1. Why are you building this crossing?

Following a request for a pedestrian crossing facility, Corstorphine Road east of Kaimes Road was surveyed through the priority system approved by the Council's Transport, Infrastructure and Environment Committee on 28 July 2009 that was developed to evaluate locations and the crossing type most suitable for each location.

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 crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7am to 10am and 3pm to 6pm, and avoiding school holidays or any other factors which might cause an abnormal result.

This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition and speed of passing traffic, the road width, the number of pedestrian accidents and the presence of nearby trip attractors such as schools, doctors' surgeries, shops etc.

It met the Council's criteria for a signalised crossing facility and was approved by the Council's Transport, Infrastructure and Environment Committee on 9 February 2010. The delivery of the pedestrian crossing facility was put on hold while exploring potential funding from a nearby development, and latterly it's potential integration with a larger active travel scheme.

2. Can the crossing be a toucan crossing?

The proposed puffin crossing facility will be delivered by the Council's Road Safety team having met the approved criteria for this type of facility. Our colleagues in the Active Travel team have longer term proposals for Corstorphine Road, which would involve upgrading the crossing facility to a toucan crossing. For more information, please contact activetravel@edinburgh.gov.uk.

3. Can segregated cycle lanes be provided along Corstorphine Road

Improving cycling facilities along Corstorphine Road falls under the proposals being progressed by the Council's Active Travel team. More information is available by contacting activetravel@edinburgh.gov.uk.

4. Can the steps at Traquair Alley be removed and replaced with a ramp?

Unfortunately, this is outwith the scope of the proposed signalised crossing scheme. The Council's Active Travel team are exploring this in line with plans to upgrade the puffin facility to a toucan in the future.

5. Can yellow boxes be installed at Kaimes Road, the entrance and exit to Silvan House, and 235 Corstorphine Road?

The implementation of yellow boxes at each of the requested locations will be considered as part of the detailed design process.

6. The access to 235 Corstorphine Road will lose the right turning lane, can additional marking be installed to ease this?

This will be considered as part of the detailed design process.

7. Can a right turning lane be installed at the bottom of Kaimes Road?

The implementation of a right turning lane will be considered as part of the detailed design process.

8. Can the island at Kaimes Road remain to preserve space for turning vehicles and cyclists?

The removal of the existing island near to Kaimes Road is necessary to facilitate the proposed build out to reduce the width of the signalised crossing. Its removal is also required to allow for the Active Travel teams proposed cycling improvements.

9. Will the crossing be responsive to pedestrians and cyclists or will there be a long delay?

As a pedestrian crossing facility, traffic will only be stopped when there is the demand to cross. In response to the volume of traffic on Corstorphine Road, the equipment uses a detector to measure traffic on approach to ensure both crossing demand is addressed in a timely manner and that traffic flow is not excessively impeded.

10. Can contrasting tactile paving be used?

A request was made for a contrasting colour - preferably red – to be used for the tactile paving. The Edinburgh Street Design Guidance for tactile paving states that the colour should be of a contrasting grey colour and that red & buff may be used only in exceptional circumstances if there is a special requirement. Within asphalt surfacing this should be light grey; in flagged areas this should be charcoal grey. This will be considered as part of the detailed design process.

11. Can the latest technology for the crossing be used, e.g. rotating cones?

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

12. Will the noise of the beeping be disruptive?

The audio will be switched off between the hours of 23:00 and 06:00.

13. Will the new crossing slow traffic and increase congestion?

The Council's Local Transport Strategy expresses a policy of Edinburgh putting pedestrians first, which is complemented by the Council's Street Design Guidance, whose underlying philosophy is the role of a streets as a place for walking, cycling and as social spaces should be given much more prominence in the design process, reflecting the way communities live and interact.

Further information on the Edinburgh Street Design Guidance can be found at the link below:
http://www.edinburgh.gov.uk/streetdesign

14. Will the new crossing not worsen pollution and air quality?

Our pedestrian crossing programme stems from the premise of improving road safety. It is also key in promoting accessibility and to support/encourage journeys made on foot. An overarching objective would be to positively impact air quality issues across the city by encouraging more people to travel actively, a vital part of that is making is safer and more convenient to do so.

15. Can Corstorphine Road be reduced to 20mph?

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 Corstorphine 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.

16. There is greater demand for a pedestrian crossing facility at Pinkhill

If you would like a specific location assessed for pedestrian crossing facilities, please send the details of the location to transport.roadsafety@edinburgh.gov.uk and an officer will contact you.

17. Can the crossing be installed on the west side of Kaimes Road?

The proposed crossing location was identified during the assessment process. It will cater to the pedestrian demand from Silvan House and Traquair Alley, in addition to supporting the Active Travel teams proposals.

18. Should the crossing not encompass South Lodge and Kaimes Road?

Corstorphine Road was the location surveyed that met the Council's criteria for a signalised crossing facility. The inclusion of additional junctions is therefore outwith the remit of the scheme.

19. Is this not too close to the existing crossing at the zoo?

In the interests of safety and to permit traffic flow, we do not generally install signalised pedestrian crossing facilities within 100 meters of each other. The existing signalised crossing, adjacent to Edinburgh Zoo, is approximately 200 meters from the site of the proposed crossing facility.

20. Can continuous footpaths should be added across the entrance and exit to Silvan House?

This is outwith the scope of the proposed pedestrian crossing installation.

21. Why are you narrowing two running lanes into one?

The proposed design does not reduce the number of running lanes. Two lanes in each direction will remain.