

ATKINS

Member of the SNC-Lavalin Group

Corstorphine Connections – Phase 1

Stage 3 Road Safety Audit

City of Edinburgh Council

October 2023



Notice

This document and its contents have been prepared and are intended solely as information for City of Edinburgh Council and use in relation to the traffic calming measures introduced across south Corstorphine, Edinburgh.

Atkins Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 33 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	For Issue					08/09/23
Rev 2.0	Updated Issue					13/10/23

Client signoff

Client	City of Edinburgh Council
RSA team organisation	Atkins
Report title	Corstorphine Connections – Phase 1 Stage 3 Road Safety Audit
Client Reference	-
Atkins reference	8003_701

Table of contents

Chapter	Page
1. Introduction	4
1.1 Project Details	4
1.2 Terms of reference	4
1.3 RSA team	4
1.4 Site Visit	5
1.5 Scope	5
1.6 Report outline	5
1.7 Notes and clarifications	6
2. Items Outstanding from Previous Audits	7
3. Items raised at this Stage 3 RSA	8
4. RSA team statement	23
Appendix A. Drawings and Documents	29
A.1. Drawings	29
A.2. Documents	29
Appendix B. Location of problems	30

1. Introduction

1.1 Project Details

Report Title:	Corstorphine Connections – Phase 1 Stage 3 Road Safety Audit
Date:	October 2023
Document Reference and Revision:	8003_701
Prepared by:	Atkins
Overseeing Organisation:	City of Edinburgh Council

Atkins has been commissioned by City of Edinburgh Council (CEC), to undertake a Stage 3 Road Safety Audit (RSA) on the active travel, public realm, traffic management and traffic calming measures introduced in south Corstorphine, Edinburgh. This report documents the outcome of the RSA in the form of identified road safety problems and associated recommendations.

To the knowledge of the RSA Team, a Stage 2 RSA was undertaken on the proposals in December 2021.

1.2 Terms of reference

The RSA has been conducted in accordance with GG 119 Road safety audit, in the Design Manual for Roads and Bridges. The RSA team has examined and reported only on the road safety implications of the highway scheme proposals and has not examined or verified the compliance of the designs to any other criteria. Where there are issues that may be of interest to the Design Organisation, but not necessarily within the scope of the RSA, these have been provided to the Overseeing Organisation separately.

In addition to GG 119, this RSA has been informed by the RSA brief prepared by [REDACTED] of [REDACTED] and approved by [REDACTED] of [REDACTED].

1.3 RSA team

The RSA team, approved by [REDACTED] of [REDACTED], was as follows:

	BEng MSc CEng FCIHT MSoRSA RSA Team Leader, Atkins Transportation (Certificate of Competency in RSA, 2017)
	MSc MCIHT MSoRSA RSA Team Member, Atkins Transportation

1.4 Site Visit

The RSA comprised a desktop review of the information provided, and a site visit was undertaken during both daylight hours and hours of darkness on 1st August 2023. The daylight visit was undertaken 17:30 and 20:30 and the site during hours of darkness took place between 22:30 and 23:10 with all members of the RSA team in attendance. During the site visit the road surface was dry, the weather was overcast. Traffic levels were moderate with no congestion evident. Pedestrian levels were moderate and cyclist levels were low.

A representative of Police Scotland was invited to attend the site visit, and the RSA team met with PC Sinclair onsite during daylight hours on 1st September 2023. The site visit was undertaken 09:15 and 11:00 with all members of the RSA team in attendance. During the site visit the road surface was dry, the weather was dry. Traffic levels were busy however no congestion evident. Pedestrian levels were moderate and cyclist levels were low. The site visit was limited due to Police Scotland time constraints. The site visit focused on the junctions of Saughton Road North / Kirk Loan, Manse Road / Corstorphine Road and Featherhall Avenue / Corstorphine Road.

1.5 Scope

The scheme, which forms Phase 1 of the Corstorphine Connections project, relates to measures introduced to reduce and calm traffic to provide a safer and more attractive walking and cycling environment across the area of south Corstorphine in west Edinburgh. The wider Corstorphine Connections relates to the trialling of a low traffic neighbourhood.

The streets concerned as part of Phase 1 of the project and this RSA include:

- Featherhall Crescent
- Corstorphine High Street
- Manse Road
- Saughton Road North
- Dovecot Road
- Featherhall Terrace
- Featherhall Avenue
- Kirk Loan

All streets are single carriageway roads, subject to a posted 20mph speed limit. Street lighting and footways are provided. Across the scheme extents, south Corstorphine comprises residential properties, a primary school, park and a variety of shops and amenities.

The measures introduced include:

- motor vehicle restrictions including no entry, bus gate and pocket park installation;
- waiting and loading restrictions;
- footway widening and temporary footway provisions;
- uncontrolled crossing improvements including dropped kerbs, tactile paving and coloured carriageway surfacing;
- traffic calming installation; and
- associated road marking and sign provisions.

1.6 Report outline

Section 2 of this report documents any outstanding issues identified from previous Audit Reports and Section 3 documents the findings of the current RSA stage. Section 4 comprises the RSA Team statement.

Details of the information provided about the scheme are included in Appendix A. Problems and recommendation locations for the current RSA stage are shown on the plan included in Appendix B.

1.7 Notes and clarifications

The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem; alternative methods should be considered by the Design Organisation. GG 119 provides requirements and advice on the process for responding to this RSA report including the production and agreement of a separate RSA response report. The RSA response report provides the full audit trail of decision making at each stage of the process and captures the changes made as a result of the recommendations made here.

As outlined in Section 1.4, the RSA Team met onsite with PC [REDACTED] (Police Scotland). PC [REDACTED] provided the following observations:


- Outlined concerns Police Scotland have received regarding the operation of the bus gate installed at the junction of Manse Road at St John's Road. This included reports of right turning vehicles using the left turn lane and passing through the green signal phase of the controlled crossing facility on St John's Road between the left and right turning lanes from Manse Road.
- Outlined concerns regarding the volume of vehicles undertaking 3-point turn manoeuvres at the junction of Featherhall Avenue at St John's Road.
- Expressed concerns regarding the impact measures have on vehicles exiting the Featherhall area, particularly during operational bus gate hours as this is now limited to Featherhall Avenue.
- PC [REDACTED] would support the introduction of measures to improve driver and pedestrian visibility of the uncontrolled crossing facility on Saughton Road North, south of Kirk Loan.
- PC [REDACTED] would support amendments to the right turn cycle facility introduced on St John's Road at Feather Hall Avenue.

2. Items Outstanding from Previous Audits

A Stage 2 RSA was previously undertaken by Wylie:Lodge Road Safety Consultants in December 2021. No problems were identified at the Stage 2 RSA.

3. Items raised at this Stage 3 RSA

This section details the items raised in this Stage 3 RSA.

Problem:	3.1	
Location(s):	Featherhall Crescent - at Meadow Place Road	
Drawing(s):	60636731-SHT-C-P1-LTN-0701	
Summary:	Evidence of surface water collection at pocket park.	

Description:

Residual debris observed during the site visit indicates surface water collection at the pocket park on Featherhall Crescent. Surface water presents a slip and fall hazard to pedestrians and cyclists, particularly during periods of cold freezing weather when water can form ice.

Recommendation:

It is recommended that positive drainage is provided.

Problem:	3.2
Location(s):	Featherhall Crescent - at Meadow Place Road
Drawing(s):	60636731-SHT-C-P1-LTN-0701
Summary:	Accessibility constraints at the pocket park.



