

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Dalmahoy Junction – Response to Petition

Item number	7.15
Report number	
Executive/routine	Routine
Wards	Pentland Hills

Executive summary

A petition was considered by the Petitions Committee on 4 September 2014 regarding a request for the installation of traffic signals at the A71 Dalmahoy junction to reduce the danger to pedestrians crossing at this location.

This report responds to the petition with a breakdown of the collision history and options for collision reduction.

Links

Coalition pledges

Council outcomes [CO21](#)

Single Outcome Agreement [SO4](#)

Dalmahoy Junction – Response to Petition

Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 accepts the petition from the Petitions Committee; and
 - 1.1.2 requests a report to the Transport and Environment Committee on 17 March 2015 outlining options and costs for improvements at the junction.

Background

- 2.1 The following petition was considered by the Petitions Committee on 4 September 2014 for the installation of traffic signals at the A71 Dalmahoy junction: *“... after 15 years of reporting that lives are in danger with cars trying to get out of Dalmahoy Golf Course/Hotel and Country Club and Ratho (nearest village) on the opposite side of the main A71 from Edinburgh to Kilmarnock. Exit from Dalmahoy and Ratho (road opposite) onto A71 is life threatening and one day someone will die ...”*
- 2.2 It was referred to the Transport and Environment Committee for it to consider what actions should be taken to alleviate the petitioners' concerns.

Main report

- 3.1 A petition has been lodged for the installation of traffic signals at the A71 Dalmahoy junction. The Council's Petitions Committee considered the petition at its meeting on Thursday 4 September 2014. The petition received 1,528 signatures, 571 of which were considered valid. The decision of the Petitions Committee was to refer the petition to the Transport and Environment Committee.
- 3.2 The A71 is a main east-west rural route which links Edinburgh, through Livingston, to the west of Scotland. It is a wide single carriageway which is currently subject to a 50mph speed limit. This junction is an offset stagger with the A71 making up the priority east-west route. The north approach is Dalmahoy Road, a minor rural route which leads to Ratho and the southbound approach is a private access to a small number of properties and the Marriot Dalmahoy Golf and Country Club. Bus stops are located on the A71 on both sides of the carriageway. The small section of footpath on the south side of the carriageway is particularly narrow. Appendix 1 shows a location plan for this junction.

3.3 There is strong local desire for the junction to be signalised with full pedestrian facilities to provide safe crossing points and to allow safer access to the hotel complex and Ratho village. Local people, Ratho Community Council, and elected members have raised concerns about this junction. The issues raised can be split into two distinct areas:

Road Safety

- Speed of main road traffic.
- Long term collision history.
- A continual occurrence of damage only collisions at the junction.

Environmental

- Volume of main road traffic.
- Congestion on the A71 specifically in the morning and afternoon peaks.
- Difficulty in entering and exiting the two side junctions.
- Local residents feel they are trapped in their properties during peak hours by not being able to exit the south side road.
- Difficulty in crossing the A71 to access the bus stops.

3.4 The junction has a history of collisions which led to a safety scheme being introduced to improve the sight lines on the Ratho approach of the junction in the late 1990s, and more recently the installation of street lighting through the junction in 2004. The next junction on the A71 to the west, situated in West Lothian, was signalised in 2012, adding to the local frustration at the lack of a traffic signal installation at Dalmahoy. There have been two pedestrian collisions at the junction, both some time ago. A pedestrian was killed in 1990 and another received a serious injury in 1996. Given the nature of the location, should a pedestrian be involved in a collision the likelihood is that the severity will be high.

3.5 A short term collision investigation has been carried out and in the three year period up to the end of February 2014 there were a total of four personal injury collisions at the junction:

- Three of these collisions involved vehicles failing to give way at the line exiting Dalmahoy Road and pulling into the path of oncoming vehicles.
- The remaining collision was a westbound vehicle waiting to turn right into Dalmahoy Road being struck by vehicles from behind.

Three of these incidents resulted in slight injuries and one resulted in a serious injury.

