

Good Afternoon,

Further to the public meeting at Echline Primary School on 08 November 2017, please see feedback below to the queries that were raised with regards to Road Safety.

### Can the crossing assessment times be altered?

No as 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 pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day between both 7am to 10am and 3pm to 6pm, and avoid any school holidays or other factors which may skew results. These times generally represent the busiest periods for pedestrians and vehicles and give the highest assessment results. These times also include school entry and exit times.

### Can we have a pedestrian crossing outside the school?

The assessment process generates an adjusted PV2 value, which is used to determine whether improvements are required to crossing facilities and the most appropriate type of crossing facility for that location. The predominant factors in the calculation of this value are the volumes of pedestrians crossing the road (P) and passing vehicles (V) that are recorded in the surveys that are undertaken. These give a base PV2 value, which is then adjusted by a series of factors that take account of:

- the numbers of children using the crossing point
- the numbers of elderly and disabled people using the crossing point
- the numbers of buses & HGVs passing the crossing point
- pedestrian accidents within the last three years
- the width of the road
- the speed of passing traffic
- the number of nearby trip-attractors (e.g. schools, shops, leisure and community facilities etc.)

It is not necessary for a site to have a poor accident record for it to meet the criteria for crossing improvements. The latest batch of assessments, undertaken in October 2017, investigated 24 sites, of which 13 were identified as meeting the criteria. Of these, 10 have had no pedestrian accidents within the last three years and a further two have had a single accident, involving slight injury.

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, a refuge island or pavement build-outs. If a very low PV2 value is achieved no additional crossing facilities may be recommended.

I can confirm that a crossing assessment was recently undertaken in October 2017. This resulted in a low adjusted PV2 value of 0.110. Therefore, no additional facilities will be implemented at this time as the build outs that are in place are acceptable for the crossing demand.

### Can speed cameras be installed?

Police Scotland is responsible for the delivery and operation of the Scottish Safety Camera Programme, which is funded by the Scottish Government. The [Scottish Safety Camera Programme](#)

[Handbook 2015](#) sets out the rules and guidance for the programme in Scotland, including criteria that apply nationally and require to be satisfied before safety cameras can be considered for installation.

### Can Bo'ness Road have a 20mph speed limit applied?

The current 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.

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 are being recorded which will form a review of the project. The results of this review will be reported to Transport and Environment Committee in Spring 2019.

I have passed on to the 20mph team the desire that those present at the meeting had for Bo'ness Road to be reduced to 20mph.

### Carry out Speed Survey's on Bo'ness Road and Builyeon Road to influence enforcement if required.

I have attached the speed survey files to this email for your information. In summary:

Bo'ness Road (outwith PT20mph) shows an average speed of 31.1mph over 7 days. This does not raise any cause for concern on a road with a speed limit of 30mph.

Bo'ness Road (within PT20mph) shows an average speed of 27.8mph over 7 days. This again does not raise any cause for concern on a road with a speed limit of 30mph. However, the 5 day average recorded speeds during school entry and exit times, when the PT20mph limit was operational was 26mph. This therefore shows that enforcement is required to remind drivers of the part time 20mph limit. I am sure PC Douds will be able to assist in arranging enforcement as discussed at the meeting.

The locality team have also agreed to cut back any vegetation that may be affecting drivers visibility of the part time 20mph signage.

Builyeon Road shows an average speed of 35mph over 7 days. This is slightly high for a road with a speed limit of 30mph and again we would recommend some additional enforcement being carried out by Police Scotland as the road is currently 30mph under a temporary TRO.

We will investigate erecting temporary vehicle activated signs on Builyeon Road on a rotation basis.

### Can Vehicle Activated Speed Signs (VASS) be installed on Bo'ness Road?

A report was presented to the Transport, Infrastructure and Environment Committee on 4 May 2010, which approved a set of criteria for the future use of this technology. Unfortunately, Bo'ness Road has failed to meet the criteria for VASS to be installed.

Can links to all council approved processes that the Road Safety team work to be provided?

