

# Transport and Environment Committee

10.00am, Thursday 27 January 2022

**Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone**

Executive/routine Wards Council Commitments	Executive Morningside
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## 1. Recommendations

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- 1.1 To consider the terms of the petition 'Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone' as set out in Appendix 1.

**Stephen S. Moir**  
Executive Director of Corporate Services

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# Report

## **Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone**

### **2. Executive Summary**

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- 2.1 The Transport and Environment Committee is asked to consider a petition at this meeting.

### **3. Background**

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- 3.1 Petitions are sent to the relevant executive committee for consideration. At the meeting, the committee can:
- a) request a report on the issues raised by the petitioner and the Committee;
  - b) agree that the issues raised do not merit further action and/or
  - c) agree to take any other appropriate action.

### **4. Main report**

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- 4.1 A valid petition entitled 'Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone' has been received. The petition received 225 signatures.
- 4.2 The petition calls on the Council to install a Pedestrian Safety Crossing and traffic calming measures to ensure the school zone speed limit is adhered to at site and to note that the Edinburgh Steiner School is willing to fundraise to help meet the costs.
- 4.3 The petition also calls on the Council to introduce speed reduction measures to bring down the speed of the traffic on these roads.
- 4.4 To assist the Committee with the consideration of this petition, officers considered any immediate implications of this proposal.
- 4.5 To ensure that the Road Safety team's resources are targeted at areas where there is the greatest need and that a fair and consistent approach is adopted across the city's communities, it utilises various evidence-led assessment and prioritisation processes that have been approved for this purpose by the Committee.

- 4.6 In order to manage requests for pedestrian crossing facilities, a priority system has been developed to evaluate locations and the crossing type most suitable for each location. This priority system was approved by the Committee on [28 July 2009](#).
- 4.7 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 weekday, from 7am to 10am and 3pm to 6pm, and avoiding school holidays or any other factors which might cause an abnormal result.
- 4.8 This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition and speed of passing traffic, the road width, the number of pedestrian accidents and the presence of nearby trip attractors such as schools, doctors' surgeries, shops etc.
- 4.9 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.
- 4.10 A crossing assessment was undertaken on Spylaw Road at the Edinburgh Steiner School in October 2021, resulting in an adjusted PV2 value of 0.274. This location does not therefore meet the required criteria for a pedestrian crossing to be provided under the Pedestrian Crossing Prioritisation Programme.
- 4.11 The Road Safety team also undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. Traffic data allows resources to be directed to the locations where there is significant speed limit non-compliance.
- 4.12 The Council's current approach to the installation of speed reduction measures, including physical traffic calming measures, was set out in a report to the Committee on [11 October 2019](#), titled Evaluation of the 20mph Speed Limit Roll Out. Further details were provided within a subsequent report on [27 February 2020](#), titled Approach to Extension of 20mph Limits.
- 4.13 As outlined in the October 2019 report, the Road Safety team will investigate the suitability of further speed reduction measures at locations where average speeds are measured above normal tolerance.
- 4.14 The use of physical traffic calming measures will generally only now be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.
- 4.15 In the latest available three year period (to the end of September 2021), there were no personal injury collisions reported to the Police at Spylaw Road, between Gray's Loan and the junction with Gillsland Road/Mid Gillsland Road.

- 4.16 It is currently anticipated that the next batch of traffic surveys will be undertaken in Spring 2022 and a speed survey will be carried out at Spylaw Road, at the Edinburgh Steiner School, as part of this batch.
- 4.17 In addition, the Road Safety team is currently progressing a School Travel Plan Review across all schools in the city by cluster. This piece of work will be carried out over the next 24 months. The aim of the review is to develop an Action Plan of measures to be delivered over a five year period for each school, in consultation with parents, children and the schools, to make the routes and streets surrounding each school safer and to encourage more active travel to school. This process could potentially enable measures to be implemented at locations where the above criteria have not been met but where there are issues of serious concern to school communities.
- 4.18 As temporary Spaces for People measures are in place at the Edinburgh Steiner School, its School Travel Plan Review is being prioritised and the survey for this is currently underway. The deadline for survey responses has been extended to January 2022 at the request of the school. The information arising from the survey will enable further conversations to take place to establish what the school staff, pupils and parents would like to see provided on a permanent basis, both in relation to the temporary measures at the school frontage and also on the wider routes to school.
- 4.19 Following agreement of the Action Plan, design work will commence on those actions prioritised most highly. This process of design, consultation and delivery for a signalised pedestrian crossing facility is normally expected to take around 18 months to complete. This can however vary, depending on the complexity of the design and the local environment.
- 4.20 As part of this process, consideration would also be given to whether a signalised pedestrian and cycle Toucan crossing should be provided at this location and, if so, what other new cycle infrastructure might be required to support this.

## **5. Next Steps**

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- 5.1 The committee will determine next steps at this meeting.

## **6. Financial impact**

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- 6.1 Any proposals would be required to be fully costed, including any legal implications and agreed through the annual budget process.

## **7. Stakeholder/Community Impact**

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- 7.1 Any proposals would require full community consultation.

## **8. Background reading/external references**

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- 8.1 [Minute of the City of Edinburgh Council 22 June 2017.](#)

## 9. Appendices

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- 9.1 Appendix 1 – Petition - Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone

# Appendix 1 - Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone

Date made available for signatures	Date closed for signatures	Petitions Title and Petitions Statement	Wards affected
30 November 2021	1 December 2021	<p><b>Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone</b></p> <p>Edinburgh Steiner School (roll 280+) has its main entrance at 60 Spylaw Road, EH10 5PQ, with no PSC anywhere along 587m length of road (9.6m wide).</p> <p>Only Steiner Waldorf school around. 38% pupils dropped off/picked up by car, 2-in-5 walk/cycle/scoot (Sustrans).</p> <p>70+ enrolled pupils aged 2-5 too young to learn Green Cross Code; 97 aged 6 - 11 too young to independently cross; 54 aged 12-15 are most vulnerable pedestrians (highest all severities pedestrian casualty rates, Transport Scotland, 2019).</p> <p>Significantly increased traffic volume every morning: school drop-off area, commuting, rat-running to nearby 2,500-roll school on Colinton Road.</p> <p>Updated Highway Code regarding pedestrian crossing rights ignored by motorists. 20-mph zone not enforced. Regular close-calls endanger our children.</p> <p>Indicative study at site yielded <math>PV^2</math> value of <math>0.61 \times 10^3</math> at peak hour 8am - 9am above benchmark for Zebra Crossing consideration. Calculations relied on conservative ESS pedestrian-use only. Nearby church, care home, school and nursery would substantially increase <math>PV^2</math></p>	Morningside

		<p>value.</p> <p>No traffic warden for 9 weeks, and 4+ more confirmed. The Council communicated staff shortages mean no replacement possible. Daylight low. Visibility poor.</p> <p>School activities finish at different times over the afternoon (after school clubs, wraparound), when no traffic warden is on duty.</p> <p>Parents and teachers legally not allowed to provide relief.</p> <p>Proposal:</p> <p>Install a Pedestrian Safety Crossing and traffic calming measures to ensure school zone speed limit is adhered to at site. The school is willing to fundraise to help meet the costs.</p>	
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