

Transport and Environment Committee

10.00am, Thursday, 25 April 2024

Parkgrove Drive

Executive/Routine
Wards

Routine
Ward 3 - Drum Brae/Gyle

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes that officers have attended a site visit to directly observe driver behaviour and the extent of intrusive through traffic, reviewed speed survey and collision information; and
 - 1.1.2 Agrees to refer the issues identified to the proposed Local Traffic Improvement Programme to consider a scheme to mitigate issues relating to intrusive traffic and improve the route to school.

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Executive Director of Place

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Report

Parkgrove Drive

2. Executive Summary

- 2.1 This report is intended to provide an update to Committee on the actions taken in response to the motion approved by Committee on 20 April 2023 on Parkgrove Drive.

3. Background

- 3.1 In April 2023, Committee agreed an [adjusted motion](#) by Councillor Thornley requesting a report relating to various issues noted on Parkgrove Drive.
- 3.2 Officers acknowledge there has been a significant delay in the preparation of this report and a lack of engagement with Councillor Thornley and the other Ward Councillors.
- 3.3 This has been due in part to changes in the management of Road Safety and reduced capacity within the team, this report has been significantly delayed.

4. Main report

- 4.1 Officers have undertaken a site-visit, to observe driver behaviour in the area and acknowledge that this is a known through-route from Queensferry Road to Drum Brae North. Drivers were observed to use this route, through residential streets, to avoid west-bound queues at the Drum Brae North signalised junction.
- 4.2 Drivers are also known to follow this route in reverse to then travel either east or west onto Queensferry Road. Information relating to surveyed vehicle speeds and traffic counts on Parkgrove Drive are included in Appendix 1.
- 4.3 The Road Safety team have observed driver behaviour on Parkgrove Drive and Parkgrove Avenue to consider the extent of through traffic in the residential area.
- 4.4 Officers have also considered information from the historical speed and traffic surveys undertaken at both locations in November 2022 and have undertaken a collision retrieval, looking at the most recent data available over the last three years which shows:

- 4.4.1 Automatic traffic count data recorded on Parkgrove Drive in November 2022, suggested the average vehicle speed was 18mph, with roughly 400 vehicles travelling east each day and 600 vehicles travelling west; and
- 4.4.2 In the period to the end of November 2023, there were no personal injury collisions reported to the Police at Parkgrove Drive/ Parkgrove Avenue.
- 4.5 Fortunately, neither of these data sources indicated a significant road safety issue that would meet approved intervention criteria for speed reduction measures or accident investigation and prevention.
- 4.6 Officers recognise the importance of the residential nature and route that local children take to school. Recent road layout improvements have been made around the Clermiston Primary School, however, it is accepted that further improvements could be made in the area to mitigate the impact of through traffic and improve pedestrian crossing opportunities for residents, parents and children.
- 4.7 It is recommended that a local improvement project is promoted and considered under the proposed Local Traffic Improvement (LTI) Programme (which is reported separately on the agenda of today's Committee).
- 4.8 Should the LTI programme be approved, Councillor Thornley would be invited to promote a local project to "Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils and reduce rat running in the area".
- 4.9 Subject to approval, officers will work with ward Councillors on the nature of the proposed project, the scoring methodology to agree on shared outcomes.
- 4.10 Should the LTI Programme be approved, the scoring and assessment criteria is intended to prioritise projects, on a city-wide basis, that promote active travel mobility for local communities and actively mitigates the impact of intrusive traffic. At this stage it would not be possible to suggest if this particular proposal would be successful and where it would rank against other emerging schemes across the city. The overall annual budget for LTI schemes is expected to be £500,000.

Road and Pavement Condition:

- 4.11 The latter element of the motion requested if the road and footway surfacing on Parkgrove Drive could be improved in line with existing policies and budgets.
- 4.12 This has been reviewed in the development of the Capital Investment Programme for 2024/25 and the following summary is provided:
- 4.12.1 The demand for work to be carried out on carriageways and footways will always outstrip the available funding therefore a prioritisation system is in place. The prioritisation system for carriageways is based on a condition assessment score which is then multiplied by a prioritisation weighting. The prioritisation weightings for carriageways is based on vehicle use with additional weightings applied for bus and cycle use.
- 4.12.2 The prioritisation system for footways is based on a condition assessment which is then multiplied by prioritisation weightings. The prioritisation

weightings for footways are submitted for approval at today's Committee and are based on footfall, footway width and Scottish Index of Multiple Deprivation (SIMD) data.

4.12.3 The carriageway on Parkgrove Drive was last assessed in March 2022. The result of this assessment is that the carriageway does not currently feature on the on the 2024/25 capital programme of resurfacing works due to other priorities across the network.

4.12.4 The footway was last assessed in March 2023 and condition score it was assigned means that it is not currently included in the three-year capital programme of footway works.

4.13 The Council's Road Operations team will undertake an inspection of the road and carry out repairs on any urgent or dangerous defects.

5. Next Steps

5.1 If Committee approve the report recommendations, officers will engage with Councillor Thornley and other ward Councillors to consider the scope and scoring of the proposed scheme. If the proposed project is ranked as part of the LTI within the available budget, it could be included in the 2024/25 project programme (subject to Traffic Regulation Order (TRO) requirements, design and contractor availability).

6. Financial impact

6.1 The project costs are not known at this time. The total annual LTI budget is expected to be £500,000.

7. Equality and Poverty Impact

7.1 The LTI programme, assessment, design and delivery is intended to improve mobility and reduce risk for or most vulnerable road users. It is not considered necessary to undertake an overall or site-specific Integrated Impact Assessment (IIA) for emerging projects.

7.2 The LTI Programme is also intended to advance the Council's public sector duties to improve equalities and create safe and accessible streets and pavements for all people, especially focusing on our most vulnerable road users.

8. Climate and Nature Emergency Implications

Environmental Impacts

8.1 The outcome of all activities and measures described in this report are intended to positively support environmental and climate change requirements. The overall duty

of the Council is to reduce collisions and casualties and create a safer more pleasant street environment for all road users particularly focusing on our local communities.

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

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

- 9.1 Historical road safety intervention criteria have generally been approved at this Committee. The LTI programme is intended to promote active travel mobility and mitigate the impact of traffic on our local communities. It should be noted the LTI Programme is a modest proposal, to be delivered by three staff, with a limited budget.

10. Background reading/external references

- 10.1 None.

11. Appendices

Appendix 1 – Speed Survey and Traffic Count Information

Appendix 1 – Speed Survey and Traffic Count Information

Location.		Direction.	Start Date.	No of vehicles/ day 5 Day Ave.	No of vehicles/ day 7 Day Ave.	% > Speed Limit.	Mean Speed	85%ile Speed
80 Parkgrove Drive	All Vehicles	East	11 November 2022	391	354	18.2	17.1	20.5
		West		624	577	30.5	18.2	21.9
		East West		1015	931	25.8	17.8	21.5
	Free Flow Vehicles	East		319	296	20.3	17.3	20.9
		West		516	483	31.8	18.3	22.1
		East West		836	779	27.5	17.9	21.7