

Transport and Environment Committee

10.00am, Thursday, 15 August 2024

Ellersly and Kinellan Roads

Executive/Routine
Wards

Routine
6 – Corstorphine/Murrayfield

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 This update on traffic speed surveys which were undertaken on Ellersly and Kinellan Roads in 2020 and 2021 and that measures are likely to be introduced to improve road safety in 2025/26;
 - 1.1.2 The update on temporary footway widening and that this has been incorporated into the citywide review of the Local Traffic Improvement (LTI) Programme (which is being reported separately to Committee); and
 - 1.1.3 That a design is being developed for a proposed pedestrian crossing (uncontrolled feature) at the Ellersly Road and Murrayfield Road junction to determine whether it would be possible to incorporate this into the programmed road resurfacing in 2024.

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Ellersly and Kinellan Roads

2. Executive Summary

- 2.1 This report was requested by Committee on 23 May 2024 in response to a petition on Ellersly and Kinellan Roads. All matters described in the petition are included in established work programmes and will be considered and potentially delivered in line with future work programmes.
- 2.2 The possibility of early delivery or amalgamation with other work programmes has and will continue to be explored, where appropriate.

3. Background

- 3.1 On 23 May 2024, Committee heard a [petition](#) relating to speed management, improved footpath infrastructure and the installation of pedestrian crossing facilities on Ellersly and Kinellan Roads.
- 3.2 Committee requested a report in two cycles on how the following changes could be delivered:
 - 3.2.1 Traffic calming on Ellersly Road and Kinellan Road, recognising that this was an agreed commitment in the road safety report presented to committee in December 2022;
 - 3.2.2 Widening the footway on the north side of Ellersly Road on a temporary basis pending any redetermination order for a permanent widening; and
 - 3.2.3 A new pedestrian crossing at the eastern end of Ellersly Road, including whether this could be considered through the new Local Traffic Improvement Programme, given this was identified in the pedestrian crossing prioritisation report to committee in August 2022.
- 3.3 Automatic Traffic Counts (ATCs) on Ellersly Road and Kinellan Road were undertaken in 2020 and 2021, the results of the speed surveys are noted below:
 - 3.3.1 Ellersly Road, September 2020, east of Kinellan Road – Ave 25.9mph; and
 - 3.3.2 Ellersly Road, June 2021, west of Murrayfield Road – Ave 25.2mph; and
 - 3.3.3 Kinellan Road, May 2021, north of Ellersly Road – Ave 25.0mph.

- 3.4 Widening of the north footpath was discussed with members of the Murrayfield Community Council in 2020 and, at that time, it was noted that a proposed scheme had not been approved and was unfunded for inclusion in the Neighbourhood Environmental Programme (NEP). It should be noted the NEP programme has not been active since June 2020. Existing NEP funding has been retained to deliver previously approved schemes across the city.
- 3.5 Following an approach from a local resident and the Murrayfield Community Council, two pedestrian demand surveys were undertaken at the junction of Ellersly Road and Murrayfield Road in May 2019 and October 2020. The adjusted PV² values were 0.231 and 0.311 respectively, suggesting uncontrolled pedestrian crossing infrastructure would be appropriate. The proposed scheme is currently included in the pedestrian crossing project list for delivery in future years.

4. Main report

Traffic Calming

- 4.1 As noted in paragraph 3.3, speed surveys were undertaken on Ellersly Road and Kinellan Road in the last four years. The speed limit on these two roads is 20mph.
- 4.2 The results of these surveys suggest that both roads would benefit from speed management interventions. The Council's current approach to the installation of speed reduction measures was set out in a [report](#) to Committee on 11 October 2019. Further details were provided within a subsequent [report](#) to Committee on 27 February 2020.
- 4.3 The survey speeds recorded at the two noted locations would suggest the introduction additional signs, lines and potentially Vehicle Actuated Speed Signage (VASS) could be suitable mitigation measures.
- 4.4 Both locations are currently included in the Speed Management programme and, subject to available funding and resource, will be included in the 2025/26 Road Safety Delivery Programme (subject to approval in April 2025). However, it may be possible to deliver them in the 2024/25 Road Safety, Delivery Programme or include the works as part of the planned road resurfacing works.
- 4.5 The use of physical traffic calming measures is generally only considered appropriate 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.
- 4.6 In the latest available three-year period (to the end of February 2024) there was one injury collision reported on Ellersly Road and none on Kinellan Road (data accurate as of 17 June 2024). The collision in Ellersly Road occurred in October 2023 when a car moving south on Ellersly Road swerved to avoid a vehicle that pulled out of Wallace Gardens, losing control and colliding into a lamppost and tree. The driver of the first car sustained a minor injury, however, the second driver was not traced.

