

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Updated Pedestrian Crossing Prioritisation 2022/23

Executive/routine Wards Council Commitments	Executive All 16
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1. Recommendations

- 1.1 That Transport and Environment Committee:
 - 1.1.1 Approves the updated 2022/23 prioritised pedestrian crossing programme, as set out in Appendix 1;
 - 1.1.2 Notes the results of the assessments for locations that failed to meet the criteria for pedestrian crossing improvements in Appendix 2; and
 - 1.1.3 Notes that the pedestrian crossing programme sits alongside other initiatives, summarised in this report, aimed at improving conditions for people walking in Edinburgh

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Updated Pedestrian Crossing Prioritisation 2022/23

2. Executive Summary

- 2.1 This report seeks approval for an updated prioritised programme of pedestrian crossing improvements.

3. Background

- 3.1 On [28 July 2009](#), the former Transport, Infrastructure and Environment Committee, approved a report titled “Pedestrian Crossing Prioritisation Process”, which set out a system for evaluating potential pedestrian crossing locations and developing and maintaining a prioritised programme of crossing improvements.
- 3.2 At the Transport and Environment Committee of [4 June 2013](#), the weightings outlined in the aforementioned process were amended slightly, to ensure that rural areas were not disadvantaged by the process applied, as naturally there are lower numbers of pedestrians in these environments.
- 3.3 The priority process ensures that pedestrian crossing improvements of a suitable type are delivered at the locations identified as having the most need.
- 3.4 Pedestrian crossing requests are collated in the order they are received, and assessments are undertaken in bi-annual batches. The number of assessments undertaken, and the number of proposed crossing improvements therefore vary from ward to ward. These requests can come in from a variety of sources, including members of the public, local elected members, MPs/MSPs and the emergency services.
- 3.5 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 7.00am to 10.00am and 3.00pm to 6.00pm, 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 nearby trip-attractors, such as schools, doctors’ surgeries, shops etc.

- 3.6 A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) would be considered for a signal controlled puffin or toucan crossing, locations with a value of 0.3 or higher would be considered for an uncontrolled crossing improvement, such as a zebra crossing, refuge island or pavement build-outs. If a very low PV2 value is achieved, no additional crossing facilities may be recommended. A flow diagram, which details the steps carried out in a pedestrian crossing assessment, is provided in Appendix 3.
- 3.7 This process is only used for the provision of stand-alone pedestrian facilities, such as puffin, toucan or zebra crossings and refuge islands; it does not apply to the provision of pedestrian phases at traffic signal controlled junctions.

4. Main report

- 4.1 The previous prioritised programme was approved by the Policy and Sustainability Committee on [6 August 2020](#). The 2020/21 programme included 75 locations and these were expected to be delivered over a four year period through to 2024/25.
- 4.2 Pedestrian crossing improvements have subsequently been delivered at the following locations:
- 4.2.1 West Granton Road - east of Granton Mains East;
 - 4.2.2 Fettes Avenue - at Comely Bank Road;
 - 4.2.3 Ratcliffe Terrace - at BP garage;
 - 4.2.4 Lasswade Road - at Little Learners Nursery;
 - 4.2.5 Gilmerton Dykes Street - at Gilmerton Dykes Crescent;
 - 4.2.6 East Fettes Avenue - at Broughton High School;
 - 4.2.7 Corstorphine Road (A8) - east of Kaimes Road; and
 - 4.2.8 Queensferry Road, Kirkliston (Section 75 funded).
- 4.3 Three of the crossings that were approved as part of the previous programme are now being delivered by other teams as part of ongoing projects. These are as follows:
- 4.3.1 Pilrig Street - at Cambridge Avenue is scheduled to be delivered as part of the Trams to Newhaven project by the end of 2022;
 - 4.3.2 Crewe Road South - at Comely Bank roundabout will be delivered as part of an Active Travel project; and
 - 4.3.3 Lanark Road - at the south end of Kingsknowe Playing Fields is being delivered as part of a Travelling Safely project.
- 4.4 Design work is scheduled to commence for a further 20 improvements before the end of this financial year.

