

# Transport and Environment Committee

10.00am, Thursday, 22 April 2021

## Delivery of the Road Safety Improvements Programme

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### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
  - 1.1.1 Notes the various workstreams included within the Council's programme of road safety improvements and the delivery of this programme in 2020-21 and 2021-22;
  - 1.1.2 Notes the long-term trend of a significant reduction in the number of personal injury collisions occurring each year in Edinburgh;
  - 1.1.3 Notes that a new Road Safety Plan for Edinburgh is currently being developed to cover the period to 2030;
  - 1.1.4 Approves, in principle, the promotion of a Temporary Traffic Regulation Order (TTRO) to ban left turns for goods vehicles from Portobello High Street onto Sir Harry Lauder Road, as set out in paragraphs 4.32 – 4.47, should this be required as part of a programme of short term improvements at this junction to improve safety for vulnerable road users;
  - 1.1.5 Notes that engagement with local stakeholders on the options for the road layout at the major junction at Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road has concluded that there is one possible option which may secure support. This is now being designed for an independent road safety audit and will then be discussed further with stakeholders; and

1.1.6 Notes that an update on plans for longer term improvements at this junction and other major junctions in the city will be presented to Committee in June 2021.

**Paul Lawrence**

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## Delivery of the Road Safety Improvements Programme

### 2. Executive Summary

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- 2.1 This report provides an update on the Council's ongoing programme of road safety improvements and on the long-term trend of a significant reduction in the number of personal injury collisions occurring each year in Edinburgh.
- 2.2 The report also provides an update on plans for short term improvements at the major junction at Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road to improve safety for vulnerable road users. Approval, in principle, is requested to promote a Temporary Traffic Regulation Order (TTRO) to temporarily ban left turns for goods vehicles with an operating weight exceeding 7.5 tonnes, from Portobello High Street onto Sir Harry Lauder Road, for a period of up to 18 months.

### 3. Background

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#### Road Safety Plan

- 3.1 The Council is committed to providing a safe and modern road network for the 21<sup>st</sup> century, as set out in its [Road Safety Plan for Edinburgh to 2020](#). Work is currently underway to develop a new Plan to cover the period to 2030 and it is expected that this will be finalised later this year.
- 3.2 The new Plan will be developed in the overall context of the Scottish Government's emerging [Scotland's Road Safety Framework to 2030](#), for which public consultation took place recently, while addressing the particular circumstances of Edinburgh's transport network.

#### Road Safety Programme

- 3.3 The Council's Road Safety team is responsible for delivering a programme of road safety infrastructure improvements, which can be categorised into four major workstreams:
  - 3.3.1 Reducing road traffic collisions;
  - 3.3.2 Reducing excessive traffic speeds;
  - 3.3.3 Improving walking, wheeling and cycling journeys to school; and

3.3.4 Improving pedestrian crossing facilities.

3.4 In addition to delivering the programme of road safety improvements, the team also:

3.4.1 Investigates and responds to concerns raised by Elected Members, stakeholder groups and the public about road safety issues;

3.4.2 Organises and delivers various road safety education and behaviour change initiatives, such as the annual Young Driver event, the Junior Road Safety Officers initiative in schools and the yearly Be Bright Be Seen campaign;

3.4.3 Maintains road safety related electronic signage, such as Vehicle Activated Speed Signs and restrictions signs at School Streets/part-time 20mph zones; and

3.4.4 Manages the Council's contract for the provision of independent Road Safety Audits, to support the design process for improvements to the transport network being delivered under various work programmes.

3.5 The team is also currently assisting with the delivery of the Council's Spaces for People programme of temporary measures to support walking, wheeling and cycling while maintaining physical distancing, particularly the workstream to deliver measures around the city's schools.

#### **Improved Safety for Vulnerable Road Users at Major Junctions**

3.6 Following a fatal collision involving a cyclist at the major junction at Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road, Committee agreed on [12 November 2020](#) to instruct senior officers to urgently consider how the Council can achieve significantly improved safety for vulnerable road users at the city's major junctions, focussing on reducing the risk and likelihood of dangerous, sometimes lethal, conflicts between vehicle drivers and other road users.

3.7 The Road Safety team is leading on the development and delivery of a programme of short and medium term improvements at the Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road junction.

3.8 Longer term improvements at the junction will be considered as part of a wider review of safety for vulnerable road users at major junctions across the city, which is being carried out independently from the regular programme of road safety improvements.

3.9 A Business Bulletin update on this wider review was provided to the Committee on [28 January 2021](#) and an update on progress is due to be considered by Committee in June 2021.

## **Traffic Collisions and Road Safety Improvements**

- 3.10 Information on the numbers of traffic collisions reported to Police Scotland and involving personal injuries on Edinburgh's roads for each year from 2011 to 2019 is tabulated in Appendix 1. This shows a long-term trend of a significant reduction in the number of personal injury collisions occurring each year in Edinburgh.
- 3.11 The Business Bulletin for the Transport and Environment Committee in January also contained an update on the delivery of road safety improvements. Committee requested that further information be provided in a report to the next meeting of the Committee.

## **4. Main report**

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### **Reducing road traffic collisions**

- 4.1 The Council has two ongoing programmes of work aimed at reducing road traffic collisions:
- 4.1.1 Remedial measures following fatal collisions; and
  - 4.1.2 Remedial measures arising from ongoing monitoring of collisions in the city - the Accident Investigation and Prevention (AIP) programme.
- 4.2 There is an agreed process in place whereby a member of the Road Safety team attends a site meeting with Police Scotland following any traffic collision that results in a fatality (or where injuries sustained are likely to prove fatal). The timing of the meeting is determined by the Police and this can vary, depending on the progress of their investigations into the collision and whether this is likely to be referred to the Procurator Fiscal.
- 4.3 At this meeting, the circumstances of the collision are reviewed, and consideration given as to whether any changes should be made to the road infrastructure in response. If this is considered necessary, the agreed changes are delivered as part of the programme of road safety improvements. The timescale for delivery of the changes can vary considerably, depending on their nature and scope.
- 4.4 The team also undertakes AIP analysis on all streets within the city. This investigation is carried out using collision details supplied by Police Scotland (as they are responsible for the collection of all personal injury road traffic collision data within each force area). From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where remedial works may require to be implemented.
- 4.5 The interventions that are identified under this programme can range from relatively minor improvements, such as changes to traffic signs or road markings or the application of high skid resistant surfacing, to more significant changes, such as new pedestrian crossings or junction improvements. There are five more significant schemes currently being developed. Several smaller improvements have also been delivered in financial year 2020-21, with others being developed for delivery next year. Further details of the more significant schemes are provided in Appendix 2.

