

## Response to comments raised during the consultation period – South Gyle Broadway – introduction of puffin crossing

### **Can the crossing be moved further back from the roundabout to improve visibility and reduce congestion on the roundabout?**

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

ESDG provides four main reasons for locating crossings at or as close as possible to junctions; Increasing convenience for pedestrians and cyclists; Encouraging the use of formal crossings; Locating cycle crossings near junctions reduces the extent of pedestrian/cycle conflict and Locating crossings at junctions is critical for the creation of 'QuietRoutes' cycle routes.

The proximity of the crossings to the roundabout will help with visibility for all and reduce the opportunity for vehicles to build speed on their approach to the crossing as they leave the roundabout. It may be possible to have 'Keep clear' markings place on the roundabout; however, this is out with the scope of this scheme and has been passed to the North West locality for them to consider.

For more information on Edinburgh's Street Design Guidance please see the link below:

<http://www.edinburgh.gov.uk/streetdesign>

### **Why is this necessary when there is another crossing nearby?**

A signalised junction has been installed at the recent housing development on South Gyle Broadway; however, this is located approximately 300 metres to the west of the proposed crossing.

### **Can a zebra crossing be constructed instead of a signalised crossing?**

As the Council receives a considerable number of requests for pedestrian crossings and more than we can build, the Council developed a priority system to evaluate suggested locations and determine the most suitable crossing type for that location to manage these requests. 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](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 PV<sup>2</sup> 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 PV<sup>2</sup> 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 PV<sup>2</sup> value of 1 or higher 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 PV<sup>2</sup> value is achieved, no additional crossing facilities may be recommended.

The assessment undertaken in South Gyle Broadway resulted in an adjusted PV<sup>2</sup> value of 1.149. As such, the location was recommended to have a signalised crossing.

### **Can the crossing be a Toucan crossing to allow cyclists to cross at this location safely?**

The proposed design is for a Puffin crossing; a Toucan crossing requires redetermination of the footway so it may be shared by cyclists. That requires a specific 'order' and its necessary legal process may delay installation of the proposed crossing. Therefore, in conjunction with The West Edinburgh Active Travel Network (WEATN) the design will be generously proportioned so it can be "upgraded" to a Toucan in due course. The WEATN will be consulted upon in the next few months.

### **Requests were made to consider improvements for cyclists in this area and provide continuous, safe, segregated cycle lanes.**

The West Edinburgh Active Travel Network (WEATN) will provide direct links to connect South Gyle and Edinburgh Park to surrounding communities to the north and south. This will connect popular locations in this area within a cycleable distance of 1.5km. Destinations will include Edinburgh Napier University and Heriot Watt campuses as well as the Gyle shopping centre and business park. Existing communities will benefit from improved cycle and walking links.

[http://www.edinburgh.gov.uk/info/20087/cycling\\_and\\_walking/1791/cycling\\_and\\_walking\\_projects/4](http://www.edinburgh.gov.uk/info/20087/cycling_and_walking/1791/cycling_and_walking_projects/4)

The WEATN will be consulted upon in the next few months.

### **Can red tactile paving be used, with a rotating cone installed and pedestrian guardrail on the centre island to guide visually impaired pedestrians?**

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 provides the colour should be of a contrasting grey colour and that red or 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.

All new signals have a tactile cone as standard.

The nature of the two staged crossing and space available for the necessary centre island requires guard rail to be installed as standard.

### **Can the money be spent on introducing a 30-mph speed limit on South Gyle Broadway accompanied by general traffic calming in the area rather than this crossing?**

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.* Traffic speed and volume surveys will be undertaken on 40mph roads throughout the city in, to gather base data to inform this programme of work.

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. South Gyle Broadway and South Gyle Crescent are part of this strategic network so it would not be appropriate to install vertical traffic calming measures, such as speed bumps, along their route.

**Why has the crossing in South Gyle Broadway at the recent housing development been left unfinished?**

This is not within the scope of this scheme; this information has been passed to the North West locality for their information.

**Can parking controls be introduced in South Gyle Wynd, Dunipace Road and Nova Scotia Place?**

This is not within the scope of this scheme; these comments have been passed to the North West locality.

**Can the Pedestrian crossing in South Gyle Access be fixed?**

The length of time that the pedestrian crossing in South Gyle Access took between pressing the button and activation of the green man was highlighted as a problem. This is out with the scope of this scheme and comments have been passed to our Traffic Signals team. However, there are no faults with the crossing which is Vehicle Activated by a sensor which seeks a suitable gap in approaching traffic to then activate the crossing.

Please note that a damaged or not working traffic signal should be reported as soon as possible by contacting CLARENCE between 8am and 5pm Monday to Friday on 0800 232323. If calling out with these times then please phone the Council Central Emergency Services on 0131 200 2000.