- 4.5 Since the previous update in 2020, a total of 114 locations have been assessed, with 33 meeting the criteria for pedestrian crossing improvements. The updated programme has been reviewed to identify locations adjacent or near to each other which can be combined into a single project for more efficient delivery.
- 4.6 The updated programme, as presented in Appendix 1, therefore includes 87 entries, covering 106 locations along with the currently anticipated timescale for delivery of each improvement.
- 4.7 Some of these locations are on roads where larger capital-funded projects are being developed as part of other Council work programmes and the Road Safety team will continue to liaise with other teams to consider the potential for design and delivery processes to be aligned to minimise disruption during construction and ensure best value.
- 4.8 There are two previously prioritised crossings which are included within the programme, but which are currently on hold:
- 4.8.1 On Gilmerton Dykes Street at the bus terminus, pending the Council's adoption of parking bays introduced as part of the adjacent housing development; and
- 4.8.2 On Torphichen Street, while options for potential developers' funding contributions are being explored.
- 4.9 In addition to the crossing improvements that originate from the pedestrian crossing prioritisation process, new crossings are sometimes generated through the Planning process for developments. These crossings are often delivered by the developers themselves but, in some cases, the developer instead provides a funding contribution towards the cost of the crossing, and it is delivered by the Council. Under these circumstances, the crossing is delivered through the programme of pedestrian crossing improvements.
- 4.10 At present, there is only one crossing improvement being delivered in this manner, on Sir Harry Lauder Road near to its junction with Baileyfield Road. Design work is scheduled to commence on this before the end of this financial year, with the intention of delivering the crossing during financial year 2023/24. The deadline for use of the developer's contribution is 18 May 2033. This crossing is not listed within the programme presented in Appendix 1.

Wider Programme Delivery

- 4.11 There are many other major programmes of work that are also delivering significant improvements to facilities for people walking in Edinburgh, some of which include additional crossing improvements:
- 4.11.1 The Council's Active Travel Investment Programme (ATInP) – which includes, for example, proposals for trial Low Traffic Neighbourhoods in Leith and Corstorphine and the City Centre West-East Link project which includes eight new or improved signal controlled crossings, three new

zebra crossings, five new pedestrian refuge islands and 10 continuous footways across side road junctions;

- 4.11.2 The newly created Pedestrian Experience Improvement Programme, which will consider reductions in pedestrian waiting times at traffic signals, the replacement of pelican crossings with newer puffin technology, reviewing the infrastructure at pedestrian crossings, widening or rearranging refuge islands, rectifying high kerb upstands and reviewing minor junction layouts. In addition, it will consider issues such as the removal of unnecessary street clutter, improving the local environment through seating, trees etc and improving routes to town centres/shopping areas;
- 4.11.3 Two ongoing programmes of dropped kerb improvements are being undertaken as part of the ATInP;
- 4.11.4 The Edinburgh City Centre Transformation (ECCT) strategy, which includes the introduction of a pedestrian priority zone and a significant expansion of car-free streets in the city centre;
- 4.11.5 The citywide School Travel Plan Review, which will generate a programme of improvements to streets around schools. These are likely to include improvements to crossing points, restrictions on the use of streets outside schools by motor vehicles at the beginnings and ends of the school day and widened footways outside schools;
- 4.11.6 The collision reduction workstream within the Road Safety programme, which is currently progressing proposals for new controlled crossings at Dalmahoy junction and Murrayburn Road, along with improvements to existing zebra crossings at Davidson's Mains Roundabout and Stenhouse Cross;
- 4.11.7 The Review of Vulnerable Road User Safety at Major Junctions, which will generate a programme of both short and longer term improvements;
- 4.11.8 Work to develop concept designs for prioritised Transport Actions from the Local Development Plan Action Programme, identified as necessary to support planned development in the city. Many of these Actions include improvements to facilities for pedestrians in areas adjacent to planned or new developments; and
- 4.11.9 The Capital Maintenance Programme. In addition to repairing footways that are in a poor condition, projects seek to deliver improvements such as widening narrow footways, tightening kerb radii at junctions to reduce crossing distances, decluttering to remove unnecessary street furniture and introducing dropped kerbs wherever these are missing.

