

Response to comments raised during the consultation period – Buckstone Terrace Pedestrian Crossing

Why was more than one entrance not considered into the estate?

A single access is acceptable for developments of up to 200 residential units. Between 200 and 250 units a second access should be considered and above 250 it should be provided. However, this is in relation to emergency service access. In this instance, a second emergency access has been provided (near the Oxfangs Road lights). A second general access was not practical given the site constraints. The site did not allow for connections to the east or a second access on Buckstone Terrace as the land that would have been required for this was not within the application boundary. There were other concerns with the potential for creating undesirable through routes for traffic.

What will be done to prevent vehicle accidents happening at this junction in peak times?

In the latest available 3-year period (to the end of October 2016) there were two personal injury collisions reported to the Police at this location. Only one of these collisions involved two vehicles and this resulted in slight injury.

Road Safety works are targeted at priority locations and the current collision rate means that works on this road could not be recommended at this time. Spending from the road safety budget is to be targeted towards areas which will have the greatest potential collision reduction benefits.

Can the junction be signalised?

Consideration would have been given to a signalised junction at the planning stages of this development. In this case, a signalised junction was not justifiable. This was raised at Development Management Sub -Committee of the Planning Committee during the planning process and the conclusion of the debate was that a crossing should be provided.

Can a Yellow box be provided at the junction?

The implementation of a yellow box at the junction will be investigated during the detailed design.

Can double yellow lines be introduced to reduce parking on Buckstone Terrace?

With the crossing being implemented south of the junction, this will clear parking on both sides of the road as parking is prohibited on zig zag markings. There are no plans to extend the restrictions on Buckstone Terrace outside the Charwood Grill.

The current traffic signals impact the flow of vehicles in and out of the city, can they be linked?

The signals on this part of Comiston Road are not linked, at present, the Traffic Signals team have no plans to link them.

Can the speed on Buckstone Terrace be reduced to 20mph or 30mph?

The final 20mph network was approved by the Transport and Environment Committee on 13 January 2015. In developing the network, a consistent approach was applied across the city using a set of criteria to establish a network of 20mph streets in the city centre, main shopping and residential streets while retaining a strategic network of roads at 30 and 40 mph on key arterial routes, such as Comiston Road.

The introduction of the citywide 20mph network is a major project for the Council, taking in a high percentage of streets. It is likely that as a result of surveys, monitoring and public feedback, there will be some post implementation adjustments. This may involve further changes to speed limits, both within 20mph zones and possibly on some strategic routes which have retained higher speed limits. Comments raised through this consultation in relation to a reduction to 20mph will be recorded as part of this review.

In the Local Transport Strategy 2014 – 2019, Policy Safe5 states *'The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (e.g. pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly (see policy Safe7 below).'* It is expected that a plan to implement this work will be developed later this year.

Can the right turn from the Waterfield development be banned?

No as there is no alternative, such as a roundabout, to allow vehicles to head north.

Can a zebra crossing be implemented at the Charwood Grill?

No, national design standards state that zebra crossings should not be located on roads with speeds of 35mph or above.

Why was a mini roundabout not considered at this junction?

Mini-roundabouts must only be used on roads with a speed limit of 30mph or less, this is detailed in national design standards. Due to the layout of Comiston Road, a multi lane roundabout would have had to be designed. In the Local Transport Strategy 2014 – 2019 it states in Policy PCycle 4 *'There will be a presumption against constructing any new roundabouts with more than one entry, exit or circulating lane within the builtup area.'*

Can the bus stops be removed as there are bus stops further down the road?

We would not be supportive of the removal of bus stops at this location as they are ideally located for nearby residential properties. Due to the layout of adjacent streets a large number of bus passengers would be disadvantaged by their removal.

Can the crossing be set so that the green man is instant, not after 20 seconds?

The crossing will not be set so that there is an instant change. The standard operation for a 40-mph road will be used. This will be vehicle actuated. This means that the timer starts when the push button is pressed, if there is no traffic it will change after 7 seconds. If there is a flow of traffic the traffic will not be signalled to stop for a maximum of 20 seconds depending on traffic flow before changing to the green man.

Care must be taken to maintain access to driveways if Option 2 is implemented.

The crossing will be positioned to ensure that it has no effect on access to nearby properties.

Can the hedge at the Northbound bus stop be cut back as it is growing over the footpath?

The Council's South West Locality team are responsible for enforcing hedges that encroach on to the public footway. I have forwarded this comment on to the Locality Team who will issue an order to the home owner to cut back the hedge within 28 days, if this is not carried out within this timeframe the Locality Team will arrange for the work to be carried out and bill the homeowner.

Can it be a Toucan for cyclists from Waterfield?

As there are no imminent plans for cycle facilities on Comiston Road, a toucan crossing will not be provided. However, the site suitability will be investigated during the detailed design to ensure that in future, if required, it can easily be converted to a Toucan.

Can tactile cones be fitted on the crossing?

Tactile cones to assist blind or partially sighted pedestrians will be fitted as standard to this crossing.

Can the noise from the crossing be controlled?

The audio will be time switched (off between 23:00 & 06:00).

Can the existing island be retained?

Retaining the existing pedestrian island will be investigated as part of the detailed design.

Air Quality is being affected by idling cars on Buckstone Terrace. Can something be done to combat this?

Air quality in the City of Edinburgh is assessed on an annual basis to fulfil the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not legal air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

The Council produces an Annual Progress Report summarising this work, which can be found on the website at the following address; www.edinburgh.gov.uk/airquality

The Buckstone Terrace/Comiston Road junction is not located within an Air Quality Management Area and not an area of concern in terms of traffic related pollution.

Can Buckstone Terrace be reduced to one lane and cycle facilities introduced?

At present, there are no plans to introduce cycle lanes on Comiston Road/ Buckstone Terrace.