

# Transport and Environment Committee

10.00am, Thursday, 3 April 2025

## Road Safety Delivery Plan 2025/26

Executive/Routine  
Wards

Executive  
All

### 1. Recommendations

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- 1.1 It is recommended the Transport and Environment Committee notes the Road Safety service priorities, improving team resources and the more positive funding situation for the next five years; and
- 1.2 It is also recommended that Committee:
  - 1.2.1 Approves the proposed process for independent School Travel Plans;
  - 1.2.2 Approves the proposed approach for speed reduction measures;
  - 1.2.3 Agrees to pause assessments for new pedestrian crossings while a new Pedestrian Crossing Framework is developed;
  - 1.2.4 Notes the update on the 2024/25 Delivery Programme (Appendix 1);
  - 1.2.5 Approves the Road Safety Delivery Plan for 2025/26 (Appendix 2);
  - 1.2.6 Approves the School Crossing Guide vacant site review (Appendix 3);
  - 1.2.7 Notes the developer contribution schedule for road safety related interventions (Appendix 4);
  - 1.2.8 Notes the anticipated delivery programme for traffic calming features in the Scotstoun Avenue area; and
  - 1.2.9 Approves the funding recommendation for the Dalmahoy junction in paragraph 4.51.

**Gareth Barwell**

Interim Executive Director of Place

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## Road Safety Delivery Plan 2025/26

### 2. Executive Summary

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- 2.1 This report provides an update on various road safety matters, provides an update on project delivery progress over 2024/25 and seeks approval for the road safety delivery plan for 2025/26. It also makes several other recommendations to improve service efficiency, to decommission 17 long-standing vacant School Crossing Guide sites and on funding for the Dalmahoy junction.

### 3. Background

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- 3.1 In April 2024, the 2024/25 [Road Safety Delivery Programme](#) was approved. The project programme consisted of various schemes totalling an approximate value of £5m, to be delivered over 2024/25 and subsequent financial years.
- 3.2 Over the last 12 months there have been further staffing changes within the Road Safety team. The team is also in the process of recruiting three additional Transport Officers to reflect additional funding and project delivery expectations.
- 3.3 This had been the first full year for the new team and project delivery programme. It is accepted that some 2024/25 projects are still to be delivered. However, the project structure, development and delivery pipeline is now well established with support from colleagues from the Transport Contracts and Design team.
- 3.4 The statutory functions of the Road Safety team are described in Section 39 of the 1988 Road Traffic Act. Service priorities are centred around these duties and focused on Vision Zero casualty reduction targets.
- 3.5 These duties include:
- 3.5.1 Delivery of a programme of measures designed to promote road safety;
  - 3.5.2 A duty to conduct studies into accidents on roads;
  - 3.5.3 A responsibility to take appropriate measures to prevent such accidents; and
  - 3.5.4 A duty to offer information, advice and practical training to road users.

## 4. Main report

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### Road Safety Priorities

- 4.1 Considering the above statutory duties and, with the aim to reduce injuries and casualties on the road network, the service intends to focus on the following priorities over 2025/26.

### Improved Infrastructure for Safe School Travel

- 4.2 Recognising the strategic, political and social priority in protecting our youngest and most vulnerable road users, a significant proportion of the delivery programme includes infrastructure to improve road safety near schools.
- 4.3 There is national evidence of social and geographical inequality on road safety with the impact of traffic disproportionately affecting children in deprived areas – research suggests that children on foot or bike are more than three times as likely to be involved in a road accident in the most deprived areas in Scotland compared to the least deprived areas. Schemes have been prioritised based on Scottish Index of Multiple Deprivation (SIMD) rankings, with a focus on delivering measures at schools located in more deprived areas of Edinburgh.

### New School Travel Audits Process

- 4.4 The school travel plan process has been challenging, held up by the volume of travel audits, resource pressures and a historical convoluted sign-off process. The Council is currently responsible for developing and producing school travel plans for 140 schools in Edinburgh. A recent change to the [process](#) was agreed by Committee on 18 November 2024, however, the sheer volume of school travel audits is placing undue pressure and delays on the process.
- 4.5 However, recognising the increased funding and project delivery priorities for road safety, it is proposed to further streamline the process (replacing the process agreed in November 2024). It is now proposed that each school will be responsible for completing their own travel plans independently. Schools will be responsible for each step of the travel plan process, including analysing travel surveys and drafting of the travel plan. Officers will continue to engage with schools and offer advice.
- 4.6 Alongside this, an Independent Audit of the road layout and active travel infrastructure around each school will be progressed. The audit findings will be considered, informed by any available travel plan, with an Action Plan for road safety improvements developed for discussion with Ward Councillors and school communities.
- 4.7 This proposed approach is in line with the process many other local authorities adopt and will enable quicker delivery of measures near schools.
- 4.8 If agreed, this change in process will be communicated to all Head Teachers and Parent Councils. Completed and draft School Travel Plans will be offered to the school contacts for their information and further development. Engagement with

schools will continue to review developed Action Plans and conclude existing School Travel Plans nearing completion.

### **School Streets**

- 4.9 In recognition of the priorities noted above the service will promote the statutory process for an additional 11 School Streets, as well as formalising and making permanent the existing 21 Spaces for People, School Streets.
- 4.10 To accelerate and reduce the cost of this programme, it is intended to use traditional traffic signs and move away from expensive electronic infrastructure. Over time, the 15 existing electronic School Street flashing signs will be replaced with traditional traffic signs as the apparatus reaches the end of its service life.
- 4.11 Due to Traffic Regulation Order (TRO) requirements, design and enabling costs are included in this years' delivery programme, in anticipation of installation in 2026.

### **Promote Enhanced Powers to enforce Moving Traffic Offences**

- 4.12 Officers are due to meet representatives from Transport Scotland to discuss opportunities to decriminalise additional moving traffic offences that would allow the authority to enforce school street vehicle prohibitions and parking enforcement using CCTV. An outcome of this meeting will be provided to Committee.

### **Road Safety education for school and young people**

- 4.13 During financial year 2024/25, the team have organised and delivered several events, in conjunction with Police Scotland, to promote road safety to different school age groups. Including events such as the Junior Road Safety Officer launch, Road Safety Drama performances and the well-regarded annual Young Driver Event (in September 2024 over 2500 S5/S6 school children attended the event).
- 4.14 Subject to revenue funding, officers will continue to engage and educate young road users to equip them for independent travel. Transport Scotland have recently credited the Young Driver event and are exploring options to replicate the model across Scotland. New ways of delivering this type of event will be explored to ensure the events are being delivered as effectively as possible.

### **Accident Investigation and Prevention (AIP)**

- 4.15 The agreed Road Safety Plan commits the Council to Vision Zero and ambitious targets to reduce the numbers of collisions and the severity of injuries on our network.
- 4.16 A traditional three-year AIP assessment of collision clusters on the network has been undertaken for inclusion in the 2025/26 delivery programme. However, an enhanced process is currently being developed to capture historical collision information and explore options to introduce predictive risk modelling into a future programme. It is expected that a revised protocol will be reported to Committee for consideration in December 2025.