5. Next Steps

- 5.1 If the recommendations of this report are approved, work will continue to deliver the 2022/23 prioritised programme.
- 5.2 Work on the delivery of pedestrian crossing improvements identified in the programme is continuous; a review of resources is underway to ensure that at least 10-12 crossing improvements can be progressed concurrently.
- 5.3 Work will continue to align planned improvements with other Council projects and to deliver improvements in the most efficient manner possible.
- 5.4 As new requests for improvements are received, these will be assessed and prioritised against the established criteria. Newly identified pedestrian crossing improvements are added to the priority list below those approved as part of previous programmes. It is, however, possible that improvements can sometimes be delayed by factors outwith the Council's control and, in this event, the installation of other crossings will be brought forward in their place.

6. Financial impact

- 6.1 Funding for the delivery of pedestrian crossing improvements is drawn from the Council's approved capital budget, with an annual allocation made for road safety improvements. This is often supplemented by external funding.
- 6.2 The Council has been awarded £3.683 million for 2022/23 from the Scottish Government's Cycling Walking Safer Routes programme, which can be used to deliver Road Safety or Active Travel improvements. This is a significant increase in the level of funding awarded in previous years. Of this total, it is intended to allocate £1.1 million towards the Road Safety capital programme.
- 6.3 The Council has also recently been invited to bid for up to £830,000 of funding from the Scottish Government's newly created Road Safety Improvement Fund.
- 6.4 It is expected that these increased and new external funding opportunities will allow expenditure on pedestrian crossing improvements to be significantly increased in financial year 2022/23.
- 6.5 The actual spend on crossing improvements will vary from year to year, depending on the numbers of each type of crossing improvement included in the delivery programme for that year.
- 6.6 For an assumed annual Council capital expenditure of £500,000, the associated loan charges over a 30-year period would be a principal amount of £500,000 and interest of £425,000, resulting in a total cost of £925,000 based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £31,000 to be met from the corporate loans charge budget. There would be no loan charges associated with expenditure funded by external funding awards.

- 6.7 Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.

7. Stakeholder/Community Impact

- 7.1 Engagement is undertaken on preliminary proposals to allow the local community and other relevant stakeholders to view and provide comments on the proposals.
- 7.2 The delivery process of each pedestrian crossing improvement takes into account the road safety, mobility and accessibility needs of all users. Due regard will be given to the protected characteristics through the design process.
- 7.3 The delivery of pedestrian crossing improvements supports the Council's commitments to encourage active travel, reduce vehicle dependency and lower carbon emissions. Pedestrian safety and accessibility are also improved.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Updated 2021/22 pedestrian crossing programme
- 9.2 Appendix 2 – Locations that failed to meet the criteria for a pedestrian crossing improvement
- 9.3 Appendix 3 – Pedestrian crossing assessment process flowchart

