

Transport and Environment Committee

10.00am, Tuesday, 7 June 2016

Pedestrian Crossing Prioritisation 2016/17

Item number	7.3
Report number	
Executive/routine	Routine
Wards	All - City wide

Executive Summary

This report provides an updated pedestrian crossing priority and construction list and reports back on the consultation on locations approved in the report, to the Transport and Environment Committee meeting, on 13 January 2015.

Links

Coalition Pledges	P44
Council Priorities	CP4 , CP9
Single Outcome Agreement	SO4

Pedestrian Crossing Prioritisation 2016/17

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the updated pedestrian crossing priority list for 2016/17 detailed in Appendix 1;
 - 1.1.2 notes the locations that did not meet the priority list criteria in Appendix 2; and
 - 1.1.3 approves the updated construction list and notes the results of the public consultations setting aside any representations, to allow construction to progress (Appendix 3).

2. Background

- 2.1 In accordance with the decision made by the former Transport, Infrastructure and Environment Committee on 28 July 2009, on the report titled “Pedestrian Crossing Prioritisation Process”; this report provides an update on the priority list for pedestrian crossings.

3. Main report

Pedestrian Crossing Prioritisation

- 3.1 The previous pedestrian crossing priority list (approved by Transport and Environment Committee on 13 January 2015) consisted of 16 locations. Twelve of these sites remain on the priority list for construction as listed in Appendix 1, the remaining four locations have had facilities installed, so have been removed from the Priority List, as detailed in paragraph 3.5.

- 3.2 The base data which is used to assess if a location is suitable for a crossing, is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, between both 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results. This base PV2 value is then adjusted to take account of local factors, such as the age of those crossing, the composition of passing traffic, the number of pedestrian incidents and the number of trip-attractors such as schools, doctors' surgeries, shops etc.
- 3.3 A location with an adjusted PV2 value of 1 or higher would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, a refuge island or pavement build-outs. If a very low PV2 value is achieved, no additional crossing facilities may be recommended. Appendix 4 is a flow diagram which details the steps carried out in a pedestrian crossing assessment. This process is only used for the provision of stand alone pedestrian facilities, such as puffin crossings and pedestrian islands; it does not include the provision of facilities at existing traffic signals.
- 3.4 Since January 2015 a total of sixty two locations have been assessed. Twenty two of these locations met the criteria for additional pedestrian facilities, by achieving an adjusted PV2 value greater than 0.3, and nineteen of these have been added to the priority list for construction. The three that have not been added are; Marchmont Road at Spottiswood and Marchmont Road at Sainsburys, which are being constructed as part of a large cycle and pedestrian scheme and Arboretum Place at the west entrance to the Botanic Gardens which is being considered as part of a wider public realm scheme.
- 3.5 Pedestrian facilities have been introduced at four locations from the construction list, which was reported to committee in January 2015. Facilities have been introduced at West Granton Road, Crewe Road North, Colinton Road and Braid Road.
- 3.6 Three locations have been removed from the Priority List for differing reasons. Great Junction Street has been removed, as it has been improved as part of the Foot of the Walk proposals. Ferry Road at Dudley Avenue has also been removed from the priority list as site surveys and initial design indicated that a scheme cannot be constructed here due to the road layout. Dalry Road at Dalry Place has been removed from the priority list as a new crossing is being constructed as part of an adjacent development. The local Councillors for each ward have been informed that these locations have been removed from the Priority List and advised of the reasons for their removal.
- 3.7 Due to the potential loss of on-street parking it has not been possible to take a workable locally acceptable solution to construction on Pilrig Street at Cambridge Avenue. This location will therefore remain on the Priority list until all potential pedestrian crossing options are explored with the local community and local members.

- 3.8 A total of 40 requested locations have an adjusted PV2 value of less than 0.3, or which are deemed unsuitable, are not being progressed and are listed in Appendix 2.
- 3.9 It should be noted that, due to consultation requirements, some locations may fall back into the following year's programme. Issues may arise which require alterations to the proposed designs or Traffic Regulation Orders may be required, which may affect construction timescales. Should any location fall back into the following year's construction programme, additional locations will be brought forward on the basis of highest ranking from the priority list.

Provision of pedestrian facilities at existing traffic signals

- 3.10 In the report to the Transport and Environment Committee in January 2015, it was agreed that PV2 assessments would be carried out at 62 signalised junctions, without full pedestrian crossing facilities. These PV2 assessments are in the process of being carried out and the results will be reported to the Transport and Environment Committee, at its meeting in August 2016.