- 3.6 A low cost safety scheme was developed to erect vehicle activated “staggered junction ahead” signs which would be triggered by oncoming traffic when vehicles are either sitting at the give way or in the centre of the road waiting to turn right. At an approximate cost of £12,000, this scheme would give a First Year Rate of Return (FYRR) of around 300%. This is calculated using the agreed cost of a rural accident against the cost of the proposed scheme, assuming that one collision is saved over the first three years of the schemes implementation. The cost of a collision encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road collision injuries. This cost is published each year by Transport for Scotland within its Reported Road Casualties document.
- 3.7 A road safety scheme would be considered good value if it achieved a FYRR greater than 100% ie the collision savings would be greater than the cost of the scheme. A scheme achieving a FYRR of 300% would therefore achieve a collision saving in the region of three times the cost of the scheme and be good value for money.
- 3.8 This scheme was put on hold until the issue of introducing signals has been investigated. Appendix 2 shows details of the Vehicle Activated Sign (VAS) scheme. This proposal may have an impact on vehicle speeds through the junction but will not alleviate the issues of pedestrians crossing in safety.
- 3.9 The preliminary cost estimate for signalling the Dalmahoy junction was estimated to be around £430,000. This cost reflects the restricted nature of the site, the need to relocate bus stops, and the requirement to purchase land to introduce adequate footways as well as right turn lanes. If signals were to be introduced the speed limit through the junction would also need to be reduced from 50mph to 40mph. This would also allow for the introduction of pedestrian phases to the signal layout to allow safe crossing of the route. Appendix 3 shows the preliminary design for the introduction of traffic signals to this junction.
- 3.10 The cost of a traffic signal scheme could not be justified simply from the cost of the potential casualty savings as the FYRR would be significantly less than 100% and therefore not considered value for money.
- 3.11 As a traffic signal scheme would, however, have major benefits in terms of access to the Dalmahoy Hotel and Country Club, the hotel has been approached to see if they would contribute to a potential scheme. No reply has been received to date.
- 3.12 At the current time a funding package for the installation of traffic signals has not been identified. However this is being kept under review and a further approach will be made to the Dalmahoy Hotel and Country Club.

Measures of success

- 4.1 Success will be measured through a reduction in the collision rate as measured through the comparison of before and after collision statistics.

Financial impact

- 5.1 The introduction of VAS warning signs will cost approximately £12,000 which could be made available from the 2015/16 road safety capital budget.
- 5.2 To introduce a fully signalised junction funds to cover the estimated cost £430,000 would have to be identified.

Risk, policy, compliance and governance impact

- 6.1 There is no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment has been prepared and is available as background reference. There are no direct negative equalities or human rights impacts anticipated and the proposals are expected to enhance accessibility to the hotel and to Ratho for both vehicular and pedestrian traffic.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised as follows:
- 8.2 Potential for positive impact on the environment by reducing speeds, reducing the potential for collisions and removing community severance.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh because in enhancing access to public transport it will aid social cohesion and inclusion as well as equality of opportunity.

Consultation and engagement

9.1 Consultation will be carried out on the design and construction of any proposed scheme. This will include the following stakeholders:

- Residents and businesses which front on to the location;
- Neighbourhood Partnerships;
- Community Councils;
- Local elected members;
- Council Roads Network Managers;
- Bus operators; and
- Emergency services.

Background reading/external references

None.

