

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Road Safety – Service and Delivery Plan Update for 2023/24

Executive/Routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes this update on the Council's road safety service and delivery plan;
 - 1.1.2 Approves the Core Business Update and associated priorities (Appendix 1);
 - 1.1.3 Approves the proposed changes to the delivery timescales for the outstanding actions agreed by Committee (Appendix 2); and
 - 1.1.4 Approves the proposed Road Safety Delivery Plan for 2023/24 (Appendix 3).

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Executive Director of Place

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Road Safety – Service and Delivery Plan Update for 2023/24

2. Executive Summary

- 2.1 This report provides an update on the scope, workload, resource capacity, proposed delivery plan and outstanding Committee actions for the Council's Road Safety and Local Traffic teams.

3. Background

- 3.1 On 8 December 2022, Committee considered and agreed the content of a [Draft Road Safety Action Plan](#) to 2030. In addition to the draft plan for consultation, Committee also agreed a Road Safety Improvements Delivery Plan to 2024.
- 3.2 Consultation on the draft City Mobility Plan and associated Action Plans has recently concluded. A separate report to this Committee highlights the consultation findings, and the final plans will be presented to Committee in February 2024 alongside the first review of the City Mobility Plan.
- 3.3 Responsibility for Road Safety and Local Traffic transferred to the Network Management and Enforcement Service in June 2023, following a realignment of service responsibilities across the Council's transport services. In addition, a dedicated infrastructure delivery team has also been created to progress delivery of road safety and local traffic projects.

4. Main report

- 4.1 Following the realignment, a review of the Road Safety Delivery Plan and associated resources has been undertaken and a single programme of work has been created.

Road Safety Priorities

- 4.2 Under Section 39 of the Road Traffic Act 1988, Local Authorities have a statutory responsibility for the Promotion of Road Safety. The Act requires local authorities to *'Prepare and carry out a programme of measures designed to promote road safety; conduct studies into accidents on roads, other than trunk roads within their area;*

take appropriate measures to prevent such accidents including the dissemination of information and advice relating to the use of the roads; the giving of practical training to road users; the construction, improvement, maintenance or repair of roads for which they are the highway authority’.

- 4.3 Having reviewed the existing delivery programme, alongside the current workload of the team, an assessment of the priorities for the Council has identified the following to be the most significant (list not prioritised):
- 4.3.1 Accident Investigation and prevention (AIP) (Collision and Casualty Reduction);
 - 4.3.2 Road Safety education for schools and young people, School Travel Plan review (and associated action plans) and school streets (improving compliance and developing new);
 - 4.3.3 Assessment and delivery of the Pedestrian Crossing programme;
 - 4.3.4 Delivering speed reduction where compliance with the limit is poor, and introducing new limits and/or traffic calming measures where appropriate;
 - 4.3.5 Data analysis and risk projection including surveys, assessments and consultation; and
 - 4.3.6 Policy development to support road safety and Vision Zero policies.
- 4.4 The details of these priorities are described in more detail in Appendix 1.
- 4.5 Delivery of these functions is key to successful service delivery. However, it should be noted that significant changes will be required to streamline some activities and focus on project delivery.

Road Safety Delivery Programme

- 4.6 To achieve these aims, it will be necessary to define a strategic capital and revenue delivery plan to provide the necessary resources to meet Vision Zero targets and to ensure that a future Road Safety Action Plan can be fully delivered.
- 4.7 In advance of the new plan, a review of the existing delivery programme to 2024 has been carried out and a revised, priced and funded delivery programme has been prepared for the remainder of the 2023/24 (Appendix 3).
- 4.8 This prioritises project delivery from the previous “Long-list” (December 2022) into a realistic delivery programme (considering project delays) and prioritises actions based on the risk of harm. A project programme for 2024/25 will be developed and submitted to Committee for approval prior to the end of this financial year.

Resourcing

- 4.9 It has been recognised for some time that there are significant resource pressures and challenges with competing priorities for the current Road Safety team. This has led to delays in successful delivery of agreed programmes of work.
- 4.10 The Road Safety team comprises six officers, two of which are permanently dedicated to educational support and engagement with school communities.

However, there have been a number of changes in the team in 2023 which has meant that the team has been operating at reduced capacity.

- 4.11 Over the last six months, recruitment has been ongoing, and a new Senior Engineer has recently been appointed. In addition, plans have been developed to recruit additional capacity (beyond the current establishment) in recognition of the service delivery plans.

