

Response to comments raised during the consultation period – Gilmerton Dykes Street – new pedestrian crossing facilities

Will there be parking for residents in the area of the crossing?

There will be parking restrictions in the immediate vicinity of the crossing to provide visibility for pedestrians using the pedestrian refuge island and for vehicle approaching the island. There will be no other changes to parking arrangements.

Will the double yellow lines be enforced?

Once established, the Traffic Regulation Order covering the double yellow lines will enable the Parking Attendants to enforce them.

Will double yellow lines be placed at the corners of Gilmerton Dykes Crescent, or extend along to the eastern junction of Gilmerton Dykes Crescent?

Respondents were concerned motorists would park at the corners of the western junction of Gilmerton Dykes Crescent and requested request for parking controls; this will be encompassed into the final scheme at this location.

There was also a request for parking control to be extended along Gilmerton Dykes Street to the eastern junction to help clear sightlines. This is out with the remit of this scheme and will be passed to the South-East locality for their consideration.

Bollards should be placed on the pavements to prevent vehicles parking over the crossing points.

Bollards can be a hazard to those with visual impairments and cause maintenance issues. The proposed design has Double Yellow Lines to prevent parking across the access points for the island.

Can the proposed location be changed; to opposite the shops or further east?

The design brief for this project was to meet the 'desire line' at the western junction of Gilmerton Dykes Crescent. Access to the shops was to be maintained. The proposed location was thought to locate the crossing as close as possible to the shops without the need to lose any parking or to affect the existing bus stops.

Will the island to the west of the shops be removed?

The island to the west of the shops will not be altered as part of this proposed scheme.

Why is this not a signal controlled crossing?

We have developed a priority system to evaluate locations and the crossing type most suitable for each location. The current priority system was approved by the Council's Transport Infrastructure and Environment Committee on 28 July 2009.

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 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 accidents and the number of trip attractors such as schools, doctors' surgeries, shops etc.

A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) 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, refuge island or pavement build-outs. If a very low PV2 value is achieved no additional crossing facilities may be recommended.

This location scored a value of 0.388 and therefore a pedestrian refuge island is being constructed at this location.

Can additional signs warning of pedestrians be introduced?

There is no general warning sign for pedestrians crossing Permitted in the Traffic Signs and General Directions 2016.

Can yellow Box markings be introduced to prevent queueing vehicles blocking access to or from the junctions of Gilmerton Dykes Crescent?

This is out with the remit of this scheme and will be passed to the South-East locality for their consideration.

Can the money be spent putting speed bumps on the bridge to slow traffic down instead of this crossing facility?

There is a requirement to maintain a strategic road network free of vertical traffic calming features, so that emergency service vehicles and general traffic can move around the city. Gilmerton Dykes Street is part of this strategic network so it would not be appropriate to install vertical traffic calming measures, such as speed bumps, on this route.

The trees/shrubs at the eastern junction of Gilmerton Dykes Crescent need to be cut back to increase visibility which is restricted by them being over grown.

This is out with the remit of this scheme and will be passed to the South-East locality for their consideration.