

Response to comments raised during the consultation period – London Street at Drummond Place

Will removing the island not make it more hazardous for pedestrians and more difficult to cross?

The island removal will reduce the speed of vehicles both entering and exiting the junction as well as bringing the pedestrian further out before they have to step onto a live carriageway to cross, as well as reducing the crossing width.

Can speed bumps be introduced in Drummond Place and surrounding streets?

The speed limit on London Street and Drummond Place was reduced to 20mph on 31 July 2016, as part of the citywide 20mph roll out. The introduction of the citywide 20mph network is a major project for the Council, taking in a high percentage of streets. The roll out will rely on a change in driver behaviour and we will be working to achieve this through road safety education, awareness raising and prevention activities.

The introduction of physical traffic calming is generally only now undertaken at locations where there is a significant history of speed related collisions. A collision retrieval of London Street and Drummond Place reports that there have been four personal injury collisions reported in the last three years of available data (to the end of September 2017). Two of these collisions occurred at the junction and the proposed junction narrowing will deal with the vehicle movements that led to these collisions. The remaining two collisions were a vehicle reversing into a parking space and a driver misreading the road layout, believing that Drummond Place was a one way route.

It is intended to report on the impacts of the 20mph programme to the Council's Transport and Environment Committee approximately one year after the completion of implementation. This report will include monitoring data on traffic speeds, road casualties, journey times, walking and cycling levels, air quality and public perceptions.

The appearance of these proposals is encouraging as it suggests that there is some recognition of the special traffic problems in this enclave of East New Town which is used as a "rat run" and is a hazard to pedestrians throughout the area during the peak periods.

The Road Safety Team undertakes a regular collision investigation into all streets within the City of Edinburgh Council area. This investigation is carried out using the collision details supplied by Police Scotland, which is responsible for the collection of all personal injury road traffic collision data within its force area. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where remedial works may require to be implemented. There are no streets or junctions within this area currently highlighted on this list.

Spending from the road safety budget is to be targeted towards areas which will have the greatest collision reduction benefits and needs to be seen against a level of almost 1200 collisions in Edinburgh every year.

Who has right of way on Option 2 and what warning does traffic coming from Drummond place have that there is a crossing coming up?

The crossing point will operate in the same way that any uncontrolled crossing off a junction mouth does at present.

Rule 170 of the Highway Code states - Take extra care at junctions. You should:

- **watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way**

The pedestrians will also be standing on the footway buildout and will be more visible to any motorist turning into or out of London Street than at the current position on the footway.

Why is this being constructed it is a waste of money?

Each year the Council receives a far greater number of requests for pedestrian crossings than we are able to build. In order to manage these requests, 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.

A crossing point at this location was requested by members of the public and was assessed as part of this ongoing program. The assessment at this location showed a significant number of pedestrians crossing at this point and pedestrian crossing improvements were required.

Can crossings be installed on other roads in the area?

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.