Provision of a pedestrian crossing on the Calder Road at Napier University

- 3.11 In 2011, the City Development Department tendered a scheme to signalise fully the junction of Calder Road and Sighthill Court, in accordance with the approved 2007 North Sighthill Development Brief. This was done following the granting of planning permission to Napier University for the refurbishment and expansion of their Sighthill campus. The contribution from Napier University through the Section 75 agreement (which expires in 2018), was seen as one of a number of sources for the improved junction arrangements. However, the full campus refurbishment, which proposed a bus only link from the interchange in front of Napier University to Bankhead Avenue, did not proceed.
- 3.12 The provision of an alternative means of crossing the Calder Road has been a long running issue for both the local community, Napier's student body and elected members, who have over a sustained period of time expressed their respective concerns, about the personal safety of persons using the nearby underpasses. In addition, the provision of a pedestrian crossing will enhance the 21st Century Homes housing development planned at North Sighthill, which is due begin in the 2017/18 financial year. To that end, formal agreement was reached with Napier University to utilise the Section 75 (£150k), attached to the Napier University planning permission for the provision of an at grade signalised puffin crossing on the Calder Road in June 2015. In recent months the South West Neighbourhood Manager has secured the full package of funding required from the section 75 agreement with Napier University, contributions from 21st Century Homes, Yellow Box, Cycling and Neighbourhood budgets to deliver a suitable pedestrian crossing to meet the needs of both the local community and Napier's student body.

4. Measures of success

- 4.1 Pedestrian crossing facilities are provided at locations across the city, which have been assessed as having the greatest demand and difficulty experienced by pedestrians. Local consultation helps to ensure the facilities provided meet the requirements of the local community and stakeholders.

5. Financial impact

- 5.1 Funding of up to £240,000 has been made available from the 2016/17 capital road safety budget of £900,000, to introduce crossing facilities at locations from the priority lists. It is proposed that a similar amount will be allocated in the 2017/18 budget. Appendix 3, details estimated costs and in which financial year it is anticipated that these facilities will be constructed.

6. Risk, policy, compliance and governance impact

- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero and provide a modern road network, where all users are safe from the risk of being killed or seriously injured. In the Plan, a number of interventions have been developed for pedestrians, including the provision of new crossings, to enable more people to walk greater distances safely and reduce conflict at key points. By not progressing the proposals, it would not be possible to construct new pedestrian crossing facilities at these key points across the city, therefore not meeting the policy objectives.

7. Equalities impact

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

8. Sustainability impact

- 8.1 Potential for positive impact on the environment by providing improved pedestrian facilities. This should encourage walking; reduce vehicle use and lower carbon emissions.

9. Consultation and engagement

- 9.1 Consultation will be carried out at the proposed locations on the pedestrian crossing construction list once approval has been granted and a design has been produced. The results of the consultation on three schemes approved in the report of 13 January 2015 are included in Appendix 3.

10. Background reading/external references

- 10.1 Report to the Transport, Infrastructure and Environment Committee 28 July 2009 titled "Pedestrian Crossing Prioritisation Process"
http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process

Paul Lawrence

Executive Director of Place

Contacts:

Pedestrian Crossing Prioritisation:-

Gary Patton, Senior Professional Officer, Road Safety

E-mail: gary.patton@edinburgh.gov.uk | Tel: 0131 469 3674

Calder Road Crossing:-

Andy Edwards, South West Area Roads Manager

E-mail: andy.edwards@edinburgh.gov.uk | Tel: 0131 527 3852

11. Links

Coalition pledges	P44 Prioritise keeping our streets clean and attractive.
Council priorities	CP4 - Safe and empowered communities. CP9 - An attractive city.
Single Outcome Agreement	SO4: Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Updated Pedestrian Crossing Priority List 2016/17 Appendix 2 - List of locations which failed to meet priority list criteria Appendix 3 - Consultation and Construction List Appendix 4 - Pedestrian Crossing Assessment Process

Appendix 1
Updated Priority List 2016/17

Adj PV2 > 1.0 therefore site can be considered for a **Signalised Crossing**

Adj PV2 < 1.0 and > 0.30 therefore site can be considered for **Pedestrian Island, Build-outs or a Zebra Crossing**

