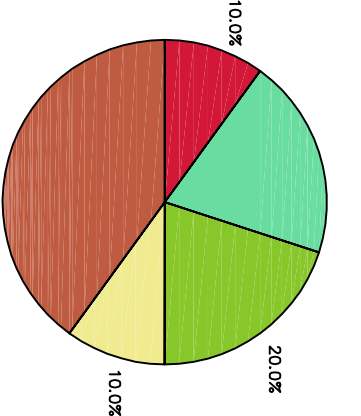
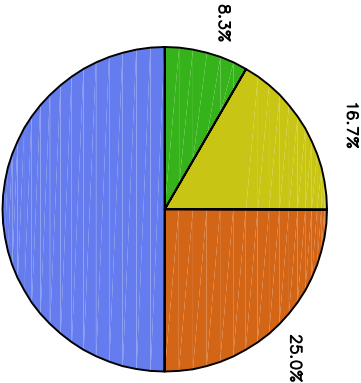
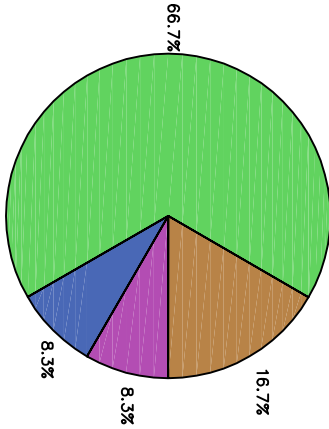
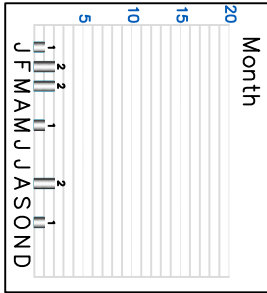
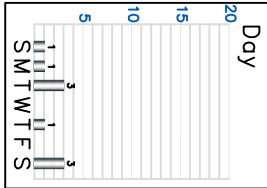
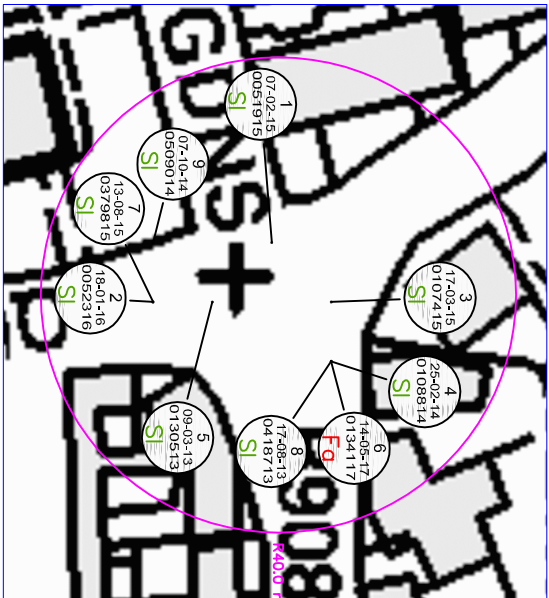


D'Main's Roundabout
Collision Details
1/10/12 to 30/9/17



Reference Number	1	2	3	4	5	6	7	8	9
Date / Day	0051 915	0052 316	0107 415	0108 814	0130 513	0134 117	0379 815	0418 713	0509 014
Month	Sa07	Mo18	Tu17	Tu25	Sa09	Su14	Th13	Sa17	Tu07
Year	2015	2016	2015	2014	2013	2017	2015	2013	2014
Time	1900	0835	0710	0955	1040	0910	1600	1240	1530
Severity	SI	SI	SI	SI	SI	Fq	SI	SI	SI
Dark / Lit		?							
Weather Conditions									
Road Surface									
Special Conditions									
Carriageway Hazards									
Vehicle Manoeuvres									
Vehicle	1	5	5	5	5	5	5	5	5
Vehicle	2	6	6	6	6	6	6	6	6
Vehicle	3	7	7	7	7	7	7	7	7
Vehicle	4	8	8	8	8	8	8	8	8
Casualty / age	50-15	16-64	65+	16-64	65+	16-64	65+	16-64	65+
Failed to Give-Way									
Signal Ignored									
Loss of Control									
Hit Object IN C'way									
Hit Object OEE C'way									
Vehicle Left C'way									
Breath Test									
Contributory Factors	1/2								
	3/4								
	5/6								
* possible, ** very likely									
School No./Ref.	1								
User fields:	2								
	3								
	4								

Davidsons Mains Briefing Note

Background

Following the occurrence of 6 collisions, 3 of which involved pedestrians, over the period from 2013 – 2016 the Road Safety team began looking at a number of options to improve the safety of vulnerable road users at the roundabout. Over the 2017 -2019 period the options were looked at in detail, including full signalisation of the junction and removal of the mini roundabout. However, this was not deemed a suitable option due to the pedestrian wait times that would have to be introduced to ensure suitable traffic flow was maintained, and the extents of parking restrictions that would have to be introduced would have an impact on loading for the businesses in the vicinity of the roundabout. It also would have required the listed structures on East Barnton Gardens to be moved.

During this time period, a fatal collision involving a pedestrian occurred on the zebra crossing at the roundabout. This is the only collision to have occurred at the roundabout resulting in personal injury in the most recent 5 years, to the end of November 2021

The current proposals, which involved reducing the crossing widths by tightening the radii on the corners and removing the central islands, as well as raising the zebra crossings are at the detailed design stage and are almost complete.

Timeline

2017 - work begins on investigating preliminary options

June 2018 – Design consultant appointed to progress designs, preliminary options discussed with Community Council

August 2018 – Preliminary designs agreed, pending surveys and signals information

October 2018 – Traffic surveys including turning counts undertaken

July 2019 – Final report from Traffic Signals received

September 2019 – Formal consultation takes with stakeholders and local residents.

December 2019 – Detailed Design commences

August/September 2021 – Detailed Design finalised pending feedback from Street Lighting and Road Safety Audit

January 2022 – Re-determination Order Plan finalised by design consultant

Next Steps

- Progress re-determination order (RSO) by end of March 2022
- Finalise Street Lighting Design by end of March 2022
- Undertake a Stage 2 Road Safety Audit on the proposals by May 2022 (these take 6 – 8 weeks from issuing to consultant to receiving the report)
- Finalise Bill of Quantities and tender package so it is ready to go to tender following approval of the RSO.