## **Reducing excessive traffic speeds**

- 4.6 Bi-annual batches of traffic surveys are undertaken at locations where speeding concerns have been raised. Traffic data allows resources to be targeted at the locations where there is significant speed limit non-compliance.
- 4.7 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 Transport and Environment Committee on [11 October 2019](#). Further details were provided within a subsequent report to the Committee on [27 February 2020](#).
- 4.8 As outlined in the October 2019 report, investigations take place on the suitability of further speed reduction measures at locations where average speeds above the normal tolerance are recorded. The measures identified were signage and road markings, vehicle activated speed signs and speed indication devices, safety cameras and physical traffic calming measures.
- 4.9 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.
- 4.10 Due to the widely varying nature of streets within the city's road network, there may occasionally be exceptional circumstances under which it might be appropriate to consider the use of physical traffic calming measures even though the above criteria are not met. In these cases, officers will consider all available evidence and use their experience and professional expertise to decide on the most effective solution.
- 4.11 In the last two years, a total of 663 traffic surveys were undertaken in streets where concerns have been raised about excessive speeds and these have identified ninety 20mph and three 30mph streets for site investigations for further speed reduction measures. A list of these streets is provided in Appendix 3. The site investigations were completed by the end of March 2021, with a programme of rolling out appropriate speed reduction measures to be developed shortly.
- 4.12 There is also one location, Scotstoun Avenue in Queensferry, where the introduction of physical traffic calming measures is required as a result of historic decisions taken as part of the Planning process for a major housing development and these are being delivered as part of the road safety programme. This work is expected to be delivered in summer 2021, alongside capital maintenance road renewals work planned for the street.
- 4.13 Occasional area-wide reviews of speed limits across the city are also undertaken.
- 4.14 On [27 February 2020](#), the Transport and Environment Committee approved commencing the statutory process for a Traffic Regulation Order (TRO) to reduce the speed limit on 22 streets from 40mph to 30mph. The TRO process for this is currently ongoing.

- 4.15 On [14 May 2020](#), the Policy and Sustainability Committee approved initiating a consultation by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh. An update on this was provided to the Committee on 28 January 2021 as part of the Business Bulletin.

### **Improving walking and cycling journeys to school**

- 4.16 Work commenced in November 2020 on a review of the School Travel Plans for every school cluster in the city. This is expected to take around two years to complete and a programme is available to view on the Council's [Streets Ahead Edinburgh](#) website. A Business Bulletin update was provided to the Committee on 28 January 2021 and it is planned to update Committee on this work at every second Committee or at key milestones. The review will include consultations with schools and their wider communities to identify issues that currently act as barriers to safer walking and cycling journeys to and from school.
- 4.17 Improvements that have been put in place in the past to address these types of issue include:
- 4.17.1 Safer routes to school schemes;
  - 4.17.2 Part-time 20mph zones;
  - 4.17.3 School streets zones (part-time road closures at school start and finish times);
  - 4.17.4 Localised improvements at crossing points; and
  - 4.17.5 Localised parking restrictions.
- 4.18 Other potential measures will also be considered, such as new segregated cycling facilities and low traffic neighbourhood schemes. Improvements to walking and cycling facilities for journeys to and from school will be developed and delivered in partnership with the Active Travel team.
- 4.19 In addition to infrastructure improvements, support will also be offered to schools to develop other initiatives such as park and stride and walking and cycling buses.

### **Improving pedestrian crossing facilities**

- 4.20 A system is in place to evaluate and prioritise potential locations for improved pedestrian crossing facilities and to determine the crossing type most suitable for each location. This priority system was approved by the Council's Transport, Infrastructure and Environment Committee on [28 July 2009](#).
- 4.21 The system is based on the numbers of passing vehicles and crossing pedestrians, with adjustments applied 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.
- 4.22 The Council's programme of pedestrian crossing improvements is updated annually and the most recent update was reported to the Policy and Sustainability

Committee on [6 August 2020](#). The current approved programme contains 75 locations for pedestrian crossing improvements. In an average year, it is expected that 12 to 15 improvements will be delivered, and the approved programme therefore represents a full work programme through to financial year 2024-25.

- 4.23 Design work on these improvements usually commences between 12 and 18 months prior to the expected date for delivery, depending on complexity and whether there is a requirement for traffic orders to be promoted.
- 4.24 The programme is reviewed regularly against other Council work programmes to identify any opportunities for the delivery of identified crossing improvements to be accelerated, by incorporating them into other projects being progressed for the same or nearby locations.
- 4.25 Crossing improvements are also sometimes delivered independently of the pedestrian crossing improvements programme, as part of other projects that are significantly altering road layouts, in line with the principles of the Edinburgh Street Design Guidance, or which are being taken forward by other Council teams.
- 4.26 Finally, the need to introduce a pedestrian crossing improvement to mitigate the impact of a new development is occasionally identified through the Planning process and these crossings are generally delivered through the pedestrian crossing improvements programme.
- 4.27 The pedestrian crossing improvements programme is intended only for the delivery of stand-alone crossing facilities such as puffin, toucan or zebra crossings, pedestrian refuge islands and footway build outs. It does not include the introduction of additional pedestrian crossing phases at existing traffic signal-controlled junctions or the introduction of new traffic signals at uncontrolled junctions.
- 4.28 Five of the 17 crossing improvement schemes that were expected to be delivered during financial year 2020-21 have been completed to date, with construction of one further improvement expected to take place shortly (during the school Easter holiday period). Two more improvements were delivered as part of other work programmes.
- 4.29 Of the remaining 11 improvements, six are expected to be delivered before the end of 2021, with the final five expected to be constructed during the first half of 2022.
- 4.30 Various factors have impacted on the timescales for delivery of improvements scheduled to be constructed during 2020-21 and 2021-22, including the need to reprioritise staff resources in response to the COVID-19 pandemic, interactions with other nearby Council projects or third party roadworks, the need to significantly redesign some improvements in response to feedback from consultations with local stakeholders, delays to the statutory process for traffic orders and, in one case, an inability to reach agreement with the owner of private land over which it was proposed to provide a new path to the crossing location.