## **Improved Pedestrian Crossing infrastructure**

- 4.17 Delivery of the existing prioritised pedestrian crossing programme will continue in 2025/26. The Delivery Plan has grouped crossing into categories and prioritisation based on the assessment results (PV<sup>2</sup>): type of crossing (signalised or non-signalised); and age of crossing request.
- 4.18 The current approved system relies on requests from members of the public and does not take into account unmet demand or a spatial assessment of where crossing infrastructure may be better placed. The outstanding list is significant and increases each year due to the unmanaged process. This current process is considered unsustainable and causes uncertainty to those requesting the crossings.
- 4.19 It is recognised that an improved spatial Pedestrian Framework study would be more appropriate to fully understand where road crossing infrastructure and active travel access can be improved, rather than relying on a request led site-specific method of calculation. Work is underway to develop this new approach, it is anticipated that a spatial demand heat map will be prepared following a public consultation exercise. Findings of this work will be reported back to Committee in late 2025.
- 4.20 It is recommended that, while this new system is being developed, a halt is placed on assessing any new requests for crossings. The outstanding list will be re-examined while the new framework is developed to assess the suitability of all the crossings on this list.

## **Speed Management Plans**

- 4.21 The Road Safety team has been working through an outstanding list of sites for speed reduction measures. The majority of the outstanding sites will be completed by the end of the 2025/26 financial year.
- 4.22 Currently, the approach to speed reduction follows the approved Committee decision described in the [Evaluation of the 20mph Speed Limit Roll Out](#). Officers investigate the suitability of further speed reduction measures at locations where average speeds are measured above the normal tolerance of 24mph in a posted 20mph speed limit. Further physical traffic calming measures are considered if there is a significant collision history or continued poor driver behaviour.
- 4.23 A recent national guidance document prepared by Transport Scotland ([20mph Speed Limits in Scotland](#)) recommends tolerance levels for speed reduction measures, as well as providing advice on speed reduction measures and monitoring and evaluation strategies. In keeping with national guidance, it is proposed to adopt the approaches as set out in this national document. If approved, the threshold for speed reduction measures would be as follows for 20mph limits:
- 4.23.1 Average speeds at or below 25 mph will be assumed to be at a level where no speed management interventions are required;

4.23.2 Average speeds between 26-30 mph will indicate that softer speed management measures should initially be considered or a reduction/shift in extents; and

4.23.3 Average speeds of above 30 mph will indicate that speed management measures are required to change the road environment to achieve better speed compliance. This will include consideration of using softer features initially, such as road markings or a reduction/change in the extent of the speed limit.

4.24 As set out in the guidance document, any changes will be monitored for success at regular intervals and refined further if necessary.

### **Speed Limit Reductions**

4.25 Delivery of speed limit reduction works and promotion of further traffic orders to introduce new limits on a number of roads in Edinburgh is also continuing.

4.26 On 12 December 2024, Committee approved the commencement the [statutory processes](#) to promote additional 20mph speed limit orders at 74 additional sites. The impact of the expansion of this on public transport service provision will be assessed, alongside ed consideration of locations not taken forward.

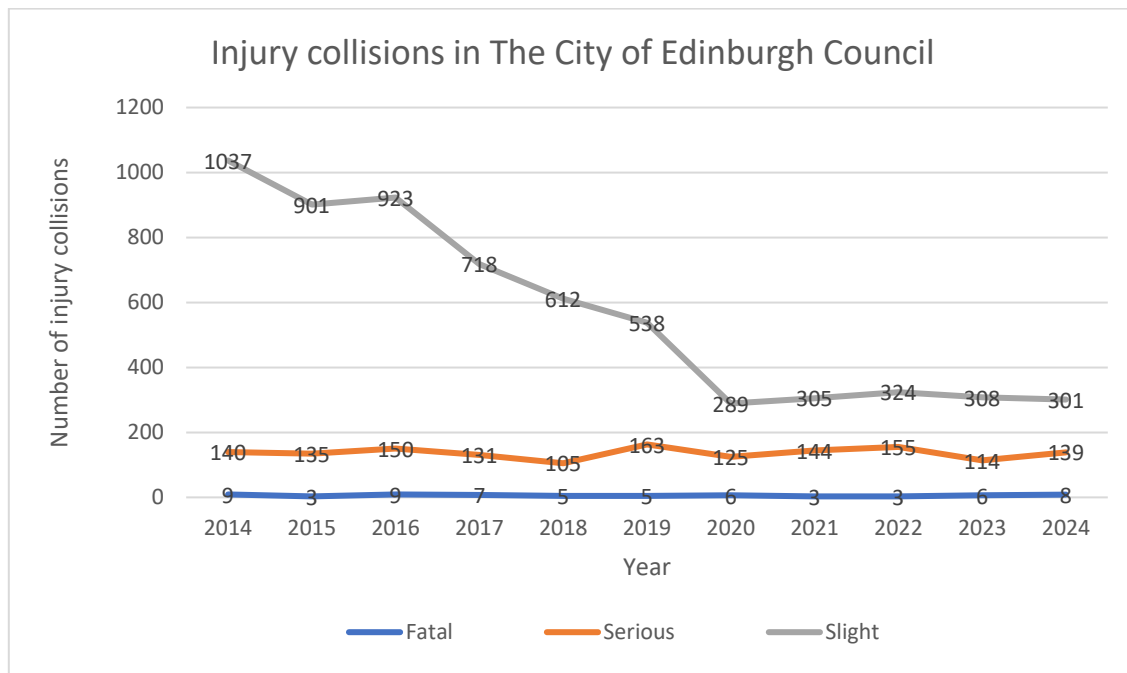
4.27 The necessary documentation and designs are being progressed to commence the TRO process. It is expected to take in the region of 18 to 24 months to undertake the TRO process and install the appropriate signs and lines.

4.28 Construction work to reduce the speed limit on 12 corridors (22 roads) located throughout Edinburgh from 40mph to 30mph is due to commence shortly (the tender process for the citywide package recently closed). Assuming an appropriate contractor can be secured, it is anticipated the works will commence in April 2025

### **Road Safety Casualty Data**

4.29 Following the publication of the Road Safety Plan in 2022, casualty statistics continue to be tracked to identify trends which may require further investigation. Figure 4.29 below provides a high-level summary of casualty data on our network since 2014.

Figure 4.29 – Injury Collisions (end 2014 to end 2024)



- 4.30 While there has been a reduction in slight collisions between 2014 and 2020, from 2020 onwards these appear to have remained at a steady rate. The number of serious and slight collisions has remained consistent between 2020 and 2024.
- 4.31 Officers are currently undertaking in depth analysis work to fully understand these recent trends and consider interventions that would be appropriate for each demographic or road user type. The outcome of this will form part of the the revised AIP protocol.
- 4.32 Officers recognise the personal impact that road collisions can have on individuals, families and friends. It is expected that this in-depth analysis may identify areas of concern and further project delivery priorities.

### Road Safety Delivery Programme

- 4.33 Delivery of the 2024/25 project programme has been challenging, and unfortunately some projects are yet to be delivered. Delays have been caused by various reasons including staff changes and an increasing requirement to promote traffic orders for larger projects (the 2024/25 Project Programme update is included in Appendix 1).
- 4.34 In the past larger projects generally required a formal Redetermination Order (RSO) and TRO process to administer changes to kerblines and existing waiting restrictions. Following the approval of an [improved process](#) to introduce traffic calming features, applicable projects should be delivered in a shorter timescale.
- 4.35 The Delivery Programme (Appendix 2) has been prepared to identify projects carried over from last year, and confirm schemes planned for delivery in 2025/26.

