

Sigrid Pedersen

sigridmail@gmail.com

Date 11 January 2022

Your ref

Our ref RS/SR1097803/TB

Dear Ms Pedersen

PEDESTRIAN CROSSING RESULTS – SPYLAW ROAD

I refer to our previous correspondence of 5 November 2021, in which I advised you that a pedestrian crossing survey would be carried out on the above location.

Each year the Council receives a far greater number of requests for pedestrian crossings than we are able to provide. In order to manage these requests, we have developed a priority system to evaluate locations and the crossing type most suitable for each location. This 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 school holidays or any other factors which might cause an abnormal result.

This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition and speed of passing traffic, the road width, the number of pedestrian accidents and the presence of nearby 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.

I can confirm that a crossing assessment was undertaken on Spylaw Road at Edinburgh Steiner School in October 2021, resulting in an adjusted PV2 value of 0.274. This location does not therefore meet the required criteria for a pedestrian crossing improvement

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through the Pedestrian Crossing Prioritisation programme, we will however be working with the school on the Travel Plan Review and should the school highlight the need for a crossing, it will be investigated via the school travel workstream.

Due to the relatively consistent nature of the variables measured as part of a pedestrian crossing assessment, we do not re-assess a location within a three year period unless there have been significant changes to local road conditions.

I hope you find this information helpful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'ds', located below the text 'Yours sincerely'.

Tracey Bach
Transport Technician
(Road Safety)