Appendix 1
Updated 2022/23 Pedestrian Crossing Programme

Reference	Location	Adjusted PV2	Crossing Type	Estimated Construction Year	Estimated Construction Year in Previous Programme
Pedestrian Crossing Improvements - Schemes Currently Under Development					
1	Slateford Road - between Hutchison Crossway and Appin Place	2.352	Signalised Crossing	2022/23	2020/21
2	Albion Road - at Albion Place	0.460	Refuge Island	2022/23	2020/21
3	Corbiehill Road - at Main Street	0.303	Refuge Island	2022/23	2020/21
4	Restalrig Road - at Ryehill Terrace, and Restalrig Road south of Ryehill Terrace	0.352 0.674	Various Options to be Considered	2022/23	2020/21
5	Great King Street - west end towards St Vincent Street	0.405	Various Options to be Considered	2022/23	2020/21
6	London Street - at Drummond Place	1.483	Raised Table	2023/24	2020/21
7	South Gyle Broadway - at east roundabout	1.149	Signalised Crossing	2023/24	2020/21
8	Ashley Terrace - at Shaftesbury Park, and at Cowan Road	0.850 0.517	Refuge Island / Various	2023/24	2020/21
9	Lanark Road West - at Stewart Road	0.892	Various Options to be Considered	2023/24	2021/22
10	Yeaman Place - at Dundee Street, and at Polwarth Crescent	1.869 0.457	Signalised Crossing / Refuge Island	2023/24	2021/22
11	North West Circus Place - at Royal Circus	0.545	Various Options to be Considered	2023/24	2021/22
12	Craiglockhart Avenue - north of Craiglockhart Drive North	0.425	Refuge Island Upgrade	2023/24	2021/22
13	Colinton Road - at Craiglockhart Park, and at Lockharton Crescent, and at Little Monkeys Nursery	0.606 0.379 1.927	Various Options to be Considered	2023/24	2021/22
14	Telford Road - at Forthview Terrace, and at Telford Place	0.553 0.305	Refuge Island Upgrades	2023/24	2021/22
15	Whitehill Road - east of Lawhouse Toll	0.319	Various Options to be Considered	2023/24	2021/22
16	Clermiston Road - at Clerwood Park	0.329	Various Options to be Considered	2023/24	2021/22
17	Grassmarket - at existing zebra crossing	4.708	Signalised Crossing	2023/24	2021/22
18	Queensferry Road - east of Buckingham Terrace, and at Blinkbonny Crescent steps	1.469 0.561	Signalised Crossing / Various	2023/24	2021/22
19	Gorgie Road - east of Number 511, and at Chesser Court	2.855 2.640	Signalised Crossing / Various	2024/25	2021/22
20	Moreduin Park Road - adjacent to school and library	0.771	Various Options to be Considered	2024/25	2021/22
21	Newcraighall Road - at Fort Kinnaird roundabout east leg, and at west leg, and at Craigmillar Community Arts	1.308 1.458 0.662	Signalised Crossing / Various	2024/25	2021/22
22	Albany Street - at Dublin Street, and Abercromby Place - near to Dublin Street	0.681 1.486	Various Options to be Considered	2024/25	2021/22
23	Longstone Road - at Longstone Gardens	0.624	Various Options to be Considered	2024/25	2021/22
24	Saughton Road - south of WhinPark Medical Centre	0.310	Refuge Island Upgrade	2024/25	2021/22
25	Ferry Muir Road - between Tesco and Shell garage	0.579	Various Options to be Considered	2024/25	2021/22
26	Annandale Street - north west roundabout arm	0.332	Various Options to be Considered	2024/25	2021/22
27	Chapel Street - at West Nicolson Street	4.143	Signalised Crossing	2024/25	2022/23
28	Crichton Street - at George Square	0.456	Various Options to be Considered	2024/25	2022/23
29	Liberton Brae - at Orchardhead Road and Tower Mains junction	0.448	Various Options to be Considered	2024/25	2022/23
30	Duddingston Park - at Durham Place Lane	0.589	Refuge Island Upgrade	2024/25	2022/23