4.31 Further details of the pedestrian crossing improvements programme for 2020-21 are provided in Appendix 4.

**Short Term Improvements Proposed at the Junction of Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road**

- 4.32 Two fatal collisions have occurred at the same location on the Portobello High Street approach to this major traffic signal controlled junction within the last two years. Both of these involved a conflict between cyclists proceeding straight through the junction towards Inchview Terrace and Heavy Goods Vehicles (HGVs) turning left onto Sir Harry Lauder Road.
- 4.33 In an average year, there will be eight - ten fatal collisions on the whole of the city's transport network. To have two separate fatal collisions occur at the same location within a two year period, under extremely similar circumstances, is unprecedented.
- 4.34 The Council has committed to investigating short, medium and long term measures to improve safety for vulnerable road users at this junction and to consider improvements at other major junctions in the city. An update on progress on the medium to long term measures will be presented to Committee in June 2021.
- 4.35 Five potential options for short term changes to the road layout on the Portobello High Street approach to the junction have also been developed and evaluated. These options have been discussed with representatives of stakeholder groups and with elected members. Opinions on the relative merits of each option vary but one option, Option 2A, may be able to attract the support of all parties involved.
- 4.36 Option 2A (as set out in Appendix 5) is now being designed to a stage where it can be submitted for an independent Road Safety Audit. Following this, it is intended to engage further with stakeholder groups and Elected Members to try to reach a consensus on the best way forward.
- 4.37 Option 2A involves introducing a temporary ban on Heavy Goods Vehicles (HGVs) turning left from Portobello High Street onto Sir Harry Lauder Road at the junction, until such time as more substantive, permanent changes to the junction layout can be introduced to mitigate the potential for conflict with cyclists proceeding straight ahead. It is anticipated that these permanent changes could be introduced within the next 18 months, at which time the left turn for HGVs would be reinstated.
- 4.38 For reference, Section 138 of the Road Traffic Regulation Act defines a heavy commercial vehicle as any goods vehicle which has an operating weight exceeding 7.5 tonnes.
- 4.39 The expected safety considerations of this option are:
- 4.39.1 It eliminates conflict between cyclists proceeding straight ahead and HGVs turning left;
- 4.39.2 There is potential for conflict between traffic turning left around the front of the existing traffic island and cyclists proceeding straight ahead;

4.39.3 The diversion of HGV traffic onto other routes would impact negatively on residents, pedestrians and cyclists. Two of the most likely alternative routes each pass a primary school and a secondary school. However, volume of diverted traffic is expected to be low;

4.39.4 This may result in increased waiting times for pedestrians as the phasing of the traffic signals would be changed.

### **Traffic Order Requirements**

4.40 The use of an Experimental Traffic Regulation Order (ETRO) was proposed but it is considered that the requirement to advertise and then report to Committee on any objections could delay implementation by several months.

4.41 Therefore, to be able to implement this temporary change in the rapid timescale desired would require the use of a TTRO under the Road Traffic Regulation Act 1984.

4.42 The 1984 Act only permits TTROs to be used under certain circumstances, which are set out in Section 14(1) of the Act:

4.42.1 *14 (1) If the traffic authority for a road are satisfied that traffic on the road should be restricted or prohibited –*

*(a) because works are being or are proposed to be executed on or near the road; or*

*(b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works; or*

*(c) for the purpose of enabling the duty imposed by section 89(1)(a) or (2) of the Environmental Protection Act 1990 (litter clearing and cleaning) to be discharged.*

4.43 A TTRO could therefore only be promoted on the grounds that the Council considers that there is a likelihood of danger to the public in the way that this junction operates and that we can introduce a temporary restriction to address this danger until the permanent change can be introduced. There is little precedent for the use of a TTRO under circumstances similar to those applying here and independent legal opinion has therefore been sought on whether this would be an appropriate way to proceed.

4.44 Given that different circumstances apply here than is usually the case when the Council uses a TTRO to introduce restrictions, there is a risk that the Council's decision could be challenged. However, officers are satisfied that the technical justification for introducing the restriction on left turns at the junction is robust and is based on the evidence and data available.

4.45 The restriction would be a proportionate response to the likelihood of danger and is a temporary measure while the permanent change is being progressed. In considering the use of a TTRO in these circumstances, the Council has had regard to its duty under section 122 of the Road Traffic Regulation 1984 to secure the

expeditious, convenient and safe movement of traffic so far as practicable having regard to specified matters.

- 4.46 It is therefore recommended that the Committee approves, in principle, the promotion of a TTRO for this purpose, should consensus be reached with stakeholders on a design which requires the left turn to be temporarily banned for HGVs.
- 4.47 Further information about the likelihood of danger to the public at this location and the various options that have been considered to address this are supplied in Appendix 5.

## 5. Next Steps

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- 5.1 A new Road Safety Plan for Edinburgh to cover the period to 2030 will be finalised later this year.
- 5.2 Complete the review of the School Travel Plans for every school cluster in the city by the end of 2022.
- 5.3 Continue to implement the programme of Road Safety improvements.
- 5.4 Subject to the approval of the report's recommendations, promote a TTRO to temporarily ban left turns for goods vehicles with an operating weight exceeding 7.5 tonnes, from Portobello High Street onto Sir Harry Lauder Road, for a period of up to 18 months.

## 6. Financial impact

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- 6.1 Funding for the delivery of the programme of road safety improvements is available from several sources.
- 6.2 In 2020/21, the Council's Transport Capital programme included an annual allocation of £1.654 million towards the delivery of measures associated with the [Road Safety Plan for Edinburgh](#), the [Active Travel Action Plan](#) and the [Public and Accessible Transport Action Plan](#). Funding for the road safety improvements programme is drawn from within this allocation.
- 6.3 The Council funding is supplemented by the Scottish Government's annual Cycling, Walking and Safer Routes (CWSR) grant award. This is awarded for undertaking a programme of works for local cycling, walking and safer streets projects. The funding is awarded on the basis that the Council should spend a minimum of 36%, and preferably over 50%, of the award on works to promote cycling for everyday journeys.
- 6.4 In 2019-20 the Council was awarded £834,000 of CWSR funding, which was a similar amount to awards made in previous years.

- 6.5 However, in 2020-21 the award was significantly increased to £2.281 million. In 2021/22 this funding will be £2.299 million.
- 6.6 Unlike Council Capital funding, CWSR funding must be fully utilised within the year of its award and any unused funding cannot be carried forward into subsequent years.
- 6.7 There is also some scope to bid for match funding from Sustrans' Places for Everyone programme for certain types of road safety improvement. However, this is relatively limited when compared to, for example, the Council's Active Travel Investment Programme.
- 6.8 Funding contributions secured from Developers through the Planning process are also sometimes available towards the cost of road safety improvements that are identified as being necessary to mitigate the impacts of their developments. These are most commonly relatively small contributions towards Safer Routes to School schemes or pedestrian crossing improvements in the vicinity of the development. There have also historically been a small number of contributions towards physical traffic calming measures.
- 6.9 The overall impact of the above potential funding streams is that the total budget for road safety infrastructure improvements throughout the city in recent years has generally been around £600,000 - £700,000 per annum. In 2020-21, this was increased to £1.0 million, due to the significantly increased CWSS funding award.

