

Sarah Miller

communications@edinburghsteinerschool.org.uk

Date 20 January 2022

Your ref

Our ref RS/SR1101949/TB

Dear Ms Miller

TRAFFIC CALMING MEASURES – SPYLAW ROAD

Thank you for your correspondence of 12 January 2022, regarding the recent pedestrian crossing assessment undertaken outside the Edinburgh Steiner School and your petition which will be considered by the Transport and Environment Committee on 27 January.

As requested, please find attached the full data collected for the pedestrian crossing assessment carried out in October 2021 on Spylaw Road at the Edinburgh Steiner School.

The crossing assessment counts pedestrians crossing the road within 50 metres to either side of the survey location because research has shown that most pedestrians are unlikely to deviate from their desired crossing point by more than this distance to use a crossing facility.

The prioritisation methodology allows for the results of assessments to be modified to take account of factors such as those listed in your e-mail. Modifiers are applied to take account of:

- high levels of children, elderly or disabled pedestrians crossing
- high levels of passing HGVs, buses and coaches
- pedestrian accidents
- road width
- traffic speeds
- nearby trip-attractors such as schools, shops and leisure or community facilities

I can confirm that 26% of pedestrians recorded crossing at this location were classified as vulnerable pedestrians. This is shown on the assessment tab of the data sent and accounted for in the pedestrian count on the PV2 tab of the data sheet attached. This has been calculated using the total number of pedestrians crossing throughout the assessment period.

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Pedestrians are classed as Adult, Elderly, Accompanied Child and Unaccompanied Child. A “Child” is someone under the age of 16, and whilst an element of estimation will take place as to the age of a child, analysis errs on the side of caution. If there is any doubt as to whether the child is over 16, they are classed as under. Adults over 60 will have been classed as “Elderly”, but there is a similar element of estimation as to their age. Again, the analysis for elderly people errs on the side of caution

I can confirm that the Edinburgh Steiner School has been recognised in the assessment as a trip attractor. The nursing home appears to be just outwith the 50m zone, but any footfall relating to it will have been counted if it occurred within the 50m section, as with any footfall for the other schools and nurseries in the surrounding area.

While a church can be a relevant trip attractor in some cases, this would only apply if services took place during the study hours of 7–10am and 3–6pm. On examination of their website, the church only appears to be open on a Sunday; granted there may be people visiting intermittently (e.g. church elders, caretakers etc), but if the church is only open on a Sunday then we wouldn’t expect large groups of parishioners to be crossing at school times. I can confirm however that the assessment has recorded 3 trip attractors, which is sufficient to increase the overall PV2 result.

As mentioned previously, the pedestrian crossing assessment is carried out over a length of 50m in either direction of the requested location and the widest part of the carriageway is measured in the middle of the study area, where a crossing facility would be most likely to be built.

The Council’s current approach to the installation of speed reduction measures, including physical traffic calming measures, was set out in a report to the Transport & Environment Committee on 11 October 2019, titled [Evaluation of the 20mph Speed Limit Roll Out](#). Further details were provided within a subsequent report to the Committee on 27 February 2020, titled [Approach to Extension of 20mph Limits](#).

The use of physical traffic calming measures will generally only now be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.

The Council’s Road Safety team undertakes regular collision investigations into all streets within the city, 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 road safety remedial works may require to be implemented.

In the latest available 3 year period (to the end of September 2021) there were no personal injury collisions reported to the Police at Spylaw Road, between Gray’s Loan and the junction with Gillsland Road/Mid Gillsland Road. Please note that the collision retrieval undertaken and any data provided is accurate as of 17 January 2022.

The Road Safety team also undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. Traffic data allows us to direct our resources to the locations where there is significant speed limit non-compliance.

It is currently anticipated that the next batch of traffic surveys will be undertaken in spring 2022 and I have added two locations on Spylaw Road to the list.

- directly in front of the school entrance.
- in front of the Corner House nursery.

As communicated recently by my colleague, the Road Safety team is carrying out a School Travel Plan Review across all schools in the city by cluster. This piece of work will be carried out over the next 24 months. The aim of the review is to develop a 5 year action plan with parents, children and the schools to make the routes and streets surrounding each school safer and to encourage more active travel to school.

As temporary Spaces for People measures are in place, the School Travel Plan Review for the Edinburgh Steiner School is being prioritised and the survey has commenced. This will enable conversations to take place around the measures that have been introduced and establish what the school and parents would like to see introduced on a permanent basis, both in relation to the temporary measures at the school frontage and also on the wider routes to school e.g. crossing improvements, school streets restrictions and speed reducing measures. We will also be working with nearby schools as part of the Review to improve the wider area for children and staff.

I hope you find this information helpful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'ds', written in a cursive style.

Tracey Bach
Transport Technician
(Road Safety)