Pedestrian Crossings -

[http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian\\_crossing\\_prioritisation\\_process](http://www.edinburgh.gov.uk/download/meetings/id/8638/pedestrian_crossing_prioritisation_process)

VASS Report - [http://www.edinburgh.gov.uk/download/meetings/id/2337/vehicle\\_activated\\_signs\\_-\\_pilot\\_study\\_results\\_and\\_recommendations\\_motion\\_by\\_councillor\\_jackson](http://www.edinburgh.gov.uk/download/meetings/id/2337/vehicle_activated_signs_-_pilot_study_results_and_recommendations_motion_by_councillor_jackson)

Independently of the 20mph Programme, the Road Safety Team undertakes an annual collision investigation into all streets within the City. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where road safety remedial works may require to be implemented.

These remedial works are targeted at priority locations and spending is targeted towards areas which will have the greatest potential for collision reduction benefits. This needs to be seen against a level of almost 1200 collisions in Edinburgh every year.

Bo'ness Road has not been identified as a site for concern through this process.

Why do other schools in South Queensferry have traffic calming surrounding them?

The traffic calming around the other schools in Queensferry was installed as part of the Safer Routes to Schools programme, which was carried out in the mid-2000's. The streets surrounding Echiline Primary (excluding Bo'ness Road as it was classed as a 'main route') were all included as part of this work.

Has funding been identified from surrounding developments that could be used for improvements?

I have received the following information from colleagues in Planning: Major Developments. There are proposals to amend the alignment of the A904 Builyleon Road as part of the proposed housing development.

Major housing developments are identified in the Local Development Plan and the proposals map identify HSG1 and HSG32 as the two developments within the vicinity of Bo'ness Road. All actions associated with these proposals can be found in the Local Development Plan Action Programme pages.

The following items are included the Local Development Plan for the application site:

1. Change the character of the road and realignment with Echline junction including footway widening.
2. 'D' islands and/or Toucan crossing over A904.
3. New footway and cycle path along frontage of site on south side of A904.
4. TRO and physical measures for reduced speed limit on A904.

They are not aware of any proposals/ funding being made available from the development for use in Bo'ness Road.

More information can be found at the following links:

Local Development Plan -

[http://www.edinburgh.gov.uk/info/20013/planning\\_and\\_building/66/edinburgh\\_local\\_development\\_plan](http://www.edinburgh.gov.uk/info/20013/planning_and_building/66/edinburgh_local_development_plan)

Local Development Plan Map -

<https://edinburghcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=d1e3d872be424df5b89469de72bb03bd>

Local Development Plan Action Programme -

[http://www.edinburgh.gov.uk/downloads/download/2086/local\\_development\\_plan\\_action\\_programme](http://www.edinburgh.gov.uk/downloads/download/2086/local_development_plan_action_programme)

This feedback is based on how The City of Edinburgh Council prioritises spend from its Road Safety budget to ensure those locations being targeted are the with the greatest need.

However, if there is strong feeling within the local community that improvements are required, this could instead be pursued via the Neighbourhood Environment Program (NEP).

The NEP process enables local communities to have a direct input into local projects. It has two different strands, Housing Revenue Account (HRA) NEP, and General Fund NEP, which can either operate separately or as a combined fund to deliver identified projects. The General Fund NEP is intended to be used on Council owned public realm assets such as carriageways, footways and other open spaces. Individual projects may be identified by local community groups and should be referred initially to the relevant Locality team. The project should improve and add life or value to council owned assets and improve the environment for those in the local area.

Further details on this can be found at <https://www.edinburghnp.org.uk/neighbourhood-partnerships/>

Please see feedback below to the queries that were raised with the locality.

**Can residents use the existing A90 slip roads?**

Transport Scotland currently have no plans to change the access on the Slip Roads.

**Can parking restrictions be put in place under the Forth Road Bridge (from junction with Walker Drive)?**

We will progress the Traffic Regulation Order when resources allow.

**Can 20mph roundels and all other markings be refreshed on Bo'ness Road?**

This work will be carried out as part of routine maintenance, the schedule for this will be set in March.

**Can the trees at 66 Scotstoun Avenue be cut as they are blocking the lights?**

Patrick will call the resident to arrange a meeting week beginning 29th January.