

RSA Designer's Response

Project Name: Comiston Road

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Project Reference: 65201810

Date: 06/10/2020

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Document Reference: 65201810-COM-S3RSA-RES-01

Revision: 0

<u>Rev.</u>	<u>Date</u>	<u>Reason for issue</u>	<u>Prepared</u>	<u>Reviewed</u>	<u>Approved</u>
0	[00.00.00]	FOR COMMENT	[REDACTED] 06.10.2020	[REDACTED] 06.10.2020	[REDACTED] 06.10.2020

Comiston Road – Spaces for People

Sustrans/City of Edinburgh Council

1 Introduction

This report is a response from the design team to the problems raised in the Stage 3 Road Safety Audit of the Comiston Road – Spaces for People Scheme. The RSA was carried out in September 2020 and submitted to the City of Edinburgh Council. Section 2 outlines each problem raised in the report along with a response from Sweco UK Ltd. Active Travel Team, who are designers as appointed by the Sustrans.

2 Designers Response to Items Raised

Item From RSA

Problem 4.1.1



Risk of pedestrians alighting from vehicles being struck by passing vehicles, resulting in them sustaining personal injuries, due to the location of the disabled bay.

Risk of vehicles crossing the centre line in order to pass a pedestrian or car door and striking opposing vehicles in head-on collisions.

Police Scotland share these concerns.

Designers Response



Disabled bay removed and alternative agreement installed as agreed with adjacent residents.

Item From RSA

Problem 4.1.2



Risk of vehicles colliding with pedestrians accessing / egressing parked vehicles, due to location of parking area.
Secondary risk of vehicles colliding with vehicle doors due to location of parking area.

Designers Response



Lane Lines added to highlight parking areas to passing vehicles. Width of parking areas within guidelines.

Item From RSA

Problem 4.1.3



Risk of vehicles colliding with crossing pedestrians or street furniture due to dark spots on carriageway.

Designers Response

Noted.

Street lighting team informed.

Item From RSA

Problem 4.1.4



Risk of vehicles striking the base of cylinders and losing control, due to cylinder bases not being conspicuous.

Risk of cyclists striking the base of cylinders and falling, resulting in them sustaining personal injuries.

Designers Response

Noted.

Bases and cylinders have been removed under works to install cycle lane defenders.

Item From RSA

Problem 4.1.6



Risk of vehicles skidding and losing control due to ponding water on carriageway.

Designers Response

Noted.

CEC maintenance team informed.

Item From RSA

Problem 4.2.1



Risk of vehicles colliding with stationary vehicles due to visibility of parking area.
Risk of drivers / riders losing control or colliding with another vehicle / street furniture due to undertaking a sudden manoeuvre.

Designers Response

Visibility of parking areas enhanced with hatching and location of bollards remedied as par of installation of cycle lane defenders.

Item From RSA

Problem 4.3.1



Risk of vehicles emerging from Riselaw Place when it is not safe to do so and striking, or being struck by, passing vehicles.

Designers Response

Noted.

Visibility Splays considered during CEC Design Risk Workshop and checked. Confirmed they are in line with requirements and is covered in the Designer's Risk Assessment.

Item From RSA

Problem 4.3.2



Risk of vehicles crossing the stop line and emerging into the junction when it is not safe to do so, due to primary signal head being obscured by vegetation.

Designers Response

Noted.

Issue highlighted to CEC Maintenance team.

Item From RSA

Problem 4.4.1



Risk of pedestrians tripping on an orange cylinder and sustaining a personal injury due to position of cylinders with respect to uncontrolled crossing points and traffic islands.

Designers Response

This has been removed under cycle lane defender installation works.

Item From RSA

Problem 4.4.2



Risk of visually impaired pedestrians inadvertently entering the carriageway and being struck by passing vehicles, resulting in them sustaining personal injuries, due to lack of provision of tactile paving.

Designers Response

Noted.

Stick Down Tactile units to be installed

Item From RSA

Problem 4.5.1



Risk of vehicles overhanging adjacent lanes or traffic islands and colliding with non-motorised users or other vehicles, due to narrow carriageway width.

Designers Response

Minimum two-way carriageway width of 6.5m maintained throughout scheme. Designs agreed with Lothian Buses before implementation. Pinch-point in photo has been remedied as part of the installation of the cycle lane defenders.

Item From RSA

Problem 4.5.2



Risk of vehicles colliding with parked vehicles due to edge of traffic lane being unclear.

Designers Response



Lane lines added to highlight parking areas to passing vehicles. Width of parking areas within guidelines.

Item From RSA

Problem 4.5.3



Risk of vehicles colliding with cyclists when turning into or out of side roads due to drivers / riders not being aware to look for cyclists.

Designers Response

Noted.

Additional Cycle symbol installation have been installed.

Item From RSA

Problem 4.5.4



Risk of vehicles travelling at inappropriate speeds which increases the risk of collision with other vehicles or road users. (Due to vegetation obscuring signage related to speed limits)

Designers Response

Noted.

Vegetation issue highlighted to CEC Maintenance team.

Item From RSA

Problem 4.5.5



Risk of vehicles making late lane changes and side swipe collisions occurring due to change in road layout and proximity of lane designation markings to signalised junction.

Designers Response

Noted.

Additional Left and Right arrows to be reviewed and installed under future snagging works.

Item From RSA

Problem 4.5.6



Risk of vehicles colliding with other vehicles, street furniture or non-motorised users due to insufficient illumination reducing visibility.

Designers Response

Noted.

Issue highlighted to CEC Street Lighting Team and has been repaired.