### Resourcing and Workload

- 4.36 On completion of the current recruitment exercise the establishment of the team is expected to reach nine officers in total. The approved increase in funding and a

commitment for a five-year budget plan will facilitate better project planning and, most importantly, allow for an increase in resources for delivery.

- 4.37 Delivery of the Road Safety programme will be progressed alongside the proposed Local Traffic Improvement Programme (to be considered by Committee in May 2025) to align activities that improve mobility for the most vulnerable road users.

### **School Crossing Guide – Vacant Site Review**

- 4.38 The School Crossing Patrol Guide (SCPG) team provide a critical and respected road safety service, protecting the city's youngest and most vulnerable road users. Currently, there are 173 established sites across the city with approximately 143 part-time staff (the number fluctuates).
- 4.39 Unfortunately, due to low levels of job applicants the number of attended sites has remained around 140, despite repeated recruitment over the last five years and attempts to deploy agency staff. Since summer 2024, there have been numerous rounds of recruitment, with 14 new Guides appointed.
- 4.40 In response to this issue, a risk-based assessment on long-term vacant sites has been undertaken to consider if a Guide is still required, if additional infrastructure would be appropriate or if it would be considered appropriate to remove the historical site from the establishment.
- 4.41 A site survey of each location was undertaken to consider the current usage, road and traffic environment. Pedestrian and vehicle count surveys were carried out and collision data was considered for each location. 15 of the noted sites are located at sites with formal pedestrian crossing infrastructure and two sites are currently on roads that have been restricted to vehicles. Information on each of the recommended sites are included in Appendix 3.
- 4.42 As part of this review 17 long-term vacant sites are recommended for removal. This will leave a total of 156 established sites, of which approximately 140 are currently staffed (staffing levels fluctuate),. Recruitment will continue to seek staff for the remaining sites.

### **Developer Contributions (Section 75)**

- 4.43 The purpose of road safety related Developer Contributions, agreed under Section 75 of the Town and Country Planning Act, is to mitigate the impact that new development may have on school rolls, primary health care and transport etc.
- 4.44 Officers have reviewed the most recent information up to the end of Quarter 3 in 2024 And Appendix 4 provides an extract of this information, considering mitigations or schemes that include road safety related measures to improve existing traffic signals, install new pedestrian crossing facilities and active travel infrastructure.
- 4.45 A review of the current development contribution information is being undertaken to ensure that appropriate funds are drawn down and outstanding interventions are considered for delivery. A full review of the schemes included on the Appendix is still to be completed and officers are considering more efficient ways to place infrastructure responsibilities on developers.



### **Dalmeny Park Estate**

- 4.46 An [update](#) on progress for the proposed traffic calming features at the Dalmeny Park Estate and surrounding area was provided to Committee on 6 March 2025.
- 4.47 The package of work includes the installation of two raised table traffic calming / pedestrian crossing features on Scotstoun Avenue, additional physical traffic calming features on Burdock Road, and bollards within the Dalmeny Park Estate to improve pedestrian safety. Installation of both packages is expected to commence in April 2025.

### **Dalmahoy Signalised Junction**

- 4.48 Unfortunately, delivery of the traffic signal-controlled junction has been deferred due to delays acquiring the necessary land.
- 4.49 However, the necessary land acquisition is now progressing, and construction is expected to start, subject to conclusion of land acquisition and occupation agreements, in summer/autum 2025.
- 4.50 Funding of the [scheme](#) is generally expected to be in line with a previous Committee decision on 15 June 2023. Suggested budget allocations:
- 4.50.1 Cycling Walking Safet Routes (external, now Active Travel Investment Fund (ATIF)) - £375,000;
  - 4.50.2 Road Safety Improvement Fund (external Transport Scotland (TS)) - £375,000;
  - 4.50.3 Carriageways and Footways Capital funding (internal) - £190,000;
  - 4.50.4 Road Safety (internal) - £160,000;
  - 4.50.5 Remaining allocated Capital funding (internal) - £264,000;
  - 4.50.6 Total budget availability/suggested allocation = £1,364,000; and
  - 4.50.7 Market costs expected to be in the region of £1.6m, proposed that shortfall be covered by the Council's Road Safety Capital funding.

### **Davidsons' Mains Junction**

- 4.51 Following receipt of objections relating to the proposed RSO and TRO measures for the revised Zebra and Mini-roundabout scheme officers undertook new traffic counts and modelling to consider if a contemporary signalised junction layout would be more appropriate. Officers have determined that a signalised junction can operate without significant congestion or public transport delays.
- 4.52 The outline design is now complete; however, the preferred layout would require East Barton Gardens to become one way exiting the junction (west bound). This proposed change in the road layout will require local engagement and a new RSO and TRO.

- 4.53 Officers will shortly undertake engagement with Ward Councillors, the adjacent Community Council, Local Residents' Association and Stakeholders in the wider area to discuss the suggested project.
- 4.54 It is recognised this project has been in development for many years. This delay is acknowledged; however, officers believe the introduction of a formal signalised junction with controlled pedestrian crossing infrastructure provides a better road safety outcome for the future.
- 4.55 The necessary RSO and TRO are expected to be promoted over 2025/26 with the project commencing in the 2026/27 financial year.

#### **Kings Road Junction, Portobello**

- 4.56 Work to upgrade the Kings Road junction as Portobello is ongoing, a preferred design layout was developed and shared with Ward Councillors and Stakeholders in Summer 2024. Officers are currently completing details for the off-road cycle infrastructure and will promote the necessary RSO and TRO shortly.
- 4.57 At the time of writing this report no defined construction budget had been identified for the project. The construction estimate is yet to be completed, however, it is expected to be in the region of £1.5m. Officers will explore all funding options for the delivery phase and offer a future update as part of the Major Junctions Review in May 2025.

## **5. Next Steps**

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- 5.1 If Committee approve the report recommendations officers will:
- 5.1.1 Implement the delivery programme (subject to available budget, resource and contractor availability over 2025/26 as described in Appendix 2);
  - 5.1.2 Adopt the further streamlined approach School Travel Action Plans;
  - 5.1.3 Adopt the new speed reduction process, as set out by Scottish Government;
  - 5.1.4 Continue with the development of a new Pedestrian Crossing Framework;
  - 5.1.5 Remove 17 long-term vacant sites from the School Crossing Patrol establishment (many of the sites have been vacant for a number of years);
  - 5.1.6 In a move to better inform the Council's AIP and investment strategies the service intends to source predictive risk data to consider where collisions and incidents are likely to occur in the future. Officers intend to source and validate data over summer 2025 and report to a future Committee, with a revised AIP and investment strategy, later in the year.

## **6. Financial impact**

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- 6.1 The projected budget for all road safety projects in 2025/26 is expected to be over £5m, including budget allocations for the Dalmahoy junction.

- 6.2 The estimated annual budget is forecast to include a Transport Scotland, Road Safety Improvement (RSIF) Grant in the region of £1m. At the time of writing, the RSIF Grant Fund had not opened, however, officers are in close contact with colleagues in Transport Scotland.

