

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

Crewe Toll Roundabout – Safety Monitoring

Item number	8.6
Report number	
Wards	4 Forth 5 Inverleith

Links

Coalition pledges	P44
Council outcomes	CO22
Single Outcome Agreement	SO4

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Executive summary

Crewe Toll Roundabout – Safety Monitoring

Summary

The former Transport, Infrastructure and Environment (TIE) Committee, at its meeting on 28 July 2009, approved a motion by Councillor Hinds calling for the implementation of a series of safety improvements to make the Crewe Toll roundabout junction safer for cars, cyclists and pedestrians.

The motion instructed the Director of City Development to monitor the road accident record at roundabout for one year following implementation of the safety improvements, and to report back to the Committee once this monitoring period was complete.

The first and main phase of the safety improvements were substantially completed in October 2010. Latter phases were completed by October 2011. This report presents the findings of the road safety record over the monitoring period.

The author has consulted with the local member to ensure the motion has been addressed.

Recommendations

It is recommended that the Committee:

- 1 discharges the motion; and
- 2 notes the reduction in the rate of road accidents during the monitoring period at Crewe Toll roundabout, following the implementation of the safety improvements.

Measures of success

There has been a reduction in the road accident rate in the 20 months since implementation, which indicates that the scheme has been successful.

Financial impact

There is no financial impact arising from this report.

Equalities impact

There is no direct equalities impact arising from this report.

Sustainability impact

This report will not impact on the three elements of the Climate Change (Scotland) Act 2009 Public Bodies. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

Consultation and engagement

As part of the original design, a dedicated website was set up to gather comments on the proposals. In addition the Neighbourhood Partnerships, Local Members, Community Councils, cycling organisations, emergency services and the Area Roads Manager were all consulted on the proposals.

Background reading/external references

Crewe Toll Roundabout Road Safety Issues, Report authorised by Director of City Development, (TIE Committee), 28 July 2009.

[Transport 2030 Vision](#)

Appendix 1 – Location Plan

Crewe Toll Roundabout – Safety Monitoring

1. Background

- 1.1 A series of safety improvement measures were implemented at Crewe Toll roundabout between October 2010 and October 2011.
- 1.2 Following the implementation of the safety improvement measures, the road accident record at the junction was monitored between October 2010 and June 2012. The road accident rate during the monitoring period showed a substantial reduction when compared with the records over the previous three years.

2. Main report

- 2.1 Crewe Toll is a five arm roundabout at the junction of the A902 Ferry Road/Telford Road and Crewe Road North / South (see Appendix 1 for location plan). It is a key intersection for traffic travelling to Leith and east Edinburgh, as well as the Granton area.
- 2.2 After a series of accidents at the junction and local concerns over heavy goods vehicles (HGV's) using Crewe Road North, the former TIE Committee, at its meeting on 10 February 2009, approved a motion by Councillor Hinds. The motion called for a report on the options to make the junction safer for cars, cyclists and pedestrians.
- 2.3 A report was made subsequently to the former TIE Committee on 28 July 2009, presenting a series of options that could be implemented to make the roundabout safer. The report's recommendations were to reduce the number of circulating lanes, re-mark the roundabout's lining, alter the kerbline on the SW corner of the roundabout (to allow HGV's to turn left to access the West Granton Access Road) and to upgrade the pedestrian crossing facilities at the junction.

- 2.4 As part of the planning consent for the construction of new office accommodation at the adjacent BAE Avionics site, a Section 75 agreement was agreed which included a £160,000 contribution towards improving the junction. Additional developer contributions of £75,000 from a nearby residential development were also available, making a total developer financial contribution of £235,000 which covered the total cost of the scheme.
- 2.5 The improvements to make the junction safer were carried out in two separate phases. The main phase to reduce the number of circulating lanes and remark the roundabout's lining was carried out in October 2010. The alteration to the kerblines on the SW corner and upgrading of the pedestrian crossing facilities were carried out in October 2011.
- 2.6 In order to assess the effectiveness of the scheme, the original Committee motion instructed the Director of City Development to monitor the road accident record at the roundabout. The monitoring was to be undertaken for one year following implementation of the main safety improvements and then to be reported back to Committee.
- 2.7 In order to analyse the effect of the scheme on the road accident record at the roundabout for one year following implementation, it was necessary to compare the road accident record with the three years prior to the improvements.
- 2.8 During the three years prior to the first phase of improvements, 19 road accidents occurred. 18 accidents were minor and one was serious. There were 21 casualties in total, six were cyclists, one was a pedestrian and the remaining 14 casualties were either vehicle drivers or passengers.
- 2.9 Analysis of the road accident record following the first phase of the works revealed that no accidents occurred between October 2010 and October 2011. For the latest set of accident records between October 2011 and June 2012, two minor accidents occurred, one of which involved a pedal cyclist.
- 2.10 In summary, 19 road accidents were recorded in the three years prior to the improvements, indicating an accident rate at the roundabout of approximately six road accidents per year. Six road accidents involved cyclists, which approximates to two cycle related accidents on average per year.
- 2.11 In the period between October 2010 and June 2012 following the improvements, two accidents were recorded, which indicates a rate of approximately one road accident per year. One cycle related accident occurred which approximates to less than one cycle related accident on average per year. This demonstrates a substantial reduction in the rate of road accidents at the junction during the monitoring period.

