

Transport and Environment Committee

10.00am, Thursday, 9 August 2018

Updated Pedestrian Crossing Prioritisation 2018/19

Item number	7.1
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	16

Executive Summary

This report provides an updated pedestrian crossing priority list and reports back on consultations undertaken for locations approved in the previous report to the Transport and Environment Committee meeting on 10 August 2017.

Updated Pedestrian Crossing Prioritisation 2018/19

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the updated pedestrian crossing priority list for 2018/19 as per Appendix 1;
 - 1.1.2 notes the locations identified through Section 75 funding and schemes being progressed as part of larger projects in Appendix 2;
 - 1.1.3 notes the locations that did not meet the priority list criteria in Appendix 3; and
 - 1.1.4 notes the results of the public consultations (Appendix 4).

2. 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” which set out the priority system for evaluating potential pedestrian crossing locations; this report provides an annual update on the pedestrian crossing priority list. The Road Safety Plan for Edinburgh to 2020 states that we will identify if new installations are required, which is carried out via the aforementioned process. The construction of pedestrian crossings encourages active travel. Edinburgh’s Local Transport Strategy 2014–2019 states one of the Council’s objectives ‘To increase the number of walking trips by making walking a more attractive, safe and convenient means of travel for short trips’. At Transport and Environment Committee on 4 June 2013, the weighting was amended slightly to ensure that rural areas were not disadvantaged by the process as naturally there are lower numbers of pedestrians. The assessments are carried out and prioritised as they are received, and therefore the number of proposed crossings and total number of assessments will vary from ward to ward.

3. Main report

Pedestrian crossing priority list

- 3.1 The previous pedestrian crossing priority list (approved by Transport and Environment Committee on 10 August 2017) consisted of 42 locations, as listed in Appendix 1.

- 3.2 The base data which is used to assess if a location is suitable for a crossing is known as the PV² value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7am to 10am and 3pm to 6pm, and avoiding any school holidays or other factors which may skew results. This base PV² 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 personal injury collisions involving pedestrians 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 (2 or higher on a dual carriageway) 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, 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. This process is only used for the provision of stand alone pedestrian facilities, such as puffin crossings and pedestrian islands; it does not apply to the provision of pedestrian phases at existing traffic signal controlled junctions.
- 3.4 Since May 2017 a total of 60 locations have been assessed. Twenty-three of these met the criteria for additional pedestrian facilities and have been added to the priority list for construction. Of these, eight have met the criteria for the installation of a signalised crossing.
- 3.5 Two crossing facilities have been constructed and therefore removed from the priority list.
- 3.6 Five previously approved locations will be delivered as part of larger schemes being carried out by other Council departments. These locations, which are outlined in more detail below, have been removed from the priority list and are listed in Appendix 2.
- 3.7 The updated priority list now contains 58 locations.
- 3.8 Thirty-seven of the locations assessed did not meet the criteria or are otherwise deemed unsuitable for crossing improvements. These locations are listed in Appendix 3.
- 3.9 We currently aim to deliver around 10-12 crossing improvements per year and estimated timescales for the provision of each crossing are provided in the crossing priority list.
- 3.10 It should be noted that issues may arise from consultation or as part of the Traffic Regulation Order process that mean the proposed designs have to be altered and that this can alter construction timescales. Should any location fall back into the following year's construction programme, replacement locations will be brought forward wherever possible.
- 3.11 Over the last two years, delivery of the pedestrian crossing priority list has not been progressing in line with the projected timescales due to structural changes within

the service. This was noted at Committee in August 2017 and it was agreed that external consultants would be procured to progress this programme. External consultants have since been appointed and we currently anticipate that six further pedestrian crossing improvements will be delivered before the end of the 2018 calendar year.