Description:

The pocket park installed at Featherhall Crescent is located within the former carriageway area, with footways retained on either side. As a result, full height kerbs separate the footways and pocket park which may impede access and egress for users with visual impairments and mobility assisting devices. Users who have been able to enter the pocket park, for example via the dropped kerbs at the junction of Featherhall Crescent at Meadow Place Road, may be unable to leave the former carriageway and re-join the footway, inadvertently entering the carriageway in conflict with other road users. Additionally, the full height kerbs increase the likelihood of users suffering injury from trips and falls.

Recommendation:

It is recommended that step free access is provided between the pocket park and adjacent footways.

Problem:	3.3
Location(s):	Featherhall Crescent – west of the pocket park
Drawing(s):	60636731-SHT-C-P1-LTN-0701
Summary:	Surface defects may give rise to injury from falls.



Description:

Carriageway surface defects and voids were observed beyond the western extents of the pocket park along the anticipated line of travel from cyclists entering/exiting the traffic free facility. The defects may unsteady a cyclist and result in injury from falls.

Recommendation:

It is recommended that the carriageway is repaired.

Problem:	3.4
Location(s):	Corstorphine High Street, priority one-way working
Drawing(s):	60636731-SHT-C-P1-LTN-0702
Summary:	Risk of driver confusion and drivers failing to give way resulting in collisions.



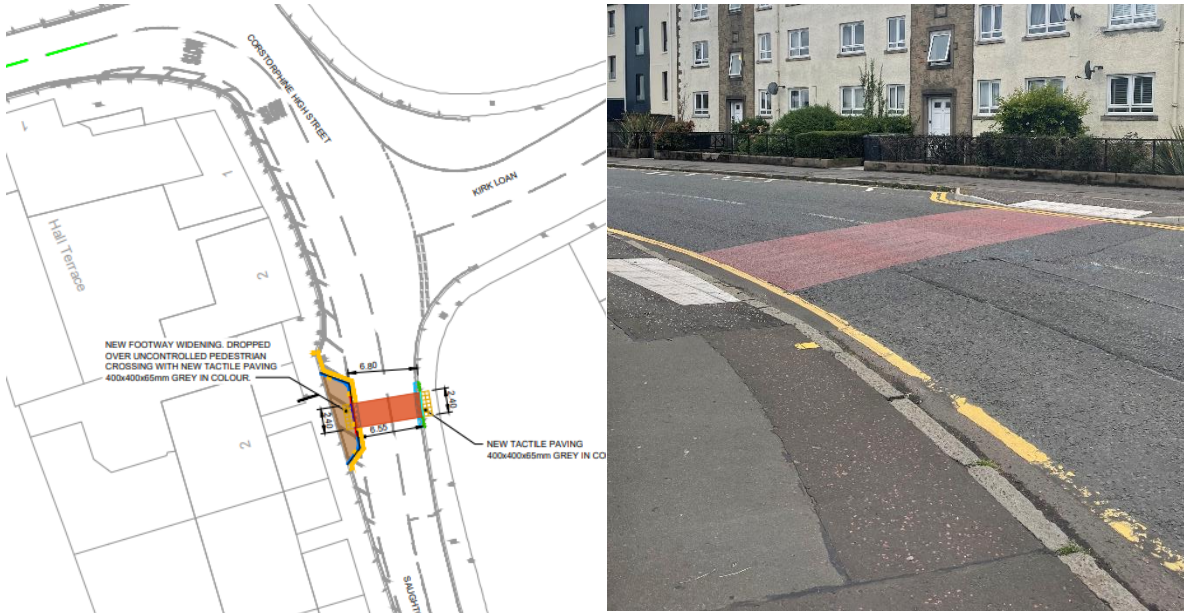
Description:

The existing give way sign associated with the priority one-way working between Ladywell Avenue and Corstorphine Primary School is located west of the give way road markings. During the site visit, a vehicle was observed giving way to eastbound traffic at the signage location and not at the road markings where the carriageway is wider to accommodate two-way traffic flows. The distance between the road markings and signage may confuse drivers as to the intended operation of the priority system and increases the risk of collisions should vehicles fail to give way at the location intended.

Recommendation:

It is recommended that the give way signage is relocated closer to the give way markings.

Problem:	3.5
Location(s):	Saughton Road North - south of Kirk Loan
Drawing(s):	60636731-SHT-C-P1-LTN-0703
Summary:	Risk of vehicles striking crossing pedestrians.




Description:

During the site visit it was observed that the wide junction layout at Kirk Loan and Saughton Road North enables vehicles to turn left onto Saughton Road North at high speeds. Furthermore, drivers were generally observed to be looking right for oncoming vehicles. As a result, there is a risk that drivers exiting Kirk Loan may not see pedestrians crossing at the new uncontrolled facility on Saughton Road North, south of Kirk Loan. This increases the risk of pedestrians being struck, and of rear end shunt collisions due to sudden braking.

Recommendation:

It is recommended that measures are installed to slow vehicles exiting Kirk Loan.

Problem:	3.6	
Location(s):	Saughton Road North - south of Kirk Loan	
Drawing(s):	60636731-SHT-C-P1-LTN-0703	
Summary:	Narrow tactile paving presents a hazard to visually impaired pedestrians.	

Description:

The tactile paving provided on the eastern footway is narrow and it is anticipated visually impaired pedestrians may be unable to locate it and the associated uncontrolled crossing facility. This could result in pedestrians attempting to cross Saughton Road North at alternative locations, increasing the risk of personal injury from collisions with other road users or from tripping over full height kerbs when entering/leaving the carriageway.

Recommendation:

It is recommended that the depth of tactile paving is increased.

Problem:	3.7
Location(s):	Saughton Road North - north of Dovecot Road
Drawing(s):	60636731-SHT-C-P1-LTN-0705
Summary:	Insufficient visibility may result in pedestrians being struck whilst crossing.




Description:

Due to the geometry of Saughton Road North and the trees located on the western footway, visibility of southbound vehicles approaching the uncontrolled crossing facility from the western footway is limited. The RSA team noted during the site visit that pedestrians are unable to see vehicles exiting Corstorphine Park Gardens. Insufficient visibility to/from the crossing facility increases the risk of pedestrians being struck. The risk is exacerbated due to the downhill approach to the crossing which may lead to increased vehicle speeds.

Recommendation:

It is recommended that sufficient visibility is provided at the crossing facility.

Problem:	3.8	
Location(s):	Dovecot Road	
Drawing(s):	60636731-SHT-C-P1-LTN-0705	
Summary:	Inconspicuous speed cushions could result in road user injury.	

Description:

Speed cushions have been installed along Dovecot Road with dragon teeth markings provided on each cushion in one direction. It is appreciated that the positioning of the markings is relative to the direction of travel, however it was observed that the absence of markings in both directions reduces visibility of the traffic calming features, particularly during the hours of darkness. This presents a risk to road users, especially those on two wheeled vehicles, who may inadvertently be unsteadied by the cushions and fall.

This risk is exacerbated for eastbound road users where only the nearside speed cushion has a dragon tooth marking as this could be obstructed by a parked vehicle and require road users to position themselves centrally.

Recommendation:

It is recommended that markings are installed to make road users aware of the speed cushions installed.

Problem:	3.9
Location(s):	Manse Road - at St John's Road
Drawing(s):	60636731-SHT-C-P1-LTN-0707
Summary:	Driver confusion over intended lane operation.



Description:

Whilst it is appreciated road markings have been installed to indicate two-way traffic flows south of the Manse Road and St John’s Road junction, there is a lack of clarity as to the intended start/end of the two-way and one-way systems in place. During the site visit, northbound vehicles were observed using both the northbound and southbound lanes on approach to the junction of Manse Road and St John’s Road. This could result in vehicle collisions, especially with vehicles exiting the echelon parking bays as visibility is likely to be restricted.