Adj PV2 < 0.30 therefore **Do Nothing**

Rank	LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends	Adjusted PV ²	Current Status	
				Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)				41-45 (1.3)
Previously Approved Sites from January 2015 Committee																		
1	London Street at Drummond Place	0.68	Dec-12	1	1	1	1	1	2.2	1	1.1	1	1	1	1	1	1.48	Various crossing options to be designed and consulted on. Construction dependant on implementation of TRO.
2	Myreside Road at Footbridge	0.19	Jan-13	1.348	1	1	1	1	1.2	1	1.1	1	1	1	1	1	0.33	Pedestrian island designed and audited. Still to be consulted on. Construction dependant on implementation of TRO.
3	East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park	0.16	Apr-14	1.217	1	1	1	1	1.9	1	1.1	1	1	1	1.25	1	0.50	Pedestrian island designed. Still to be audited and consulted on. Construction dependant on implementation of TRO.
4	Pilrig Street at Cambridge Avenue	0.25	Apr-14	1	1	1	1	1	1.3	1	1	1	1	1	1	1	0.32	Unable to achieve a workable solution due to loss of parking. Continue to explore design options with local community and local members.
5	Telford Road at Telford Gardens	0.63	May-14	1	1	1	1	1	2.0	1	1.1	1	1	1	1	1	1.30	Signalised crossing designed, audited and consulted on. Scheduled for construction 2016/17
6	Ferry Road at Silverknowes Neuk	0.35	Oct-14	1	1	1	1	1.1	1.0	1	1	1	1	1	1	1	0.39	Pedestrian island designed, audited and consulted on. Scheduled for construction 2016/17
7	South Gyle Crescent, 150m south of junction with Redheughs Avenue	0.18	Oct-14	1	1	1	1	1.3	1.0	1	1	1	1	1	1	1	0.34	Pedestrian refuge island designed. Still to be audited and consulted on. Construction dependant on implementation of TRO.
8	Ocean Drive - Between exit from BHS and Roundabout	1.37	Oct-14	1	1	2	1	1.3	2.0	1	1	1	1	1	1.25	1	1.37	Signalised crossing to be designed and consulted on.
9	Costorphine Road (A8) at Kaimes Road	1.24	Oct-09	1	1	1	1	1.1	1.9	1	1.1	1	1	1	1	1	2.81	Signalised crossing to be designed and consulted on. Awaiting developer funding.
New Sites Added from Assessments																		
10	St Johns Place at Elbe Street	0.40	May-15	1	1	1	1	1	1.0	1	1	1	1	1	1	1	0.44	Pedestrian island to be designed and consulted on. Construction dependant on implementation of TRO.
11	South Gyle Broadway at Roundabout	0.56	May-15	1	1	1	1	1	2.0	1	1	1	1	1	1	1	1.15	Controlled crossing to be designed and consulted on.
12	Crewe Road South at Comely Bank Roundabout	0.52	May-15	1.052	1	1	1	1.1	1.0	1	1	1	1	1	1	1	0.79	Upgrade existing pedestrian refuge island
13	Marionville Road at Wishaw Terrace	0.58	May-15	1	1	1	1	1	1.0	1	1	1	1	1	1	1	0.57	Various crossing options to be designed and consulted on.
14	South Gyle Crescent south of roundabout with South Gyle Access at entry to Tesco bank	0.39	May-15	1	1	1	1	1	1.0	1	1	1	1	1	1	1	0.57	Pedestrian refuge island to be designed and consulted on.
15	Ratcliffe Terrace at South island at BP garage	0.29	May-15	1	1	1	1	1	1.0	1	1	1	1	1	1	1	0.40	Upgrade existing pedestrian refuge island
16	West Granton Road to the east of Granton Mains East	1.68	May-15	1	1	1	1	1.1	2.0	1	1	1	1	1	1	1	3.67	Controlled crossing to be designed and consulted on.

