

Response to comments raised during the consultation period – Lanark Road West pedestrian crossing improvements

Why do we need another crossing facility on this road, there are already several crossings and they only lead to 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>

What is the exact location of the proposed crossing?

Some confusion was expressed over the location of the proposed facilities, which some interpreted as providing a crossing in Stewart Road only; the assessment carried out was on Lanark Road West to the east of Stewart Road.

Why can a pedestrian refuge island not be installed?

A refuge island was considered, however, due to the limited road width a pedestrian island in Lanark Road West at this location would not be feasible.

Can a signalised crossing be introduced at this location?

The Council receives a considerable number of requests for pedestrian crossings and more than we can build. To manage these requests, the Council developed a priority system to evaluate suggested locations and determine the most suitable crossing type for that location. The current priority system was approved by the Council's Transport Infrastructure and Environment Committee on 28 July 2009.

http://www.edinburgh.gov.uk/info/20089/roads_and_pavements/1650/pedestrian_crossings

The base data 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 crossing at a given location. Pedestrian and vehicle counts are taken over the peak hours of a week day from 7am to 10am and 3pm to 6pm, 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 one of a suite of measures which 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.

The assessment undertaken in Lanark Road West at Stewart Road resulted in an adjusted PV² value of 0.892. As such, the location was not recommended to have traffic signals, rather crossing improvements from the suite of measures which includes a zebra crossing, refuge island or pavement

build-outs. Therefore, as the road width is limited, it was proposed to install improvements to the existing pavement build outs at this location.

However, following this consultation and works within a new development at the location being highlighted, the Active Travel team have agreed to explore additional funding. This would enable the proposed facilities to be upgraded to a signalised crossing with the intention to link to 'The Water of Leith Path' via the new development.

Why can developer contributions not be used to build the crossing?

Reference was made to the nearby development contributing to a constructed crossing; the Planning – Application Summary can be seen at the Council's Planning Portal under the reference 16/01353/FUL

<https://citydev-portal.edinburgh.gov.uk/idxpa-web/caseDetails.do?caseType=Application&keyVal=O42QLAEW09Z00>

The Council's approach to infrastructure provision and improvements associated with development, which ensures developers make a fair and realistic contribution to the delivery of necessary infrastructure provision and improvement associated with their development, is set out in document

http://www.edinburgh.gov.uk/info/20069/local_development_plan_and_guidance/1636/developer_contributions_and_infrastructure_delivery_supplementary_guidance

In line with the guidance therein, the Minute of Agreement between The City of Edinburgh Council and the developer of the housing to which was referred to does not provide for any contribution to a pedestrian crossing;

http://citydev-portal.edinburgh.gov.uk/idxpa-web/files/7BEC94721A8A8C9440EE0C2D45BAD8FF/pdf/16_01353_FUL-SECTION_75_OBLIGATION-3661847.pdf

Can the crossing be located at a different location?

The assessment process takes place at an identified, individual location and considers the road environment for approximately 50metres either side of that point. Therefore, alternative sites such as Waulkmill Loan or further west of the proposed location have not been identified in this assessment.

However, unless there have been significant changes to the network at a location, the Council will not assess a site that has been surveyed in the last three years.

If you would like an assessment carried out, please contact the Road Safety team with the exact location at transport.roadsafety@edinburgh.gov.uk

Will the bus stops be affected by the proposals?

As the design may change to a signalised crossing, the proximity of the bus stops will be taken into consideration as part of the design process and the final design will be subject to a Road User Safety Audit.

Options

Concern was expressed that a contrasting colour - preferably red – should be used for the tactile paving. The Edinburgh Street Design Guidance for tactile paving provides 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.