Table 6.2 Estimated Annual Budget

Expected Funding Source	Anticipated Funding £m	Comments
TS - Active Travel Tier 1 (ATIF)	1.000	Agreed allocation
TS - Active Travel Tier 1 - Further allocation (ATIF)	1.600	Additional funding - Council decision
CEC – Capital Allowance	0.400	Confirmed
CEC – Capital budget deferred from 24/25 (P3)	1.000	Confirmed
CEC – Capital budget slippage from 24/25 (P12)	0.250	Estimate – final carry over TBA
CEC - Schools Streets budget line	1.000	
CEC – Remaining Dalmahoy budget	0.264	Remaining budget, spend include design and legal costs
TS - Road Safety Improvement Fund (estimated grant value TBA)	1.010	Expected Grant award to be confirmed with TS
TS – Speed Reduction Funding (estimated grant value TBA)	0.150	An additional grant award for speed limit reductions and speed management projects
<b>Anticipated total 2025/25</b>	<b>6.674</b>	

## 7. Equality and Poverty Impact

- 7.1 The assessment, design and delivery for Road Safety services are intended to improve safety and reduce risk for our most vulnerable road users. It is not considered necessary to undertake an overall or site-specific Integrated Impact Assessment (IIA) for the service or projects proposed in the delivery plan.
- 7.2 The proposals are intended to advance the Council’s public sector duties to improve equalities, create safe and accessible streets and pavements for all people, especially focusing on our most vulnerable road users.

## 8. Climate and Nature Emergency Implications

### Environmental Impacts

- 8.1 The outcome of all activities and measures described in this report are intended to positively support environmental and climate change requirements. The overall duty of the Road Safety function is to reduce collisions and casualties, by creating a

safer more pleasant street environment for all road users particularly focusing on our most vulnerable communities.

- 8.2 In terms of modal shift, and carbon reduction our interventions are centred on the approved transport hierarchy and support delivery of the City Mobility Plan actions.

## **9. Risk, policy, compliance, governance and community impact**

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- 9.1 Failure to appropriately fund, resource, plan and deliver statutory Road Safety functions may result in increased risk, injury or harm on our road network.
- 9.2 The devastating impact on individuals, families and our communities following a serious collision is acknowledged and may be mitigated by programmes focused on casualty reduction and Vision Zero targets.
- 9.3 In accordance with the Council's approach to risk management, it is necessary to highlight the key risks should this service not have appropriate funding and resources to deliver a credible project programme.

## **10. Background reading/external references**

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- 10.1 [Evaluation of the 20mph Speed Limit Roll Out](#)
- 10.2 [Approach to the Extension of 20mph Speed Limits.](#)

## **11. Appendices**

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Appendix 1 – Road Safety Delivery Programme 2024/25 Update

Appendix 2 – Road Safety Delivery Programme 2023/24 Update

Appendix 3 – School Crossing Guide – Vacant Site Review

Appendix 4 – Developer Contribution Schedule Q3 2024/25

## Appendix 1 – Road Safety Programme Update 24/25

Scheme Name	Details	Comment
<b>Major Projects</b>		
Dalmahoy Junction	Junction upgrade	Moved to 2025/26 programme – land acquisition progressing
Davidsons Mains Mini Roundabout	Install single stage zebra crossings x 3 at mini roundabout	Moved to 2026/27 programme – signalised junction now being considered
Kings Road Junction, Portobello	Junction upgrade	Moved to 2026/27 programme – budget to be identified
<b>Pedestrian Crossings</b>		
Pilrig Street @ Cambridge Avenue	Uncontrolled crossing with refuge island	Move to 2025/26 - TRO progressing
Corbiehill Road - at Main Street	Uncontrolled crossing - footpath build-outs	Moved to 2025/26 programme – feasibility constraints
Albion Place - at Albion Road	Uncontrolled crossing - footpath build-outs	Complete
South Gyle Broadway	Controlled crossing	Complete
Ashley Terrace	Uncontrolled crossings x3 (2x footpath build-outs on Ashely Terr, 1 raised table on Cowan Road)	Moved to 2025/26 programme – TRO progressing
Slateford Road - between Hutchison Crossway and Appin Place	Toucan crossing	Moved to 2025/26 programme – TRO progressing
Yeaman Place - at Dundee Street, and at Polwarth Crescent	Uncontrolled crossing (footpath build-outs at junction)	Complete
Gorgie Road - east of Number 511,	Signalised pedestrian crossing	Currently under construction

Newcraighall Road - at Fort Kinnaird roundabout east leg, and at west leg, and at Craigmillar Community Arts	Improved crossing infrastructure: <ul style="list-style-type: none"> <li>• Signalised Crossing</li> <li>• Signalised Crossing</li> <li>• Zebra Crossing at site of existing pedestrian refuge island</li> </ul>	On hold - budget to be identified
Tipperlinn Rd	Zebra crossing	Moved to 2025/26 programme – TRO progressing
<b>AIP</b>		
Dublin Street at Abercromby Place	Proposal to change priorities at the junction. Revert traffic priority to East/West. Improve crossing facilities for pedestrians	Moved to 2025/26 programme – feasibility constraints
Glasgow Road at Craigs Gardens	Half yellow-box junction to be applied to east carriageway	Complete
Bellevue at Claremont Street	Refresh road markings at Bellevue and East Claremont Street / Bellevue Terrace and East Claremont Street	Complete
Abercorn Terrace - Portobello	Raised Tables x2 and footway build-outs at junctions - including uncontrolled pedestrian crossings.	Moved to 2025/26 programme – scheduled early 2025
<b>Section 75's</b>		
Scotstoun Avenue (& Burdoch Road)	Install raised tables with uncontrolled pedestrian crossing points and additional road markings.	Installation scheduled April 2025
Sir Harry Lauder Road	Pedestrian Crossing near to the footbridge	On hold due to feasibility issues
<b>School Travel</b>		
Brunstane Primary	Colour surface of flat-top crossings at accesses to Brunstane Burn path	Complete
Craigour Park	Installing a Zebra crossing on Moredun Park Road opposite Moredun Library at the current drop kerb (SCPG site).	Moved to 2025/26 programme – installation scheduled April 2025
Preston Street Primary	Widening the existing footpaths. Relocate signal heads and relocate existing bus stop.	Moved to 2025/26 programme – installation scheduled June 2025

Sciennes Road Primary	Installing motor vehicle prohibition and outside the school.	Complete
Victoria Primary	Tiger crossings x2	Complete
Wardie Primary	Remove the existing guardrail	Currently under construction
Stirling Road, Kirkliston	Signage and bollards on crossing	Currently under construction
Nether Currie	Repaint Existing Road Markings. Install Warning Sign. Install Pedestrian Guard Rail (PGR)	Moved to 2025/26 programme – feasibility constraints
<b>Speed Limit Reductions</b>		
20mph Speed Limit Extension	TRO, signs and lines required for speed limit reductions	TRO underway
40mph to 30mph speed limit reductions	Signs and lines required for speed limit reductions	Moved to 2025/26 programme – installation scheduled to commence April 2025
<b>Speed Reduction Measures</b>		
Wilkieston Road	Raised Tables, bus stop improvements and speed cushions.	Complete
Woodhall Road	Speed reduction measures including NAL sockets	Complete
Bridge Road - Colinton	Speed reduction measures – NAL sockets and speed cushions.	NAL sockets complete, speed cushions moved to 2025/26 programme
Claremont Park	All Lining and signage	Complete
Slateford Road	All Lining and signage	Complete
Granton Road	All Lining and signage	Complete
Balcarres Street	All Lining and signage	Complete
Greenbank Drive	All Lining and signage	Complete
Queensferry Road, Kirkliston B800	All Lining and signage	Complete
Morningside Drive	All Lining and signage	Complete
Craighouse Road	All Lining and signage	Complete
Braid Hills Road	All Lining and signage	Complete