Rank	LOCATION			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)		Current Status
17	Gilmerton Dykes Street at Bus Terminus	0.39	May-15	1	1	1	1	1	1.0	1	1	1	1	1	1	1	0.49	Pedestrian refuge island to be designed and consulted on.
18	Lanark Road West at Stewart Road	0.69	May-15	1	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.89	Various crossing options to be designed and consulted on.
19	Fettes Avenue at Comley Bank Road at existing D island	1.75	Nov-15	1.278	1	1	1	1.1	1.6	1	1	1	1	1	1.25	1	1.75	Controlled crossing to be designed and consulted on.
20	North West Circus Place at junction with Royal Circus	0.25	Nov-15	1	1	1	1	1.2	1.8	1	1	1	1	1	1	1	0.54	Various crossing options to be designed and consulted on.
21	Gilmerton Dykes Street at Gilmerton Dykes Crescent for access to shops	0.22	Nov-15	1	1	1	1	1	1.3	1	1.1	1	1	1	1.25	1	0.39	Pedestrian refuge island to be designed and consulted on.
22	Great King Street (west end towards St Vincent St)	0.20	Nov-15	1	1	1	1	1	2.1	1	1	1	1	1	1	1	0.41	Various crossing options to be designed and consulted on.
23	Restalrig Road at Ryehill Terrace	0.19	Nov-15	1.174	1	1	1	1	1.2	1	1	1	1	1	1.25	1	0.35	Various crossing options to be designed and consulted on.
24	Lasswade Road at Little Learners Nursery (Existing Double D)	0.28	Nov-15	1	1	1	1	1	1.5	1	1	1	1.3	1	1.25	1	0.66	Pedestrian refuge island upgrade to be designed and consulted on.
25	Corbiehill Road at Junction with Main Street	0.10	Nov-15	1	1	1	1	1.1	2	1	1	1	1	1	1.25	1	0.30	Pedestrian refuge island to be designed and consulted on.
26	Milton Road East at Brunstane Road (existing D)	0.23	Nov-15	1	1	1	1	1	2	1	1.1	1	1	1	1	1	0.43	Pedestrian refuge island upgrade to be designed and consulted on.
27	Torphichen Street - centred on existing drop crossing near corner.	0.29	Nov-15	1	1	1	1	1	1	1	1	1	1	1	1	1	0.40	Various crossing options to be designed and consulted on.
28	South Bridge at Drummond Street	3.29	Nov-15	1	1	2	1	1.2	2	1	1.1	1	1	1	1	1.4	19.14	Controlled crossing to be designed and consulted on.

Appendix 2

Locations Which Failed to Meet the Priority List Criteria or Have Been Removed from the Priority List

Adj PV2 > 1.0 therefore site can be considered for a Signalised Crossing

Adj PV2 < 1.0 and > 0.30 therefore site can be considered for Pedestrian Island, Build-outs or a Zebra