- 3.12 A controlled pedestrian crossing facility on South Bridge at Drummond Street has been completed and removed from the priority list.
- 3.13 A pedestrian refuge island has been constructed on Chesser Avenue at Chesser Grove and removed from the priority list.
- 3.14 Designs and consultations have been carried out for proposed pedestrian crossing improvements at the following locations: Marionville Road, East Fettes Avenue, London Road, Lanark Road West, South Gyle Broadway, and Gilmerton Dykes Street.
- 3.15 Full consultation results comprising of respondent numbers and responses to comments raised during the consultation period for Marionville Road and East Fettes Avenue can be found in Appendix 4.
- 3.16 The comments raised during the consultations held recently for proposed improvements at London Road, Lanark Road West, South Gyle Broadway, and Gilmerton Dykes Street are currently being considered, however respondent numbers are shown in Appendix 4.
- 3.17 A design and consultation has been carried out with statutory consultees on proposals to upgrade existing refuge islands at Ratcliffe Terrace, north of Grange Loan and Lasswade Road, north of Liberton Hospital. No comments have been received.
- 3.18 A preliminary design has been completed for a signalised crossing on Corstorphine Road at Kaimes Road and it is proposed that a public consultation on the proposals will be carried out after the summer holiday period.
- 3.19 Pedestrian crossings not identified through the approved process that have secured funding via Section 75 are listed in Appendix 2. These will be delivered by the Road Safety team in addition to the approved priority list.
- 3.20 It is expected that the proposed pedestrian refuge island on Myreside Road at Footbridge will be completed as part of a school improvement scheme by George Watsons, and therefore has been removed from the priority list and listed in Appendix 2.
- 3.21 The proposed pedestrian crossing improvements at two locations on South Gyle Crescent; the first, south of the Redhaughs Avenue junction and the second, south of the roundabout at South Gyle Access, will be completed as part of a wider Active Travel Scheme. Both locations have been removed from the priority list and listed in Appendix 2.

- 3.22 The proposed pedestrian crossing improvements at Grosvenor Crescent at Palmerston Place will be delivered as part of the City Centre West to East Cycle Link, and has therefore been removed from the priority list and listed in Appendix 2.
- 3.23 As previously reported to Committee in August 2017, the proposed pedestrian crossing facilities on Ocean Drive continue to be on hold, pending a decision on the tram extension.
- 3.24 The North West Neighbourhood Partnership has identified £20,000 towards a pedestrian crossing facility at Bo'ness Road, adjacent to Echline Primary School. They are currently seeking additional funds to design and construct this scheme. Once funding is secured, this will be progressed in addition to the approved priority list.

4. Measures of success

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

5. Financial impact

- 5.1 It is expected that we will spend around £200,000 from the 2018/19 capital road safety budget of £600,000 to introduce crossing facilities at locations from the priority list.

6. 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.

7. 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 and Belief) through the consultation and design process.

8. 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.

9. Consultation and engagement

- 9.1 Consultation will be carried out at the proposed locations on the pedestrian crossing construction list once approval has been granted and a design has been produced. The results of the consultations on the proposed facilities on Marionville Road, East Fettes Avenue, London Road, Lanark Road West, South Gyle Broadway, and Gilmerton Dykes Street are included in Appendix 4.

10. Background reading/external references

- 10.1 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

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11. Appendices

- 11.1 Appendix 1 - Updated Pedestrian Crossing Priority List
11.2 Appendix 2 - List of crossings being progressed by other means
11.3 Appendix 3 - List of locations which failed to meet priority list criteria
11.4 Appendix 4 – Results of Consultations
11.5 Appendix 5 - Pedestrian Crossing Assessment Process

**Appendix 1
Updated Priority List**

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
Previously Approved Sites from August 2017 Committee					
1	London Street at Drummond Place	Dec-12	1.48	Various crossing options to be designed and consulted on. Construction dependant on implementation of TRO.	2018/19
2	East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	Apr-14	0.504	Pedestrian island designed. Still to be audited and consulted on. Construction dependant on implementation of TRO.	2019/20
3	Pilrig Street at Cambridge Avenue	Apr-14	0.32	Pedestrian island designed. Still to be audited and consulted on. Construction dependant on implementation of TRO.	2019/20
4	Ocean Drive - Between exit from BHS and Roundabout	Oct-14	1.3698	Signallised crossing. On hold depending on tram extension.	Unknown
5	Costorphine Road (A8) at Kaimes Road	Oct-09	2.81	Signalised crossing to be designed and consulted on.	2019/20
6	St Johns Place at Elbe Street	May-15	0.4392	Pedestrian island to be designed and consulted on. Construction dependant on implementation of TRO.	2018
7	South Gyle Broadway at Roundabout	May-15	1.1495	Signalised crossing to be designed and consulted on.	2018
8	Marionville Road at Wishaw Terrace	May-15	0.568	Various crossing options to be designed and consulted on.	2018
9	Ratcliffe Terrace at South island at BP garage	May-15	0.4023	Upgrade pedestrian refuge island	2018
10	West Granton Road to the east of Granton Mains East	May-15	3.6662	Various crossing options to be designed and consulted on.	2018
11	Gilmerton Dykes Street at Bus Terminus	May-15	0.4895	Pedestrian refuge island to be designed and consulted on.	2018/19

