

Transport and Environment Committee

10.00am, Thursday, 10 October 2024

Parkgrove Drive

Executive/Routine Wards	Routine 3 – Drum Brae/Gyle
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1. Recommendations

- 1.1 It is recommended the Transport and Environment Committee notes:
 - 1.1.1 That officers apologise for being unable to engage with ward councillors in advance of the 15 August 2024 meeting and for the delay in doing so;
 - 1.1.2 That a meeting with ward councillors and representatives from Clermiston Primary School Parent Council took place on 6 September 2024 to observe driver behaviour, the extent of intrusive traffic, and discuss developing proposals to mitigate local traffic issues;
 - 1.1.3 The updated scheme assessment score; and
 - 1.1.4 That a Business Bulletin update on progress will be provided in November 2024.
- 1.2 Committee is asked to agree that a proposal to mitigate issues relating to intrusive traffic and improve the route to school is developed in conjunction with the Ward Councillors and representatives from Clermiston Primary School Parent Council for consideration (against other submitted projects) for the 2025/26 Local Traffic Improvement Programme.

Gareth Barwell

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Report

Parkgrove Drive

2. Executive Summary

- 2.1 This report responds to the [actions](#) agreed by Committee on 15 August 2024 in respect of Parkgrove Drive.

3. Background

- 3.1 On 20 April 2023, Committee approved a [motion](#) by Councillor Thornley in respect of Parkgrove Drive.
- 3.2 On 25 April 2024, Committee received a [report](#) on Parkgrove Drive and [agreed](#) to refer the issues identified into the proposed Local Traffic Improvement Programme (LTI). Committee also agreed that 'quick win' measures should be investigated and that an update on progress should be provided in the Business Bulletin in two cycles.
- 3.3 On 15 August 2024, Committee requested a report in one cycle outlining the scope of the proposed 'Parkgrove Drive' scheme following discussion with ward councillors and representatives of Clermiston Primary School Parent Council. Further, the report should consider whether funding for this project should, when compared to other demands, come from the main road safety programme or the £178,000 project contingency from the LTI Scheme.
- 3.4 In addition, Committee requested that the Road Safety team meet with ward councillors regarding the Parkgrove Drive scheme to develop proposals for the scheme, and that take place before the committee's meeting in November so progress and the outcomes can be reported back to that meeting via the business bulletin. A Business Bulletin update is scheduled for Committee in November 2024.

4. Main report

- 4.1 The Road Safety team have previously observed driver behaviour on Parkgrove Drive and Parkgrove Avenue to consider the extent of through traffic in the residential area and have considered information from the historical speed and traffic surveys undertaken at both locations in November 2022. A review of collision

retrieval data has also been carried out, looking at the most recent data available over the last three years.

- 4.2 Whilst neither of the data sources indicated a significant road safety issue that would meet approved intervention criteria for speed reduction measures or accident investigation and prevention, officers recognise the importance of the residential nature and route that local children take to school.
- 4.3 A meeting with Councillors Thornley and Hyslop and representatives of the Clermiston Primary School Parent Council took place on 6 September 2024 to walk around the Parkgrove area, discuss local concerns and understand the scope of a potential proposal.
- 4.4 Although recent road layout improvements have been made around the Clermiston Primary School, it is recognised 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.

Main areas of concern

- 4.5 Junction of Parkgrove Avenue and Parkgrove Drive: While not on the recognised quieter route to school, this is a popular direct route for many parents and children. The Parkgrove Terrace junctions (East and West) could be improved for pedestrians, and the Parkgrove Avenue carriageway reduced by means of footway widening to improve sightlines and shorten the crossing distances.
- 4.6 Junction of Parkgrove Drive and Drum Brae: The historic wide junction splay makes it difficult for pedestrians to cross and does not reduce vehicle entry and exit speeds. Narrowing the junction width and installing a raised table could have a positive impact on driver behaviour as they enter the 20mph zone.
- 4.7 Junction of Parkgrove Avenue and Queensferry Road. As above. Narrowing the junction width and installing a raised table could have a positive impact on driver behaviour as they enter the 20mph zone from Queensferry Road.
- 4.8 Junction of Parkgrove Terrace and Parkgrove Road. The recently narrowed junction features a contraflow cycle exit exemption against the East bound one way, and further consideration could be given to amending carriageway markings and potential installation of a physical segregator island.
- 4.9 Following a review of the proposed project scope, as discussed, and consideration of the wider outcomes, the proposed scheme was reassessed against the approved LTI criteria. The updated score was 20 as compared to the previous score of 18.

5. Next Steps

- 5.1 Officers will continue to discuss the nature of the proposed project, agree on shared outcomes and develop outline design options with ward councillors and the Clermiston Primary School Parent Council. The Road Safety team will also be included in the development of the project.

5.2 Officers will now:

- 5.2.1 Develop an outline design for footway buildouts at the junction of Parkgrove Avenue / Parkgrove Drive to enhance sightlines and improve crossing opportunities for local residents, parents and children;
- 5.2.2 Develop a proposal to consider raised table entry points at the junctions of Parkgrove Avenue / Queensferry Road and Parkgrove Street at Drum Brae;
- 5.2.3 Discuss extending existing waiting restrictions East on Parkgrove Drive from the junction with Drum Brae with a view to establishing timelines for the necessary changes to Traffic Regulation Orders;
- 5.2.4 Continue to engage with Ward Councillors on the scope and scoring of the proposed scheme. The scheme will be included in the LTI prioritisation for 2025/26;
- 5.2.5 Develop the proposal of footway buildouts at the junction of Parkgrove Avenue / Parkgrove Drive; and
- 5.2.6 Prepare a Business Bulletin update for Committee in November 2024 as requested.

6. Financial impact

- 6.1 The scope of the proposed project aligns to the general principals of the LTI programme, and this is considered to be the most appropriate potential funding source. Currently, there is no immediate speeding or collision history issue in the area that would suggest a road safety intervention. However, joint funding from the Road Safety budget, as part of School Travel Plans, may be appropriate to achieve the best overall outcome.
- 6.2 The total annual LTI budget is expected to be in the region of £500,000. Officers will consider these proposals within the prioritisation for the LTI programme in 2025/26 (including any road safety funding) and will report the outcome to Committee around April 2025.

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.
- 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 purpose of the Road Safety and LTI activities are 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, the proposed 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 by Transport and Environment Committee.
- 9.2 The LTI programme is intended to promote active travel mobility and mitigate the impact of traffic on our local communities.
- 9.3 In accordance with the Council's approach to risk management, it is necessary to highlight the key risks should this service not have appropriate funding and resources to deliver a credible project programme.

10. Background reading/external references

- 10.1 None

11. Appendices

None