Adj PV2 < 0.30 therefore Do Nothing

LOCATION	Base PV ²	Date of PV ²	Vulnerable Users		Vehicle Composition		Ped. Accident Factor	Road Width Factor	85th Percentile Speed Factor (mph)					Trip Ends	Adjusted PV ²	Current Status	
			Children >15% (% plus 100/115)	Elderly & Disabled >15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)			1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)				41-45 (1.3)
Locations Removed From the Priority List																	
Great Junction Street	1.651	May-14	1	1	1	1	1.2	2.0	1	1	1	1	1	1	1	3.311	Recommended for removal as locus was upgraded as part of the Foot of The Walk improvements.
Ferry Road between Dudley Avenue and Summerside Place	0.713	Oct-14	1	1.017	1	1	1	1.0	1	1.1	1	1	1	1	1	0.842	Recommended for removal as unable to construct any additional facilities due to the existing road layout.
Dalry Road at Dalry Place	0.223	Oct-09	1	1	2	1	1.1	1.6	1	1	1	1	1	1	1.4	1.09	Recommended for removal as a new crossing is being provided as part of the adjacent Tiger housing development.
Locations Which Failed to Meet the Priority List Criteria																	
Abbeyhill at Brand Place	0.05	May-15	1.087	1	1	1	1	1.0	1	1	1	1	1	1	1	0.05	Low score, failed to meet criteria (>0.3)
Newhaven Road at Summerside Place	0.09	May-15	1.096	1	1	1	1	1.0	1	1	1	1	1	1	1	0.12	Low score, failed to meet criteria (>0.3)
Clermiston Road at Cairnmuir Road	0.07	May-15	1.104	1	1	1	1	1.0	1	1	1	1	1	1	1	0.08	Low score, failed to meet criteria (>0.3)
Lanark Road West outside 399-409	0.07	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.09	Low score, failed to meet criteria (>0.3)
Build out at Echline Primary School on Bo'ness Road	0.06	May-15	1.443	1	1	1	1	1.0	1	1	1	1	1	1	1	0.08	Low score, failed to meet criteria (>1) to upgrade existing facilities to a puffin crossing.
Sleigh Drive at Lochend Avenue	0.25	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.25	Low score, failed to meet criteria (>0.3)
Roseburn Street at Roseburn Place	0.15	May-15	1.000	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.20	Low score, failed to meet criteria (>0.3)
Russell Road at pedestrian access to Russell Gardens	0.01	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.01	Low score, failed to meet criteria (>0.3)
Beaverhall Road at Broughton Road	0.02	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.03	Low score, failed to meet criteria (>0.3)
Broughton Road at Beaverhall Road	0.09	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.09	Low score, failed to meet criteria (>0.3)
Belford Road west of Belford Bridge	0.32	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.31	Low score, unsuitable location for islands, failed to meet criteria (>1) to install a puffin crossing.
Dock Street at Coburg Street	0.05	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.06	Low score, failed to meet criteria (>0.3)
Orchard Road at Comely Bank Roundabout at existing island	0.17	May-15	1.078	1	1	1	1	1.0	1	1	1	1	1	1	1	0.20	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Craigleith Road at Comely Bank Roundabout at existing island	0.35	May-15	1.000	1	1	1	1	2.0	1	1	1	1	1	1	1	0.59	Low score, failed to meet criteria (>1) to upgrade existing islands to a puffin crossing.
Greendykes Road at Niddrie Marischal Place	0.03	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.03	Low score, failed to meet criteria (>0.3)
Redford Road - West of Old Farm Place at Sheltered Housing	0.02	May-15	1.000	1.052	1	1	1	1.0	1	1	1	1	1	1.25	1	0.03	Low score, failed to meet criteria (>0.3)
Oswald Road/ Oswald Court junction	0.07	Sep-15	1.235	1	1	1	1	1.0	1	1	1	1	1	1	1	0.11	Low score, failed to meet criteria (>0.3)
Crewe Road North at Scotmid	0.11	May-15	1.078	1	1	1	1	1.0	1	1	1	1	1	1	1	0.16	Low score, failed to meet criteria (>0.3)