Joppa Road	All Lining and signage	Complete
Mountcastle Drive South	All Lining and signage	Complete
Brunstane Road South	All Lining and signage	Complete
Milligan Drive	All Lining and signage	Complete
Stevenson Drive (20s section)	All Lining and signage	Complete
Robertson Avenue	All Lining and signage	Complete
Mayfield Road	All Lining and signage	Complete
Beaufort Road	All Lining and signage	Complete
Blackford Avenue	All Lining and signage	Complete
Kilgraston Road	All Lining and signage	Complete
Grange Road	All Lining and signage	Complete
Freelands Way	All Lining and signage	Complete
Woodhall Road	All Lining and signage	Complete
Swanston Road	All Lining and signage	Complete
Mounthooly Loan	All Lining and signage	Complete
Falcon Road West	All Lining and signage	Complete
Whitehouse Road	All Lining and signage	Complete
Main Street, Davidsons Mains	All Lining and signage	Complete
Scotstoun Avenue	All Lining and signage	Complete
Lennymuir	All Lining and signage	Complete
Cammo Gardens	All Lining and signage	Complete
Queen Street	All Lining and signage	Complete
Chester Street	All Lining and signage	Complete
Ladywell Road	All Lining and signage	Complete
Gordon Road	All Lining and signage	Complete
Murrayfield Road	All Lining and signage	Complete
Campbell Avenue	All Lining and signage	Complete
Ravelston Dykes	All Lining and signage	Complete
Craigs Road	All Lining and signage	Complete
Drum Brae Drive	All Lining and signage	Complete
Starbank Road	All Lining and signage	Complete
Corbiehill Road	All Lining and signage	Complete



Kingsknowe Road South	All Lining and signage	Complete
Clermiston Road	All Lining and signage	Complete
Kirkliston Road	All Lining and signage	Complete
High Street, Kirkliston	All Lining and signage	Complete
Prestonfield Avenue	All Lining and signage	Complete
Lochend Road (A8)	All Lining and signage	Complete
Craighouse Gardens	All Lining and signage	Complete
Myreside Road	All Lining and signage	Complete
Marchmont Road	All Lining and signage	Complete
Curriehill Road	All Lining and signage	Complete
Silverknowes Road East	All Lining and signage	Complete
Sleigh Drive section 2	All Lining and signage	Complete
<b>Other Projects</b>		
Lanark Road Ravelrig Hill junction	Install signage, verge markers and road markings	Currently under construction
Castleview Grove and Castlebrae Wynd	Install bollards or guardrail to restrict unauthorised vehicle access	On hold - feasibility issues
Improve pedestrian crossing layout Flint Terrace	Install crossing	Moved to 2025/26 programme - land ownership issues
Portobello Rd, Morrisons Supermarket access	Reinstate refuge island	Moved to 2025/26 programme - land ownership issue
Whitehouse Road - Burgess Exit	Provision of STOP road marking, signage and yellow box junction.	Complete
Cycle Storage	Various School Locations	Complete
Pool Bikes Projects	Various School Locations	Complete

## Appendix 2 – Road Safety Delivery Programme 2025/26

Scheme Name	Details	Estimated Cost
<b>Major Projects</b>		
Dalmahoy Junction	Junction upgrade	£1,600,000
Davidsons Mains Mini Roundabout	Fully signalise junction (design, RSO and TRO in 25/26)	£37,500
Kings Road Junction, Portobello	Junction Upgrade (design and enabling work only, construction estimate £1.5m)	£10,000
<b>Pedestrian Crossings</b>		
St Colme Street - at Ainslie Place	Signalised crossing	£115,000
Leven Street - north of Glengyle Terrace	Signalised crossing	£115,000
Queensferry Road - existing Island to the east of the shopping esplanade	Signalised crossing	£115,000
Slateford Road - between Hutchison Crossway and Appin Place	Toucan crossing	£150,000
Drum Street between Candlemakers Park and Lugton Terrace	Non signalised crossing	£40,250
Craighall Road - at Craighall Avenue	Non signalised crossing	£57,500
Old Dalkeith Road - at Fernieside Drive path	Non signalised crossing	£57,500
Douglas Gardens - near Belford Hostel	Non signalised crossing	£57,500
Flint Terrace	Non signalised crossing	£57,500
Portobello Road at Morrisons	Non signalised crossing	£57,500
Tipperlinn Rd	Zebra crossing	£75,000
Pilrig Street	Uncontrolled Crossing with refuge island	£57,500

Colinton Road - at Craiglockhart Park	Historical - non-signalised crossing	£57,500
Great King Street - west end towards St Vincent Street	Historical - non-signalised crossing	£57,500
North West Circus Place - at Royal Circus	Historical - non-signalised crossing	£57,500
Corbiehill Road - at Main Street	Historical - non-signalised	£57,500
<b>Speed Reduction Measures</b>		
Abercromby Place	All Lining and signage	£2,300
Arboretum Place	All Lining and signage	£2,300
Balgreen Road - 20mph section	All Lining and signage	£2,300
Belford Road	All Lining and signage	£2,300
Brighton Place	All Lining and signage	£2,300
Colinton Mains Drive - 20mph section	All Lining and signage	£2,300
Corstorphine Bank Drive	All Lining and signage	£2,300
Craigcrook Road	All Lining and signage	£2,300
Craigeleith Drive	All Lining and signage	£2,300
Dalmahoy Road - 20mph section	All Lining and signage	£2,300
Dean Bridge	All Lining and signage	£2,300
Douglas Gardens	All Lining and signage	£2,300
Duddingston Row	All Lining and signage	£2,300
East Fettes Avenue - north of Carrington Road	All Lining and signage	£2,300
East Mayfield	All Lining and signage	£2,300
Ellersly Road	All Lining and signage	£2,300
Freelands Way	All Lining and signage	£2,300
Greenbank Crescent	All Lining and signage	£2,300
Grange Loan	All Lining and signage	£2,300
Greendykes Road	All Lining and signage	£2,300
Harlaw Road, Balerno - 20mph section	All Lining and signage	£2,300
Holyrood Park Road	All Lining and signage	£2,300

Inverleith Terrace	All Lining and signage	£2,300
Kinellan Road	All Lining and signage	£2,300
Lower Granton Road	All Lining and signage	£2,300
Main Street, Kirkliston	All Lining and signage	£2,300
March Road	All Lining and signage	£2,300
Marionville Avenue	All Lining and signage	£2,300
Marionville Road	All Lining and signage	£2,300
Morningside Drive	All Lining and signage	£2,300
Orchard Brae	All Lining and signage	£2,300
Orchard Road South	All Lining and signage	£2,300
Oswald Road	All Lining and signage	£2,300
Oxgangs Road North	All Lining and signage	£2,300
Pilrig Street	All Lining and signage	£2,300
Polwarth Gardens	All Lining and signage	£2,300
Portobello High Street/ Abercorn Terrace	All Lining and signage	£2,300
Quality Street	All Lining and signage	£2,300
Queen Anne Drive	All Lining and signage	£2,300
Queensferry Terrace	All Lining and signage	£2,300
Ravelrig Road - 20mph section	All Lining and signage	£2,300
Restalrig Road South	All Lining and signage	£2,300
Rodney Street	All Lining and signage	£2,300
Saughton Road North	All Lining and signage	£2,300
Saughtonhall Drive	All Lining and signage	£2,300
Silverknowes Road	All Lining and signage	£2,300
St John's Road - 20mph section	All Lining and signage	£2,300
Station Road - High Street - Kirkliston - 20mph section	All Lining and signage	£2,300
Strachan Road	All Lining and signage	£2,300
Westgarth Avenue	All Lining and signage	£2,300
West Harbour Road - 30mph	VASS	£2,300