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

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- 7.1 Where appropriate, consultations are undertaken on preliminary proposals for road safety improvements to allow the local community and other relevant stakeholders to view and provide feedback as part of the design process. This ensures that the facilities provided meet the requirements of the local community.
- 7.2 The delivery process for each improvement takes into account the road safety, mobility and accessibility needs of all users. Due regard is given to the protected characteristics through the design and consultation process.
- 7.3 The citywide review of School Travel Plans will include consultations with schools and their wider communities to ensure that their concerns are identified and addressed.
- 7.4 The delivery of road safety improvements supports the Council's commitments to provide a safe and accessible transport network, encourage active travel, reduce vehicle dependency and lower carbon emissions.
- 7.5 The statutory processes for any necessary traffic orders include notifying statutory consultees and advertising the proposed changes, to allow those potentially affected to comment or object formally.
- 7.6 Consultations are ongoing with stakeholder groups and elected members on the development and delivery of a programme of short and medium term improvements

to safety for vulnerable road users at the major junction at Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road.

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

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- 8.1 [RoSPA information sheet](#) on the wider aspects of road safety engineering

## **9. Appendices**

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- 9.1 Appendix 1 – Personal injury collisions in Edinburgh 2011-2019
- 9.2 Appendix 2 - Current significant road safety schemes arising from either fatal collisions or ongoing AIP analysis
- 9.3 Appendix 3 – List of streets for site investigations for further speed reduction measures
- 9.4 Appendix 4 – Approved 2020-21 pedestrian crossing improvements programme
- 9.5 Appendix 5 - Options considered for changes to Portobello High Street approach to the major junction at Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road

## Appendix 1 - Personal injury collisions in Edinburgh 2011-2019

### Appendix 1 - Personal injury collisions in Edinburgh 2011-2019

Severity	Year								
	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal	3	13	8	11	3	9	7	5	5
Serious	161	188	130	153	147	164	143	119	192
Slight	1135	1175	1230	1304	1166	1328	919	817	586
<b>Total</b>	<b>1299</b>	<b>1376</b>	<b>1368</b>	<b>1468</b>	<b>1316</b>	<b>1501</b>	<b>1069</b>	<b>941</b>	<b>783</b>

#### Notes on Casualty Severity Classification

From around June/July 2019 Police Scotland has been using a new collision and casualty data recording system called CRaSH (Collision Reporting and Sharing). Before the introduction of CRaSH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either 'slight' or 'serious'). CRaSH is an injury-based recording system where the officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level of 'slight' or 'serious'. The definition of a serious injury in CRaSH is as follows:

A serious injury is one which does not cause death less than 30 days after the accident, and which is in one (or more) of the following categories:

- (a) an injury for which a person is detained in hospital as an in-patient; or
- (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment; or
- (c) any injury causing death 30 or more days after the accident.

A serious accident is one in which at least one person is seriously injured, but no-one suffers a fatal injury.

Since CRaSH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury based reporting system tends to result in more casualties being classified as 'serious' and therefore causes a discontinuity in the time series, as is seen in the significant rise in the number of serious injuries recorded in 2019.

**Appendix 2 - Current Plans for significant road safety schemes arising from either fatal collisions or ongoing AIP**

<b>Location</b>	<b>Measure</b>	<b>Identified via</b>	<b>Current Status</b>	<b>Delivery Expected</b>
A71 Dalmahoy Junction	Signalised junction	AIP	Finalising detailed design/ further local consultations to commence shortly	By end 2021
Drum Brae Drive	Signalised junction	AIP	Finalising tender package to progress to construction	Summer 2021
Davidsons Mains	Crossing/roundabout upgrade	AIP/ Response to Fatal Accident	Finalising detailed design to progress to construction	By end 2021
Murrayburn Road at Hailesland Road	Signalised crossing	Response to Fatal Accident	Finalising tender package to progress to construction	Summer 2021
Portobello High Street/King's Road Junction	Short term and medium term safety improvements	Response to Fatal Accident	Consulting with stakeholder/ community groups and preparing designs for short term measures. Scoping of medium term measures to commence shortly.	Short term measures - spring 2021. Medium term measures - 2022.

### Appendix 3 - List of streets for site investigation to further speed reduction measures

All site investigations are expected to be completed before the end of the current financial year.

Where possible, any identified speed reduction measures that do not require physical construction or electrical connections will also be implemented in the current financial year. A roll out of other speed reduction measures will commence in April 2021.

20mph Speed Limits - total 90			
1	Abbey Mount	48	Murrayfield Road
2	Whitehouse Road	49	Lochend Road
3	Balcarres Street	50	Lochend Road (A8)
4	Beaufort Road	51	Saughtonhall Drive
5	Bellevue (B901)		Lennel Avenue
6	Blackford Avenue		Campbell Avenue
7	Braid Avenue	52	Ravelston Dykes
8	Braid Hills Road	53	March Road
9	Braid Road	54	Marchmont Road
	Braid Road	55	Marionville Avenue
10	Bridge Road		Marionville Avenue
11	Brighton Place	56	Mayfield Road
12	Broughton Road	57	Midmar Drive
13	Brunstane Road South	58	Milligan Drive
14	Main Street, Davidsons Mains	59	Morningside Drive
	Scotstoun Avenue	60	Mountcastle Drive South
15	Lennymuir		Mountcastle Drive South
16	Quality Street	61	Mounthooly Loan
	Turnhouse Road	62	Craigs Road
17	Christiemiller Avenue	63	Myreside Road
18	Claremont Park	64	Northfield Broadway
19	Turnhouse Farm Road		Northfield Broadway
20	Stirling Road, Kirkliston		Northfield Broadway
21	Craigcrook Road (west)	65	Orchard Road
22	Craigentiny Avenue		Orchard Road
23	Craigentiny Road	66	Polwarth Gardens
	Craigentiny Road	67	Portobello High Street
24	Craighouse Gardens	68	Prestonfield Avenue
25	Craighouse Road	69	Drum Brae Drive
26	Douglas Gardens	70	Drum Brae Drive
27	Queen Street		Lower Granton Road
	Chester Street	71	Lower Granton Road
28	East Fettes Avenue	72	Restalrig Avenue
29	East Hermitage Place	73	Restalrig Road South
30	Ellersly Road	74	Robertson Avenue
31	Falcon Road West	75	Lower Granton Road
32	Fettes Avenue	76	Slateford Road
33	Fillyside Road	77	Starbank Road
34	Freelands Way	78	Sleigh Drive
35	Queen Street	79	Corbiehill Road
36	Grange Road	80	Stevenson Drive (20s section)
37	Chester Street	81	Kingsknowe Road South
38	Hermitage Drive	82	Strachan Road
39	High Street, Kirkliston	83	Swanston Road
40	Inverleith Place	84	Clermiston Road
41	Inverleith Row	85	Great King Street
42	Joppa Road	86	Wakefield Avenue
43	Kilgraston Road	87	Westburn Avenue
44	Abercromby Place	88	Cammo Gardens
45	Kirkliston Road	89	Wilkieston Road
		90	Woodhall Road

