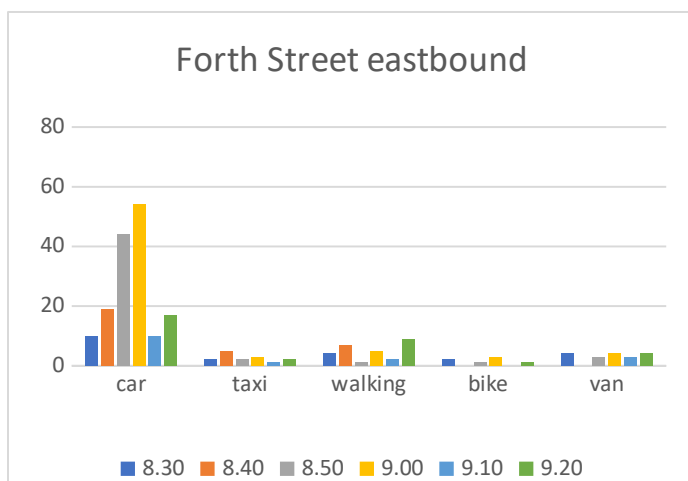
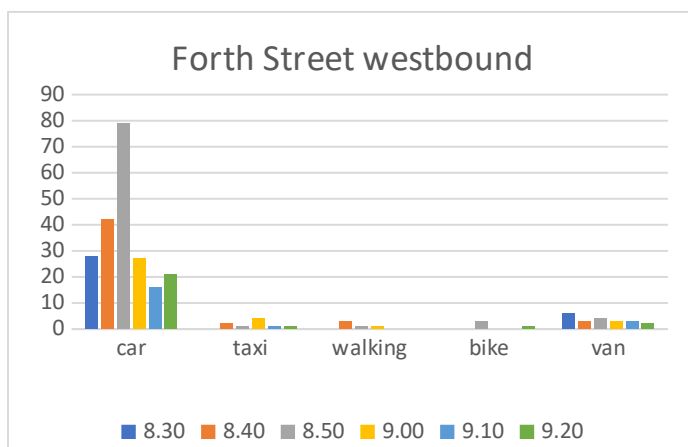


Note for Riverside Community Council:

Rush hour traffic count at the Forth Street/ Forth Crescent junction, 8.30-9.30 am, Thursday 21st April 2022.

I counted vehicle and foot traffic in every direction at the junction for an hour – this hour covered the full official drop-off period for Riverside Primary School but probably missed some of the people leaving Riverside for workplaces outside, who may have left before 8.30. Counts were divided into ten-minute periods and differentiated for modes of travel.

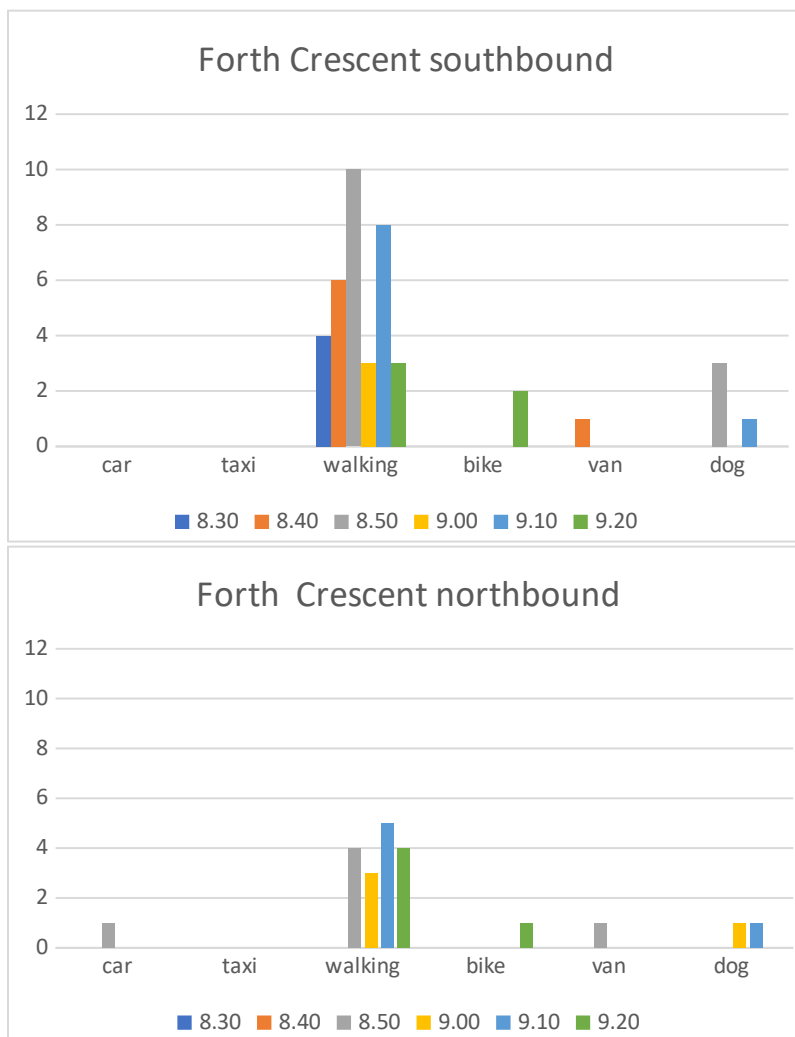
The charts below make very clear that most traffic was cars, and that Forth St westbound (into Riverside) traffic peaked at 8.50-9.00, while eastbound (out of Riverside) traffic peaked about ten minutes later, though was less concentrated.



I counted traffic originating from both sections of Forth Crescent, but this was comparatively much lower numbers. What I did see, however, was the difficulty a number of those travelling on foot and by bike had crossing Forth St during this period. The only child I saw crossing alone, in this case by bicycle, waited a full five minutes for an opportunity he felt was safe.

While I had no means of measuring speed, it appeared that those driving on Forth St in both directions were going as fast as they reasonably could, with the main constraint being other

motor vehicles. The case for improvements to the junction would probably benefit from a closer look at this.



Clearly the Forth Crescent route is primarily a walking route (the “southbound” data includes both those coming along the pavement and those coming from the path up from Shore Road), and almost all of those people go straight across the road; a few cyclists turned down into Riverside. This is the section where counting from 8.30 probably missed the majority of those walking or cycling (southbound) towards the railway station. Dog walkers tend to come along later, with families, children and those dressed for work a little earlier.

Overall: 438 motor vehicles went through the junction over the course of the hour 8.30-9.30, and 133 in the ten minutes between 8.50 and 9am. This is a very high volume of traffic by anyone’s standards, and severing what could be a high quality active travel route into the city centre and towards the station. The timings suggest that much of this traffic is “school run”, obviously originating outside Riverside itself.

This would suggest a couple of approaches: management of priorities at the junction itself as the Community Council has already suggested, slowing motor traffic, giving priority to pedestrians, wheelers and cyclists and improving access with drop kerbs or raised tables; given the quite distinct role of the school run, continuing work with the school to encourage

active travel and perhaps a focus on “park and stride” for pupils from outside Riverside so that motor traffic at this junction, currently the only car route into Riverside, is minimised.