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
12	Lanark Road West at Stewart Road	May-15	0.8922	Various crossing options to be designed and consulted on.	2018/19
13	Crewe Road South at Comely Bank roundabout	May-15	0.7891	Pedestrian refuge island upgrade to be designed and consulted on.	2018/19
14	Fettes Avenue at Comely Bank Road at existing D island	Nov-15	1.7454	Controlled crossing to be designed and consulted on. - Include as part of AIP scheme	2018/19
15	North West Circus Place at junction with Royal Circus	Nov-15	0.5446	Various crossing options to be designed and consulted on.	2018/19
16	Gilmerton Dykes Street at Gilmerton Dykes Crescent for access to shops	Nov-15	0.3876	Pedestrian refuge island to be designed and consulted on.	2018/19
17	Great King Street (west end towards St Vincent St)	Nov-15	0.4055	Various crossing options to be designed and consulted on.	2018/19
18	Restalrig Road at Ryehill Terrace	Nov-15	0.3518	Various crossing options to be designed and consulted on.	2018/19
19	Lasswade Road at Little Learners Nursery (Existing Double D)	Nov-15	0.6633	Pedestrian refuge island upgrade to be designed and consulted on.	2018
20	Corbiehill Road at Junction with Main Street	Nov-15	0.3031	Pedestrian refuge island to be designed and consulted on.	2019/20
21	Torphichen Street - centred on existing drop crossing near corner.	Nov-15	0.4021	Various crossing options to be designed and consulted on.	2019/20
22	Yeaman Place at its junction with Dundee Street	May-16	1.869	Various crossing options to be designed and consulted on.	2019/20
23	Craiglockhart Avenue at existing traffic island north of Craiglockhart Drive North.	May-16	0.425	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
24	Albion Road at Albion Place	May-16	0.46	Pedestrian refuge island to be designed and consulted on.	2019/20

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
25	Ashley Terrace at Shaftesbury Park	Sep-16	0.85	Pedestrian refuge island upgrade and improvements to be designed and consulted on.	2019/20
26	Colinton Road at Craiglockhart Park	Sep-16	0.606	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
27	Lanark Road opp South end of Kingsknowe Playing Fields	Oct-16	0.37	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
28	Telford Road at Forthview Terrace (both sides of the junction)	Apr-17	0.553	Pedestrian refuge island upgrade to be designed and consulted on.	2019/20
29	Whitehouse Road east of Lawhouse Toll	Apr-17	0.319	Various crossing improvements to be designed and consulted on.	2020/21
30	Clermiston Road at Clerwood Park	Apr-17	0.329	Various crossing options to be designed and consulted on.	2020/21
31	Grassmarket Zebra	Apr-17	4.708	Controlled crossing to be designed and consulted on.	2020/21
32	Telford Road at Telford Place	Apr-17	0.505	Pedestrian refuge island upgrade to be designed and consulted on.	2020/21
33	Queensferry Road East of Buckingham Terrace	May-17	1.469	Controlled crossing to be designed and consulted on.	2020/21
34	The Loan, South Queensferry (North of Loch Road)	Apr-17	0.313	Various crossing options to be designed and consulted on.	2020/21