B800 - Flyover - 30mph	VASS	£2,300
Craigmillar Park - 30mph	VASS	£2,300
Colinton Mains Drive	VASS	£2,300
Cramond Road North - 30mph	VASS	£2,300
Gilmerton Station Road - 30mph	VASS	£2,300
Lanark Road West - west of Ravelrig Gait - 30mph	VASS	£2,300
Lang Loan - 40mph (40-30mph)	Permanent VASS	£2,300
Liberton Drive - 30mph	VASS	£2,300
Maybury Road Northbound - 30mph	VASS	£2,300
Campbell Avenue	VASS	£2,300
Ravelston Dykes	VASS	£2,300
Curriehill Road	VASS	£2,300
Gilmerton Station Road	VASS	£2,300
Granton Road	VASS	£2,300
Freelands Road	VASS	£2,300
Greenbank Drive	VASS	£2,300
Queensferry Road, Kirkliston B800	VASS	£2,300
Silverknowes Road East	VASS	£2,300
<b>AIP</b>		
Chambers Street	Chambers Street near junction with South Bridge (A7)	£7,500
Dundee Street	Dundee Street at Junction with Drysdale Road	£57,500
Spylaw Road	Spylaw Road at Junction with Gillsland Road	£57,500
Lasswade road	Lasswade Road - 145 Metres from Junction with Lang Loan	£57,500
Morrison Street (check Lothian Road Placemaking project scope)	Morrison Street (B700) Near junction with Lothian Road (A700)	£7,500

Gorgie Road	Gorgie Road (A71) At junction with Chesser Avenue	£57,500
Portobello Road	Portobello Road (A1140) At junction with Craigentenny Avenue	£57,500
Blacket Avenue	Blacket Avenue near junction with Minto Street (A701)	£57,500
Dublin Street at Abercromby Place	Proposal to change priorities at the junction. Revert traffic priority to East/West. Improve crossing facilities for pedestrians	£115,000
Abercorn Terrace - Portobello	Raised Tables x2 and footway build-outs at junctions - including uncontrolled pedestrian crossings. At Pitville St and John St.	£57,500
AIP Reserve	Post collision AIP response	£57,500
		1
<b>Section 75's</b>		
Scotstoun Avenue (& Burdoch Road)	Install raised tables with uncontrolled pedestrian crossing points and additional road markings.	£43,000
<b>School Travel</b>		
Canaan Lane Primary	Reinstate build out and island	£80,500
Craigentenny Primary	Crossings on Craigentenny Road and Craigentenny Avenue	£57,500
Tiger crossing on Brunswick Rd at West Montgomery PI	Tiger Crossing - Other	£86,250
Craigour Park Primary	Installing a Zebra crossing on Moredun Park Road opposite Moredun Library at the current drop kerb (SCPG site).	£80,500

George Watson's College	Zebra on Tipperlinn Road	£80,500
Hillwood Primary	Improved crossing point at school gate Station Road (eg build out/zebra)	£80,500
Holy Cross RC PS	Pedestrian crossings at Craighall Rd/Ferry Rd	£57,500
Longstone PS	Pedestrians crossing on Kingsknowe Rd N @ Duncan's Gait	£57,500
SMSP	Morningside Drive pedestrian crossing	£80,500
SMSP	Craiglea Drive pedestrian crossing	£80,500
Tynecastle	Build out crossing at McLeod Street	£57,500
Ashley Terrace	Uncontrolled crossings x3 (2x Footpath build-out on Ashely Terr, 1 raised table on Cowan Road)	£115,000
Blackhall	Double yellows lines between school and Craigcrook Castle entrance	£575
Brunstane Primary	Parking restrictions	£575
Bruntsfield Primary	Extend yellow lines at Granville Place junction with Merchiston Avenue to keep view clear	£575
Bun sgoil Taobh na Pairce	Yellow lines on Stanwell Street	£575
Craigentenny	Yellow lines across vehicle entrance	£575
Craigroyston Primary	Parking restrictions	£575
Fox Covert/St. Andrew's	Parking restrictions	£575
Longstone PS	Parking restrictions	£575
Prestonfield PS	Parking restrictions	£575
Redhall	Parking restrictions	£575
St George's	Parking restrictions	£575

St John Vianney PS	Parking restrictions	£575
Gylemuir	Parking restrictions	£575
Hillwood	Parking restrictions	£575
Currie Primary	Parking restrictions	£575
Currie High	Parking restrictions	£575
Canal View	Parking restrictions	£575
Kirkliston	Parking restrictions	£575
Davidson's Mains	Parking restrictions	£575
Granton	Parking restrictions	£575
Victoria	Parking restrictions	£575
Wardie	Parking restrictions	£575
Queensferry High	Parking restrictions	£575
Oxgangs	Parking restrictions	£575
Holy Cross RC PS	Parking restrictions	£575
Buckstone	Parking restrictions	£575
15 existing School Streets (flashing lights)	School Street - Update TRO so flashing sign not required. Replace flashing signs with fixed signs when flashing signs reach end of life	£2,000
21 SfP School Streets (to go permanent – currently planters)	School Street - TRO and signage required	£2,000
11 new School Streets	School Street - TRO and signage required	£2,000
Hillwood PS	Widen pavement on Queen Anne Drive and Harvest Road	£115,000
Preston Street	Widening the existing footpaths. Relocate signal heads and relocate existing bus stop.	£172,500
James Gillespie's PS	Footway widening	£115,000



St John Vianney PS	Footway widening Barnton Avenue	£115,000
Davidsons' Mains	Footway widening and continuous footways	£57,500
Bonaly PS	Replacing TAFUs on Woodhall Road (electronic)	£2,300
George Heriot's School	Improved signage	£4,600
George Heriot's School	Replacement of taxi rank with bus bays	£4,600
Longstone PS	Improved markings to highlight pedestrian crossing point at entrance to drive	£2,300
Nether Currie	Repaint Existing Road Markings. Install Warning Signs. Install warning signs. Install Pedestrian Guard Rail	£23,000
<b>Speed Limit Reductions</b>		
20mph Speed Limit Extension	TRO and design costs Future design work required for new signage	£30,000
40mph to 30mph speed limit reductions	Implementation scheduled to commence April 2025	£115,000

