

*'The response to the comments raised during the consultation period for the improvement to the Davidson's Mains Roundabout Improvement (also known as the Davidson's Mains Crossing Upgrade) suggest analysis has taken place on traffic throughput at the existing crossing, as well as modelling on future throughput on the revised road configuration.*

*This Freedom of Information request is to obtain a copy of the findings from this analysis which must include the data used, any risks and assumptions associated with the analysis and any professional qualifications used by those involved in the traffic flow modelling or validation by other people/professional bodies'*

The City of Edinburgh Council's Road Safety Team organised turning count traffic surveys at the existing Quality Street/Davidson's Mains roundabout on Tuesday 23<sup>rd</sup> & Wednesday 24<sup>th</sup> October 2018. Spreadsheets of these counts are provided.

The proposed traffic signals design was modelled in LinSig V3, using the counts from Wednesday 24<sup>th</sup> October. LinSig is an industry standard traffic signals modelling package, widely used across the UK for evaluating proposed traffic signals designs. AM and PM peaks were modelled, to check operation at the busiest times of the day.

The LinSig file is available should the customer request it however, it requires specialised software which requires a valid, paid-for licence to access, and knowledge of signals design in order to understand the outputs. The summary report of the modelling results produced for the Road Safety Team has been provided instead.

The model was compiled by a Transport Officer in the Council's Citywide Networks team. and checked and approved by the Citywide Networks Senior Transport Team Leader. Both CEC staff members have been trained in the LinSig by the software provider, JCT Consultancy Ltd, had have extensive professional experience in signals design.

Ultimately, CEC's Road Safety team decided against pursuing the signalised junction option for the following reasons:

*Traffic modelling has been undertaken to investigate the removal of the mini roundabout and introduce a signalised junction however, pedestrian average waiting times are likely to be longer as they will no longer be able to cross the road on demand as with the current uncontrolled Zebra crossings. This will be particularly felt during the PM peak period which would have a 2-minute wait for pedestrians. The introduction of double yellow lines between Main Street and Quality Street Lane would be required to support a signalised junction and may also negatively impact trade for businesses in the area. It would also be required to moving the listed structures, including the wall, from East Barnton Gardens and would add significant cost to the project and would not be guaranteed. The existing footways would also have to be narrowed slightly to accommodate the junction. Due to the negative impact on pedestrians and cost, a signalised junction will not be progressed at this time.*