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
35	Gorgie Road East of Number 511	Apr-17	2.855	Controlled crossing to be designed and consulted on.	2020/21
New Sites Added from Assessments					
36	Moredun Park Road at path leading to school from shops	Oct-17	0.771	Various crossing options to be designed and consulted on.	2020/21
37	Newcraighall Road - Fort Kinnaird roundabout east leg	Oct-17	1.308	Controlled crossing to be designed and consulted on.	2020/21
38	Albany Street at Dublin Street	Oct-17	0.681	Various crossing options to be designed and consulted on.	2020/21
39	Longstone Road at Longstone Gardens	Oct-17	0.634	Various crossing options to be designed and consulted on.	2020/21
40	Bernard Terrace at St Leonard's Street	Oct-17	1.899	Controlled crossing to be designed and consulted on.	2020/21
41	Saughton Road North at south end of WhinPark Medical Centre	Oct-17	0.309	Various crossing options to be designed and consulted on.	2021/22
42	Slateford Road - Hutchison Crossway at Appin Place	Oct-17	2.352	Controlled crossing to be designed and consulted on.	2021/22
43	Ferry Muir Road	Oct-17	0.579	Various crossing options to be designed and consulted on.	2021/22
44	East London Street - Roundabout arm	Oct-17	1.043	Controlled crossing to be designed and consulted on.	2021/22

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
45	Annadale Street NW - Roundabout arm	Oct-17	0.332	Various crossing options to be designed and consulted on.	2021/22
46	Annadale Street SE - Roundabout arm	Oct-17	1.72	Controlled crossing to be designed and consulted on.	2021/22
47	Chapel Street at W Nicolson St - at existing island	Oct-17	4.143	Controlled crossing to be designed and consulted on.	2021/22
48	Crichton Street - George Square	Oct-17	0.455	Various crossing options to be designed and consulted on.	2021/22
49	Liberton Brae - Orchardhead Road/Tower Mains junction	Mar-18	0.447	Various crossing options to be designed and consulted on.	2021/22
50	Duddingston Park - existing island adjacent to Durham Place Lane	Mar-18	0.589	Pedestrian refuge island upgrade to be designed and consulted on.	2021/22
51	Marchmont Road - at Marchmont Crescent junction	Mar-18	1.094	Controlled crossing to be designed and consulted on.	2021/22
52	Colinton Mains Drive - bus stop SW from Oxfords Road North junction and Colinton Road	Mar-18	0.442	Various crossing options to be designed and consulted on.	2021/22
53	Newcraighall Road - Fort Kinnaird roundabout west leg	Mar-18	1.457	Controlled crossing to be designed and consulted on.	2022/23
54	Learmonth Terrace (existing island) at Queensferry Road junction	Mar-18	0.694	Pedestrian refuge island upgrade to be designed and consulted on.	2022/23

Rank	LOCATION	Date of Assessment	Adjusted PV2	Crossing Type and Current Status	Construction Year
55	Comiston Road just north of Riselaw Crescent	Mar-18	0.526	Pedestrian refuge island upgrade to be designed and consulted on.	2022/23
56	Polwarth Crescent / Yeaman Place	Mar-18	0.456	Various crossing options to be designed and consulted on.	2022/23
57	Henderson Row - East of Saxe Coburg Terrace	Mar-18	0.338	Various crossing options to be designed and consulted on.	2022/23
58	Ashley Terrace at Cowan Road	Mar-18	0.516	Various crossing options to be designed and consulted on.	2022/23

Appendix 2

List of crossings being progressed by other means

LOCATION	Crossing Type and Current Status	Means of delivery
Myreside Road at Footbridge	Various crossing options being considered.	George Watsons school improvement scheme
South Gyle Crescent, 150m south of junction with Redheughs Avenue	Various crossing options being considered.	Active Travel Community Links Plus project
South Gyle Crescent south of roundabout with South Gyle Access at entry to Tesco bank	Various crossing options being considered.	Active Travel Community Links Plus project
Milton Road East at Brunstane Road (existing D)	Pedestrian refuge island upgrades and junction alteration.	Routes to school by Children and Families
Grosvenor Crescent at junction with Palmerston Place	Various crossing improvements being considered.	City Centre East West Cycle Link
Buckstone Terrace	Signalised crossing	Developer Contribution
Queensferry Road, Kirkliston	Signalised crossing	Developer Contribution
Newbattle Terrace	Signalised crossing	Developer Contribution
Gilmerton Road/ Drum Street	Various crossing improvements being considered.	Developer Contribution