LOCATION			Children >15% (% plus 100/115)	Elderly & Disabled > 15% (% plus 100/115)	Buses & coaches > 10% (2)	HGVs > 10% (2.3)	1 + (N/10)	Actual width/7.3	<30 (1)	30-35 (1.1)	36-40 (1.2)	41-45 (1.3)	>46 (1.4)	Serves 2 trip-ends i.e. school, shops, leisure, community (1.25)	Serves 3 trip-ends i.e. school, shops, leisure, community (1.4)	Current Status	
Henderson Street at Great Junction Street	0.03	May-15	1.000	1	2	1	1	1.0	1	1	1	1	1	1	1	0.07	Low score, failed to meet criteria (>0.3)
Kilgraston Road at Grange Loan	0.10	May-15	1.043	1	1	1	1	1.0	1	1	1	1	1	1	1	0.10	Low score, failed to meet criteria (>0.3)
Craighall Road North of Craighall Gardens	0.02	May-15	1.000	1	1	1	1	2.0	1	1	1	1	1	1	1	0.03	Low score, failed to meet criteria (>0.3)
Muirhouse Parkway, west of Pennywell Road roundabout	0.10	May-15	1.078	1	1	1	1	1.0	1	1	1	1	1	1	1	0.15	Low score, failed to meet criteria (>0.3)
Greenbank Drive at Steps/Path adjacent to No 30.	0.02	May-15	1.226	1	1	1	1	1.0	1	1	1	1	1	1	1	0.02	Low score, failed to meet criteria (>0.3)
Greenbank Drive - between roundabout and Morningside Grove	0.10	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.10	Low score, failed to meet criteria (>0.3)
Seafield Road at Seafield Crematorium	0.07	May-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.10	Low score, failed to meet criteria (>0.3)
Eyre Place at King George V Park	0.10	May-15	1.000	1	1	1	1	2.0	1	1	1	1	1	1	1	0.16	Low score, failed to meet criteria (>0.3)
Spylaw Road - East of mini roundabout with Gillsland Road	0.06	Nov-15	1.070	1	1	1	1	1.4	1	1	1	1	1	1	1	0.09	Low score, failed to meet criteria (>0.3)
Queensferry Road at Hillpark Steps	0.00	Nov-15	1.000	1	1	1	1	2.0	1	1	1	1.3	1	1	1	0.00	Low score, failed to meet criteria (>0.3)
Gillespie Road West of Spylaw Avenue	0.03	Nov-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1	1	0.03	Low score, failed to meet criteria (>0.3)
Murrayburn Road at Dumbryden Drive (at existing island)	0.26	Nov-15	1.000	1	1	1	1.1	1.2	1	1	1	1	1	1	1	0.42	Low score, failed to meet criteria for upgrade to signallised crossing (<1)
Roseberry Avenue at Lloyds Pharmacy/Arrol Road	0.05	Nov-15	1.330	1	1	1	1	1.0	1	1.1	1	1	1	1.25	1	0.09	Low score, failed to meet criteria (>0.3)
Outside 23 Captains Road at entrance to Gracemount HS	0.07	Nov-15	1.365	1	1	1	1	1.3	1	1.1	1	1	1	1	1.4	0.19	Low score, failed to meet criteria (>0.3)
Lanark Road at Dovecot Park	0.02	Nov-15	1.000	1	1	1	1	2.0	1	1	1	1	1	1	1	0.04	Low score, failed to meet criteria (>0.3)
Cultins Road at Bankhead Avenue	0.05	Nov-15	1.000	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.16	Low score, failed to meet criteria (>0.3)
Cultins Road at ped access to Hermiston Gait	0.03	Nov-15	1.000	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.03	Low score, failed to meet criteria (>0.3)
Cultins Road at Calder Road	0.08	Nov-15	1.000	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.19	Low score, failed to meet criteria (>0.3)
Dumbryden Drive at Junction with Hailesland Road	0.00	Nov-15	1.043	1	2	1	1	1.0	1	1.1	1	1	1	1	1	0.00	Low score, failed to meet criteria (>0.3)
Clovenstone Road at junction with Hailesland Road	0.10	Nov-15	1.078	1	1	1	1	1.0	1	1	1	1	1	1.25	1	0.13	Low score, failed to meet criteria (>0.3)
Clermiston Road North at Drum Brae Drive	0.02	Nov-15	1.061	1	1	1	1	1.0	1	1	1	1	1	1	1	0.03	Low score, failed to meet criteria (>0.3)
Greenbank Crescent at Greenbank Loan	0.0215	Nov-15	1.000	1	1	1	1	1.0	1	1.1	1	1	1	1	1	0.02	Low score, failed to meet criteria (>0.3)

**Appendix 3
Construction List and Public Consultations**

3.1 Construction List

Location	Locality	Crossing Type	Estimated Construction Cost	Construction Year
Telford Road at Telford Gardens	North West	Signalised Crossing	£40,000.00	2016/17
Ferry Road at Silverknowes Neuk	North West	Refuge Island	£15,000.00	2016/17
East Fettes Avenue at Broughton High School opposite entrance to Inverleith Park (TRO Required)	North West	Refuge Island	£15,000.00	2016/17
South Gyle Crescent, 150m south of junction with Redheughs Avenue	North West	Refuge Island/ Build Out	£15,000.00	2016/17
Ocean Drive - Between exit from BHS and Roundabout	North East	Signalised crossing	£40,000.00	2016/17
South Gyle Broadway at Roundabout	North West	Signalised Crossing	£40,000.00	2016/17
Crewe Road South at Comely Bank Roundabout	North West	Refuge Island Upgrade	£10,000.00	2016/17
London Street at Drummond Place (TRO Required)	South East	Signalised Crossing	£40,000.00	2016/17
Myreside Road at Footbridge (TRO Required)	South East	Refuge Island	£15,000.00	2016/17
Ratcliffe Terrace at South island at BP garage	South East	Refuge Island Upgrade	£10,000.00	2016/17
St Johns Place at Elbe Street	North East	Refuge Island/ Build Out	£15,000.00	2017/18
Marionville Road at Wishaw Terrace	North East	Various Crossing Options to be investigated	£20,000.00	2017/18
Milton Road East at Brunstane Road (existing D)	North East	Island Upgrade	£15,000.00	2017/18
South Gyle Crescent south of roundabout with South Gyle Access at	North West	Refuge Island	£15,000.00	2017/18
West Granton Road to the east of Granton Mains East	North West	Signalised Crossing	£40,000.00	2017/18
Fettes Avenue at Comley Bank Road (existing D island)	North West	Options to be investigated, possible tie in with Local Safety Scheme	£30,000.00	2017/18
Gilmerton Dykes Street at Bus Terminus	South East	Refuge Island	£15,000.00	2017/18
Lasswade Road at Little Learners Nursery (Existing Double D)	South East	Island Upgrade	£15,000.00	2017/18
Gilmerton Dykes Street at Gilmerton Dykes Crescent for access to shops	South East	Refuge Island	£15,000.00	2017/18
Lanark Road West at Stewart Road	South West	Various Crossing Options to be investigated	£30,000.00	2017/18
Restalrig Road at Ryehill Terrace	North East	Various Crossing Options to be investigated	£30,000.00	2018/19
Corbiehill Road at Junction with Main Street	North West	Refuge Island	£15,000.00	2018/19
North West Circus Place at junction with Royal Circus	South East	Various Crossing Options to be investigated	£30,000.00	2018/19
Great King Street (west end towards St Vincent St)	South East	Various Crossing Options to be investigated	£30,000.00	2018/19
Torphichen Street - centred on existing drop crossing near corner.	South East	Various Crossing Options to be investigated	£30,000.00	2018/19
South Bridge at Drummond Street	South East	Signalised Crossing	£40,000.00	2018/19
Corstorphine Road at Kaimes Road (Awaiting Developer Funding)	North West	Signalised Crossing (£25,000 Developer Contribution)	£40,000.00	Dependent on development programme.
Pilrig Street at Cambridge Avenue	North West	Refuge Island/Build Out	£15, 000	Dependant on achieving a locally acceptable solution.