Furthermore, the uncertainty of the commencement and termination of the one-way and two-way systems may result in queuing vehicles at the junction obstructing the southbound lane. This presents a risk to vehicles exiting the car park north of Iceland, who may be forced to utilise the nearside lane, giving rise to collisions with oncoming road users.

Recommendation:

It is recommended that measures are installed to clarify the intended operation of the lanes between St John’s Road and Featherhall Terrace in line with the one-way and two-way traffic systems in place.

Problem: 3.10

Location(s): Manse Road – at St John’s Road

Drawing(s): 60636731-SHT-C-P1-LTN-0707

Summary: Misleading signs could result in driver frustration and higher speeds on local roads.



Description:

Advanced signs for the bus gate are potentially unclear and may mislead drivers to continue towards the bus gate at times of operation, resulting in the need for three-point turns across live traffic.

The signs installed outline the presence of a bus lane. There are several existing bus lanes surrounding the scheme extents, however these are provided alongside an all traffic permitted lane. They do not prevent general traffic through movements as at Manse Road.

The erected signs could therefore misinform drivers of the restrictions and result in unpermitted use, frustration and higher speeds on local roads. It was noted that;

- signs on Corstorphine High Street stated there was a bus lane at Manse Road, not a bus gate. Drivers are not made aware that they cannot access St John’s Road during restricted periods;
- signs on Manse Road also state / reinforce that it is a bus lane, not a gate; and
- signs on Featherhall Terrace also state / reinforce that it is a bus lane, not a gate.

Furthermore, there is little advice provided to drivers as to an alternative route, which could increase frustration.

Recommendation:

It is recommended that the management of traffic within the local area is revised to minimise traffic proceeding to the bus gate at times of its operation.

Problem:	3.11
Location(s):	St John's Road – at Featherhall Avenue
Drawing(s):	60636731-SHT-C-P1-LTN-0708
Summary:	Risk of cyclists being struck whilst moving across the carriageway.



Description:

It is anticipated that cyclists travelling eastbound on St John's Road will be positioned on the nearside of the carriageway. Cyclists in this position seeking to turn right would be required to cross general traffic. St John's Road is regularly busy as it forms part of the arterial route to / from Edinburgh City Centre. Therefore, the availability of acceptable gaps in traffic to cross into the central right turn area will be limited. There is a risk that cyclists may attempt to cross during shorter gaps in traffic, increasing the risk of collisions. In addition, cyclists may swerve across free-flowing traffic to reach the right turn facility, again potentially resulting in collision. The risks are exacerbated as cyclists would need to be looking immediately behind them to observe opposing traffic.

Recommendation:

It is recommended that measures are installed to better enable cyclists to transition from the secondary position into the right turn facility.

Problem:	3.12
Location(s):	St John's Road – at Featherhall Avenue
Drawing(s):	60636731-SHT-C-P1-LTN-0708
Summary:	Risk of cyclists being struck from the rear by vehicles.



Description:

The scheme enables cycles to turn right from St John's Road into Featherhall Avenue via a right turn facility enclosed by temporary kerbs. To enter the right turn facility cyclists would need to manoeuvre through gaps in the temporary kerbs. To do so cyclists, particularly riding in the primary (central lane) position would need to slow markedly to safely transition from the carriageway into the right turn facility. This would create a differential in speed between right turning cyclists and traffic going ahead. There is a risk that a following driver, not anticipating the cyclist to slow, may not adjust their speed sufficiently, potentially resulting in rear shunt collision.

The risk is exacerbated by the lack of advanced signage for both user groups.

Recommendation:

It is recommended that the measures are adjusted to reduce speed differential between cycles and vehicles. It is also recommended advanced signage is provided to inform both cyclist and drivers of the cycle right turn facility.

Problem:	3.13
Location(s):	Kirk Loan – at Corstorphine Astoria Centre
Drawing(s):	60636731-SKC-C-KL-TEMP-0002
Summary:	Temporary kerbs may present a trip and fall hazard to crossing pedestrians.



Description:

A temporary kerb installed on Kirk Loan to demarcate the widened footway is in line with the uncontrolled crossing facility at the commencement/termination of the western footway. The kerb presents a trip and fall hazards to pedestrians, particularly to those with visual impairments, increasing the likelihood of injury.

Recommendation:

It is recommended that the temporary kerb is relocated out with the crossing area.

Problem:	3.14
Location(s):	Kirk Loan – at Corstorphine High Street
Drawing(s):	60636731-SHT-C-P1-LTN-1203
Summary:	Absence of a formalised crossing facility may result in pedestrians tripping and falling.



Description:

No crossing measures, including dropped kerbs, are provided at the junction which was observed as a popular pedestrian desire line. The reduction in junction width, and subsequent crossing distance, is likely to further increase demand. The absence of dropped kerbs increases the likelihood of pedestrians being injured from trips and falls due to the kerb upstands across the junction.

Recommendation:

It is recommended that a formalised crossing facility is provided.

Problem: 3.15

Location(s): Kirk Loan – at Corstorphine High Street

Drawing(s): 60636731-SHT-C-P1-LTN-1203

Summary: Temporary kerb layout may impede crossing users.



Description:

During the second site visit, the RSA team observed a pedestrian with a pram crossing from south to north, having difficulties negotiating the temporary kerbs due to their narrow spacing. The restricted gap between the kerbs increases the risk of pedestrians with prams and wheelchairs being unable to egress from the carriageway onto the footway. This may give rise to pedestrians travelling along the carriageway and being struck by vehicles entering Kirk Loan. This risk is exacerbated due to the absence of dropped kerbs as discussed in Problem 3.14.

Furthermore, the layout of the temporary kerbs in line with the pedestrian desire line increases the likelihood of pedestrians suffering injury from trips and falls.

Recommendation:

It is recommended that the temporary kerb layout is amended to accommodate all pedestrian users.

4. RSA team statement

We certify that this Road Safety Audit has been carried out in accordance with GG119.

AUDIT TEAM LEADER:

Name: [REDACTED]

Position: Associate

Organisation: Atkins

Signed: [REDACTED]

Date: 08/09/2023

AUDIT TEAM MEMBER:

Name: [REDACTED]

Position: Engineer

Organisation: Atkins

Signed: [REDACTED]

Date: 08/09/2023

Road Safety Audit Response		RSA File Ref 8003_701			
PROJECT DETAILS					
Report Title	Corstorphine Connections - Phase 1 - Stage 3 RSA				
PREPARED BY					
Name		Date	02/11/2023		
Position	Senior Engineer				
Organisation	AECOM				
Signed					
APPROVED BY					
Name		Date	02/11/2023		
Position	Regional Director				
Organisation	AECOM				
Signed					
RSA DECISION LOG					
	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
RSA REPORT ID	<i>Problem from RSA REPORT</i>	<i>Recommendation from RSA report</i>	<i>Design organisation's response</i>	<i>Overseeing Organisation's response</i>	<i>Design and Overseeing Organisation's agreed action</i>
3.1	Evidence of surface water collection at pocket park	It is recommended that positive drainage is provided.	Problem noted and accepted - Contractor to remedy drainage through weep holes	Agree with designer	As per designer response
3.2	Accessibility constraints at the pocket park	It is recommended that step free access is provided between the pocket park and adjacent footways.	This was not within the scope or budget for the trial project	Agree with designer this aspect wasn't within the in scope for this phase of works. There are also dropped kerbs at either end of the pocket park. However we will consider implementing dropped kerb access if the scheme becomes permanent.	As per overseeing organisation response
3.3	Surface defects may give rise to injury from falls	It is recommended that the carriageway is repaired.	Problem noted, however this is outwith the scope of the project and funding. OO to raise with relevant internal department for consideration.	The CEC project manager will raise with the roads renewal team	The CEC project manager will raise with the roads renewal team

