

# Transport and Environment Committee

10.00 am, Tuesday, 29 October 2013

## Vehicle Activated Speed Signs – Priority List of Future Sites

Item number 8.4

Report number

Wards

### Links

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Coalition pledges

Council outcomes [CO21](#)

Single Outcome Agreement [SO4](#)

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# Executive summary

## Vehicle Activated Speed Signs – Priority List of Future Sites

### Summary

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A report was presented to the Transport, Infrastructure and Environment Committee on 4 May 2010, which set out the results of a pilot study into the effectiveness of Vehicle Activated Speed Signs (VASS). A set of criteria for the future use of this technology was also approved.

Assessments for the introduction of VASS are carried out as requests for new sites are received from Councillors, other parts of the Council and members of the public. These assessments form the basis of a priority list of sites for the introduction of this equipment. This list will be reported to the Committee for approval on an annual basis.

Two sites are put forward for construction this year. These sites are on the A8 at the Royal Bank of Scotland's HQ and on the A90 Hillhouse Road on the westbound carriageway to the west of the Blackhall dip.

### Recommendations

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It is recommended that the Committee:

- 1 Approves the introduction of VASS equipment at the two sites noted in this report; and
- 2 notes that each site will be consulted upon with residents, relevant Neighbourhood Partnerships and local Councillors prior to any installation works.

### Measures of success

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Vehicle Activated Speed Signs are provided at locations across the city, which have been assessed to meet the criteria in Appendix 1. Local consultation ensures the facilities provided meet the requirements of the local community and stakeholders.

## Financial impact

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Each site will usually cost in the region of £5,000. Funds will be made available from the 2013/14 Road Safety Capital Budget to install VASS equipment at the sites on the list.

## Equalities impact

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The new priority list will take into account the road safety needs of all users. Due regard has been given to the protected characteristics (Age, Disability and Religion & Belief) through the consultation and design process.

Sign poles will not impede footpath users and will not affect the visual amenities of residents.

## Sustainability impact

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Potential for positive impact on the environment by reducing vehicle speeds. This should encourage walking; reduce vehicle use and lower carbon emissions.

## Consultation and engagement

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Consultation will be carried out for both locations prior to construction. This will include the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;
- Local elected members;
- Council Roads Network Managers;
- Bus operators; and
- Emergency services.

## Background reading/external references

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- Appendix 1 - Agreed criteria for new sites
- Appendix 2 - New Priority List for Approval
- Background Paper - Report to the Transport, Infrastructure and Environment Committee 4 May 2010 titled "Vehicle Activated Signs - Pilot Study Results and Recommendations"  
[http://www.edinburgh.gov.uk/download/meetings/id/2337/vehicle\\_activated\\_signs-pilot\\_study\\_results\\_and\\_recommendations\\_motion\\_by\\_councillor\\_jackson](http://www.edinburgh.gov.uk/download/meetings/id/2337/vehicle_activated_signs-pilot_study_results_and_recommendations_motion_by_councillor_jackson)

## Vehicle Activated Speed Signs – Priority List of Future Sites

### 1. Background

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- 1.1 A report was presented to the Transport, Infrastructure and Environment Committee on 4 May 2010, which set out the results of a pilot study into the effectiveness of VASS. A set of criteria for the future use of this technology was also approved. A copy of these criteria is shown in Appendix 1.
- 1.2 Assessments for the introduction of VASS are carried out as requests for new sites are received from Councillors, other parts of the Council and members of the public. These assessments form the basis of a priority list of sites for the introduction of this equipment. The current list is shown in Appendix 2. This list will be reported to the Committee for approval on an annual basis.
- 1.3 Any site that achieves the speed criteria but does not meet the other criteria will be added to a rolling programme for the erection of temporary mobile VASS. These mobile signs are left in place for a period of three weeks then moved to the next site on the list. Each site is currently revisited approximately once every 5 or 6 months.

### 2. Main report

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- 2.1 Two sites are put forward for construction this year. These sites are the A8 at the Royal Bank of Scotland's HQ with a sign in each direction and one sign on the A90 Hillhouse Road on the westbound carriageway to the west of the Blackhall Dip.
- 2.2 Sites on Lanark Road West, Johnsburn Road, Liberton Drive and Ravelston Dykes Road have been added to the mobile VASS programme.

### 3. Recommendations

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3.1 It is recommended that the Committee:

3.1.1 approves the introduction of VASS equipment at the two sites noted in this report; and

3.1.2 notes that each site will be consulted upon with residents, relevant Neighbourhood Partnerships and local Councillors prior to any installation works.

