

Traffic Calming Measures – Old Edinburgh Road, Dalkeith
Report by Director, Resources**1 Purpose of Report**

To present a petition from J. Logan calling upon the Council to install traffic calming measures and signage at Old Edinburgh Road, Dalkeith to slow down traffic and alert drivers to the fact there are elderly people crossing at all times of the day, some of whom are very infirm or use mobility vehicles.

2 Petition

The attached petition has been received from J. Logan and has been signed by another 95 residents.

3 Petitions – Rules and Procedures

3.1 The adopted Midlothian procedures identify 11 categories for which petitions cannot be entertained. The submitted petition is not proscribed by any of these categories and is therefore valid.

3.2 The petition is in the following terms, viz:-

“This Petition is to highlight the fact that traffic on Old Edinburgh Road is dangerous to the residents in and around the area. In order to slow it down we wish traffic calming measures to be put in place as well as signage to alert drivers to the fact that there are elderly people crossing at all times of the day, some of whom are very infirm or use mobility vehicles”.

4 Investigation by Roads Services

4.1 Roads Services assessed a request for traffic calming and or increased signage on Old Edinburgh Road. The results are below.

4.1.1 All signs on the public road are prescribed legal signs. The signs for elderly pedestrians crossing the road are installed outside facilities specific to the elderly. Signage must be used sparingly to have an impact.

4.1.2 In the last ten years there has been one reported injury accident on this road (other than at junctions at ends). Both that accident in 2011 and the previous one in 2006 involved passengers in a bus falling over and being hurt. This type of accident could increase if traffic calming was put in place. The last reported pedestrian injury accident in Old Edinburgh Road was in 1993, near North Wynd.

- 4.1.3** A traffic survey carried out from 17-25 April 2018 found an average of 3100 vehicles per day, at an average speed of just under 26mph. 85%ile speeds (ie speed which 85% of traffic travelled at or below) were 31mph.

The traffic survey also measured gaps between passing vehicles to find how long a pedestrian would have to wait to cross the road without relying on traffic slowing or stopping. If they could cross the road in a 10 second gap then they only 4 times in the week would they have to have waited for more than one minute for a suitable gap, and two-thirds of the time they wouldn't have to wait at all. But if they needed a 15 second gap then there were 2 -3 times per hour they would have had to wait for more than a minute. This assumes crossing both lanes at once: if they used the nearby pedestrian refuge to cross each lane separately there would be less waiting time.

- 4.1.4** The council prioritise road safety improvements by injury accidents. Traffic calming is installed where there is both an injury accident issue and a speeding issue. This is not deemed to be the case as explained above. In addition to this, adding road safety infrastructure that is not deemed essential could actually increase accidents, as described above.

5 Report Implications

5.1 Resource

The installation of traffic calming measures and signage would have a resource implication for the Council. A designed traffic calming scheme could cost in the region of £20,000 to £50,000. There is also an additional cost to maintaining any features constructed.

5.2 Risk

There is a risk that a vulnerable road user is involved in an injury traffic accident on this section of road, but this is the case with all public roads.

If traffic calming was introduced, the risk of bus passenger injury accidents would increase and there is a history of these at this location (as described in 4.1.2 above).

Traffic calming reduces the efficiency and effectiveness of winter maintenance.

4.3 Single Midlothian Plan and Business Transformation

Themes addressed in this report:

- ☒ Community safety
- ☐ Adult health, care and housing

- ☐ Getting it right for every Midlothian child
- ☐ Improving opportunities in Midlothian
- ☐ Sustainable growth
- ☐ Business transformation and Best Value
- None of the above

4.4 Key Priorities within the Single Midlothian Plan

Not applicable

4.5 Impact on Performance and Outcomes

Not applicable.

4.6 Adopting a Preventative Approach

Not applicable.

4.7 Involving Communities and Other Stakeholders

The availability of a Petitions Committee allows stakeholders to raise issues for consideration by the Council.

4.8 Ensuring Equalities

Not applicable.

4.9 Supporting Sustainable Development

Not applicable.

4.10 IT Issues

Not applicable.

5 Recommendation

1. The Committee is invited to consider the Petition submitted (Appendix 1) and afford the Petitioner the opportunity of addressing the Committee and speaking to the terms of the Petition and:
2. consider the information contained within this report provided by the Head of Commercial Operations and afford him the opportunity of addressing the Committee and speaking to the terms thereto and;
3. decide what action should be taken with regard to the Petition –
 - i. take no action and in which case give the Petitioner the reasons for the decision or;
 - ii. pass the Petition to the relevant Director or other Council Committee to look into, with or without any specific recommendation

3 September 2018

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Background Papers:

Appendix 1 Petition from J. Logan