

Comiston Road, Edinburgh

Temporary Cycle Infrastructure

Road Safety Audit Stage 3

Overseeing Organisation: City of Edinburgh Council

Overseeing Organisation Reference: RSA/20/021
AECOM Reference: RSA/282/S3-A

02 October 2020

Quality information

Prepared byChecked byApproved by

Senior Engineer

Principal Engineer

Associate Director

Revision History

Revision	Revision date	Details	Authorised		Name	Position
-	02/10/2020	RSA Team Approval and Verification				Associate Director
0	02/10/2020	FINAL Report Issue to Client				Senior Engineer

Prepared for:

City of Edinburgh Council

Audit Team Leader:

[REDACTED]

T: [REDACTED]

E: [REDACTED]@aecom.com

AECOM Limited

1 Tanfield

Edinburgh

EH3 5DA

UK

T: +44 131 301 8600

aecom.com

© 2020 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Project Details	5
2.	Introduction.....	6
3.	Items Outstanding from Previous Audits.....	8
4.	Items Resulting from the Stage 3 Road Safety Audit	9
4.1	General.....	9
4.2	Local Alignment	14
4.3	Junctions	15
4.4	Non-Motorised User Provision.....	17
4.5	Road Signs, Carriageway Markings and Lighting.....	19
5.	Audit Team Statement.....	25
	Appendix A Documents Submitted to the Audit Team	26
	Appendix B Problem Location Plans	27
	Appendix C Road Safety Audit Brief.....	31

1. Project Details

Report Title:	Comiston Road, Temporary Cycle Infrastructure Stage 3 Road Safety Audit
Date:	02/10/2020
AECOM Document Reference:	RSA/282/S3-A
Overseeing Organisation Reference:	RSA/20/021
Prepared By:	AECOM
On Behalf Of:	City of Edinburgh Council

2. Introduction

- 2.1** This report results from a Stage 3 (post-construction) Road Safety Audit carried out on the temporary cycle infrastructure on Comiston Road, Edinburgh. The Audit was carried out at the request of City of Edinburgh Council.
- 2.2** The report indicates each of the problems identified together with recommendations to solve or mitigate the problems, the Audit Team Statement and a schedule of documents reviewed.
- 2.3** To the knowledge of the Audit Team, this is the first formal Road Safety Audit of the scheme.
- 2.4** The members of the Audit Team were:

██████████ Team Leader
Principal Engineer, AECOM

██████████ Team Member
Senior Engineer, AECOM

██████████ from Police Scotland met the Audit Team on site during the daytime site investigation.

- 2.5** The Road Safety Audit took place at the private residence of each Audit Team member, during September and October 2020 when working conditions were restricted due to COVID-19. The Road Safety Audit comprised of an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied, the Audit Team visited the site on 22 September 2020 between 10:45 and 14:00 hrs. During this time traffic flows were high. There weather conditions were dry and overcast, and the carriageway and footway surfaces were predominantly dry. An additional site visit was undertaken during the hours of darkness on 22 September 2020 between 22:15 and 23:00hrs.
- 2.6** The scheme is located on Buckstone Terrace and Comiston Road in Edinburgh. These roads are located in an urban environment with the area being predominantly residential in nature, although a long section of Comiston Road is bounded by Braidburn Valley Park to the west. Each of the roads is subject to a speed limit of 30mph and they are both illuminated by street lighting. Footways are provided on both sides of each of the roads. A bus lane is provided in the northbound direction from Comiston Springs Avenue to opposite the exit from the Shell petrol station.
- 2.7** The scheme comprises the following measures:
- Provision of cycle lanes, much of which are segregated by orange cylinders;
 - Alterations to existing road markings;
 - Hatching to narrow junctions;
 - Provision of marked parking areas, between the cycle lanes and carriageway; and
 - Renewal of some existing road markings.
- 2.8** The terms of reference of the Road Safety Audit are as described in GG119 of the Design Manual for Roads and Bridges. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. The scheme has not been examined or verified for compliance with any other standards. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any Audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 2.9** Section 3 of this report includes outstanding issues identified from previous Audit Reports and Section 4 describes the safety issues identified in this Stage 3 Audit together with recommendations for improvement, to either remove or reduce the associated risk in connection with this highway proposal.