**Mark Turley**

Director of Services for Communities

## Links

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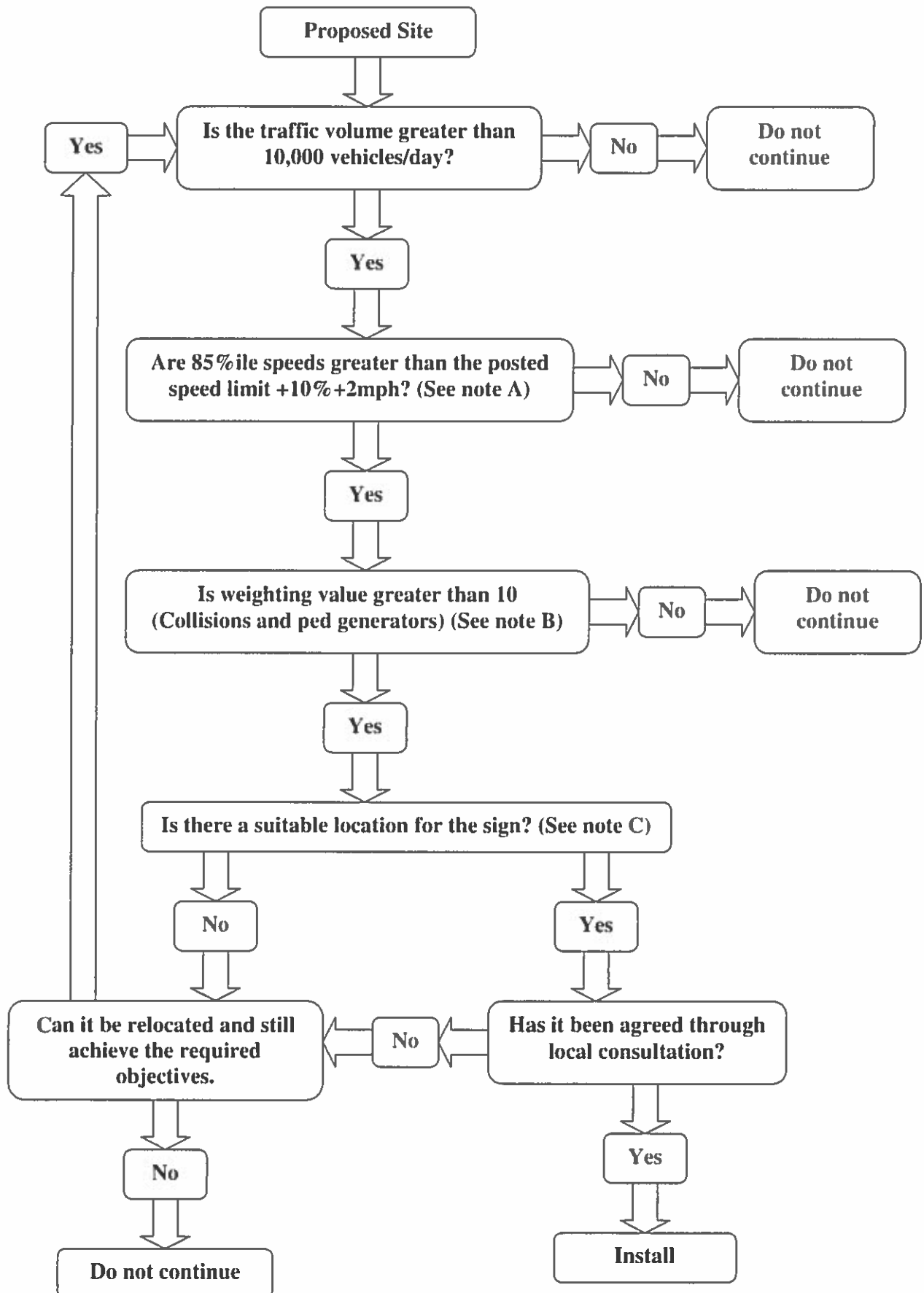
### **Coalition pledges**

**Council outcomes**    **CO21: Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.**

**Single Outcome Agreement**    **SO4: Edinburgh’s communities are safer and have improved physical and social fabric.**

**Appendices**    **Appendix 1 - Agreed criteria for new sites**  
**Appendix 2 - New Priority List for Approval**

Appendix 1 – Agreed Criteria for New Sites





**Note A – 85%ile Speeds**

- The 85%ile speed is a traffic speed level at or under which 85 percent of persons are driving.