Outstanding Actions from Committee

- 4.12 There are currently 15 separate actions within the Committee's rolling actions log to be progressed by the Road Safety team. Many of these actions require detailed investigation, traffic studies, ongoing engagement with school communities, prioritisation, assessment, design work, instruction to consultants or procurement to make realistic progress.
- 4.13 Therefore, a review of the actions has been undertaken and a proposed prioritisation carried out. This is summarised in Appendix 2 for approval and, if agreed, will be reflected in the Rolling Actions Log presented to Committee in November 2023.

Road Safety and Local Traffic Improvements

- 4.14 Alongside the programme for road safety, a new Local Traffic team has been created to consider and develop a programme focusing on mitigating the impact of traffic or mobility challenges in our local communities. The proposed work programme for this team will be centred on protecting the most vulnerable road users, considering improvement projects where traditional road safety, infrastructure or active travel schemes are not routinely delivered.
- 4.15 This team will also be responsible for taking forward the Neighbourhood Environment Programme (NEPs) moving forward. A report on proposals for this are expected to be reported to Committee early in 2024.

5. Next Steps

- 5.1 If Committee approve the report recommendations, implementation of the delivery programme will be progressed (as described in Appendices 1 – 3). The Committee Rolling Action Log will also be updated with the revised programme for outstanding actions.
- 5.2 An update on the approach to NEPs is expected to be presented to early in 2024 and a new road safety delivery programme for 2024/25 will be presented to Committee on 7 March 2024.
- 5.3 As part of the action agreed by Committee on 17 August 2023, the operational and capital investment requirements needed to deliver road safety in the city will be included in the information provided to all political groups in advance of the 2024/25 budget setting process.

- 5.4 In a move to better inform the Council's road safety investment strategies, the service is exploring the use of predictive risk modelling to consider where collisions, incidents or areas of risk are likely to occur in the future. The team intend to trial the use of predictive risk factors to consider where infrastructure improvements may be appropriate considering environmental, physical, driver and vehicle profile factors. The results of a validation trial will be reported to a future committee.

6. Financial impact

- 6.1 The cost of delivering the programme outlined in Appendices 1 – 3 can be contained within the financial resources allocated to road safety in 2023/24.
- 6.2 As noted in paragraph 5.3, the operational and capital investment requirements for road safety will be reported to political groups by the end of 2023.

7. Equality and Poverty Impact

- 7.1 As the activities set out in this report form part of an existing work programme, an Integrated Impact Assessment (IIA) has not been carried out. However, the proposed core duties and prioritised delivery programme are considered to improve road safety, mobility and accessibility for all our residents, visitors and road users.
- 7.2 The proposal is intended to advance the Council's public sector duties to improve equalities, create safe, accessible streets and pavements for all road users, especially for younger, older and vulnerable people.

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 for road safety is to reduce collisions and casualties, by creating a safer more pleasant street environment for all road users, particularly focusing on our most vulnerable communities.
- 8.2 In terms of modal shift, and carbon reduction, the interventions are centred on the approved transport hierarchy to support delivery of the City Mobility Plan and create safe road environments for our communities.

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

- 9.1 Failure to appropriately fund, resource, plan and deliver statutory road safety functions may result in increased risk, injury or harm on our road network.

- 9.2 The purpose of this report is to identify the workload pressures on the Road Safety team, define the Core Duties and instigate the creation of a Work Plan, reprogramming workloads is necessary to support colleagues and to minimise the impact of demands on their health and wellbeing.
- 9.3 The impact on individuals, families and communities following a serious collision is well understood and may be mitigated by resources focused on casualty reduction and Vision Zero policies.
- 9.4 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. Delays to deliver a significant project programme is likely to influence the prospect of collision reduction and threaten longer term strategic targets.

10. Background reading/external references

- 10.1 None

11. Appendices

Appendix 1 – Core Business Priorities

Appendix 2 – Rolling Action Log (Road safety extract)

Appendix 3 – Delivery Programme (2023/24)