31	Colinton Mains Drive - between Oxcgangs Road North and Colinton Mains Garden	0.442	Various Options to be Considered	2025/26	2022/23
32	Learmonth Terrace - at Queensferry Road	0.694	Various Options to be Considered	2025/26	2022/23
33	Comiston Road - north of Riselaw Crescent	0.526	Refuge Island Upgrade	2025/26	2022/23
34	Henderson Row - east of Saxe Coburg Terrace	0.339	Various Options to be Considered	2025/26	2022/23
35	Peffermill Road - adjacent to hockey fields	1.322	Signalised Crossing	2025/26	2022/23
36	Regent Steps - at Abbeyhill/Abbey Mount	0.707	Various Options to be Considered	2025/26	2022/23
37	Westerhailes Road - at Calder Drive	1.624	Signalised Crossing	2025/26	2022/23
38	Trinity Crescent - at York Road	0.413	Various Options to be Considered	2025/26	2022/23
39	Milton Road West - between Duddingston Avenue and Southfield Terrace	0.336	Refuge Island Upgrade	2025/26	2023/24
40	McDonald Road - at Broughton Road, and adjacent to school gate	0.412 0.549	Various Options to be Considered	2025/26	2023/24
41	Dublin Street - at Drummond Place	0.313	Refuge Island Upgrade	2025/26	2023/24
42	Slateford Road - east of Primrose Terrace	0.325	Various Options to be Considered	2025/26	2023/24
43	Tipperlinn Road - at Morningside Place	0.749	Various Options to be Considered	2026/27	2023/24
44	Lauriston Place - at Heriot Place	3.312	Signalised Crossing	2026/27	2023/24
45	Commercial Street - near to Cromwell Place	0.567	Various Options to be Considered	2026/27	2023/24
46	Craighall Road - at Craighall Avenue, and near Craighall Terrace	0.944 0.574	Various Options to be Considered	2026/27	2023/24
47	Whitehouse Road - at Barnton Grove junction	2.282	Signalised Crossing	2026/27	2023/24
48	Gracemount Avenue - at Lasswade Road	1.646	Signalised Crossing	2026/27	2023/24
49	Dean Bridge - at Bells Brae and planter	3.906	Signalised Crossing	2026/27	2023/24
50	Leven Street - north of Glengyle Terrace	4.727	Signalised Crossing	2026/27	2023/24
51	Inverleith Place - at Arboretum Road	2.409	Signalised Crossing	2026/27	2024/25
52	Newhaven Road - at Dudley Gardens and at Summerside Place	0.404 0.377	Various Options to be Considered	2026/27	2024/25
53	Drum Street - at Ravenscroft Street	0.456	Various Options to be Considered	2027/28	2024/25
54	Eastfield Road (Airport) -between Moxy Hotel and Stantec	0.419	Various Options to be Considered	2027/28	2024/25
55	Morningside Park - at Morningside Road	0.311	Various Options to be Considered	2027/28	2024/25
56	Falcon Avenue - at Morningside Road	0.547	Various Options to be Considered	2027/28	2024/25
57	Duddingston Crescent (Milton Road) - at Park Avenue	0.321	Various Options to be Considered	2027/28	2024/25
58	Bellevue Place - at B901 Bellevue	3.633	Signalised Crossing	2027/28	2024/25
59	St Colme Street - at Ainslie Place	6.188	Signalised Crossing	2027/28	2024/25
60	Ferry Road - at Monmouth Terrace	2.742	Signalised Crossing	2027/28	2024/25
61	East London Street - adjacent to St Mary's RC Primary School	1.813	Signalised Crossing	2027/28	2024/25
62	Gilmerton Dykes Street - at Bus Terminus	0.490	Refuge Island	On Hold	On Hold
63	Torphichen Street - at existing drop crossing near corner	0.402	Various Options to be Considered	On Hold	On Hold
64	Saughton Road North - at Dovecot Road and Meadowhouse Road	0.536	Various Options to be Considered	2027/28	n/a

65	Douglas Gardens - near Belford Hostel	0.712	Various Options to be Considered	2027/28	n/a
66	Whitehill Road - south toward B&Q at existing zebra	0.403	Various Options to be Considered	2027/28	n/a
67	Bellevue / Rodney Street - between Bellevue Crescent & Rodney Place	0.339	Various Options to be Considered	2028/29	n/a
68	Old Dalkeith Road - at Fernieside Drive path	0.774	Various Options to be Considered	2028/29	n/a
69	Greendykes Road - at Niddrie Mains Road and - Niddrie House Avenue	0.341 0.305	Various Options to be Considered	2028/29	n/a
70	Henderson Street - at Great Junction Street	0.660	Various Options to be Considered	2028/29	n/a
71	Ellersly Road - at Murrayfield Road	0.311	Various Options to be Considered	2028/29	n/a
72	Orchard Road - at Orchard Brae	0.491	Various Options to be Considered	2028/29	n/a
73	Craighall Road at the roundabout towards Newhaven Main Street	0.432	Various Options to be Considered	2028/29	n/a
74	Ravelston Dykes Road access road to Corstorphine Hill (77 Ravelston Dykes Road)	0.307	Various Options to be Considered	2028/29	n/a
75	Portobello Road crossing at entrance to Morrisons opposite Piersfield Grove	0.479	Various Options to be Considered	2028/29	n/a
76	Stenhouse Cross roundabout - west junction - south junction - north junction	1.335 0.511 1.905	Signalised Crossing / Various	2028/29	n/a
77	Bavelaw Road	0.302	Various Options to be Considered	2028/29	n/a
78	Queensferry Road at Orchard Road to Orchard Road South	2.261	Signalised Crossing	2028/29	n/a
79	Drum Street between Candlemakers Park and Lugton Terrace	0.984	Various Options to be Considered	2029/30	n/a
80	Existing crossing Polwarth Gardens/Crescent roundabout East leg - North leg - west leg	0.754 1.374 1.024	Signalised Crossing / Various	2029/30	n/a
81	Cliftonhall Road at Old Liston Road	0.506	Various Options to be Considered	2029/30	n/a
82	Newcraighall Road at Balfour Park	1.039	Signalised Crossing	2029/30	n/a
83	Links Gardens	0.843	Various Options to be Considered	2029/30	n/a
84	Ferniehill Drive opposite the entrance to Lidl's car park	0.470	Various Options to be Considered	2029/30	n/a
85	Oxgangs Avenue - Existing refuge island at the Oxgangs Green junction	0.324	Refuge Island Upgrade	2029/30	n/a
86	Charterhall Road by Blackford pond	0.670	Various Options to be Considered	2030/31	n/a
87	Belford Road - existing zebra crossing at the Scottish National Gallery of Modern Art	0.746	Various Options to be Considered	2030/31	n/a