3. Recommendations

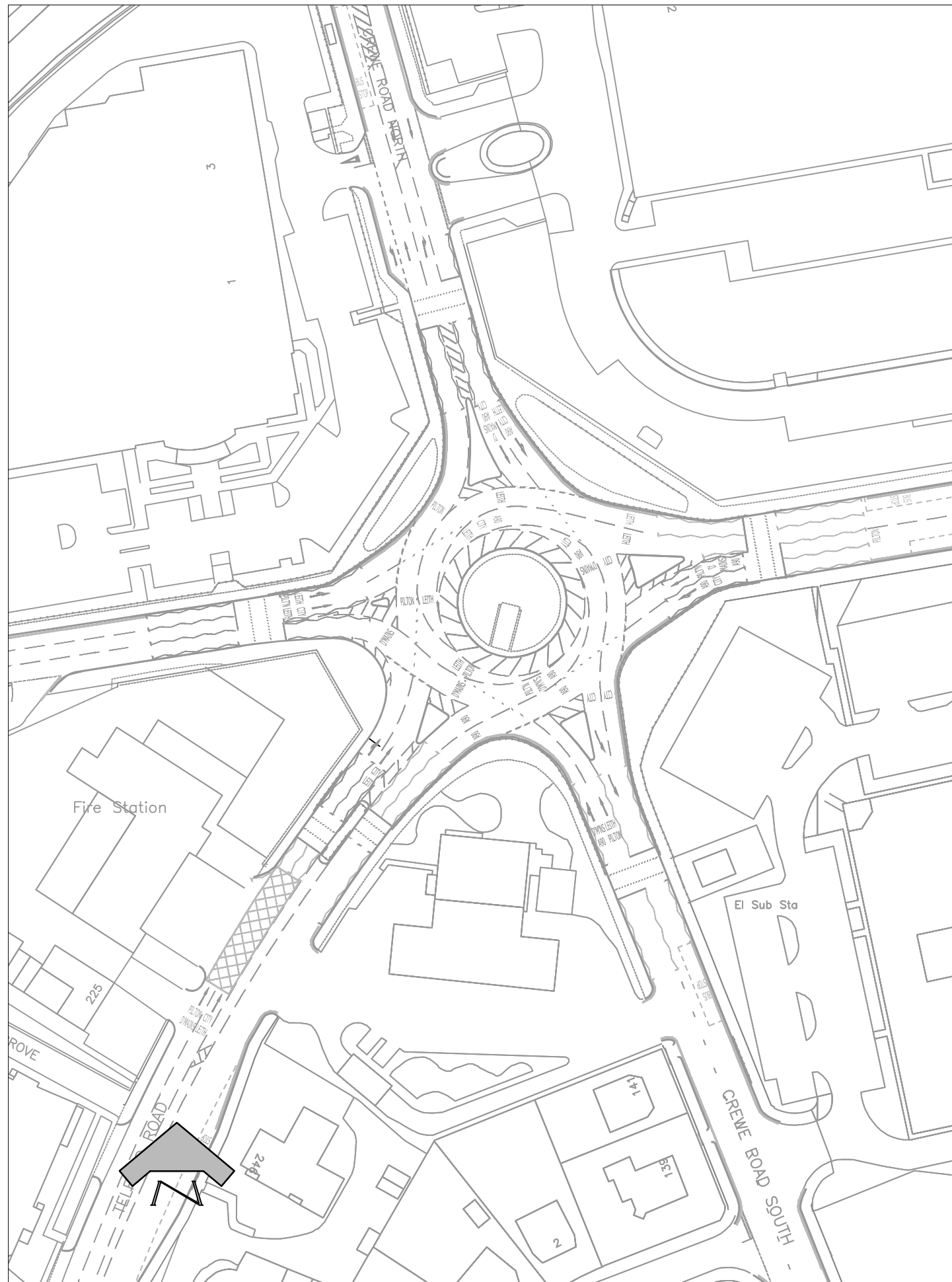
- 3.1 It is recommended that the Committee:
 - 3.1.1 discharges the motion; and
 - 3.1.2 notes the reduction in the rate of road accidents during the monitoring period at Crewe Toll roundabout, following the implementation of the safety improvements.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P44 - Prioritise keeping our streets clean and attractive
Council outcomes	CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO4 - Edinburgh’s communities are safer and have improved physical and social fabric
Appendices	Appendix 1 – Location Plan



NOTES:

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SERVICES FOR COMMUNITIES The City of Edinburgh Council City Chambers, High Street Edinburgh EH1 1YJ Tel No 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
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CREWE TOLL ROUNDABOUT

LAYOUT & LOCATION PLAN

Date: 14 December 2012	Job. No. 633684	Drawn by: A Parkinson
Scale: 1:1000/1:5000		Checked by: M Trotter