46	Ladywell Road
47	Gordon Road
	<b>30mph Speed Limits - total 3</b>
1	Cammo Road
2	Freelands Road
3	Builyeon Road
	Builyeon Road

#### Appendix 4 - Approved 2020-21 pedestrian crossing improvements programme

The current pedestrian crossing improvements programme was approved by the Policy & Sustainability Committee on 6 August 2020. It contains 75 crossing improvements and this represents a full delivery programme through to financial year 2024-25. 17 improvements were expected to be delivered during financial year 2020-21.

There are also eight further crossing improvements that are being delivered as part of other Council work programmes.

Design work will generally commence on a crossing improvement between 12 and 18 months prior to its expected delivery date. Information is presented below on the 2020-21 programme of crossing improvements.

#### Approved programme for 2020-21

	Location	Current Status	Delivery expected
1	London Street - at Drummond Place	Detailed design complete but awaiting completion of statutory RSO/TRO process	Q1/Q2 2022
2	West Granton Road - east of Granton Mains East	Delivered	Complete
3	Fettes Avenue - at Comely Bank Road	Delivered	Complete
4	South Gyle Broadway - at east roundabout	Detailed design ongoing	Q3/Q4 2021
5	Ratcliffe Terrace - at BP garage	Delivered	Complete
6	Crewe Road South - at Comely Bank roundabout	Detailed design ongoing	Q3/Q4 2021
7	Gilmerton Dykes Street - at Gilmerton Dykes Crescent	Delivered	Complete
8	Lasswade Road - at Little Learners Nursery	Delivered	Complete
9	East Fettes Avenue - at Broughton High School	Contract awarded - construction scheduled for school Easter holidays 2021	Q1/Q2 2021
10	Costorphine Road (A8) - east of Kaimes Road	Detailed design nearing completion	Q3/Q4 2021
11	Great King Street - west end towards St Vincent Street	Preliminary design complete	Q1/Q2 2022
12	Restalrig Road - at Ryehill Terrace	Detailed design ongoing	Q3/Q4 2021
13	Corbiehill Road - at Main Street	Preliminary design complete	Q1/Q2 2022
14	Slateford Road - between Hutchison Crossway and Appin Place	Detailed design ongoing	Q3/Q4 2021
15	Albion Road - at Albion Place	Preliminary design complete	Q1/Q2 2022
16	Ashley Terrace - at Shaftesbury Park, and at Cowan Road	Preliminary design complete	Q1/Q2 2022
17	Lanark Road - at the south end of Kingsknowe Playing Fields	Detailed design ongoing	Q3/Q4 2021

#### Crossings delivered under other work programmes in 2020-21

	Location	Current status	Delivery expected
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1	Gilmerton Road at Aldi	Delivered as part of Capital Maintenance roads renewal scheme	Complete
2	Queensferry Road, Kirkliston	Delivered as part of Capital Maintenance footway renewals scheme, utilising S75 Developer's funding contribution	Complete

## **Appendix 5 - Options considered for changes to Portobello High Street approach to the major junction at Portobello High Street/King's Road/Seafield Road East/Inchview Terrace/Sir Harry Lauder Road**

In November 2020 there was a fatal collision on the Portobello High Street approach to the King's Road junction, at the slip road for turning left onto Sir Harry Lauder Road. The collision occurred between a cyclist proceeding straight ahead towards Inchview Terrace, using the marked advisory kerbside cycle lane on the approach to the junction, and a Heavy Goods Vehicle (HGV) turning left onto Sir Harry Lauder Road using the slip road. The location of the collision is shown in the image below:



A fatal collision had previously occurred at the same location in March 2019, under extremely similar circumstances. Following this collision, a site meeting was held in summer 2019 between representatives of the Police and the Council's Road Safety team, at which it was agreed that changes should be made to the road layout in response to the collision. Work was ongoing to develop a design for these changes when the second fatal collision occurred.

Following the second fatal collision in late 2020, the Council committed to investigating short, medium and long term measures to improve safety for vulnerable road users at the junction. A series of meetings have been held with stakeholder groups (Spokes, Spokes Party and Portobello Community Council), the Convener and Vice Convener of Transport and Environment and local elected members to discuss these changes. Discussions to date have focussed on potential short term changes and there is a strong desire from all to see these implemented as quickly as possible.

Proposals have been developed for various short term improvements to the junction, including the erection of warning signs for cyclists and drivers, the introduction of a short section of advisory cycle lane on the exit from the junction on Inchview Terrace and the relocation of the bus stop on the Portobello High Street approach.