**Total Estimated Cost: £5,273,450**

## Appendix 3 – School Guide – Vacant Site Survey Results and Recommendations

### Recommendation to decommission the following historical crossing locations

School	Crossing Location	Current Crossing Facilities	Vacant from	Collision history over last 5 yrs	PV <sup>2</sup> Survey Result (million)	Crossing Demand Survey PV <sup>2</sup> Criteria (8m)	Recommendations
Craigentenny	Craigentenny Road/ Loaning Road	Pelican crossing	22.08.16		1.7	Not met	Remove from establishment Low demand
Craigroyston	Pennywell Road/ Muirhouse Avenue	Zebra Crossing	23.08.10		1.3	Not met	Remove from establishment Low demand
Stewarts Melville	Ravelston Terrace/Queensferry Terrace	Traffic signals	20.12.13	1 slight injury in October 2021	1.8	Not met	Remove from establishment Low demand
Flora Stevenson	Comely Bank Rd/Comely Bank Ave	Traffic signals	02.09.09		1.7	Not met	Remove from establishment Low demand
Gracemount	Lasswade Road at Liberton Hospital	Pelican Crossing	03.08.20		No survey	Not met	Remove from establishment Less Than 15 children crossing
George Watsons	Colinton Road/ Etrick Road	Pelican crossing	28.04.10		No survey	Not met	Remove from establishment Less than 15 children crossing
James Gillespies	Whitehouse Loan/Warrender Park Road	Road closed	05.08.19	1 slight injury in June 2020	0.8	Not met	Remove from establishment Road closed under travelling Safely measures
Leith	Academy Street/Laurie Street	SfC Planter restricting traffic	05.01.22		0.035	Not met	Remove from establishment Road Closed SFP Planter on road
Oxgangs	Colinton Mains Drive at school	Pelican crossing	03.05.19		0.1	Not met	Remove from establishment Low demand
Roseburn	Roseburn Street/ Roseburn Terrace	Traffic signals	02.07.09	3 slight at junction, 2 in 2020 and 1 in 2021	1.9	Not met	Remove from establishment Low demand

Royal Mile	Holyrood Road/Dumbiedykes Road	Pelican Crossing	14.10.11	2 in July 2020 Serious	0.97	Not met	Remove from establishment Low demand
St Catherines RC	Captains Road/Lasswade Road	Traffic signals	06.11.15	1 serious in Feb 2024.	2.9	Not met	Remove from establishment Low demand
St Marys RC Leith (site 1)	East Hermitage Place/Links Gardens	Traffic signals	07.12.18		1.5	Not met	Remove from establishment Low demand
St Marys RC Leith (site 2)	Restalrig Road/Gladstone Place	Traffic signals	25.06.21		2.4	Not met	Remove from establishment Low demand
St Peters RC	Morningside Road/Falcon Avenue	Pelican crossing	05.09.08	1 slight in October 2019	7.7	Not met during school times	Remove from establishment. Last Guide present in 2008. Crossing demand just below assessment criteria. Mixed pedestrian use, not just school travel.
South Morningside	Cluny Gardens/ Braid Road	Traffic signals	5.11.99	1 slight in January 2022	2.3	Not met	Remove from establishment Low demand Existing raised table feature
Stockbridge	Brandon St/Eyre Pl	Traffic signals	27.11.06	2 slight in May 2019 & Jan 2020	10.2	Crossing demand met	Remove from establishment. Last Guide present in 2006. No issues raised by school. 4 Way signalised junction with pedestrian crossing. Mixed pedestrian use, crossing assessment score a function of high traffic flows.

## Appendix 4 Road Safety Related Developer Contributions

Contributor	Address	Project/Action	Ward no	Ward Name	Account Balance	Comments
Miller Homes & Cruden Homes	12 Path brae, Kirkliston	Pedestrian crossing	1	Almond	31,003	Insufficient funds, controled crossing estimate £80k. Options to be considered.
Miller Homes & Cruden Homes	12 Path brae, Kirkliston	Safer Routes to School	1	Almond	11,073	RS Team to consider appropriate measures
Cala Homes/Agilent Technologies UK Ltd	Station Road, South Queensferry EH30 9TG	Traffic Calming Scotstoun Av area	1	Almond	33,160	Installation planned in April 2025
Cala Homes/Agilent Technologies UK Ltd	Station Road, South Queensferry EH30 9TG	Safer Routes to School	1	Almond	22,106	RS Team to consider appropriate measures
TAYLOR WIMPEY EAST SCOTLAND LTD	Land 100 metres South of 105 Provost Milne Grove, South Queensferry, Edinburgh	Traffic Calming - Indexed	1	Almond	10,972	Draw down as part of Scotstoun Avenue project
TAYLOR WIMPEY EAST SCOTLAND LTD	Land 100 metres South of 105 Provost Milne Grove, South Queensferry, Edinburgh	B800 Upgrade Contribution	1	Almond	15,255	Part of Active travel contribution
WEST CRAIGS LTD & DUNEDIN CANMORE HA	Site 100 Metres North East Of 19 Turnhouse Road Edinburgh	Road junction improvements	1	Almond	509,234	Strategic junction improvements
TAYLOR WIMPEY EAST SCOTLAND LTD	Land 100 metres South of 105 Provost Milne Grove, South Queensferry, Edinburgh	Various Cycle/Pedestrian routes	1	Almond	520,168	Active Travel project
CORUS HOTEL LIMITED	SITE NORTH FERRMUIR GAIT	Upgrade Puffin Crossing on Kirkliston Road	1	Almond	26,504	Traffic Signals team to consider options
CALA HOMES (EAST) LTD	Land 345 Metres Southeast Of 18 Cammo Walk Edinburgh	Various Cycle/Pedestrian routes	1	Almond	881,195	Barnton Junction project - Active travel team
DUNEDIN CANMORE HA	Site 100 Metres North East Of 19 Turnhouse Road Edinburgh	Road junction improvements	1	Almond	235,408	Strategic junction improvements
CALA HOMES (EAST) LTD	Land 288 Metres Southwest Of 10 Buiyleon Road South Queensferry	Buiyleon Road East-West Works - TR-SA-HSG32-3+4 Bus Improvement Works - TR-SA-HSG32-5 Echline Junction Improvements - TR-SA-HSG32-8+9	1	Almond	58,849	Active Travel project
Mr John Brady	26 Baird Road Ratho EH28 8RA	Safer Routes to School	2	Pentland Hills	1,111	RS Team to consider appropriate measures
Mrs Anna Caroline Tedesco + Daniela Dinwoodie + Antoinette Marie Fionda or Douglas	1 Baberton Loan Juniper Green Edinburgh EH14 5DF	Safer Routes to School	2	Pentland Hills	3,312	RS Team to consider appropriate measures
Cala Homes (East) Ltd	Land 80 Metres North Of 77 Riccarton Mains Road Edinburgh	Speed Limit Extension	2	Pentland Hills	2,193	RS team to consider extent od new speed limit