- 2.10** Any 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, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 2.11** No departures from standards have been notified to the Audit Team on the proposals.
- 2.12** All traffic sign and road marking diagram number references are made to The Traffic Signs Regulations and General Directions, 2016 (TSRGD).
- 2.13** Where applicable, the locations of problems are shown in conjunction with the scheme proposals in Appendix B where the reference numbers relate to the problems identified in this report.
- 2.14** The Design Organisation(s) and Overseeing Organisation are advised of the following:
- a. The RSA team shall produce and issue an RSA report directly to the Overseeing Organisation for all stages. Where changes are agreed to an RSA report between the RSA team and Overseeing Organisation, a revised version of the RSA report shall be produced by the RSA team and issued to the Overseeing Organisation.
 - b. Following the issue of the Road Safety Audit report the Road Safety Audit Response Report is produced by the Design Organisation(s) in collaboration with the Overseeing Organisation. To assist with this, the Design Team must prepare a Road Safety Audit Response Report to the audit at Stage 1, 2 and 3 Road Safety Audits.
 - c. The Road Safety Audit Response Report must contain a response from the Overseeing Organisation and a Road Safety Audit action for each problem agreed between the Design Organisation(s) and the Overseeing Organisation. The Road Safety Audit Response Report shall be signed by the Overseeing Organisation and Design Organisation(s) to indicate their agreement on the Road Safety Audit actions. A copy of the signed Road Safety Audit Response Report is to be sent to the Audit Team Leader for information.

3. Items Outstanding from Previous Audits

To the knowledge of the Audit Team, this is the first formal Road Safety Audit of the scheme.

4. Items Resulting from the Stage 3 Road Safety Audit

4.1 General

Problem: 4.1.1

Location(s): Disabled bay on west side of Comiston Road

Drawing(s): COM-12727-1200-02

Summary: 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.



Description:

The scheme includes the provision of a disabled bay between the cycle lane and the carriageway, on the west side of Comiston Road. There is a risk of pedestrians alighting to or from a vehicle parked in the disabled bay being struck by passing vehicles, resulting in them sustaining personal injuries, due to the location of the disabled bay. This risk is heightened for users with visual or mobility impairments, as they are likely to require more time to transition to or from a vehicle. This risk also applies to both the nearside and offside of a parked vehicle, due to the position of the bay between the cycle lane and carriageway.

There is a secondary risk that vehicles could cross the centre line in order to pass a pedestrian or car door, which could lead to them striking opposing vehicles in head-on collisions. As shown in the photograph above, the northbound carriageway at this location does not appear to be sufficiently wide for a large vehicle to pass a pedestrian or car door without crossing the centre line.

It should be noted that [REDACTED] from Police Scotland met the Audit Team on site and both he and the Audit Team shared the safety concerns described above.

Recommendation:

It is recommended that a buffer is provided between the parking area and adjacent carriageway and cycle lane. It is also recommended that the carriageway adjacent to the parking area is sufficiently wide to avoid the need for vehicles to cross the centre line to pass a pedestrian or vehicle door.

Problem: 4.1.2**Location(s):** Scheme extents**Drawing(s):** COM-12727-1200-01 to COM-12727-1200-04**Summary:** 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.

**Description:**

The scheme includes the provision of parking areas at various locations on both sides of the road. These are positioned between the cycle lane and the carriageway, and at many of them no buffer is provided between the parking area and cycle lane, nor between the parking area and carriageway. There is a risk of pedestrians alighting to or from a parked vehicle being struck by passing vehicles, resulting in them sustaining personal injuries, due to the position of the parking areas and the lack of a buffer.

There is a secondary risk that vehicles could cross the centre line in order to pass a pedestrian or car door, which could lead to them striking opposing vehicles in head-on collisions. As shown in the photograph above, at points, the carriageway does not appear to be sufficiently wide for a large vehicle to pass a pedestrian or car door without crossing the centre line.

Recommendation:

It is recommended that a buffer is provided between the parking area and adjacent carriageway and cycle lane. It is also recommended that the carriageway adjacent to the parking area is sufficiently wide to avoid the need for vehicles to cross the centre line to pass a pedestrian or vehicle door.