3.4	Risk of driver confusion and drivers failing to give way resulting in collisions.	It is recommended that the give way signage is relocated closer to the give way markings.	Problem noted and accepted - as part of Phase 2 works, this signage is to be moved closer to give way markings	Agree with designer	As per designer response
3.5	Risk of vehicles striking crossing pedestrians.	It is recommended that measures are installed to slow vehicles exiting Kirk Loan.	Problem noted and accepted - as part of the Phase 2 works, this junction is to be narrowed and carriageway radii tightened to slow vehicles	Agree with designer	As per designer response
3.6	Narrow tactile paving presents a hazard to visually impaired pedestrians	It is recommended that the depth of tactile paving is increased.	Problem noted and accepted - to be raised as a defect with Contractor	Agree with designer	As per designer response
3.7	Insufficient visibility may result in pedestrians being struck whilst crossing.	It is recommended that sufficient visibility is provided at the crossing facility.	The visibility splay of this crossing location is in accordance with the Stopping Sight Distance (SSD) for a 20mph road (Designing Streets) (minimum requirement is 23m - over 30m length)	Agree with designer	As per designer response
3.8	Inconspicuous speed cushions could result in road user injury.	It is recommended that markings are installed to make road users aware of the speed cushions installed.	Problem noted and accepted - speed cushions to have dragon teeth markings installed on both sides where applicable	Agree with designer	As per designer response
3.9	Driver confusion over intended lane operation.	It is recommended that measures are installed to clarify the intended operation of the lanes between St John's Road and Featherhall Terrace in line with the one-way and two-way traffic systems in place.	Problem noted and accepted - further measures have since been introduced to highlighted intended start / end of two-way operation	Agree with designer	As per designer response

3.10	Potentially unclear signs could result in driver frustration and higher speeds on local roads.	It is recommended that the management of traffic within the local area is revised to minimise traffic proceeding to the bus gate at times of its operation.	Problem noted and acknowledged - updated signs to be installed on site	Agree with designer	As per designer response
3.11	Risk of cyclists being struck whilst moving across the carriageway.	It is recommended that measures are installed to better enable cyclists to transition from the secondary position into the right turn facility.	In its current operation, cyclists are already required to move from secondary position on St John's Road given the positioning of the widened footway. Cyclists are also given advanced warning through the "no right turn except cycles" sign on approach to the traffic signals. This gives them prior warning they should be in primary position on approach.	Agree with designer	As per designer response
3.12	Risk of cyclists being struck from the rear by vehicles.	It is recommended that the measures are adjusted to reduce speed differential between cycles and vehicles. It is also recommended advanced signage is provided to inform both cyclist and drivers of the cycle right turn facility.	As highlighted above, cycles and motor vehicles are given advanced warning of right turn provision for cycles with the "no right turn except cycles" sign on approach to traffic signals. This layout has been tracked for cargo bikes and is anticipated to operate as per any right turn for cyclists into a side road, albeit with additional protection. Slow markings could also be considered as another mitigation.	Agree with designer, slow marking to be added	Slow marking to be added

3.13	Temporary kerbs may present a trip and fall hazard to crossing pedestrians.	It is recommended that the temporary kerb is relocated out with the crossing area.	Problem noted and accepted - segregation unit to be relocated.	Agree with designer	As per designer response
3.14	Absence of a formalised crossing facility may result in pedestrians tripping and falling.	It is recommended that a formalised crossing facility is provided.	Problem noted and accepted - formalised crossing facility to be implemented as part of Phase 2 works.	Agree with designer	As per designer response
3.15	Temporary kerb layout may impede crossing users.	It is recommended that the temporary kerb layout is amended to accommodate all pedestrian users.	Problem noted and accepted - segregation units to be replaced by widened footway as part of Phase 2 works.	Agree with designer	As per designer response

DESIGN ORGANISATION STATEMENT			
On behalf of the design organisation I certify that:			
1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.			
Name		Date	02/11/2023
Position	Regional Director		
Organisation	AECOM		
Signed			
OVERSEEING ORGANISATION STATEMENT			
On behalf of the Overseeing Organisation I certify that:			
1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and			
2) the agreed RSA actions will be progressed.			
Name		Date	14/11/2023
Position	Senior Project Manager		
Organisation	City of Edinburgh Council		
Signed			

Appendices



Appendix A. Drawings and Documents

A.1. Drawings

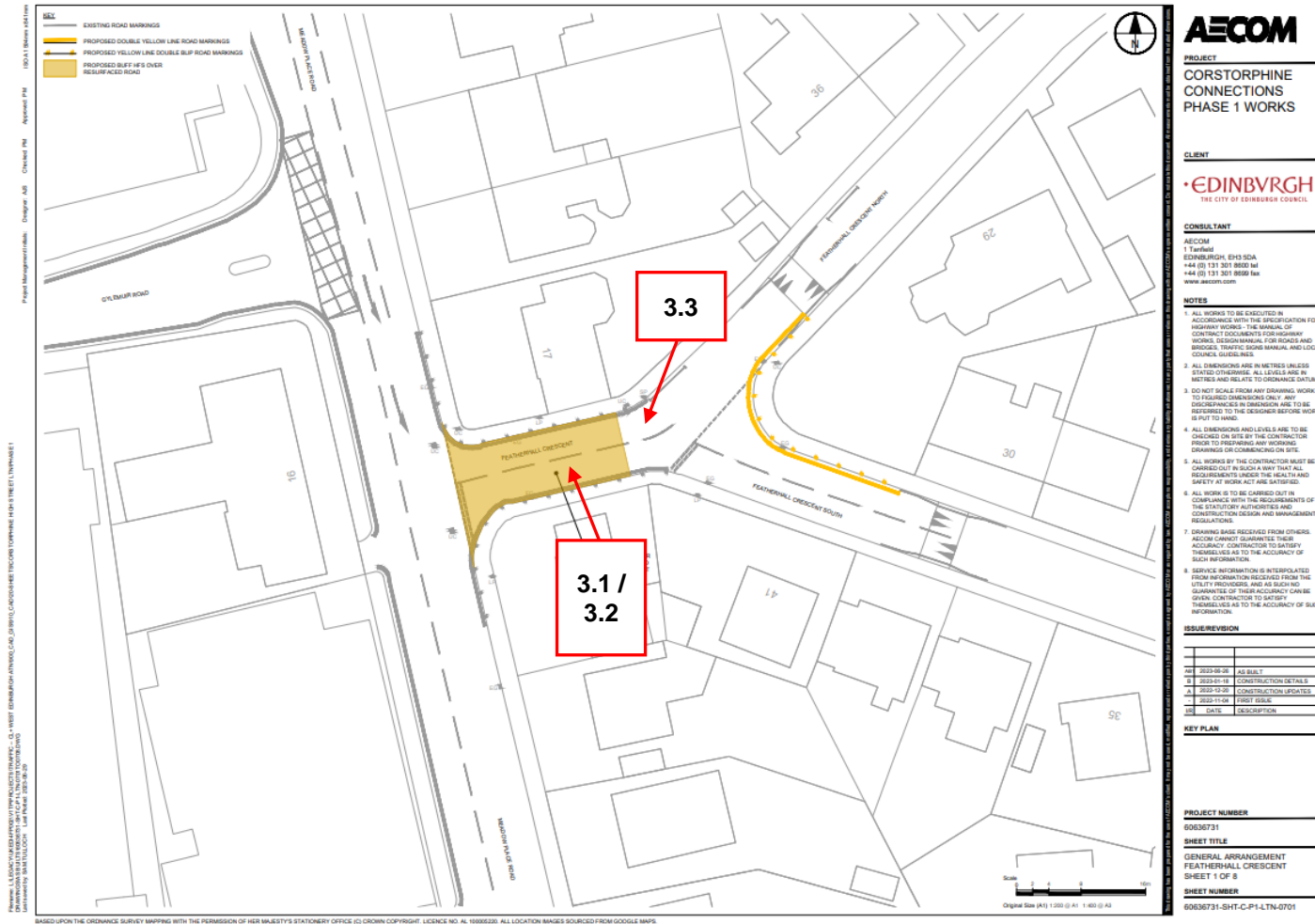
Reference	Description	Revision	Date
60636731-SKC-C-KL-TEMP-0001	Kirk Loan Temporary Sketch 1 of 2	-	-
60636731-SKC-C-KL-TEMP-0002	Kirk Loan Temporary Sketch 2 of 2	-	-
60636731-SHT-C-P1-LTN-0101	Overview Plan	AB1	26/06/2023
60636731-SHT-C-P1-LTN-0201 to 0209	Site Clearance 1 to 9	AB1	26/06/2023
60636731-SHT-C-P1-LTN-0501 to 0502	Drainage Layout 1 to 2	AB1	26/06/2023
60636731-SHT-C-P1-LTN-0701 to 0708	General Arrangement 1 to 8	AB1	26/06/2023
60636731-SHT-C-P1-LTN-0901 to 0902	Construction Details 1 to 2	AB1	28/06/2023
60636731-SHT-C-P1-LTN-1201 to 1208	Road Markings and Signage 1 to 8	AB1	28/06/2023
60636731-SHT-C-P1-LTN-1209	Road Markings & Signage Sign Schedule	AB1	28/06/2023
60636731-SHT-C-P1-LTN-1210	Road Markings and Signage Ladywell Road	AB1	28/06/2023