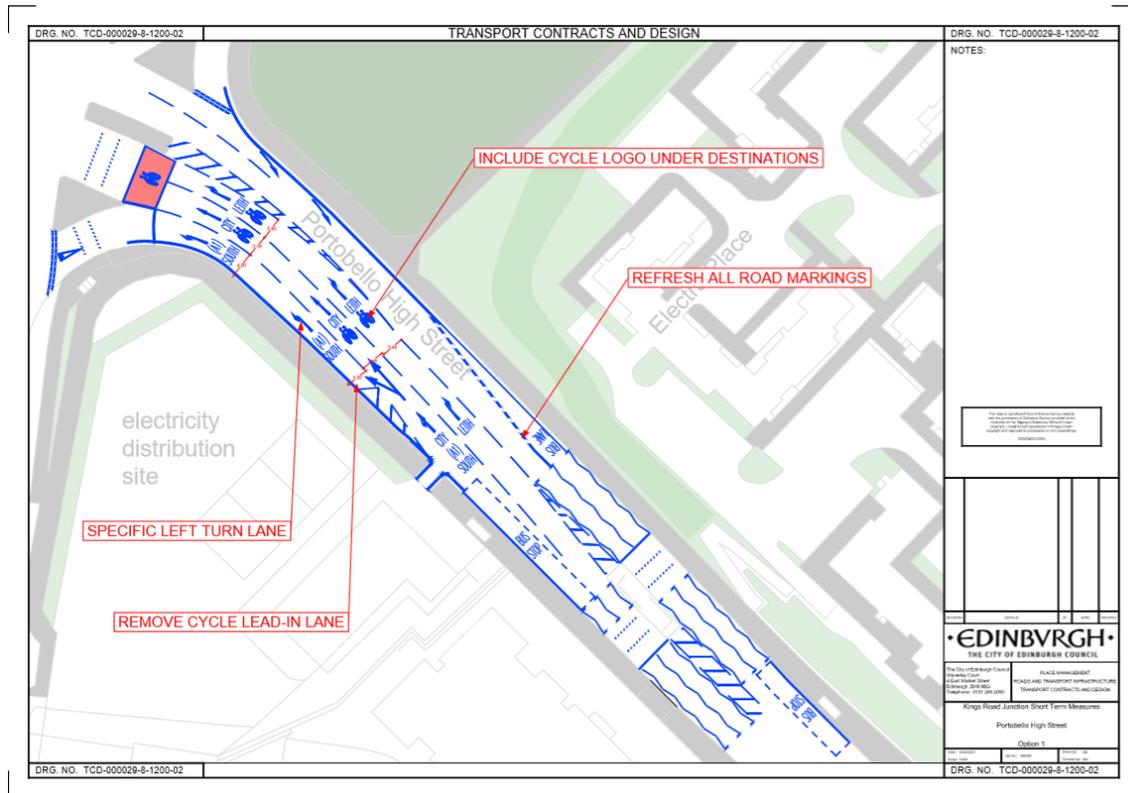
Proposals are also being progressed to improve the quality and accessibility of alternative nearby routes avoiding the junction, via Fishwives Causeway and Portobello Promenade.

The above proposals have the support of all involved and are currently being progressed towards early implementation.

As part of this work, five potential options for short term changes to the road layout on the Portobello High Street approach to the junction have also been developed and evaluated. These options have been discussed with representatives of stakeholder groups and with elected members. Opinions on the relative merits of each option vary but one option has emerged that may be able to attract the support of all parties involved.

Traffic modelling work is currently underway, where this is required to assess the potential impacts of the proposals on the operation of the junction.

## Option 1



Option 1 is the proposal that was being developed by the Council following the first fatal collision. However, stakeholder groups have expressed concerns about the proposed removal of the cycle lead-in lane and the introduction of an additional traffic lane.

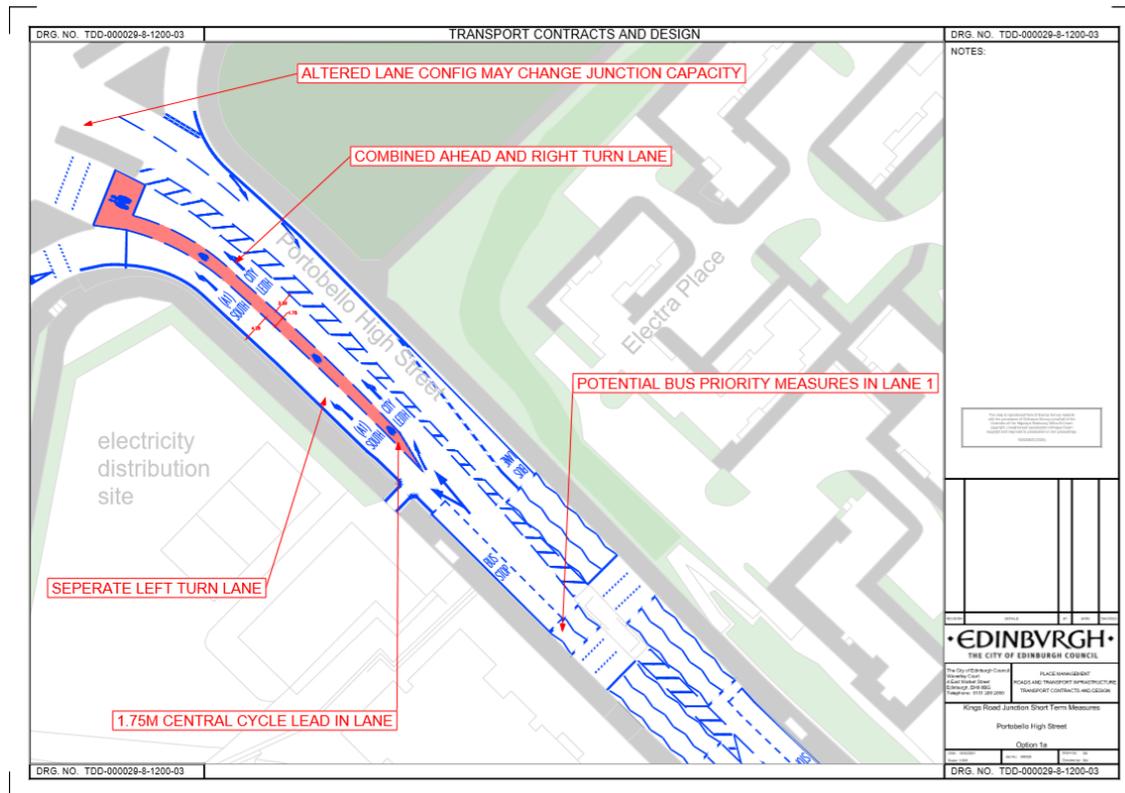
### Expected safety impacts:

- Minimal risk of cyclists proceeding straight ahead positioning themselves inside left turning traffic, so should largely eliminate the risk of the type of conflict involved in the two recent fatal collisions.
- No diversion of traffic expected onto other routes.
- Introduces additional traffic lane and increased potential for conflicts between cyclists and vehicles in lanes 2 and 3.

### Other factors:

- Additional signs required to guide cyclists to use correct lanes (Get in Lane signs with Cycle symbols).
- Can be implemented more quickly than other options, as at a more advanced stage of development (design and Road Safety Audit complete).

## Option 1a



Option 1a is a variant of Option 1 that addresses some of the stakeholders' concerns with that proposal, by not introducing the additional traffic lane and by retaining a cycle lead-in lane. However, this option is likely to introduce excessive delays to public transport services using the junction.