John Bury

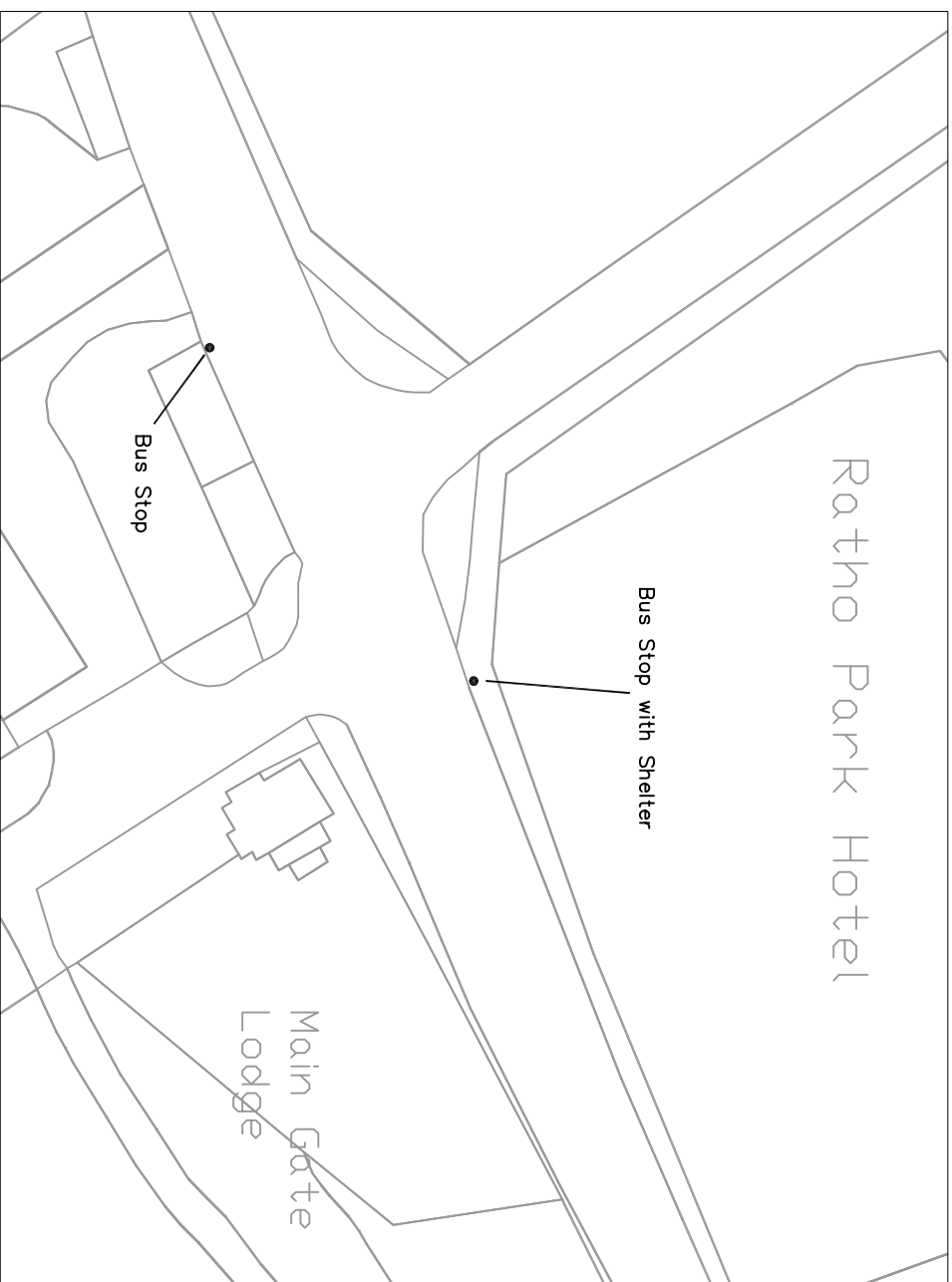
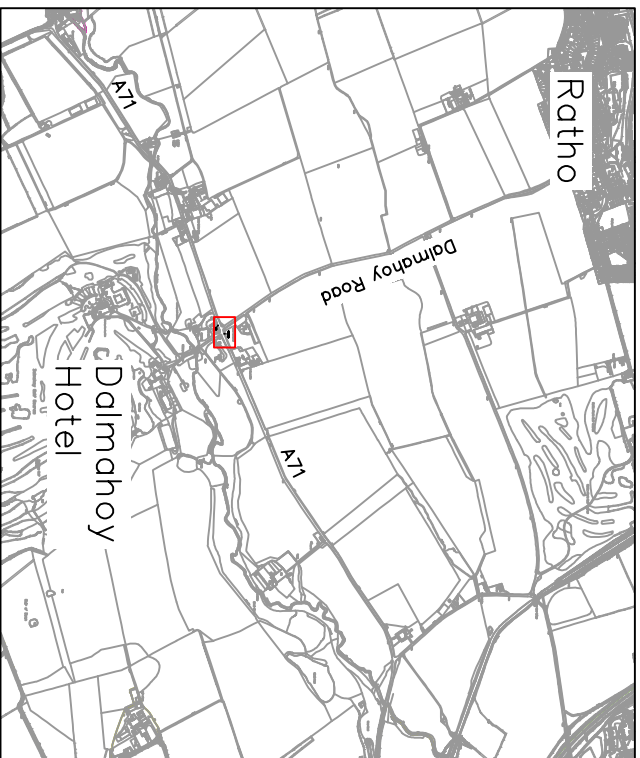
Acting Director, Services for Communities