Problem: 4.1.3**Location(s):** Scheme extents**Drawing(s):** COM-12727-1200-01 to COM-12727-1200-04**Summary:** Risk of vehicles colliding with crossing pedestrians or street furniture due to dark spots on carriageway.**Description:**

During the site investigation that was carried out during the hours of darkness, it was observed that there are some dark spots on the carriageway where visibility is reduced. An example is shown in the photograph above. It is unclear if this was due to insufficient lighting being provided or whether the vegetation / tree canopies were interfering with the illumination of the road.

If the carriageway is not sufficiently illuminated, there is a risk of vehicles colliding with crossing pedestrians or street furniture.

Recommendation:

It is recommended that the carriageway is appropriately illuminated.

Problem: 4.1.4**Location(s):** Scheme extents**Drawing(s):** COM-12727-1200-01 to COM-12727-1200-04**Summary:** 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.

**Description:**

As shown in the photograph above, during the site investigation it was observed that some of the orange cylinders had been removed, with only the base remaining. The base of the cylinders is not conspicuous.

There is a risk that vehicles could strike the base of the cylinders and lose control. There is also a risk that cyclists could strike the base of cylinders and fall, particularly during the hours of darkness or periods of reduced visibility.

Recommendation:

It is recommended that the conspicuity of the cylinder bases are maximised and that the bases of any cylinders that have been removed are also removed.

Problem: 4.1.5**Location(s):** Comiston Road at Braid Hills Road**Drawing(s):** COM-12727-1200-01**Summary:** Risk of vehicles skidding and losing control due to ponding water on carriageway.**Description:**

During the site investigation ponding water was observed in the cycle lane, as shown in the photograph above. There is a risk that the ponding water vehicles could lead to vehicles skidding or losing control. This risk is heightened during periods of cold / freezing weather, when the water could freeze and form ice.

Recommendation:

It is recommended that the depression in the surface of the carriageway is repaired / made good and that appropriate drainage is provided.

4.2 Local Alignment

Problem: 4.2.1

Location(s): Scheme extents

Drawing(s): COM-12727-1200-01 to COM-12727-1200-04

Summary: 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.



Description:

During the site investigation that was carried out during the hours of darkness, it was observed that some of the hatching and parking areas are not conspicuous. An example is shown in the photograph above. The approximate location of the start of the taper is shown in yellow.

There is a risk that the lack of visibility to the hatching and parking areas could lead to drivers / riders not being aware of the location of the parking areas. This could lead to them not following the alignment of the taper and hatching, and striking a parked vehicle.

There is also a risk that a driver / rider could undertake a sudden manoeuvre upon seeing the taper and hatching, which could result in them colliding with another vehicle, street furniture or losing control.

Recommendation:

Without prejudice to Problem 4.5.2, it is recommended that the conspicuity of the parking areas is enhanced by the provision of longitudinal road markings and orange cylinders along the entry tapers.

4.3 Junctions

Problem: 4.3.1

Location(s): Junction of Comiston Road and Riselaw Place

Drawing(s): COM-12727-1200-01

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



Description:

As shown in the images above, parking areas are provided on either side of Comiston Road at its junction with Riselaw Place. The existing give way line does not appear to have been altered, while a cycle lane and the aforementioned parking areas have been added. The result of this is that the southbound line of traffic is pushed further west from the give way line on Riselaw Place.

It is unclear if a vehicle emerging from Riselaw Place would have sufficient visibility if vehicles were parked in the parking areas on either side of the junction. If appropriate visibility is not provided, there is a risk of vehicles emerging from Riselaw Place when it is not safe to do so and striking, or being struck by, passing vehicles.

Recommendation:

It is recommended that the visibility splay at this junction is checked and, if required, appropriate measures are provided to improve visibility.

Problem: 4.3.2

Location(s): Comiston Road at junction with Greenbank Terrace, Greenbank Crescent and Braidburn Terrace

Drawing(s): COM-12727-1200-01

Summary: 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.

**Description:**

During the site investigation it was observed that the existing signal head on Comiston Road northbound at its junction with Greenbank Terrace, Greenbank Crescent and Braidburn Terrace is obscured by vegetation. This could lead to drivers / riders not being able to see the red signal, crossing the stop line and emerging into the junction when it is not safe to do so, and striking, or being struck by, a passing vehicle.