Appendix 2

Locations that failed to meet the criteria for a pedestrian crossing

	Location	Date surveyed	PV2
1	Belford Road - existing zebra crossing at the Scottish National Gallery of Modern Art	07/10/2020	0.472
2	Belford Road - existing zebra crossing at the Scottish National Gallery of Modern Art (SUNDAY)	11/10/2020	0.1
3	Gogar Station Road - at Hermiston	07/10/2020	0.017
4	Coillesdene Crescent - at Morton Street/ Joppa Terrace	07/10/2020	0.001
5	Muirhouse Parkway - adjacent to Salvesen Crescent	07/10/2020	0.108
6	Liberton Gardens - at St Katherine's Brae footpath	07/10/2020	0.221
7	Drum Street - adjacent to Drum Cottages	07/10/2020	0.219
8	Eyre Place - between Eyre Crescent & Logan Street	07/10/2020	0.056
9	Hope Lane - at existing raised table near Hope Lane	07/10/2020	0.001
10	Calder Road - between Parkhead Terrace & Longstone Road	07/10/2020	0
11	Braid Hills Road - near Pentland Terrace	07/10/2020	0.014
12	Flint Terrace - at Portobello High Street	07/10/2020	0.022
13	Abercorn Terrace - at Abercorn Park	07/10/2020	0.23
14	Silverknowes Road East - at Silverknowes Drive	07/10/2020	0.191
15	Marine Drive - north of Pennywell Road	07/10/2020	0.133
16	Portobello High Street - at Westbank Street	07/10/2020	0.171
17	Parsons Green Terrace	07/10/2020	0.016
18	Meadowbank Crescent - at Parsons Green Terrace	07/10/2020	0.097
19	Bonnington Road - at Burlington Street	07/10/2020	0.208
20	Newbattle Terrace - at Morningside Road	25/08/2020	0.235
21	Clermiston Road - south of Clerwodd Terrace at Corstorphine Hill entrance (weekday)	11/11/2020	0.052
22	Sciennes Road - at Roseneath Street, Argyle Place and Chalmers Crescent junction (North to South)	15/06/2021	0.095
23	Crewe Road North - at the existing island adjacent to the Post Office	01/07/2021	0.117