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Workstream	Description	Status	Estimated resource requirement *	Notes/Actions	Priority
Customer Contact/ VIP Councillor Enquiries/ FoI & EDIR Requests	Managing the Road Safety mailbox. Collating survey data and responses for enquiries. Collating freedom or information data requests etc	Administration of the Road Safety mailbox is a daily duty for one member of the team.	1 FTE	One member of the team is required to manage the mailbox, progress requests for surveys, audits and VIP responses.	High
Pedestrian Crossings	Managing requests, arranging crossing surveys, undertaking assessment. Developing design solutions for informal and controlled pedestrian crossing facilities. Liaison with delivery teams to co-ordinate with other project installations and opportunities.	Current scheme list included 87 Locations. Discussion ongoing with Active travel to co-ordinate project plans	0.5 FTE	Resource required to develop and deliver the current crossing priority list and undertake risk-based assessments for future sites. Proposal to move away from survey driven priorities.	High
Accident Investigation and Prevention (AIP)	Investigation of incident clusters/sites to understand cause and develop mitigation measures.	26 Sites of Interest Inc: Dalmahoy junction Davidson's Mains Rbt Portobello High St Easter Road/Dalmeny St	0.25 FTE	2023/2024 Priority AIP list included in the Delivery plan. Additional major schemes are included in the Rolling Action Log summary.	High

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

				No resource or work plan has historically been considered for RAL action delivery.	
CRASH Stats 19 Collision Date	Data collection, validation and analysis. Collision data underpins the AIP process.	Ongoing. Validated collision data provided by the Police.	0.1 FTE	Validated Police information to be loaded on to keyACCIDENT system. Retrievals required for all scheme development and many enquiries.	Statutory Requirement
Accident/incident retrieval information	Data retrieval undertaken for various sites of interest and scheme/project investigation.				
School Travel Plans	Engagement with school communities involving all 141 schools or cluster areas. Road Safety & Active Travel Liaison Officers work with all school and parent communities to develop travel plans (RS&ATLO)	87 Primary School & 23 High School clusters.	2 FTE	Resource required to develop STPs into delivery plans. Proposal to simplify the process to consider risk based audits to speed up delivery.	High
Section 75 Developer Contribution	Total developer contribution for Road Safety interventions (at July 2023) understood to be in the region of £1.38 m	Resource and time required to review, process, co-ordinate, develop and deliver the current Section 75 backlog.	0.25 FTE	Wholesale review required to define available developer contributions, prepare appropriate interventions and deliver measures.	Medium

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Speed Reduction Sites	146 known locations across the city to consider appropriate interventions. Additional requests and speed surveys undertaken each year.	Site list and demand increasing with completion of new developments.	0.25 FTE	Short-term priority scheme list included in Appendix 3	Priority depending on speed survey results and environment.
Speed Limit Reductions – 20mph Extension (Agrees sites)	9 agreed locations across the City. Speed Limit Order made.	Design and delivery package ongoing	0.2 FTE	Delivery expected by early 2024	Medium
Speed Limit Reductions – 40 to 30mph	Consultant appointed to finalise detailed design package and pre-construction information. Revised road markings may be included to influence driver behaviour, otherwise refresh existing.	Detailed design package expected by end of 2023. Delivery expected over FY 2024. Installation cost understood to be c £300k	0.1 FTE	Designer appointed. Phased delivery expected over 2024	High
Speed Limit Reductions – Rural speed limits	Consultation completed	Consultation response considered at October Committee	By others	Resources for design and delivery (inc TRO) to be added to future work plan	TBA
Speed Limit Extension – 20mph	As above	As above	By others	As above	TBA
Education – Young Drivers Event	Well regarded annual Citywide educational event offered to upper school pupils with	Road Safety & Active Travel Liaison Officers arrange September	0.1 FTE	September event postponed due to industrial action. New dates TBA	Medium

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Junior Road Safety Officer	support from emergency services	and other events through the calendar.		Successful 2023 event completed involving 60 schools	
Road Safety Audits	Contract and process administration. Provision of RSA service for all Transport services	New framework contract recently established.	0.2 FTE	Road Safety team provide this service for internal colleagues	High
School Streets – Existing Sites	Improvements required at existing sites to replace or revise signage. Existing flashing signage is beyond service life and expensive to maintain	Existing signs are at the end of their service life and need replaced. Traffic orders may need to be readvertised to reflect new signage.	0.25 FTE	Capital replacement programme to be developed to replace current signage with time plates. TRO to be revised and readvertised.	High
School Streets – Ex SfP Sites	Existing TTRO has been revoked. Engage with local/school communities to consider appropriate action	Remove or set-aside existing planter units.	0.125 FTE	Retain units where no issues/pressure known.	Medium
School Streets – New Sites	Consider simplifying signage to reduce installation and maintenance costs.	Scheme priority list to be developed. Traffic Orders to be prepared and promoted	0.125 FTE	Capital project to be prepared for work plan	Medium
Cycling and Scooter Parking	Road Safety & Active Travel Liaison Officers liaise with school communities to seek funding and provide facilities	Projects ongoing	0.1 FTE	Application submitted to Cycling Scotland	Medium