Recommendation:

It is recommended that the vegetation is appropriately trimmed / pruned to provide sufficient visibility to the signal head.

4.4 Non-Motorised User Provision

Problem: 4.4.1

Location(s): Scheme extents

Drawing(s): COM-12727-1200-01 to COM-12727-1200-04

Summary: 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.



Description:

During the site investigation it was observed that some of the orange cylinders have been provided within the extents of where pedestrians may cross the road, including at both traffic islands and an uncontrolled crossing. An example of such a location is shown in the photograph above.

There is a risk that a pedestrian, particularly if they have a visual impairment, could trip on the orange cylinder and sustain a personal injury. In the example shown in the photograph, the cylinder is positioned with the extents of the tactile paving.

Recommendation:

It is recommended that areas where pedestrians are likely to cross are kept clear of orange cylinders.

Problem: 4.4.2

Location(s): Comiston Road at junction with Comiston Springs Avenue

Drawing(s): COM-12727-1200-02

Summary: 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.

**Description:**

At the junction of Comiston Road and Comiston Springs Avenue, the mouth of the junction has been narrowed. An area for pedestrians to use has been demarcated using road markings, as shown in the photograph above. No tactile paving is provided at this junction.

There is a risk of visually impaired pedestrians inadvertently entering the carriageway and being struck by passing vehicles, resulting in them sustaining personal injuries, due to the lack of tactile paving. Tactile paving warns visually impaired pedestrians that they are about to step onto the carriageway.

Recommendation:

It is recommended that appropriate tactile paving is provided at the interfaces between the footway and carriageway.

4.5 Road Signs, Carriageway Markings and Lighting

Problem: 4.5.1

Location(s): Scheme extents

Drawing(s): COM-12727-1200-01 to COM-12727-1200-04

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

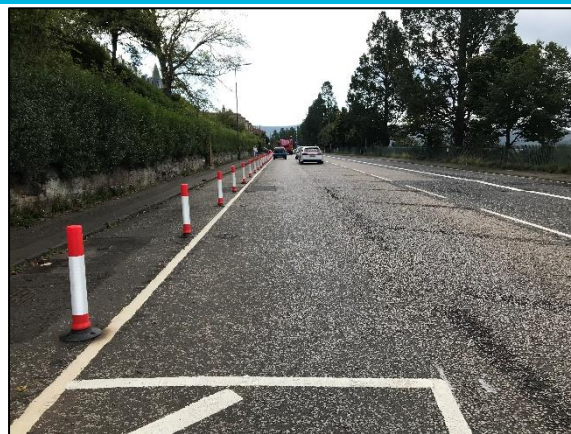


Description:

During the site investigation it was observed that there are locations where the carriageway appears to be relatively narrow. The Audit Team have concerns that large vehicles may be unable to manoeuvre through some of the sections without either overhanging the cycle lane, centre line or traffic islands. If vehicles overhang the cycle lane, centre line or traffic islands, there is a risk that the vehicles could strike non-motorised users or other vehicles.

Recommendation:

It is recommended that all lanes are sufficiently wide to enable a large vehicle to manoeuvre without overhanging adjacent lanes or traffic islands.

Problem: 4.5.2**Location(s):** Scheme extents**Drawing(s):** COM-12727-1200-01 to COM-12727-1200-04**Summary:** Risk of vehicles colliding with parked vehicles due to edge of traffic lane being unclear.**Description:**

No longitudinal road markings are provided along the edge of the parking areas, as illustrated in the photograph above. There is a risk that drivers / riders may not appreciate that parking areas are provided adjacent to the carriageway, since they are not marked. This could lead to vehicles colliding with parked vehicles.

Recommendation:

Without prejudice to Problem 4.2.1, it is recommended that longitudinal road markings are provided along the offside of the parking areas.

Problem: 4.5.3**Location(s):** Scheme extents**Drawing(s):** COM-12727-1200-01 to COM-12727-1200-04**Summary:** 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.**Description:**

During the site investigation it was observed that no information, such as road markings or signage, is provided to inform drivers / riders of the presence of the cycle lanes across the side road junctions along the route. This could result in drivers / riders not being aware of the cycle lane and to look for cyclists, leading to them striking cyclists when turning into or out of the side road junctions.