Cala Management Ltd	Craigpark Quarry 1 Craigpark Ratho EH28 8RJ	e) The erection of a vehicle activated sign on the north side of the Wilkieston Road and within the extended 30mph limit.  f) The contribution of the sum of £10,000 to the Council's Safer Routes to School Programme.  i) The applicant to make an application at no cost to the Council to extend the speed limit on Wilkieston Road to the limit of the development site . This will include the erection of 3-2-1 countdown signs.	2	Pentland Hills	15,000	RS Team to consider appropriate measures
Cala Management Ltd	Craigpark Quarry 1 Craigpark Ratho EH28 8RJ	Safer Routes to School	2	Pentland Hills	TBA	RS Team to establish contribution and consider appropriate measures
CEC - WESTERN VILLAGES	Land 220 Metres North East Of 25 Marine Drive Edinburgh	£47,046 - Contribution towards replacement of Muirhouse Parkway / Pennywell Road roundabout with signals, to aid pedestrians and cyclists £97,724 - Contribution towards segregated Cycleway (2 way), new toucan/puffin crossings on West Granton Road £12,965 - Contribution towards traffic signal on West Granton Road/Crewe Road North junction	4	Forth	170,019	This will be part of the Connecting Granton Waterfront project in conjunction with Active Travel
University of Edinburgh	Western General Hospital 55 Crewe Road South Edinburgh EH4 2XU	Transport Contribution - refuge for pedestrians & cyclists	5	Inverleith	34,756	RS Team to consider appropriate measures
Tesco Stores Ltd	30 Meadow Place Road, Edinburgh, Planning Application No 07/02388/ful & 07/02391/ful	Upgrade Pelican to Puffin Crossing at Drum Brae	6	Corstorphine/Murrayfield	146,335	Air Quality project looking to drawdown as a wider junction installation project
WPH Developments Limited And National Records Of Scotland	35 Station Road Edinburgh EH12 7AF	Safer Routes to School	6	Corstorphine/Murrayfield	5,476	RS Team to consider appropriate measures
S1 Developments Ltd And Rumney Manor Ltd	33 Ellersly Road Edinburgh EH12 6HX	Safer Routes to School	6	Corstorphine/Murrayfield	11,108	To be included in LTI project
ALLVILLE PROPERTIES LLP	235 Corstorphine Road Edinburgh EH12 7AR	Safer Routes to School	6	Corstorphine/Murrayfield	26,972	RS Team to consider appropriate measures
Dunedin Canmore Housing Association	7 Westfield Avenue Edinburgh EH11 2QH	Roads & Junction improvement Gorgie Road/Westfield	7	Sighthill/Gorgie	16,204	TBA
WPH Developments (Greenloaning) Limited	10 West Mill Road Edinburgh EH13 0NX	Safer Routes to School	8	Colinton/Fairmilehead	10,941	RS Team to consider appropriate measures
British Telecom Plc	50 Greenbank Drive, Edinburgh	Safer Routes to School	9	Fountainbridge/Craiglockhart	2,735	RS Team to consider appropriate measures
Ediston Properties Ltd + West Register (Realisations) Ltd.	Site 114 Metres Southwest Of 19 Hutchison Road Edinburgh	Local Road network, (PTL, Traffic Calming/Signal) Slateford/Gorgie Rd and Robertson/Chesser Avenue	9	Fountainbridge/Craiglockhart	62,278	RS and Signals Teams to consider appropriate measures
Ediston Properties Ltd + West Register (Realisations) Ltd.	Site 114 Metres Southwest Of 19 Hutchison Road Edinburgh	Transport contrib - Signals	9	Fountainbridge/Craiglockhart	5,511	Signals team to review appropriate intervention
Craiglockhart Developments Limited	Land 46 Metres South Of 48 Craiglockhart Loan Edinburgh	Transport - Speed Bump	9	Fountainbridge/Craiglockhart	8,606	RS Team to consider appropriate measures
University of Edinburgh	Land Between Canongate And Holyrood Road St John Street Edinburgh	Traffic signal installations St Mary's St	11	City Centre	22,032	Traffic Signals team to upgrade optics to LED
Corona Real Estate Partners Ltd	Land at New Street/Cannongate/East Market Street	Road junction improvements	11	City Centre	43,852	Scope of possible improvements to be considered

Miller Homes - Scotland East	Bonnington Road Lane/Ashley Drive/Tinto Place Edinburgh EH6 5BJ	Upgrading of pelican Crossing at Bonnington Road to puffin and upgrading of junction at Bonnington Road	12	Leith Walk	16,273	Further investigation required
PLATFORM EDINBURGH DM LTD	2-4, 6, 14 BONNINGTON RD LANE & 200 BONNINGTON ROAD - EH6 5RB	Bonnington Road - Great Junction Street junction improvements	12	Leith Walk	27,987	Strategic junction improvements
PLATFORM EDINBURGH DM LTD	2-4, 6, 14 BONNINGTON RD LANE & 200 BONNINGTON ROAD - EH6 5RB	Bonnington Road - Great Junction Street junction improvements	12	Leith Walk	27,703	Strategic junction improvements
Cala Campus Ltd	50 - 52 East Fettes Avenue Edinburgh EH4 1EQ	Upgrading of signalised junction at East Fettes Avenue with Ferry Road	13	Leith	53,990	Additional funding required
RLH Property Development Ltd	2 Pitsligo Road (Former Woodcroft Telephone Exchange) Edinburgh EH10 4RY	Road Crossing contribution	15	Southside/Newington	71,062	RS Team to investigate crossing options
Hallam Land Management Ltd	49 Burdiehouse Road	Safer Routes to School	16	Liberton/Gilmerton	133,508	RS Team to consider local interventions
TAYLOR WIMPEY EAST SCOTLAND	Land North of 137 Drum Street Candlemaker's Park Edinburgh	Junction / Footpath	16	Liberton/Gilmerton	18,554	Scope of agreement to be confirmed
BARRATT AND DAVID WILSON HOMES EAST OF SCOTLAND	LAND 100m EAST OF 53 BURDIEHOUS RD	Burdiehouse Junction	16	Liberton/Gilmerton	3,550	Active Travel project - to upgrade traffic signals utilising various developer contributions.
BARRATT AND DAVID WILSON HOMES EAST OF SCOTLAND	LAND 100m EAST OF 53 BURDIEHOUS RD	Burdiehouse Junction	16	Liberton/Gilmerton	19,376	Ditto
BARRATT AND DAVID WILSON HOMES EAST OF SCOTLAND	LAND 100m EAST OF 53 BURDIEHOUS RD	Pedestrian & Cycle links east of development	16	Liberton/Gilmerton	56,368	Ditto
South Yorkshire Pensions Authority	Whitehill Road, Edinburgh	Provide Cycle and Pedestrian Toucan Crossing	17	Portobello/Craigmillar	48,552	Location and address to be checked
Kilmartin Developments Glasgow Ltd	24 Milton Road East Edinburgh EH15 2PP	Safer Routes to School	17	Portobello/Craigmillar	37,322	RS Team to consider appropriate local interventions
Aldi Stores Ltd And Cruden Property Developments Ltd	Site 100 Metres West Of 17-21 Portobello High Street Edinburgh	Puffin Crossing - Portobello High Street	17	Portobello/Craigmillar	3,309	Insufficient funds, controled crossing estimate £80k. Options to be considered.
Aldi Stores Ltd And Cruden Property Developments Ltd	Site 100 Metres West Of 17-21 Portobello High Street Edinburgh	Remote Monitoring Unit for Puffin/Toucan Crossing	17	Portobello/Craigmillar	3,795	Linked to the above crossing installation.
BARRATT AND DAVID WILSON HOMES EAST OF SCOTLAND	17 Fishwives Causeway 8 - 9,10,11,12,25 Baileyfield Crescent Edinburgh EH7 6GH	Improving Road Safety - Baileyfield Road	17	Portobello/Craigmillar	54,216	Installation of ped crossing limited on Sir Harry Lauder Road / Bailyfield Road junction, fully signalised option est £150k
HRA (internal) - PARC CRAIGMILLAR LIMITED	Development Site At Niddrie Mains Road Edinburgh	Road junction improvements	17	Portobello/Craigmillar	35,171	Scope of improvement to be explored
Consort Healthcare	Little France Drive, Edinburgh, Adoption	Traffic Control			TBA	Contribution and scope TBA
TBC	3 Roseburn Terrace Edinburgh EH12 5NG	TRO (Only if as a result of Road Safety concerns in the vicinity of the developiment)			TBA	RS team to review scope and impact of development
					<b>3,554,104</b>	