Appendix 3

Locations Which Failed to Meet the Priority List Criteria

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 Which Failed to Meet the Priority List Criteria																	
Johnsburn Road Balerno o/s Larchfield Sheltered Housing	0.01019	26/10/2017	1.148	1	1	1	1	1	1	1	1	1	1	1	1.4	0.016	Low score, failed to meet criteria (>0.3)
Craighall Road at Starbank Road	0.088481	24/10/2017	1	1	1	1	1	1.5068493	1	1.1	1	1	1	1	1.4	0.205	Low score, failed to meet criteria (>0.3)
Brunswick Road at East Montgomery Place	0.050355	24/10/2017	1	1	1	1	1	1.2328767	1	1	1	1	1	1	1	0.062	Low score, failed to meet criteria (>0.3)
Kirk Brae between Orchardhead Road and Double Hedges Road	0.135589	26/10/2017	1	1	1	1	1	1.1232877	1	1.1	1	1	1	1.25	1	0.209	Low score, failed to meet criteria (>0.3)
Rannoch Road at Clemiston Road	0.000569	24/10/2017	1	1	1	1	1	1	1	1	1	1	1	1	1	0.001	Low score, failed to meet criteria (>0.3)
Falkland Gardens at Clermiston Road	0.00141	25/10/2017	1.087	1	1	1	1	1	1	1	1	1	1	1.25	1	0.002	Low score, failed to meet criteria (>0.3)
Clermiston Road between Rannoch Road and Falkland Gardens	0.072214	25/10/2017	1.026	1	1	1	1	1.6438356	1	1.1	1	1	1	1	1.4	0.188	Low score, failed to meet criteria (>0.3)
Craigcrook Road adjacent to Blackhall Primary School. To include Strachan Road	0.092705	24/10/2017	1.174	1	1	1	1	1.5068493	1	1.1	1	1	1	1	1.4	0.253	Low score, failed to meet criteria (>0.3)
Bo'ness Road outside of the primary school	0.062018	31/10/2017	1.313	1	1	1	1	1.2328767	1	1.1	1	1	1	1	1	0.110	Low score, failed to meet criteria (>0.3)
Huntingdon Place - Roundabout arm	0.000592	24/10/2017	1	1	1	1	1	1	1	1	1	1	1	1.25	1	0.001	Low score, failed to meet criteria (>0.3)

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
Hopetoun Crescent - Roundabout arm	0.00657	24/10/2017	1	1	1	1	1	1.1643836	1	1	1	1	1	1	1.4	0.011	Low score, failed to meet criteria (>0.3)
North Fort Street - outside the nursery	0.005773	20/03/2018	1.165	1	1	1	1	1.369863	1	1	1	1	1	1	1	0.009	Low score, failed to meet criteria (>0.3)
Mayfield Road - South end, approx 100m north of Liberton Brae junction	0.112784	20/03/2018	1	1	1	1	1	1.5342466	1	1	1	1	1	1.25	1	0.216	Low score, failed to meet criteria (>0.3)
Lanark Road West - adjacent to Cherry Tree path	0.079852	22/03/2018	1	1	1	1	1	1.0547945	1	1.1	1	1	1	1	1	0.093	Low score, failed to meet criteria (>0.3)
Stirling Road - adjacent to school and Allan park road	0.08173	29/03/2018	1.27	1	1	1	1	1	1	1	1	1	1	1	1	0.104	Low score, failed to meet criteria (>0.3)
Ferry Muir retail park - exisiting zebra crossing upgrade adjacent to Burger King	0.106571	27/03/2018	1.009	1	1	1	1	1	1	1	1	1	1	1.25	1	0.134	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Oxgangs Hill - adjacent to Cockmylane	0.004715	27/03/2018	1.07	1	1	1	1	1	1	1	1	1	1	1	1	0.005	Low score, failed to meet criteria (>0.3)
Queensferry Road at Hillpark Steps	0.033617	27/03/2018	1	1	1	1	1	2	1	1	1.2	1	1	1	1	0.081	Low score, failed to meet criteria (>0.3)
Glenlockhart Road - between Lockhart Court and Glenlockhart Bank	0.021691	27/03/2018	1	1	1	1	1	1.4109589	1	1	1	1	1	1	1	0.031	Low score, failed to meet criteria (>0.3)
Balcarres Street - outside 41 (new development)	0.023472	27/03/2018	1	1	1	1	1	1.5068493	1	1	1	1	1	1	1.4	0.050	Low score, failed to meet criteria (>0.3)
B800 @ The Orchard Nursery, Kirkliston	0.009941	27/03/2018	1.061	1	1	1	1	1.1506849	1	1	1.2	1	1	1.25	1	0.018	Low score, failed to meet criteria (>0.3)
Path Brae @ the church square, Kirkliston	0.024697	27/03/2018	1	1	1	1	1	1.0684932	1	1	1	1	1	1	1	0.026	Low score, failed to meet criteria (>0.3)
Oxford Terrace at Queensferry Road junction	0.038712	22/03/2018	1	1	1	1	1.1	1.3013699	1	1	1	1	1	1	1	0.055	Low score, failed to meet criteria (>0.3)
Riccarton Mains Road (south leg of roundabout @ Bryce Road)	0.091781	27/03/2018	1.496	1	1	1	1	1	1	1	1	1	1	1	1	0.137	Low score, failed to meet criteria (>0.3)