Recommendation:

It is recommended that appropriate road markings and / or signage are provided to alert drivers / riders to the presence of the cycle lane.

Problem: 4.5.4

Location(s): West side of Comiston Road at Braid Hills Road

Drawing(s): COM-12727-1200-01

Summary: Risk of vehicles travelling at inappropriate speeds which increases the risk of collision with other vehicles or road users.

**Description:**

As shown in the photograph above, the 30mph terminal sign on the west side of Comiston Road at Braid Hills Road is obscured by vegetation. There is a risk that this could mean that vehicles travel in excess of the speed limit, leading to them being unable to safely negotiate the proposed layout. This could lead to them travelling at an inappropriate speed, losing control or colliding with other compliant vehicles.

Recommendation:

It is recommended that the vegetation that obscures visibility to the sign is appropriately pruned / trimmed.

Problem: 4.5.5

Location(s): Biggar Road, on approach to its junction with Buckstone Terrace, Oxgangs Road and Frogston Road West

Drawing(s): COM-12727-1200-04

Summary: 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.

**Description:**

On Biggar Road at its junction with Buckstone Terrace, Oxgangs Road and Frogston Road West, the lane designation has been altered. On the approach to the junction, the nearside lane was formerly for the ahead and left movements, while the offside lane was for ahead and right movements. Under the new arrangement, the nearside lane is for left turning vehicles only.

As shown in the photograph above, the only information provided to approaching vehicles is the arrow markings on the carriageway, the first set of which are around 50 metres from the junction.

There is a risk that the change in road layout could lead to vehicles making late lane changes, resulting in side-swipe collisions.

Recommendation:

It is recommended that appropriate road markings and / or signage is provided to inform drivers / riders which lane is designated for each movement in advance of the junction.

Problem: 4.5.6**Location(s):** Scheme extents**Drawing(s):** COM-12727-1200-01 to COM-12727-1200-04**Summary:** Risk of vehicles colliding with other vehicles, street furniture or non-motorised users due to insufficient illumination reducing visibility.**Description:**

During the site investigation that was undertaken during the hours of darkness, it was observed that one of the lighting columns on the east side of Comiston Road was not functioning. This was the lighting column adjacent to the bus stop, south of Braid Hills Road. The approximate location of the column is shown in yellow in the photograph on the left, above.

It was also observed that a number of the keep left bollards and lights provided on the traffic islands were not functioning. An example is shown in the photograph on the right, above.

The lack of sufficient illumination and reduced visibility could lead to vehicles colliding with other vehicles, street furniture or non-motorised users.

Recommendation:

It is recommended that any lighting columns and illuminated bollards that are not functioning are appropriately repaired.

End of problems / recommendations raised in this Stage 3 Road Safety Audit.

5. Audit Team Statement

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

AUDIT TEAM LEADER:

Name: [REDACTED] BEng MSc CEng CIHT MSoRSA HE CoC

Signed: [REDACTED]

Position: Principal Engineer

Date: 02/10/2020

Organisation: AECOM

Address: 1 Tanfield

Edinburgh

EH3 5DA

AUDIT TEAM MEMBER:

Name: [REDACTED] MEng MCIHT MSoRSA

Signed: [REDACTED]

Position: Senior Engineer

Date: 02/10/2020

Organisation: AECOM

[REDACTED] attended the site investigation on behalf of Police Scotland.