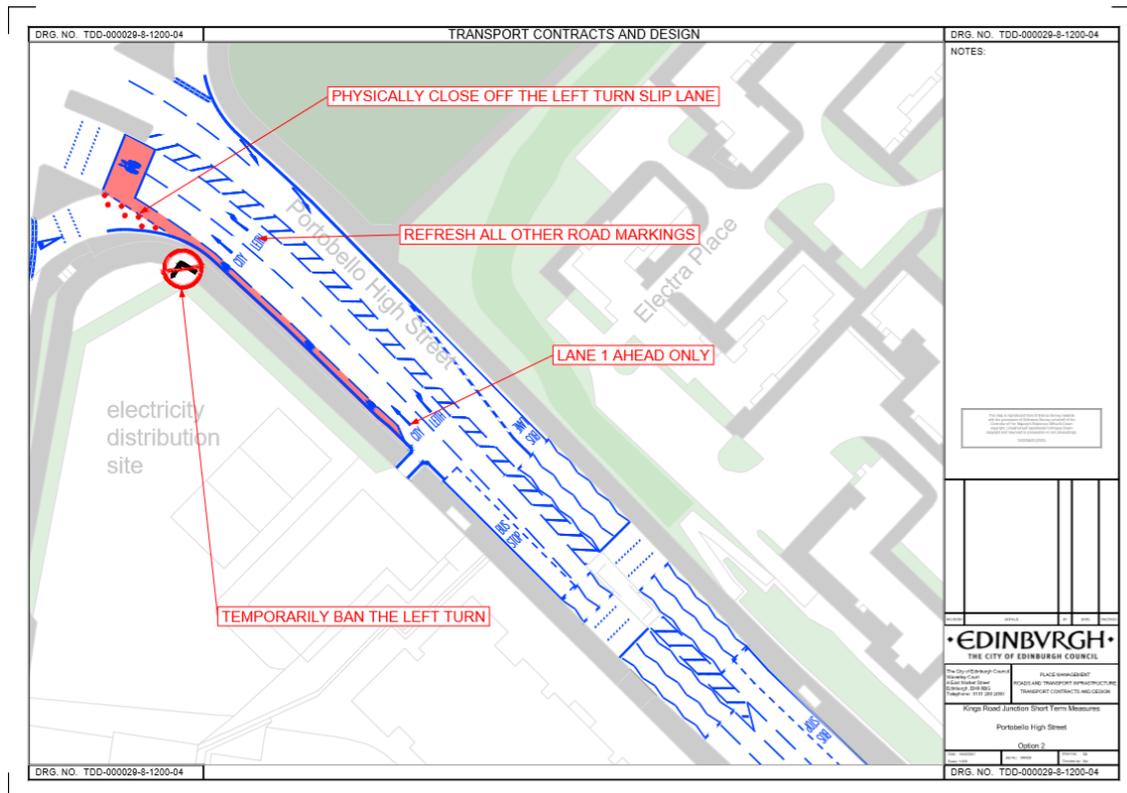
### Expected safety impacts:

- Negligible risk of cyclists proceeding straight ahead positioning themselves inside left turning traffic, so should largely eliminate the risk of the type of conflict involved in the two recent fatal collisions.
- Retains a cycle lead-in lane, between lanes 1 and 2.
- A large increase in westbound delays at the junction would be expected, resulting in significant diversion of traffic to other available routes, impacting negatively on residents, pedestrians and cyclists. Two most likely alternative routes each pass a primary school and a secondary school.

### Other factors:

- Expected to result in severe traffic congestion, significantly impacting on public transport services through Portobello.

## Option 2



Option 2 involves temporarily banning the left turn from Portobello High Street into Sir Harry Lauder Road for all vehicles. Based on a recent 12 hour traffic count at the junction, this would displace around 1,100 vehicles per day onto two alternative routes and there are concerns over the potential negative impacts of this on safety and amenity on these routes.

Expected safety impacts:

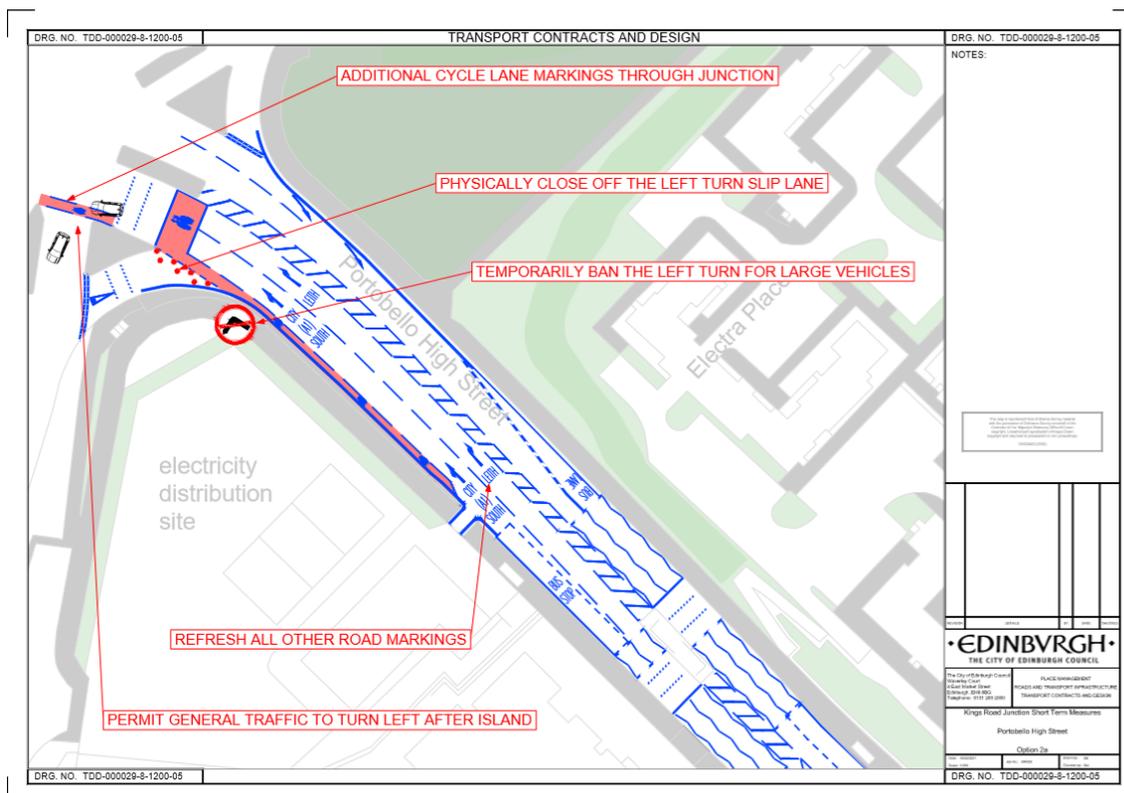
- Eliminates conflict between cyclists proceeding straight ahead and all left turning traffic.
- Retains a cycle lead-in lane.
- Diversion of traffic expected onto other routes, impacting negatively on residents, pedestrians and cyclists. Two most likely alternative routes each pass a primary school and a secondary school.
- May be some non-compliance, with vehicles illegally turning left around the front of the existing traffic island.
- Potential for conflict between any traffic illegally turning left around the front of the existing traffic island and cyclists proceeding straight ahead, particularly given tight kerb radius and street furniture within island close to kerbside.