24	West Tollcross - at the rear entrance to Tollcross Primary School	15/06/2021	0.002
25	Piershill Terrace - at Portobello Road	15/06/2021	0.035
26	Greenbank Road - at Greenbank Crescent	15/06/2021	0.013
27	Eglington Crescent - at Coates Garden Junction	15/06/2021	0.01
28	Marine Drive - Salvesen Gardens junction	15/06/2021	0.004
29	Stenhouse Cross roundabout - East	15/06/2021	0.279
30	Colinton Road - Merchiston Bank Avenue	15/06/2021	0.225
31	Lasswade Road - Existing island at Park Crescent	15/06/2021	0.289
32	Morningside Grove - Existing island North of Craiglea Place	15/06/2021	0.206
33	Liberton Brae - at Orchardhead Road.	15/06/2021	0.276
34	Morningside Grove - South of Craiglea Drive	15/06/2021	0.083
35	Clippens Drive entrance from Burdiehouse Road	15/06/2021	0.005
36	Claremont Road - South of Clarebank Crescent	15/06/2021	0
37	Lauriston Farm Road (South West of Silverknowes Terrace)	15/06/2021	0.057
38	Merchiston Place junction leading onto Bruntsfield Place	15/06/2021	0.22
39	Montpelier Park junction leading onto Bruntsfield Place	15/06/2021	0.056
40	Lang Loan junction onto Straiton Road	15/06/2021	0.248
41	Starbank Road outside Starbank Park	15/06/2021	0.182
42	Marionville Road - between Cambusnethan Street and Morary Park Terrace	15/06/2021	0.267
43	Bread Street at East Fountainbridge junction	15/06/2021	0.283
44	East Fountainbridge at Bread Street junction	15/06/2021	0.194
45	Restalrig Road South - South of the railway bridge	15/06/2021	0.086
46	Barnton Gardens - Entrance to Lauriston Castle	19/06/2021	0.089
47	Craighouse Gardens near footpath to Plewlands	07/10/2021	0.107
48	B800 @ The Orchard Nursery, Kirkliston	20/10/2021	0.039
49	Bernard Street at the junction of Timberbush Street	07/10/2021	0.11
50	Salisbury Road - at Dalkeith Road	07/10/2021	0.133
51	Redford Road east of Old Farm Place	07/10/2021	0.139
52	Moredun Park Road at the junction to the B701 road	07/10/2021	0.021
53	Junction exiting Biggar Road onto The City of Edinburgh Bypass Eastbound.	07/10/2021	0.15

54	Junction exiting the City of Edinburgh Bypass Eastbound onto Biggar Road	07/10/2021	0.215
55	Eastbound junction from The City Bypass onto Burdiehouse Road	07/10/2021	0.036
56	Greenbank Crescent south of Greenbank Road - entrance to Braidburn Valley park.	07/10/2021	0.027
57	Cramond Road North at Brighthouse Park Road	07/10/2021	0.287
58	Laaswade Road - existing island at The Murrays	07/10/2021	0.298
59	Belford Gardens	07/10/2021	0.004
60	Scotstoun Avenue	07/10/2021	0.048
61	Spylaw Road at Edinburgh Steiner School	07/10/2021	0.274
62	Stevenson Drive at Calder Road/Stenhouse Road	04/05/2022	0.204
63	Woodhall Road at Torphin Road	04/05/2022	0.003
64	Craighouse Road - South of Morningside Gardens	04/05/2022	0.177
65	Boswall Drive - outside post office	04/05/2022	0.019
66	Seaview Terrace - between Seaview Crescent and Coillesdene Avenue	04/05/2022	0.064
67	Greendykes Road	04/05/2022	0.009
68	B800 - entrance to Arup	04/05/2022	0.053
69	Craighouse Road between Sassoon Grove and Craighouse Terrace	04/05/2022	0.1
70	Craighouse Gardens @ Craighouse Road	04/05/2022	0.149
71	Greenbank Drive	04/05/2022	0.012
72	Slip Road onto A720 next to Lang Loan	04/05/2022	0.117
73	Slip Road onto A720 from Straiton Road	04/05/2022	0.017
74	West Granton Road at Caroline Park Grove	04/05/2022	0.215
75	Lanark Road West at existing island	04/05/2022	0.058
76	Dalmeny Street	04/05/2022	0.139
77	Merchiston Avenue - where Rochester Terrace and Merchiston Place meet	04/05/2022	0.106
78	Frogston Road East at Broomhill Road	04/05/2022	0.217
79	Morningside Place at Tipperlin Road	04/05/2022	0.046
80	Oxgangs Road North behind Oxgangs Primary school	04/05/2022	0.270
81	Lanark Road West at Ravelrig Road	04/05/2022	0.143

Appendix 3 – Pedestrian Crossing Assessment Process