**Note B – Weighting Process**

- The following weighting sheet is filled out and applied to each prospective site.

Factor	Number	Weighting	Total	Comments
<b>Collisions (per km)</b>				
Killed & Serious Injury	0	5	0	
Other injury collisions	0	2	0	
<b>Additional Factors</b>				
<b>If one is present add 1 point, if two or more are present add 2 points to the total.</b>				
Pedestrian Refuge				
Controlled Crossing				
University/College				
Secondary School				
Primary School				
Nursery				
Other Educational Facility				
Hospital				
Clinic/Surgery				
Care Home/Sheltered Housing				
Recreational Facilities				
Bus Route (yes=1, no=0)				
Public Amenities/Parks				
Churches/Places of Worship				
		<b>Total</b>		

- A minimum value of 10 will be required from the weighting process to continue.

**Note C – Site Location Criteria**

- The VAS must be visible for a suitable distance. This is taken from the Traffic Signs Manual Chapter 4 on the suitable siting distance of warning signs.

85 <sup>th</sup> percentile speed of private cars (mph)	Minimum clear visibility distance (m)
Up to 20	45
21 to 30	60
31 to 40	60
41 to 50	75
51 to 60	90
Over 60	105 to 120

- There must be sufficient footway or verge to install the sign.
- The sign should, wherever possible, not be intrusive to nearby residential properties.
- There should be little or no vegetation that will block the view of the sign or affect the working of the radar equipment.
- VAS at a change of speed limit should be located between 100m and 200m beyond the start of the posted speed limit.
- This equipment will not be considered where a 20mph limit or zone is in place.
- The proposed site is not currently, or is not proposed to be, a static or mobile safety camera site.

## Appendix 2 - New Priority List for Approval

Location	Daily Volume	Mean Speed	85 <sup>th</sup> ile speed	Survey Date	Weighting Score	Met Criteria
<b>Criteria Met</b>						
Queensferry Road West of Blackhall Dip Westbound	11,223	32.2	36.3	12/03/2012	26	Y
A8 at Royal Bank (both directions)	46,997	46.2	53.8	20/06/2011	14	Y
<b>Criteria Not Met</b>						
* Liberton Drive	6,315	34.5	37.7	25/10/2011	6	N
Marionville Avenue	8,582	30.9	33.5	25/10/2011	0	N
* Ravelston Dykes Road	7,288	34.2	37.3	25/10/2011	9	N
Telford Road at Speed Camera Westbound	12,347	30.3	34	12/03/2012	23	N
Telford Road at Speed Camera Eastbound	11,966	28.5	32.8	12/03/2012	23	N
Queensferry Road West of Blackhall Dip Eastbound	11,352	25.9	30	12/03/2012	26	N
Queensferry Road East of Blackhall Dip Westbound	12,810	30.5	34.2	12/03/2012	18	N
Queensferry Road East of Blackhall Dip Eastbound	12,221	30.1	33.3	12/03/2012	18	N
St John's Road - Kaimes Road to Pinkhill Westbound	11,400	30.5	33.8	12/03/2012	22	N
St John's Road - Kaimes Road to Pinkhill Eastbound	11,788	29.6	33.3	12/03/2012	22	N
Corstorphine Road - Western Corner to Roseburn	16,498	30.5	34.2	21/08/2012	14	N
Hermitage Drive	7,570	29.8	32.7	22/06/2012	3	N
Inverleith Row	12,887	27	31.1	21/08/2012	31	N
Inverleith Place - West end	8,599	31.4	34.4	25/10/2012	4	N
Inverleith Place - East End	4,816	31.1	34.6	18/09/2012	4	N
Arboretum Place	5,404	29.5	33.1	18/09/2012	6	N
Greenbank Crescent o/s 22	3,516	25.2	28	15/01/2013	7	N
* Lanark Road West at Ravelrig Park	3,589	35.1	38.9	18/09/2012	1	N
* Johnsburn Road between Glenbrook Rd and Johnsburn Haugh	2,251	32.1	36.3	18/09/2012	3	N
Mansfield Road approx 100m south of Harlaw Road	2,747	27.8	31.5	18/09/2012	4	N
Coburg Street	3,342	23.7	27.1	13/03/2013	1	N

### Sites Currently Under Investigation (results will be reported in next annual report)

Queensferry Road - east of Clermiston Road North  
Morningside Drive  
Joppa Road  
Old Dalkieth Road south of Bioquarter  
Pilrig Street

\* Denotes sites that have been added to the rolling temporary VAS programme.