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
Orchard Road - between Orchard Terrace and Orchard Place	0.008986	22/03/2018	1.13	1	1	1	1	1.4383562	1	1.1	1	1	1	1	1	0.016	Low score, failed to meet criteria (>0.3)
Ladywell Road - adjacent to Dunsmuir Court	0.084319	27/03/2018	1	1	1	1	1	1.5890411	1	1	1	1	1	1	1.4	0.188	Low score, failed to meet criteria (>0.3)
West Granton Road @ Granton Park Avenue	0.080296	20/03/2018	1	1	1	1	1	1.5890411	1	1.1	1	1	1	1	1	0.140	Low score, failed to meet criteria (>0.3)
Cluny Gardens between Midmar Avenue and Oswald Road	0.065874	27/03/2018	1	1	1	1	1	1.1780822	1	1	1	1	1	1.25	1	0.097	Low score, failed to meet criteria (>0.3)
Brand Place at entrance to Abbeyhill Primary School	0.165385	20/03/2018	1.078	1	1	1	1	1	1	1	1	1	1	1.25	1	0.223	Low score, failed to meet criteria (>0.3)
Brighton Place at Rosefield Place	0.036648	20/03/2018	1	1	1	1	1	1	1	1	1	1	1	1	1.4	0.051	Low score, failed to meet criteria (>0.3)
Marine Drive - north of Salvesen Gardens junction	0.017111	20/03/2018	1	1	1	1	1	0.9589041	1	1.1	1	1	1	1	1	0.018	Low score, failed to meet criteria (>0.3)
Lanark Rd West (to the east of the junction with Dolphin Ave)	0.087631	22/03/2018	1.313	1	1	1	1	1.0958904	1	1.1	1	1	1	1	1	0.139	Low score, failed to meet criteria (>0.3)
Campbell Avenue at Murrayfield Road	0.008232	22/03/2018	1.174	1	1	1	1	1.3972603	1	1	1	1	1	1	1	0.014	Low score, failed to meet criteria (>0.3)
Murrayfield Road at Campbell Avenue - existing island	0.053513	22/03/2018	1.009	1	1	1	1.1	1.3150685	1	1	1	1	1	1	1	0.078	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Restalrig Road South at Greenspace	0.04132	20/03/2018	1.113	1	1	1	1	1.9452055	1	1	1	1	1	1	1.4	0.125	Low score, failed to meet criteria (>0.3)
Bavelaw Road at Scotmid	0.054026	22/03/2018	1.035	1	1	1	1	1.3424658	1	1	1	1	1	1	1.4	0.105	Low score, failed to meet criteria (>0.3)
Oswald Road at South Oswald Road	0.038766	27/03/2018	1.052	1	1	1	1	1.1780822	1	1	1	1	1	1	1	0.048	Low score, failed to meet criteria (>0.3)

Appendix 4 Results of Consultations

4.1 East Fettes Avenue Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	41
Broughton High School Parent Council	2
Edinburgh Access Panel	1
True Jesus Church in Edinburgh	1
Broughton High School	1
Living Streets	1
Total	47

Response to comments raised during the consultation period – East Fettes Avenue

Why are crossing facilities being constructed, there is no need for them?

