2.2	1	1.1	1	1	1	1	1	1.48	Various crossing options to be designed and consulted on. Design and construction delayed due to TRO.
3	Myreside Road at Footbridge	0.189	Jan-13	1.348	1	1	1	1	1.2	1	1.1	1	1	1	1	1	0.33	Pedestrian island to be designed and consulted on. Design and construction delayed due to TRO.
4	Ferniehill Drive, opp no.16	0.11	May-12	1.03	1	1	1	1	1.4	1	1.1	1	1	1	1.25	1	0.22	Pedestrian island being constructed due to proximity to sheltered housing/ vulnerable road users. Construction delayed due to service relocation.
5	Costorphine Road (A8) at Kaimes Road	1.236	Oct-09	1	1	1	1	1.1	1.9	1	1.1	1	1	1	1	1	2.81	Controlled crossing to be designed and consulted on. Awaiting developer funding.
6	Dalry Road at Dalry Place	0.223	Oct-09	1	1	2	1	1.1	1.6	1	1	1	1	1	1	1.4	1.09	Various crossing options to be designed and consulted on. Delayed due to tram works.
New Sites Added from 2013/14 Assessments																		
7	Colinton Road at Pedestrian exit from Napier University	0.317	Apr-14	1	1	1	1	1	2.0	1	1.1	1	1	1	1	1	0.573	Pedestrian island to be designed and consulted on
8	East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	0.158	Apr-14	1.217	1	1	1	1	1.9	1	1.1	1	1	1	1.25	1	0.504	Pedestrian island to be designed and consulted on
9	Pilrig Street @ Cambridge Avenue	0.248	Apr-14	1	1	1	1	1	1.3	1	1	1	1	1	1	1	0.323	Pedestrian island to be designed and consulted on

Rank	LOCATION			Children >15% (% plus 100)/115)	Elderly & Disabled >15% (% plus 100)/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		Current Status
10	Cranley Nursery at Buckstone on Braid Road	0.201	May-14	1.104	1	1	1	1	1.5	1	1.1	1	1	1	1	1	0.358	Pedestrian island to be designed and consulted on

Appendix 2

Locations Which Failed to Meet the Priority List Criteria or Have Been Removed From the Priority List

LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends		Adjusted PV ²	Current Status
			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)		
Locations Removed From Priority List																	
Comiston Road at Comiston Place	0.216	May-12	1.009	1	1	1	1.2	1.3	1	1.1	1	1	1	1	1	0.57	Removed as unable to construct a crossing point at this location due to lack of support for removal of parking for shops.
East Hermitage Place at Somerset Place	0.278	Nov-09	1.000	1	1	1	1.1	1.4	1	1.1	1	1	1	1	1	0.46	Removed as unable to construct a crossing point at this location due to width of road and existing bus stop locations.
Liberton Brae at Orchardhead Road	0.22	Mar-12	1.100	1	1	1	1	1.5	1	1.1	1	1	1	1.25	1	0.49	Removed as unable to construct a crossing point at this location due to property accesses.
Dean Park Crescent, between Comely Bank Ave and Queensferry Road	0.642	Oct-12	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.67	Removed as unable to construct a crossing point at this location as it is deemed unsafe.
Locations Which Failed to Meet the Priority List Criteria																	
Joppa Road at Coillesdene Drive (at existing traffic island)	0.158	Apr-14	1.070	1	1	1	1	1.9	1	1.1	1	1	1	1	1	0.357	Current Island meets crossing demand, did not meet criteria for upgrade (>1) to a puffin crossing.
Duncan Place @ Duke Street	0.067	Apr-14	1.000	1	1	1	1	1.4	1	1	1	1	1	1.25	1	0.116	Low score, failed to meet criteria (>0.3)
Newcraighall @ Fort roundabout (by Craigmillar Community Arts Centre) - existing island	0.08	Apr-14	1.000	1	1	1	1	1.8	1	1	1	1	1	1	1	0.144	Low score, failed to meet criteria (>0.3)
Bellevue Road @ Macdonald Road	0.006	Apr-14	1.096	1	1	1	1	1.5	1	1	1	1	1	1	1	0.01	Low score, failed to meet criteria (>0.3)
Murrayfield Drive at Murrayfield Road	0.166	May-14	1.009	1	1	1	1	1.0	1	1	1	1	1	1	1	0.253	Low score, failed to meet criteria (>0.3)
Braid Road at Braid Hills Road (at existing traffic island)	0.134	Apr-14	1.235	1	1	1	1	1.3	1	1	1	1	1	1	1	0.302	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Braid Hills Road at Comiston Road (at existing traffic island)	0.165	Apr-14	1.000	1	1	1	1.1	2.1	1	1	1	1	1	1	1	0.462	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.

Appendix 3
List of Constructed Sites in 2013/14

Location	Neighbourhood Partnership	Crossing Type
Peffermill Road at Prestonfield Avenue	South Central NP	Refuge Island
Drum Street Outside 40-42	Liberton/Gilmerton NP	Buildout
Queensferry Terrace @ School Crossing, north of roundabout	Inverleith NP	Puffin Crossing
202/204 Piersfield Terrace (near cemetery entrance)	Craigentinny/Duddingston NP	Puffin Crossing
Duddingston Park South (184) between Cleekim Drive and Niddrie Mill Crescent	Portobello/ Craigmillar NP	Puffin Crossing
Cowgatehead	City Centre NP	Refuge Island
Ferry Road opp Ferry Road Drive	Forth NP	Refuge Island
Sciennes at Summerside Crescent	South Central NP	Refuge Island
Slateford Road at Gorgie Park Close	South West NP	Refuge Island
Northumberland Street	City Centre NP	Refuge Island

Appendix 4
Construction List Year 2014/15

Location	Neighbourhood Partnership	Crossing Type	Estimated Construction Cost	Construction Year
West Granton Road opposite 26 Granton Mill Crescent	Forth NP	Refuge Island	£15,000.00	2014/15
London Street at Drummond Place	City Centre NP	Signallised Crossing	£45,000.00	2014/15
Myreside Road at Footbridge	South Central NP	Refuge Island	£15,000.00	2014/15
Ferniehill Drive opp No 16	Liberton/ Gilmerton NP	Refuge Island - including costs for relocation of BT services.	£40,000.00	2014/15
East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	Inverleith NP	Refuge Island	£15,000.00	2014/15
Cranley Nursery at Buckstone on Braid Road	Pentlands NP	Refuge Island	£15,000.00	2014/15
Pilrig Street at Cambridge Avenue	Leith NP	Refuge Island	£15,000.00	2014/15
Colinton Road at Pedestrian Exit from Napier University	South West NP	Refuge Island	£20,000.00	2014/15
Corstorphine Road at Kaimes Road	Western Edinburgh NP	Signallised Crossing (£25,000 Developer Contribution)	£45,000.00	2014/15
Dalry Road at Dalry Place	South West NP	Signallised Crossing	£45,000.00	2014/15

2014/15 Total £270,000.00

Pedestrian Crossing Prioritisation Process

Appendix 5 – Pedestrian Crossing Assessment Process