- 4.7 Therefore, at this time, the current collision history does not support the introduction of physical traffic calming measures in Ellersly Road or Kinellan Road.

Temporary Footpath Widening

- 4.8 Based on the collision information provided, there is currently no justification to introduce temporary footway widening as a road safety intervention on the north side of Ellersly Road. Therefore, officers will incorporate this into the proposals for assessment and consideration under the LTI Programme (the LTI programme and assessment criteria was specifically designed to consider projects to improve mobility and accessibility for local communities), which is being reported to Committee separately on this agenda.
- 4.9 It is not practical to undertake the footway widening during the planned resurfacing programme as: (discussions are ongoing)
- 4.9.1 To investigate and design the revised scheme would take additional time and could delay the currently programmed road resurfacing scheme;
 - 4.9.2 Utility service diversions may be required to achieve the desired new kerb line;
 - 4.9.3 The full width of the footpath would need to be excavated, regraded and resurfaced to ensure surface water is shed on to the road (the existing footpath and road both fall towards the kerb meaning a simple extension would create ponding).
 - 4.9.4 The footpath widening scheme is currently unfunded (estimated cost £100,000 TBC), however it is included in the LTI Programme; and
 - 4.9.5 A redetermination order may be required to change the carriageway into footpath (however, officers are exploring options to exclude traffic calming features from this requirement).

Pedestrian Crossing

- 4.10 Pedestrian crossing assessments have been carried out at the junction of Ellersly Road and Murrayfield Road in May 2019 and October 2020. Both survey results noted a moderate pedestrian crossing demand that would suggest the introduction of uncontrolled crossing infrastructure would be a preferred solution e.g. footpath build-outs or a pedestrian refuge island.
- 4.11 A design is currently being progressed to determine if this can be installed during the programmed resurfacing in 2024.
- 4.12 A briefing on the outcome of this will be provided to Committee, Ward Councillors and Murrayfield Community Council.
- 4.13 If this is not possible to incorporate this into the upcoming resurfacing programme, it will be included in the proposed Pedestrian Crossing Framework study and will be considered for inclusion in a future Pedestrian Crossing installation programme

5. Next Steps

- 5.1 Committee are asked to consider footway widening on the north side of Ellersly Road in the LTI programme which is reported separately to this Committee.
- 5.2 Officers will continue to consider if the uncontrolled pedestrian crossing at the Ellersly Road and Murrayfield Road junction can be incorporated into the planned road resurfacing and will update Committee, Ward Councillors and Murrayfield Community Council.

6. Financial impact

- 6.1 The cost of laying new road markings to reinforce the existing 20mph speed limit are expected to be in the region of £2000.
- 6.2 The anticipated cost of footpath widening could be in the region of £100,000 depending on the extent of resurfacing, new drainage gullies or potential utility service diversions etc.
- 6.3 The cost of installing a crossing feature on Ellersly Road is expected to be in the region of £20,000.

7. Equality and Poverty Impact

- 7.1 The assessment, design and delivery of the various Road Safety and Local Traffic Improvement proposals noted in this report are intended to improve safety, mobility and reduce risk for our most vulnerable road users. It is not considered necessary to undertake an overall or site-specific Integrated Impact Assessment (IIA) for the measures considered above.
- 7.2 The proposals are intended to advance the Council's public sector duties to improve equalities, create safe and accessible streets and pavements for all people 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 Road Safety function 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 our interventions are centred on the approved transport hierarchy and support delivery of the City Mobility Plan actions.

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

- 9.1 As outlined in this report, officers have carried out road safety and speed surveys on Ellersly and Kinellan Roads and the update in this report outlines the next steps proposed for traffic calming, footway widening and the introduction of a pedestrian crossing.

10. Background reading/external references

- 10.1 None.

11. Appendices

- None.