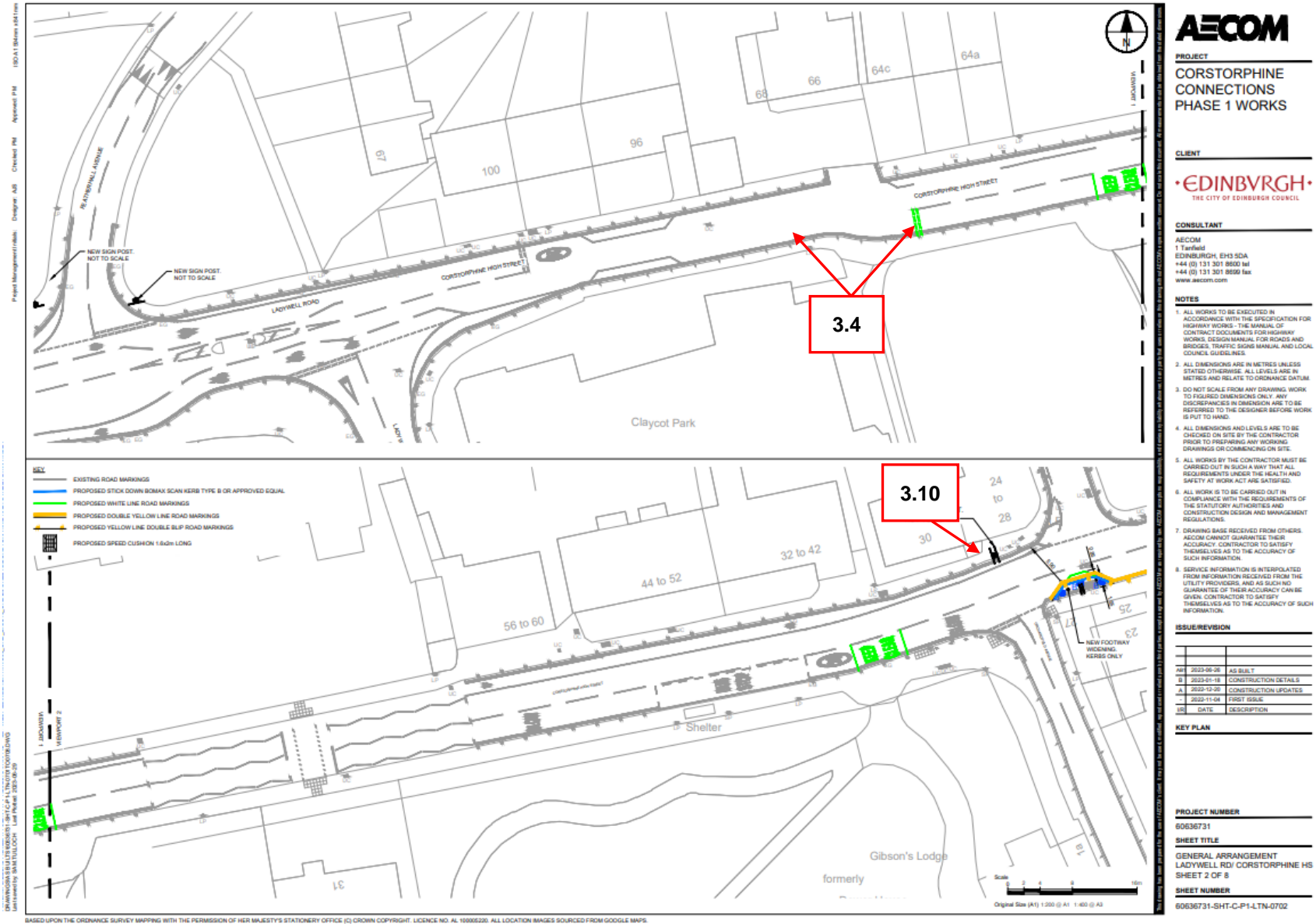
A.2. Documents

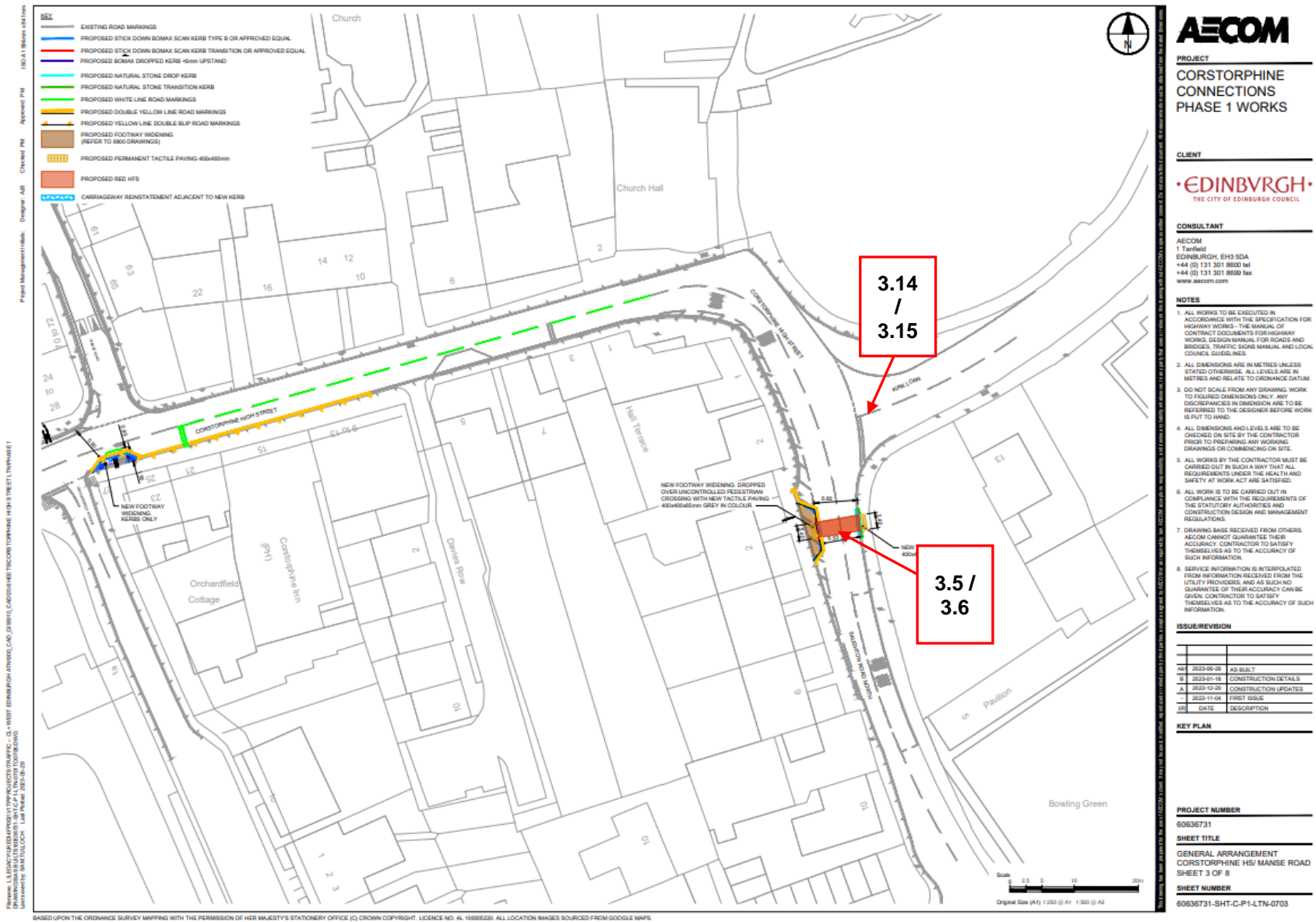
Type	Reference	Revision	Date
RSA Brief	Corstorphine Connections	-	18/07/2023
RSA Stage 2	114321(2) – Low Traffic Neighbourhood, Corstorphine, Edinburgh	-	17/12/2021
Collision Data	Corstorphine Connections Accident Data	-	June 2023
Traffic Data	Corstorphine LTN ATC	-	-
Design Briefs	Featherhall Avenue Pocket Park, Kirk Loan and Saughton Road North	-	-

Appendix B. Location of problems

Note: Locations of problems, and associated recommendations, are approximate only.







AECOM
PROJECT
CORSTORPHINE CONNECTIONS PHASE 1 WORKS
CLIENT
EDINBURGH
THE CITY OF EDINBURGH COUNCIL
CONSULTANT
AECOM
1 Yanfield
EDINBURGH, EH3 5DA
+44 (0) 131 301 8600 tel
+44 (0) 131 301 8600 fax
www.aecom.com

- NOTES**
1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO DRAINAGE DATUM.
