

Councillor Macinnes
The City of Edinburgh Council
City Chambers
High Street
EDINBURGH
EH1 1YJ

Date 12 December 2018

Your ref

Our ref RS/SR10235867

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Dear Councillor Macinnes

OCEAN DRIVE - "BOY RACERS" AND SPEEDING

I refer to an email dated 30 November 2018, that you received from Jennifer Marlborough, Secretary of Leith Harbour and Newhaven Community Council (LHNCC), about the Community Council's ongoing concerns over 'Boy Racers', speeding and safety on Ocean Drive.

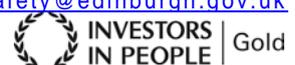
The speed limit on Ocean Drive was reduced to 20mph on 28 February 2017, as part of the citywide 20mph roll out. The introduction of the citywide 20mph network is a major project for the Council, taking in a high percentage of streets. The roll out will rely on a change in driver behaviour and we will be working to achieve this through road safety education, awareness raising and prevention activities.

Traffic speed and volume surveys are being carried out for short periods of time on streets across the city and whilst Ocean Drive has been added to the list of locations for speed monitoring to be undertaken, it has not yet been surveyed. However, we will take cognisance of the locations provided by LHNCC and will share the results once we have them.

Whilst Police Scotland has responsibility for the enforcement of traffic offences, such as speeding and the anti-social behaviour described, we will explore enforcement possibilities with the East Safety Camera Unit. However, safety cameras, including speed cameras, are provided, maintained and operated by Police Scotland's Scottish Safety Camera Programme (SSCP). The SSCP has a set of established national criteria that require to be satisfied before they will consider the installation of a safety camera. These criteria and other information relating to safety cameras are detailed in the SSCP handbook, a copy of which can be found at the Safety Cameras Scotland website <http://www.safetycameras.gov.scot/>

Andrew Easson, Road Safety and Active Travel Manager

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A new list of potential sites is investigated by the SSCP every year and any requests or queries regarding new or existing safety cameras should be directed to them. New locations can be directly requested in the Contacts section of the Safety Cameras Scotland website.

I have also copied this response to the Local Policing team as well as Edinburgh Road Policing for their information.

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 remedial works may require to be implemented.

A recent investigation into the collision history of Ocean Drive shows six personal injury collisions along its full length in the last three years for which data is available, currently this is up to the end of September 2017. Thankfully, these resulted in minor injury and three of them occurred when passengers fell on board buses negotiating the southern roundabout. The other three involved collisions with cyclists, one of these occurring at each of the roundabouts along Ocean Drive.

The Council generally only now introduces physical traffic calming measures such as road humps or speed cushions at locations where there is a significant history of speed related collisions. The collision data for Ocean Drive does not support the introduction of physical traffic calming measures at this time.

As road safety works are targeted at priority locations the collision rate means works on this road could not be prioritised at this time. I appreciate that this is not the response that the LHNCC would have wanted, but spending from the road safety budget is targeted towards areas which will have the greatest potential for collision reduction benefits and this needs to be seen against the overall level of collisions occurring in Edinburgh every year.

Ocean Drive also lies on the route of the proposed Tram Extension to Newhaven. Under these proposals, trams would share space with general traffic along much of the length of Ocean Drive due to the restricted road width that is available and vertical traffic calming features, such as road humps or speed cushions, are not compatible with a tram line. The proposals also involve the removal of the four roundabouts that are referred to in the LHNCC's letter and their replacement with three traffic signal controlled and one give way junction.

I hope that you have found my response helpful.

Yours sincerely



Andrew Easson
Road Safety and Active Travel Manager