Contact: Iain Peat, Professional Officer, Road Safety

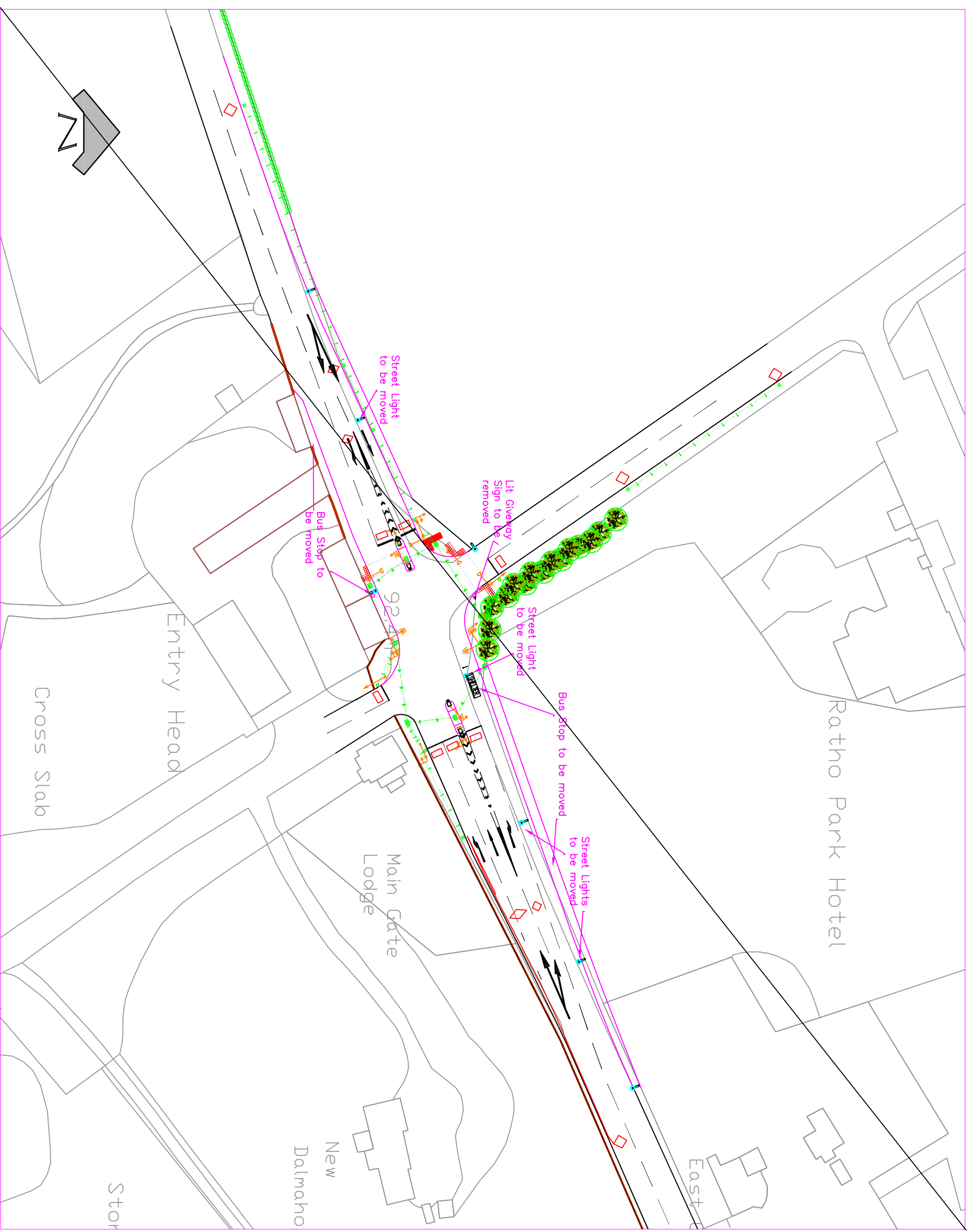
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Links

