

62910 Heritage Grange Development

Q1. Request clarification from the Council regarding what post occupation safety reviews have taken place at Heritage Grange?

This information is available on [Disclosure log](#) under reference 60694.

Q2. Ask whether the routes connected to Frogston Primary School have been reassessed under real peak hour conditions?

A School Travel Audit had been performed (See attached document) and the Road Safety Team is in contact with the Headteacher to discuss matters.

Q3. Ask why repeated resident concerns regarding shared surfaces, speeding, accessibility and traffic noise appear not to have resulted in meaningful improvements?

Several traffic surveys have been conducted by the Road Safety Team on different locations throughout the development. The average speeds on all the surveys have been below the threshold for action and therefore do not justify potential speed reduction measures

Q4. Seek clarification on how the transport hierarchy and active travel objectives are being monitored in practice once developments become occupied?

We do not hold this information.

Q5. Request details of what preventative measures can be considered before serious injury collisions occur?

Under the context of the internationally recognised Safe System Approach (an approach that considers all factors that contribute to road safety), Officers considered the likely significant detrimental impact on road safety should traffic return to the route.

The Council has made a commitment to Vision Zero and the Safe System Approach, to provide a safe and modern mobility network that considers all road users and ultimately provides safe road space.

Vision Zero and the Safe System Approach aim to achieve a road system which allows for human error, without error leading to death or serious injury, and is based on the premise that human life cannot be balanced against cost. Vision Zero involves an important change in concept, from trying to prevent all collisions towards preventing death and mitigating serious injury in collisions.

Under the context of the Council's City Mobility Plan and its accompanying Capital Investment Programme, all transport investment should contribute to this approach to reduce

the likelihood of collisions, injury and where possible encourage sustainable travel choices. This approach shifts focus from blaming individuals to taking shared responsibility, designing the road system to accommodate human error and vulnerability and integrating multiple layers of protection.

The multiple layers of protection allowed for by the Safe System Approach follow the five themes below:

- **Safe road users:** Focuses on encouraging and ensuring safe and legal behaviour from drivers, pedestrians, cyclists, and other road users, often through education and enforcement.
- **Safe speeds:** Manages speed limits to ensure that the impact forces from any collision are kept within a level where serious injury or death is unlikely.
- **Safe roads and roadsides:** Involves designing and maintaining roads and their surroundings to minimise the risk of a collision and to be more forgiving if one does occur, for example, by providing pedestrian crossings, by regulating motorised vehicle access on some streets and by reducing roadside clutter.
- **Safe vehicles:** Requires vehicles to have safety features and technology that protect occupants and help prevent collisions, such as automatic emergency braking and strong safety structures.
- **Post-crash response:** Establishes a quick and effective response to collisions to provide immediate medical and emergency care to those involved, which is critical for minimising the severity of injuries.

This sets out the basis for the Council's approach to [Road Safety in Edinburgh](#) and supports the Scottish Government's [Road Safety Framework to 2030](#).

Q6. Ask which public body is responsible for addressing ongoing environmental impacts associated with road traffic noise affecting residential communities?

The overall authority for road traffic noise is Transport Scotland.

Road traffic noise is specifically exempt from the noise legislation available for Environmental Health to enforce. Consideration can be given to road traffic noise at the Planning stage; however this service is a non-statutory consultee and ultimately decisions are made by the planning authority.