Appendix 1 - Road Safety – Core Business Update

Assessment of core workload and estimated resource requirements

Predictive risk-based data modelling	Development and adoption of a risk-based modelling tool to influence investment priorities, policy and move towards Vision Zero	Validation trials underway to correlate specific site data against historical information	0.1 FTE	Officers in discussion with system supplier. System to provide statistically representative risk based data	Medium
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* The estimated FTE shows an average weekly workload across the service priorities. This highlights that there are capacity challenges to deliver all of the activities which this team are responsible for. Actions are being progressed to resolve this.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

No	Original Date	Report Title	Action	Previous Comments	Update Comments and Work Plan
15	27-01-22	Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone	To request a further report from the Executive Director of Place on the matter.	Engagement with the school on the travel plan is ongoing. A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 .	School Travel Plans are to be reviewed over next 3 months. Individual actions and outcomes will be reported on a phased basis. Update expected on STP review in January 2024.
18	31-03-22	Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller (see agenda)	Extract of the motion: Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.	A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 .	Proposed date early following recruitment of additional people for the Road Safety team.
21A	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station (See Agenda)	To engage with Ward Members regarding the Petition on Station, Ratho Station.	The next update is expected on 14 September 2023. Previous updates:	Business Bulletin to be provided.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

				28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .	
21B	08.12.22	Rolling Actions Log – action 29 (Station Road, Ratho Station)	Instructs officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee	The next update is expected on 14 September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .	As above
22	18.08.22	Updated Pedestrian Crossing Prioritisation 2022/23	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in the next 12 months.		Defer to January 2024. Interim pedestrian crossing delivery plan update included in Appendix 3. Officers to prioritise this delivery programme and develop appropriate designs.
24	18.08.22	Evaluation of the 20mph Speed Limit Roll Out – Three Years Pose Implementation	To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed.	This will be incorporated into reporting for the 20mph programme.	To be included in October 2023 20mph Consultation report.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

30	08.12.22	Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)	1) Notes continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.	This will form part of the School Travel Plan Review programme.	Vehicle Activated Signs to be installed (on rotation) on Brighton place.
31	08.12.22	Draft Road Safety Action Plan – Delivering City Mobility Plan	Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further speed reduction measures' of appendix 2.		See Appendix 3
32	08.12.22	School Travel Plan Review Update	Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward councillors upon completion.	Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .	School Travel Plan review and update ongoing. Proposal to streamline the engagement process to focus on school audits and project delivery. Update to be prepared in January 2024.

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

37	20.04.23	Major Junctions Review Update	<p>1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on existing junctions which may be further impacted by population change due to additional housing.</p>		<p>Client brief for appointment of consultant to take forward advanced works package under development.</p> <p>When consultant brief is complete – report to Committee on the resources required for delivery.</p>
			<p>2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.</p>		As above
39	20.04.23	Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)	<p>Extract from motion with actions:</p> <p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to:</p> <ul style="list-style-type: none"> • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area 		<p>As noted in the August 2023 Business Bulletin, a broader traffic survey will be carried out to consider the impact of through traffic in the Parkgrove Drive area.</p> <p>A further update will be provided in early 2024.</p>

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

			Improve the road and footway surface if this can be justified within existing policies and budgets.		
40	20.04.23	Emergency Motion by Morningside Ward Councillors – Canaan Lane	<p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised and permanent alternatives are proposed and put in place as part of this work in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the area.</p>	These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed.	<p>The TTRO closure has been removed on completion of the school construction works.</p> <p>Officers met with local Ward Councillors and the Convener.</p> <p>The action was to develop a temporary school street style proposal. The Active travel team are now developing an option to widen footpaths, realign the existing contraflow cycleway and promote a new traffic regulation order.</p>
48	15.06.23	Business Bulletin	3) To agree to hold a members workshop on school travel plans and school street projects, including considerations of whether they could be dealt with in conjunction with each other and to agree that the Education Children and Families Committee be involved in any reviews.		<p>School Travel Plan review and update ongoing.</p> <p>Update to be provided in January 2024.</p>

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

51	15.06.23	Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road	<p>1) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).</p>		Designer procurement to be confirmed.
			<p>2) To request that officers investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.</p>		As above
			<p>3) To agree that this additional work (1) should not delay the overall progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2). To agree that an update on (1) & (2) should be provided to Committee no later than January 2024</p>		Stakeholder engagement and design option/review meetings to be held with Lothian Buses.
53	15.06.23	Response to Motion by Councillor Burgess – Sciennes Primary	<p>1) To note a further update would be provided following the conclusion of the public advertising</p>	Depending on any objections received, an update will follow a	Update on TRO to be added