 3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSION ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
 4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
 5. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
 6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
 7. DRAWING BASE RECEIVED FROM OTHERS AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.
 8. SERVICE INFORMATION IS INTERPOLATED FROM INFORMATION RECEIVED FROM THE UTILITY PROVIDERS. AND AS SUCH NO GUARANTEE OF THEIR ACCURACY CAN BE GIVEN. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

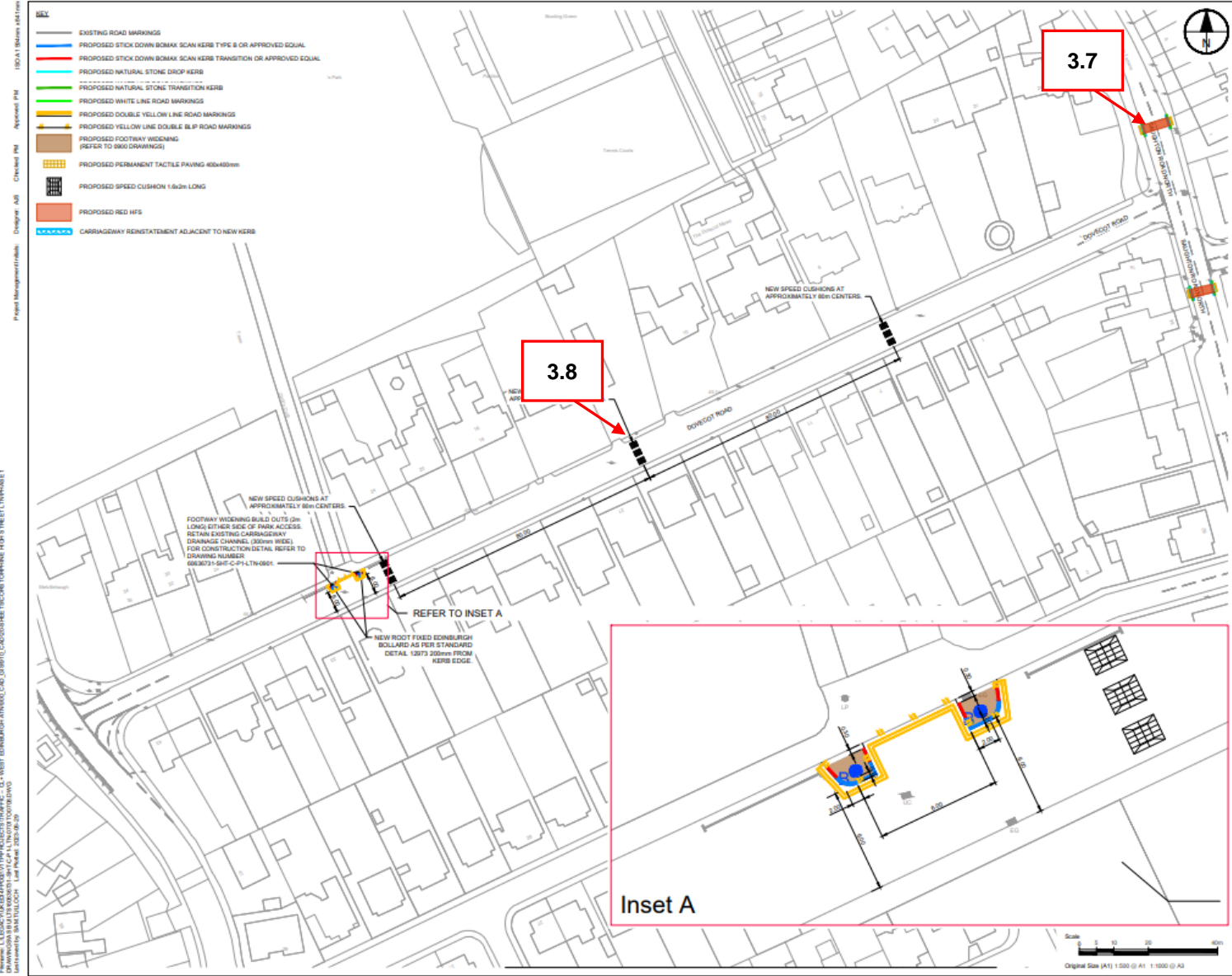
ISSUE/REVISION

NO	DATE	DESCRIPTION

KEY PLAN

NO	DATE	DESCRIPTION
A	2023-09-20	AS BUILT
B	2023-01-19	CONSTRUCTION DETAILS
A	2023-10-20	CONSTRUCTION UPDATES
B	2023-11-01	FIRST ISSUE