Coalition pledges	Strengthening and supporting our communities and keeping them safe.
Council outcomes	CO21: Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
Single Outcome Agreement	SO4: Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 – Location Plan Appendix 2 – Preliminary design for placement of Vehicle Activated Signs Appendix 3 – Preliminary design of Traffic Signals



 <p>EDINBURGH</p> <p>THE CITY OF EDINBURGH COUNCIL</p>		<p>A71 @ Dalmahoy</p> <p>Location Plan</p>	
<p>SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market St Edinburgh EH8 8BG Tel. No. 0131 - 200 2000</p>		<p>TRANSPORT POLICY AND PLANNING ROAD SAFETY</p>	
<p>Date: October 2014 Scale: 1:500</p>		<p>Drawn by: TP Checked by:</p>	
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 TRANSPORT
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 NEW WORKS
 Traffic Systems
 The City of Edinburgh Council
 City Chambers, High Street
 Edinburgh EH1 1YJ
 Tel No 0131 200 2000

Scale: 1:1000 1:2000

Date: 1/1/12 2/1/12

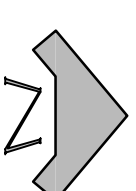
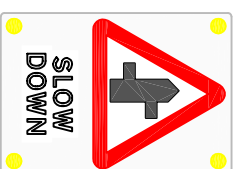
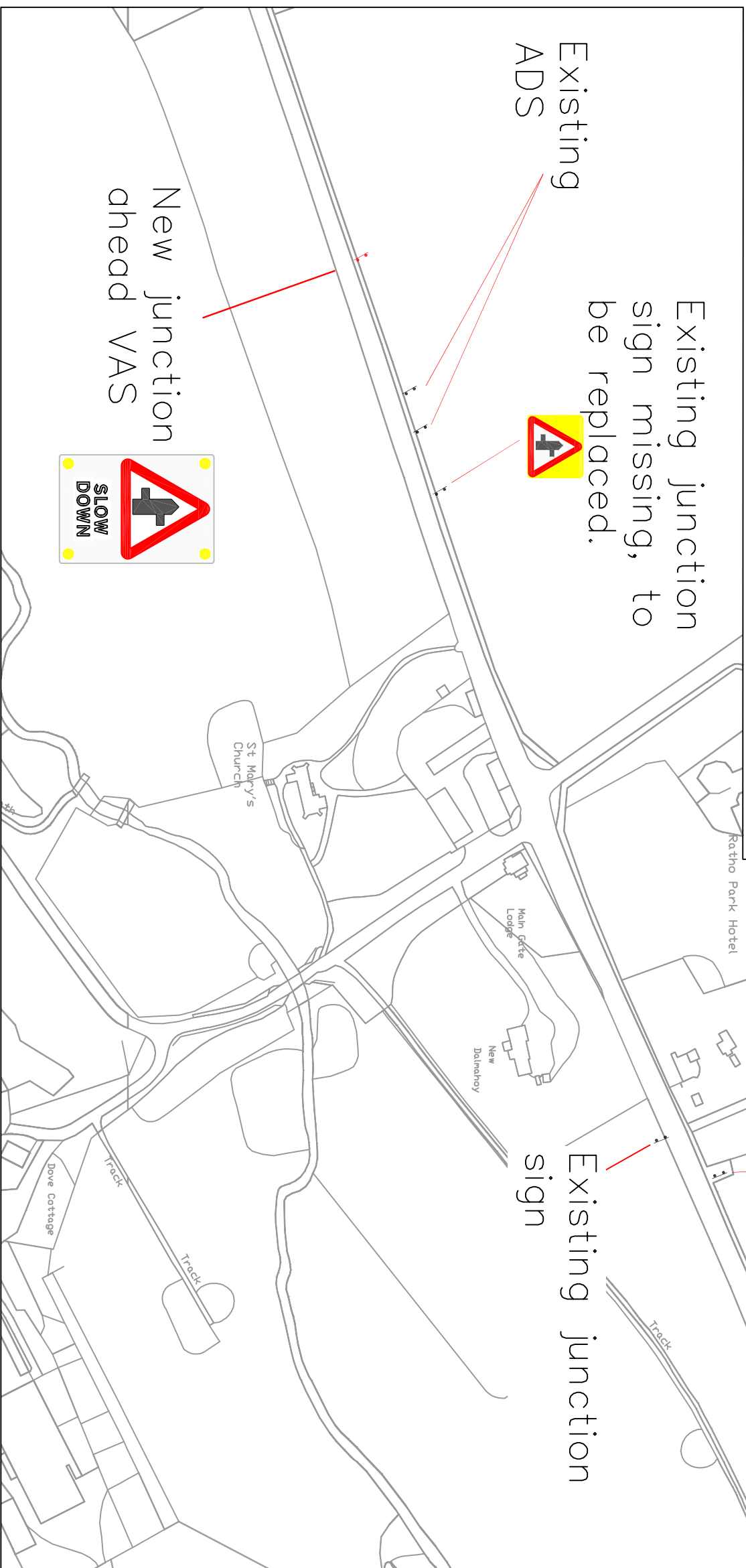
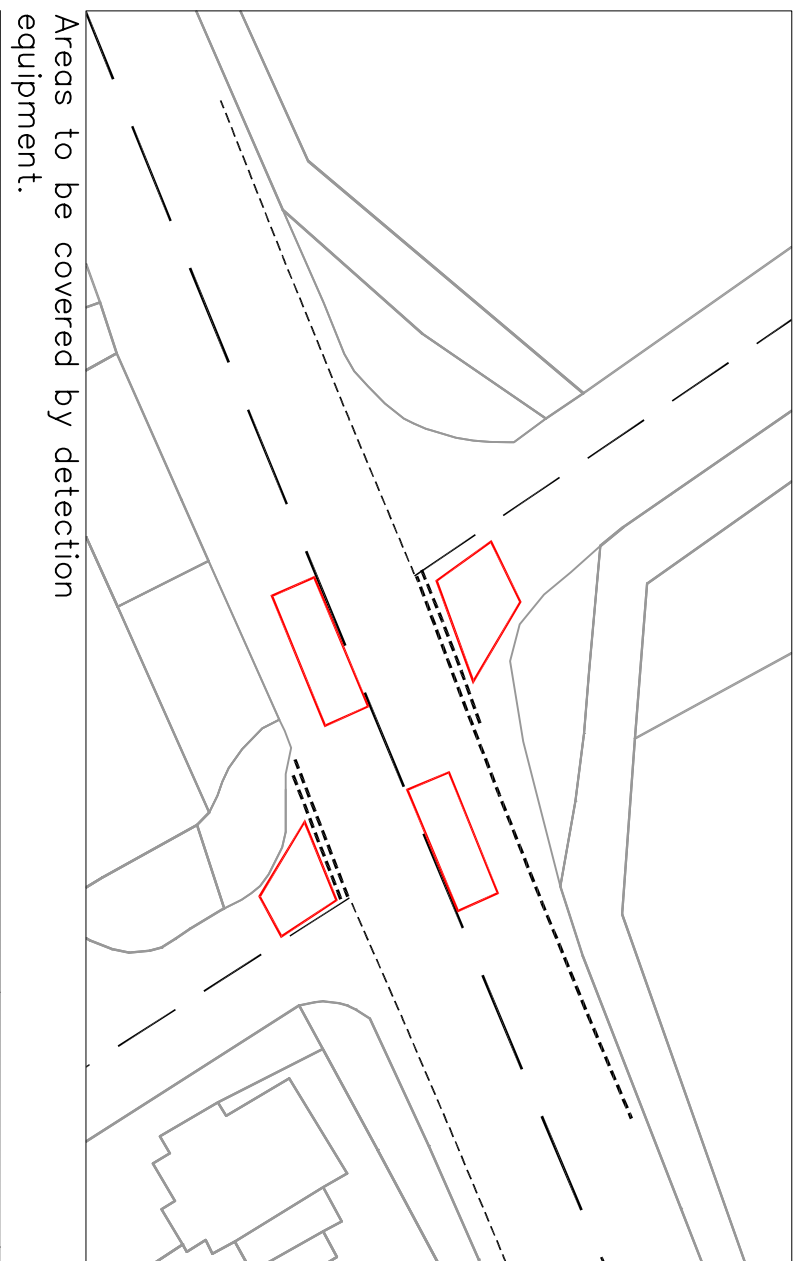
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TRANSPORT POLICY AND PLANNING
ROAD SAFETY

A71 @ Dalmahoy

VAS - Staggered Junction Ahead

Date: June 12
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