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

		Playground on Sciennes Road	<p>stage of the Traffic Regulation Order process for a permanent closure.</p>	<p>report to Licensing Sub-Committee.</p>	
			<p>2) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.</p>		<p>As above</p>
			<p>3) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.</p>		<p>As above</p>
			<p>4) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate</p>		<p>Meeting with Ward Councillors, all stakeholders and colleagues from our</p>

Appendix 2 - Road Safety – Rolling Action Log – Programme Update

			<p>and legal officers, to discuss outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.</p> <p>To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.</p>		<p>Education Estate team to be arranged.</p> <p>Playground extension to be led by Strategic Asset team.</p>
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Appendix 3 - Road Safety – Rolling Action Log – Programme Update v7

A. Completed Schemes (2023/2024).

Job Number	Project Detail	Location	Project Cost (£k)	Project Status
672782	AIP – Signalised Junction	Drum Brae Drive	230	Completed
672782	AIP (Surfacing & anti-skid treatment)	Sir Harry Louder Road	130	Completed
673184	School Travel (Controlled crossing)	Liberton PS	45	Completed
000802	Speed Reduction Measures	Abercromby Place	10	Completed
000802	Speed Reduction Measures	Lennel Avenue	10	Completed
000802	Speed Reduction Measures	Slateford Road	10	Completed
000802	Speed Reduction Measures	A71 Dalmahoy (New speed limit)	15	Completed
673184	School Travel Improvements	Clermiston PS	60	Completed (Further Discussion)

B. High Priority schemes to be delivered financial year 2023/2024.

Job Number	Project Detail	Location	Project Cost (£k)	Priority
672774	Controlled Crossing	Lanark Road West	80	High Priority
672774	Controlled Crossing	South Gyle Broadway	80	High Priority
672774	Buildout Crossings	Ashley Terrace	50	High Priority
672782	AIP – Controlled Crossing	Murrayburn Road	75	On site
672782	AIP – Junction treatment	Easter Road at St Clair Street	TBC	High Priority
672782	AIP	Glasgow Road at Craigs Gardens	60	High Priority
000802	Speed Reduction Measures	Wakefield Avenue	10	High Priority
000802	Speed Reduction Measures	Craigentinny Road	10	High Priority
000802	Speed Reduction Measures	Sleigh Drive	10	High Priority
000802	Speed Reduction Measures	Fillyside Road	10	High Priority
000802	Speed Reduction Measures	Craigentinny Avenue	10	High Priority

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C. Schemes programmed to be delivered in financial year 2023/2024, subject to design/procurement and delivery resources.

Job Number	Project Detail	Location	Project Cost (£K)
673182	Section 75 Mitigation for local housing developments	Scotstoun Avenue – Design to be revised and reflect anticipated active travel route	50
672782	AIP	Murrayburn Crossing	75
672774	Pedestrian Crossing (Build-out)	North West Circus Place	15
672774	Controlled Crossing (Tiger)	Victoria Primary School	60 - Education Account
672774	Pedestrian Crossing (Zebra)	Grassmarket	50
672774	Pedestrian Crossings	Craighall Road – (two locations TBA)	60
672774	Pedestrian Crossing	Bellevue / Rodney Street	30
672774	Pedestrian Crossing	Belford Road	30
672774	Controlled Crossing	Albion Road	40
000802	Speed Reduction Measures	Craigcrook Road (west)	10
000802	Speed Reduction Measures	Fettes Avenue	10
000802	Speed Reduction Measures	East Fettes Avenue	10
000802	Speed Reduction Measures	Inverleith Row	10
000802	Speed Reduction Measures	Inverleith Place	10
000802	Speed Reduction Measures	Lochend Road	10
000802	Speed Reduction Measures	East Hermitage Place	10
000802	Speed Reduction Measures	Claremont Park	10
000802	Speed Reduction Measures	Restalrig Road South	10
000802	Speed Reduction Measures	Carlton Terrace	10
000802	Speed Reduction Measures	Lower Granton Road	60
000802	Speed Reduction Measures	Polwarth Gardens	10
673184	School Travel	Leith Walk PS	TBC
673184	School Travel	James Gillespies	30

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673184	School Travel	Dalry School Streets	30
673184	School Travel	School cycle parking	200
673181	Speed Limit Reductions	20mph Extension	85
000800	Speed Limit Reductions	40mph to 30mph review (Project expected to start in early 2024)	130 (Total cost c £300k)