- Potential for conflict between any traffic illegally turning left around the front of the existing traffic island and pedestrians crossing Sir Harry Lauder Road, as crossing phase currently runs at the same time as the traffic phase for Portobello High Street.

Other factors:

- Left turns banned for all vehicles (approx. 1,100 vehicles per day).

## Option 2a



Option 2a is a variant of Option 2, which involves temporarily banning the left turn from Portobello High Street into Sir Harry Lauder Road for HGVs only. Based on a recent 12 hour traffic count at the junction, this would displace around 20 vehicles per day onto alternative routes. This would therefore mitigate the risk of further collisions, but with a greatly reduced impact on alternative routes compared to Option 2.

Discussions with stakeholder groups indicate that they may be willing to support this option and it is therefore currently being designed up in more detail, so that it can be submitted for a Road Safety Audit.

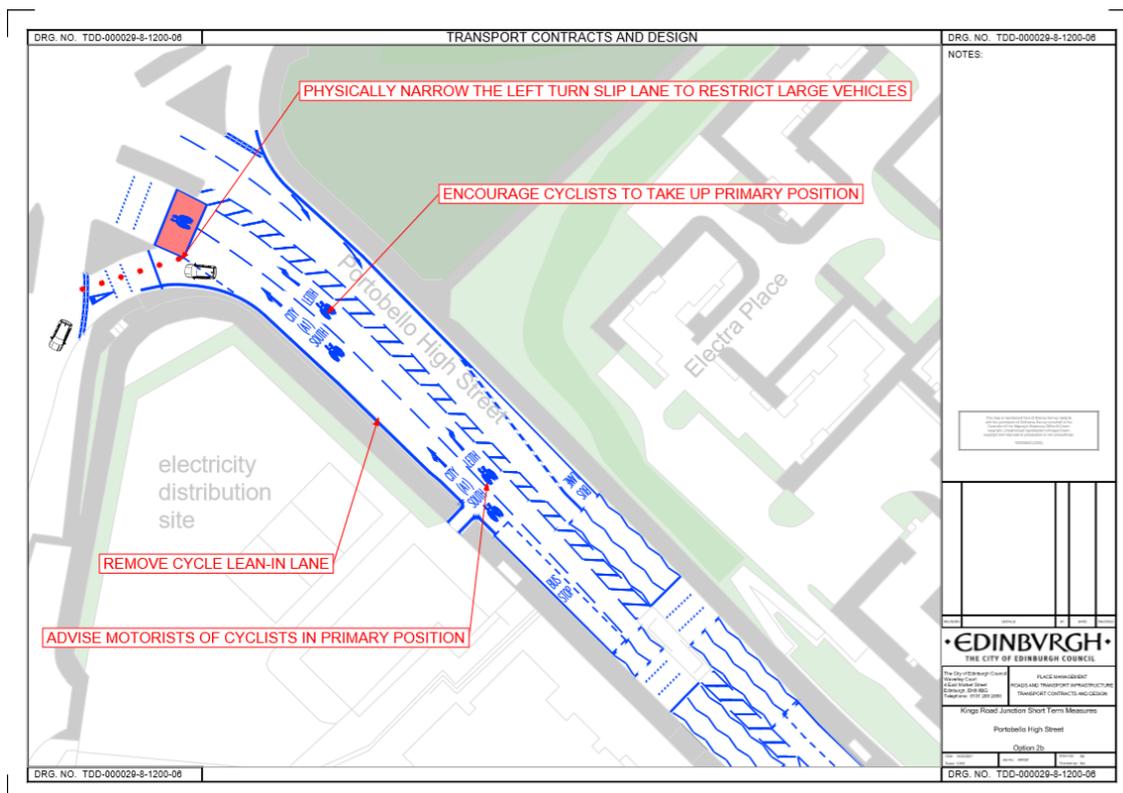
### Expected safety impacts:

- Eliminates conflict between cyclists proceeding straight ahead and HGVs turning left.
- Potential for conflict between traffic turning left around the front of the existing traffic island and cyclists proceeding straight ahead.
- Diversion of HGV traffic expected onto other routes, impacting negatively on residents, pedestrians and cyclists. Two most likely alternative routes each pass a primary school and a secondary school. However, volume of diverted traffic is much less than under Option 2.
- May result in increased waiting times for pedestrians as would require changes in the phasing of the traffic signals.

### Other factors:

- Left turns banned for HGVs only (approx. 20 vehicles per day). Other traffic permitted to turn left around front of current traffic island.
- Junction phasing would have to be altered, as crossing phase for pedestrians crossing Sir Harry Lauder Road currently runs at the same time as the traffic phase for Portobello High Street.

## Option 2b



Option 2b is also a variant of Option 2, which involves temporarily banning the left turn from Portobello High Street into Sir Harry Lauder Road for HGVs only. Based on a recent 12 hour traffic count at the junction, this would displace around 20 vehicles per day onto alternative routes. This would therefore mitigate the risk of further collisions, but with a greatly reduced impact on alternative routes compared to Option 2.

Discussions with stakeholder groups indicate that they consider that Option 2a is likely to mitigate the risk of conflict between cyclists and left turning vehicles to a greater degree than this option.

Expected safety impacts:

- Eliminates conflict between cyclists proceeding straight ahead and HGVs turning left.
- Potential remains for conflict between non-HGV traffic turning left using the slip road and cyclists proceeding straight ahead.
- Diversion of HGV traffic expected onto other routes, impacting negatively on residents, pedestrians and cyclists. Two most likely alternative routes each pass a primary school and a secondary school. However, volume of diverted traffic much less than under Option 2.

Other factors:

- Left turns banned for HGVs only (approx. 20 vehicles per day). Other traffic turns left using slip road, which would be narrowed to prevent its use by HGVs.
- Current two-lane approach from Portobello would remain, but without the cycle lead-in lane.