PROJECT NUMBER
60636731
SHEET TITLE
GENERAL ARRANGEMENT
DOVOCOT ROAD
SHEET 5 OF 8
SHEET NUMBER
60636731-SHT-C-P1-LTN-0705





PROJECT
CORSTORPHINE
CONNECTIONS
PHASE 1 WORKS

CLIENT

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

CONSULTANT

AECOM
1 Telford
EDINBURGH, EH3 5DA
+44 (0) 131 301 8600 Int
+44 (0) 131 301 8609 Fax
www.aecom.com

NOTES

1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM ANY DRAWING. WORK TO DIMENSIONED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSION ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PROCEEDING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
5. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
7. DRAWING BASE RECEIVED FROM OTHERS. AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.
8. SERVICE INFORMATION IS INTERPOLATED FROM INFORMATION RECEIVED FROM THE UTILITY PROVIDERS, AND AS SUCH NO GUARANTEE OF THEIR ACCURACY CAN BE GIVEN. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

ISSUE/REVISION

NO	DATE	DESCRIPTION
1	2023-09-28	AS BUILT
2	2023-05-18	CONSTRUCTION DETAILS
3	2023-12-28	CONSTRUCTION UPDATES
4	2023-11-04	FIRST ISSUE

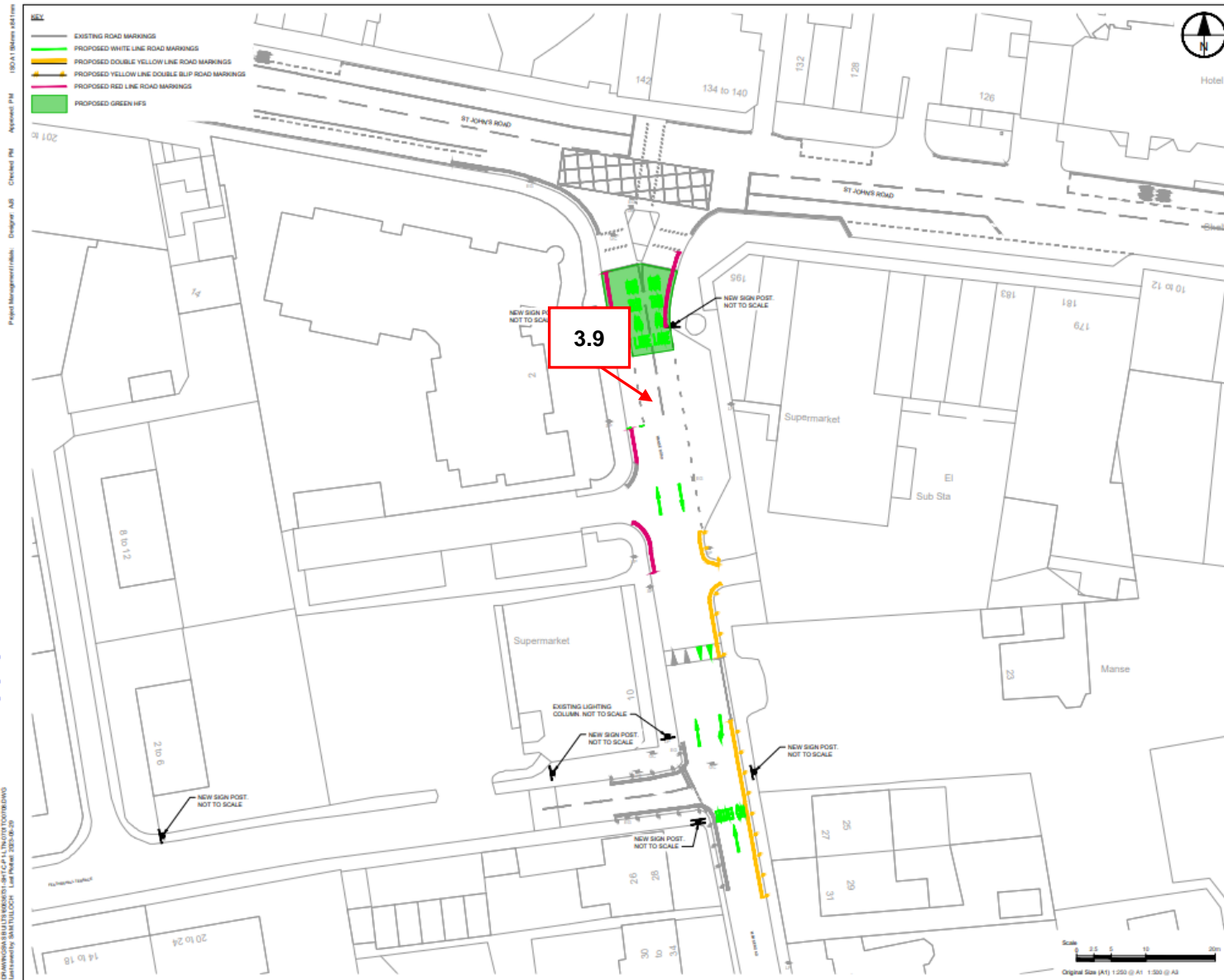
KEY PLAN

PROJECT NUMBER
60636731

SHEET TITLE
GENERAL ARRANGEMENT
MANSE ROAD

SHEET 7 OF 8

SHEET NUMBER
60636731-SHT-C-P1-LTN-0707



Project Manager/Drawn: Designer: ASB Checker: PM Approver: PM
 18/01/2023 10:41:11 AM
 Project: 60636731-SHT-C-P1-LTN-0707
 Drawing: 60636731-SHT-C-P1-LTN-0707-0707
 Date: 18/01/2023 10:41:11 AM
 User: asb@atkins.com
 Path: \\atkins.com\atkins\60636731-SHT-C-P1-LTN-0707-0707.dwg
 Plot: 18/01/2023 10:41:11 AM
 Plotter: HP DesignJet T1100e
 Plot Style: atkins.ctb
 Scale: 1:1000
 Orientation: Landscape
 Plot Range: Extents
 Plot Color: Black
 Plot Lineweight: 0.5
 Plot Linetype: Solid
 Plot Font: Arial, 10
 Plot Title: 60636731-SHT-C-P1-LTN-0707-0707.dwg
 Plot Date: 18/01/2023 10:41:11 AM
 Plot User: asb@atkins.com
 Plot Device: HP DesignJet T1100e
 Plot Driver: HP DesignJet T1100e PCL 6
 Plot Range: Extents
 Plot Color: Black
 Plot Lineweight: 0.5
 Plot Linetype: Solid
 Plot Font: Arial, 10
 Plot Title: 60636731-SHT-C-P1-LTN-0707-0707.dwg
 Plot Date: 18/01/2023 10:41:11 AM
 Plot User: asb@atkins.com
 Plot Device: HP DesignJet T1100e
 Plot Driver: HP DesignJet T1100e PCL 6



PROJECT
CORSTORPHINE CONNECTIONS
PHASE 1 WORKS

CLIENT

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

CONSULTANT

AECOM
1 Telford
EDINBURGH, EH3 5DA
+44 (0) 131 301 8600 Int
+44 (0) 131 301 8959 Fax
www.aecom.com

NOTES

1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSION ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
5. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A MANNER THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
7. DRAWING BASE RECEIVED FROM OTHERS. AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.
8. SERVICE INFORMATION IS INTERPOLATED FROM INFORMATION RECEIVED FROM THE UTILITY PROVIDERS, AND AS SUCH NO GUARANTEE OF THEIR ACCURACY CAN BE GIVEN. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