3.2 Telford Road Consultation Responses

Summary	In Favour	Representation	Comments	Response to Representation
Police Scotland			Concerned about the length of the crossing, is the facility a single or staggered crossing?	Originally planned to be a Puffin, the facility is being put in as a Toucan for use by cyclists to tie into a planned cycle route. As a result a staggered crossing was avoided as this would lead to a pedestrian/cycle conflict and also be difficult for cyclists to negotiate a central island. The length of the crossing will be taken into consideration when the signal timings are prepared and on-crossing detectors will maintain a green phase for pedestrians crossing the full width of the carriageway. The central island was included in the design, following consultation with the traffic signals team, as a means of displaying an offside signal head for the offside lane vehicles rather than providing refuge for pedestrians. Push button units have been provided in the central island for use in any exceptional circumstance.

Local Councillor			Asked why the bus lay-by was being infilled.	It is now policy to provide bus boarding either parallel to the kerb or where there is parking by incorporating bus boarders that protrude out into the carriageway. This keeps the bus in the traffic lane and means it doesn't have difficulties getting back out into the traffic flow. It can also have a speed reduction benefit on the road.
East of Scotland Squash and Racketball Assocatioun		Yes	Stated that there is already is a crossing at the entrance to the Western General Hospital. Felt closing bus lay-bys would mean pedestrians have to go further to a stop. Crossing is more needed at Telford Place.	The location was assessed and a pedestrian crossing was recommended given the measured pedestrian and vehicle flows. The crossing is 130m away for the nearest controlled crossing. Although the bus layby is being in-filled, in accordance with current policy, the bus stops will remain.
Resident	Yes	No		

3.3 Ferry Road at Silverknowes Neuk - Consultation Responses

Summary	In Favour	Representation	Comments	Response to Representation
Muirhouse & Salviston Community Council	Yes	No	None	
Police Scotland	Yes	No	None	
Resident	Yes	No	Great idea as this is a very busy road and there is busy bus stop nearby.	
Resident	Yes	No	Great proposal as this part of the road is very dangerous and this will help to cross safely.	
Resident	Yes	No	Sounds like a great idea as it is near a busy bus stop.	
Resident	Yes	No	Disabled and can only walk slowly, therefore this will be a great help, also will help access to those with buggies and children	
Davidson's Mains and Silverknowes Association	Yes	No	Tress are obscuring street lighting at the locus. Will this proposal effect the proposal for realigning the roundabout.	The Neighbourhood team will be asked to cut back the hedges and trees. A new lighting column will be provided as part of the scheme. There are no plans to realign the roundabout at this time.

Pedestrian Crossing Prioritisation Process 2016/17

Appendix 4 – Pedestrian Crossing Assessment Process