A request was made to the Road Safety team for pedestrian crossing facilities at the location and when surveyed, the results met the criteria approved by the Council's Transport Infrastructure and Environment Committee on 28 July 2009 for a pedestrian refuge island.

Can the location of the crossing be further to the north, in line with the pedestrian entrance/exit to the school?

The design brief discussed for this project was to meet the 'desire line' of the southern pedestrian access/egress to Inverleith Park and the school. This was to be a main feature of the island's location and has an influence on the best location for the crossing point. The proposed design is a simpler, compliant and safer location to construct a crossing point.

Access to the school should be prioritised over entrance to the park?

A request to consider crossing facilities at this location was received after the survey was undertaken. Consideration was given to this location but not supported over the proposed design (see Q4).

Can there be two islands; one opposite the school entrance and one opposite the park entrance?

Consideration was given to providing an additional crossing point where the footway from the school meets East Fettes Avenue. However, should there be a pedestrian crossing located here its arrangement would cause conflict with the required movement of the 'right turn' lane with insufficient space available to do so without removing the right turn as well as a requirement to remove significant number of parking spaces on both sides of the carriageway to accommodate a pedestrian refuge island.

Can the crossing be located midway between the school exit and Carrington Road?

This is too far away from the desire line or trip generators which met the criteria for a crossing.

Can the type of crossing be a zebra, puffin or toucan? Bleeper/rotating cone? Waiting pedestrians may block pavement?

The base data which is used to assess if a location is suitable for a crossing is known as the PV2 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 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results.

This base PV2 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.

A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) 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.

This location resulted in an adjusted PV2 value of 0.504, meeting the criteria for a pedestrian refuge island.

Can the design encompass build-outs, a raised table or a single stage crossing and cycling facilities?

The design follows a Council standard for pedestrian refuge islands; the suggested amendments to the proposed design will be investigated in the detailed design phase.

Can you remove rather than extend the guardrail?

The provision of additional guardrail and dropped crossing point with tactile paving across the vehicular access to the school, will provide for a safer route for pedestrians to follow to the crossing point.

Can a crossing be located in Carrington Road/Fettes Avenue?

This is out with the scope of scheme. However, proposed designs for Cycling and walking improvements on Carrington Road were consulted upon in October/November 2016 which encompasses alteration to this junction. Details of the proposal and consultation can be found at <https://consultationhub.edinburgh.gov.uk/sfc/design-cycle-walk-carrington-road/>

Can single yellow lines be used instead of double yellow lines?

Double yellow lines provide protection for the crossing area 24/7, to maintain sightlines for pedestrians and approaching drivers.

Extend double yellow lines/ensure no gaps in restrictions about island?

This will be investigated in the detailed design phase.

Will additional parking spaces be made available elsewhere in respect of those lost at the crossing point?

It is Council policy to prioritise pedestrian movement; the provision of a pedestrian island is to facilitate crossing and enhance accessibility to the park. As there are no specific parking or loading spaces being removed, the loss of general parking spaces can be accommodated without providing alternatives.

4.2 Marionville Road Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island and associated improvements. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	23
Edinburgh Access Panel	1
Totals	24

Response to comments raised during the consultation period – Marionville Road

Why is a signalised crossing not being installed instead of a pedestrian refuge island?

Each year the Council receives a far greater number of requests for pedestrian crossings than we are able to build. In order to manage these requests we have developed a priority system to evaluate locations and the crossing type most suitable for each location. The current priority system was approved by the Council’s Transport, Infrastructure and Environment Committee on 28 July 2009.

The base data which is used to assess if a location is suitable for a crossing is known as the PV2 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 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results.

This base PV2 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.

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.

Following the assessment at this location, the score that was reached did not meet the criteria for a controlled crossing or a zebra, but passed the adjusted value of 0.3 for a pedestrian island.

What will be done to enforce the 20mph speed limit?