ISSUE/REVISION

NO	DATE	DESCRIPTION
A	2022-12-28	CONSTRUCTION DETAILS
B	2023-01-18	CONSTRUCTION DETAILS
A	2023-01-18	CONSTRUCTION UPDATES
1	2023-11-08	FIRST ISSUE

KEY PLAN

PROJECT NUMBER
60636731

SHEET TITLE
GENERAL ARRANGEMENT
FEATHERHALL AVENUE/ TERRACE
SHEET 8 OF 8

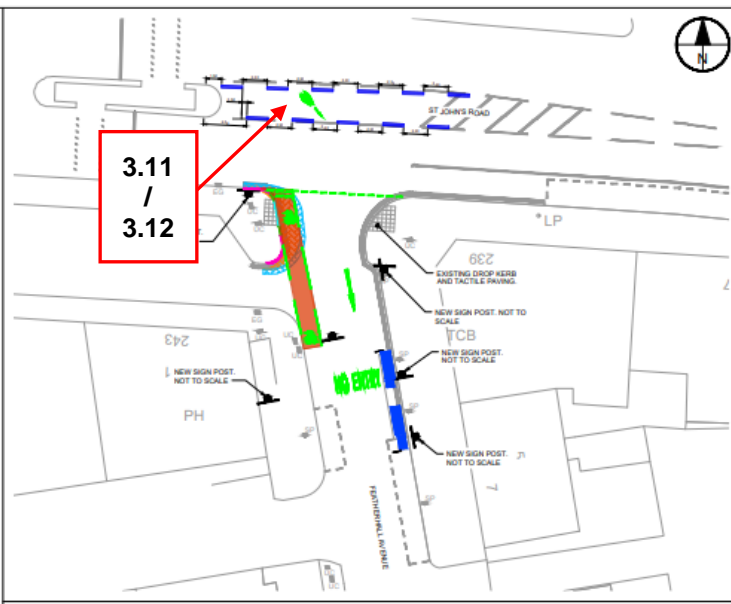
SHEET NUMBER
60636731-SHT-C-P1-LTN-0708

KEY

- EXISTING ROAD MARKINGS
- PROPOSED NATURAL STONE KERN
- PROPOSED NATURAL STONE TRANSITION KERN
- PROPOSED NATURAL STONE DROP KERN
- PROPOSED WHITE LINE ROAD MARKINGS
- PROPOSED DOUBLE YELLOW LINE ROAD MARKINGS
- PROPOSED YELLOW LINE DOUBLE SLIP ROAD MARKINGS
- PROPOSED FOOTWAY WIDENING (REFER TO S&S DRAWINGS)
- PROPOSED PERMANENT TACTILE PAVING 600x600mm
- PROPOSED RED HFS
- CARRIAGEWAY REINSTATEMENT ADJACENT TO NEW KERN

EXTENT OF FULL CARRIAGEWAY CONSTRUCTION

- 50mm HOT ROLLED ASPHALT SURFACE COURSE
- 80mm DENSE BITUMEN MACADAM BINDER COURSE
- 300mm DENSE BITUMEN MACADAM BASE COURSE
- 150mm TYPE 1 SUB-BASE

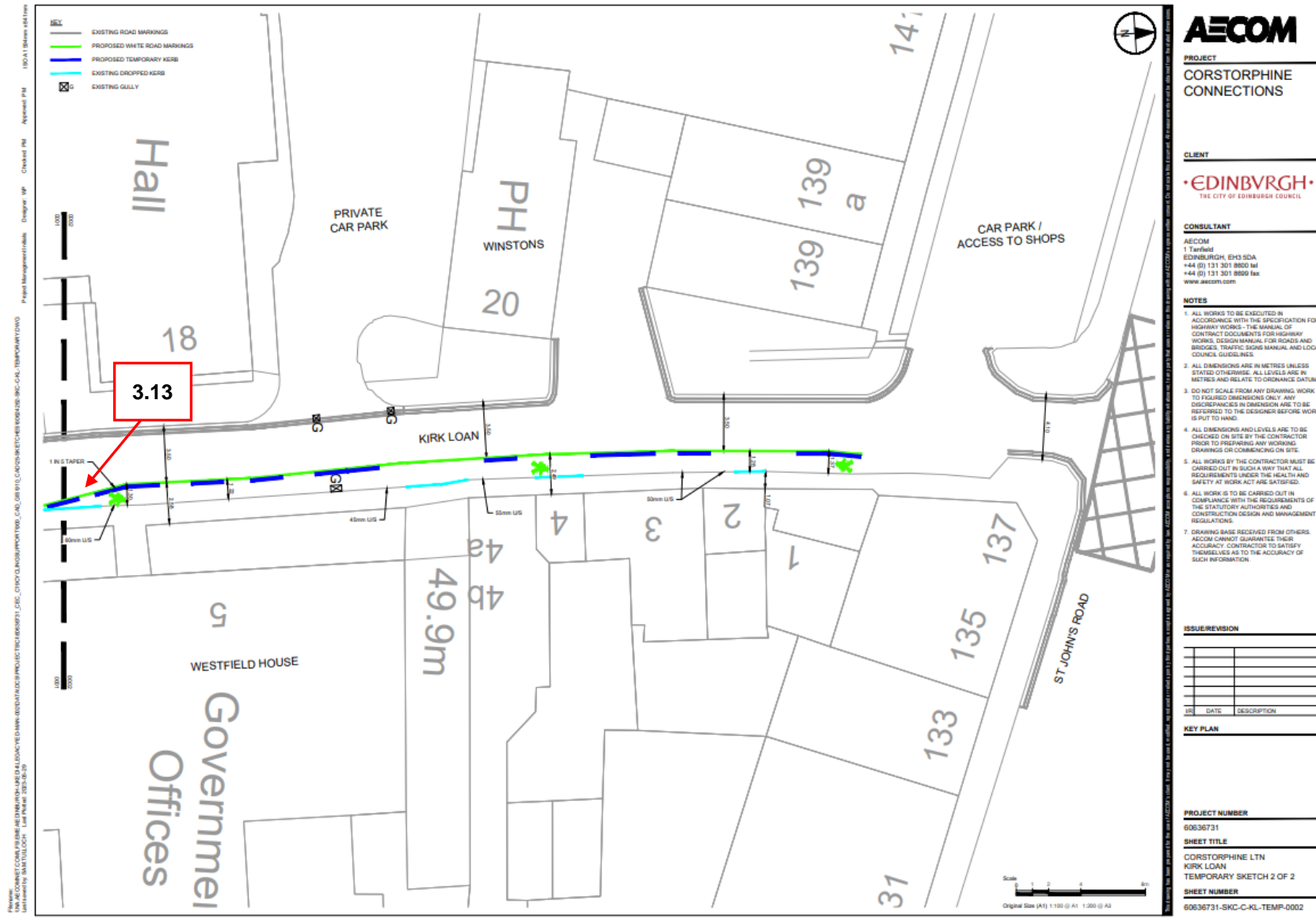


3.11 / 3.12

Project Management Details: Designer: AJS Checked: PM Approved: PM Issued: 08/11/2023 at 11:00am

Reference: L:\ECM\CHAMPAGNE\PROJECTS\TRM\PC-C-1-WEST EDINBURGH\ATKINS-CAD\CAD\DWG\CAD\GEO\GEO\SHTS\CORSTORPHINEHIGH STREET - PH PHASE 1.DWG
 Drawing: 60636731-SHT-C-P1-LTN-0708-0708.DWG
 Date Issued: 08/11/2023





Atkins Limited
2 Atlantic Square
York Street
Glasgow
G2 8JQ

© Atkins Limited except where stated otherwise