The current 20mph network was approved by the Transport and Environment Committee on 13 January 2015. In developing the network, a consistent approach was applied across the city using a set of criteria to establish a network of 20mph streets in the city centre, main shopping and residential streets.

The introduction of the citywide 20mph network is a major project for the Council, taking in a high percentage of streets. It is likely that as a result of surveys, monitoring and public feedback, there will be some post implementation adjustments. This may involve further changes to speed limits, both within 20mph zones and possibly on some strategic routes which have retained higher speed limits. Comments raised through this consultation in relation to the reduction to 20mph will be recorded as part of this review. In light of the concerns raised regarding perceived vehicle speeds, it will be arranged to have a speed and volume survey carried out on Marionville Road.

What will be done to enforce the double yellow lines?

Concerns with regard to parking were raised in several responses to this consultation. These have been passed to the Council's parking enforcement team and a street visit will be undertaken when resources allow. Any vehicle observed parked incorrectly will be subject to enforcement action.

Will the noise generated from a signalised crossing disturb residents within close proximity?

As the proposal is for the installation of a pedestrian refuge island, there will be no noise generated by the crossing.

What will be done to improve the visibility at this junction?

Double yellow lines provide protection for the crossing area by restricting parking and maintaining sightlines for pedestrians and drivers approaching the crossing facility.

Can the pavement on Dalgety Street be resurfaced?

This is out with the scope of this project. Concerns regarding footpaths outwith this scheme can be reported to the North East Locality. They can be contacted directly on northeast.locality@edinburgh.gov.uk.

Is the justification of this proposal that there have been collisions here?

The proposed crossing on Marionville Road is the result of a request for a pedestrian crossing survey due to reports of difficulties experienced by residents.

The survey was carried out in 2015, and a 3-year collision retrieval showed that no pedestrian accidents had occurred at this location.

Why is it necessary to have four pedestrian crossings, two on very minor roads?

The scheme encompasses the installation of one pedestrian refuge island on Marionville Road and improved dropped crossing facilities on the other three arms of the junction.

What is the cost of these proposals?

Construction of this scheme is estimated to cost in the region of £18,000.

How does the current proposal interact with the nearby bus stop?

The pedestrian island will not impact upon the bus stop on the south side of Marionville Road and will assist with accessing the bus stop.

Is the road wide enough for a pedestrian refuge island?

Yes, a suitable road width will be maintained at this location.

Will the pedestrian island create a pinchpoint for cyclists?

The Council's standard design permits a road width of at least 3 metres on each side of the island at the narrowest sections. The Road Safety team will monitor all personal injury accidents at this location post-construction.

Will traffic calming be considered as part of this scheme?

There are no plans to introduce traffic calming as part of this scheme.

Will the dropped kerbs be flush with the road?

The crossing points will have dropped kerbs and tactile paving in line with current design standards.

Will a cycle lane on the south side of the junction be considered?

There are currently no plans to introduce a cycle lane as part of this scheme. Cycle improvements along Marionville Road are being discussed in line with the redevelopment of Meadowbank Stadium.

Can another island be installed at the Dalgety Road/Marionville Road Junction?

We will arrange for survey to be carried out at this location in the next batch of assessments.

4.3 Lanark Road West Consultation Responses

A public consultation was carried out on proposed pedestrian crossing improvements. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	98
Edinburgh Access Panel	1
Balerno Community Council	1
Currie Community Council	1
Total	101

Response to comments raised during the consultation is currently ongoing

4.4 South Gyle Broadway Consultation Responses

A public consultation was carried out on proposed signalised pedestrian crossing facility. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	69
Edinburgh Access Panel	1
NHS National Services Scotland	2
Tesco Bank	2
South Gyle Proprietors Association	1
Totals	75

Response to comments raised during the consultation is currently ongoing

4.5 Gilmerton Dykes Street Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Resident	32
Edinburgh Access Panel	1
City of Edinburgh Council	1
Totals	34

Response to comments raised during the consultation is currently ongoing

4.6 London Road Consultation Responses

Option One was to construct a signalised crossing and Option Two was to construct footway buildouts with a raised crossing point. The collation of responses is currently ongoing

Pedestrian Crossing Prioritisation Process

Appendix 5 – Pedestrian Crossing Assessment Process