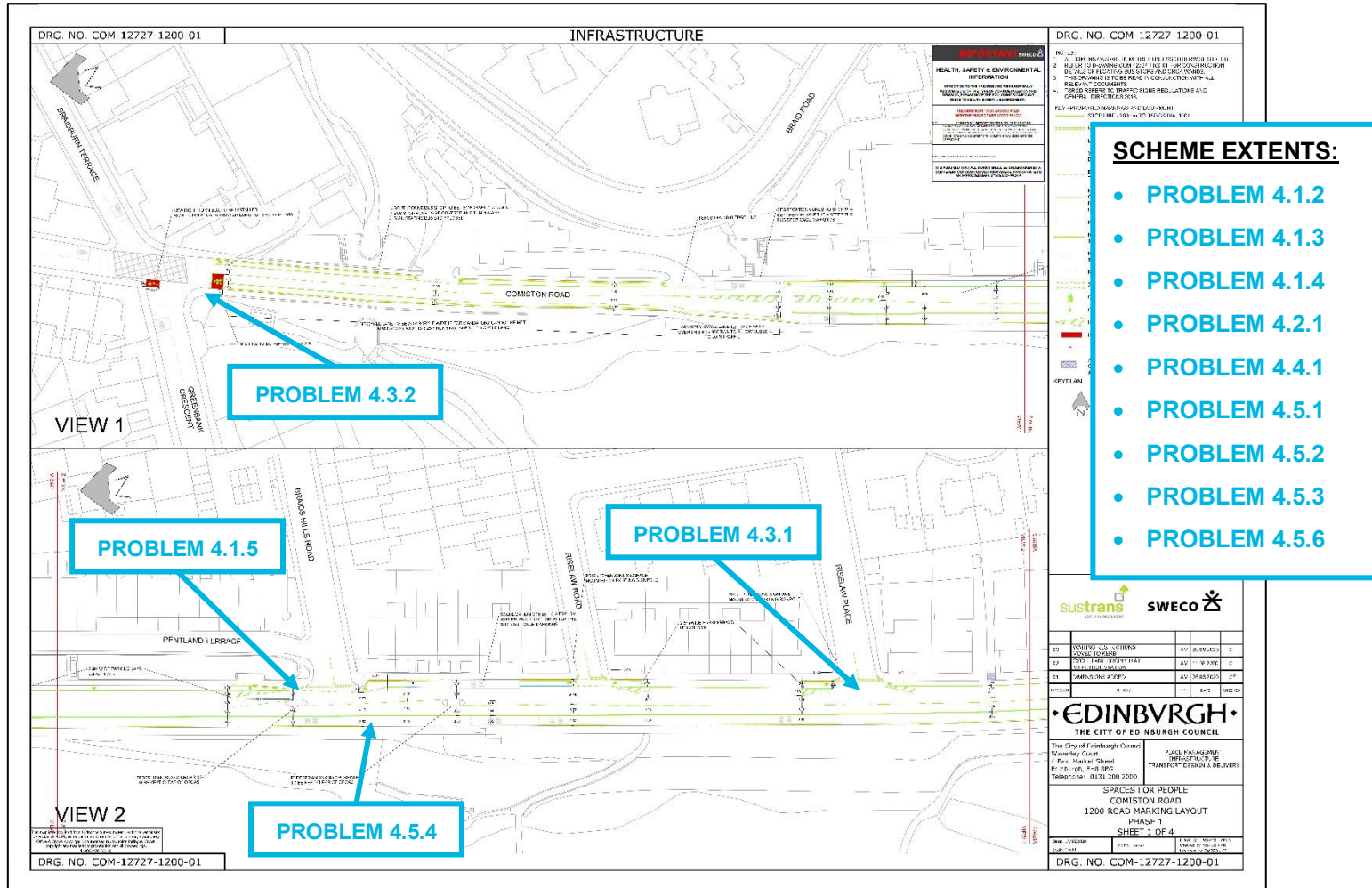
Enquiries regarding this Road Safety Audit should be made to the Audit Team Leader at the above address or email RoadSafety@AECOM.com

Appendix A Documents Submitted to the Audit Team

The following documents were submitted as part of the Road Safety Audit:

Document Number	Rev	Description	Date
BRIEF			
Comiston Road RSA Brief Stage 3	-	Road Safety Audit Brief	25.08.2020
DRAWINGS			
COM-12727-1200-01	03	1200 ROAD MARKING LAYOUT SHEET 1 OF 4	20.08.2020
COM-12727-1200-02	03	1200 ROAD MARKING LAYOUT SHEET 2 OF 4	20.08.2020
COM-12727-1200-03	03	1200 ROAD MARKING LAYOUT SHEET 3 OF 4	20.08.2020
COM-12727-1200-04	03	1200 ROAD MARKING LAYOUT SHEET 4 OF 4	20.08.2020

Appendix B Problem Location Plans

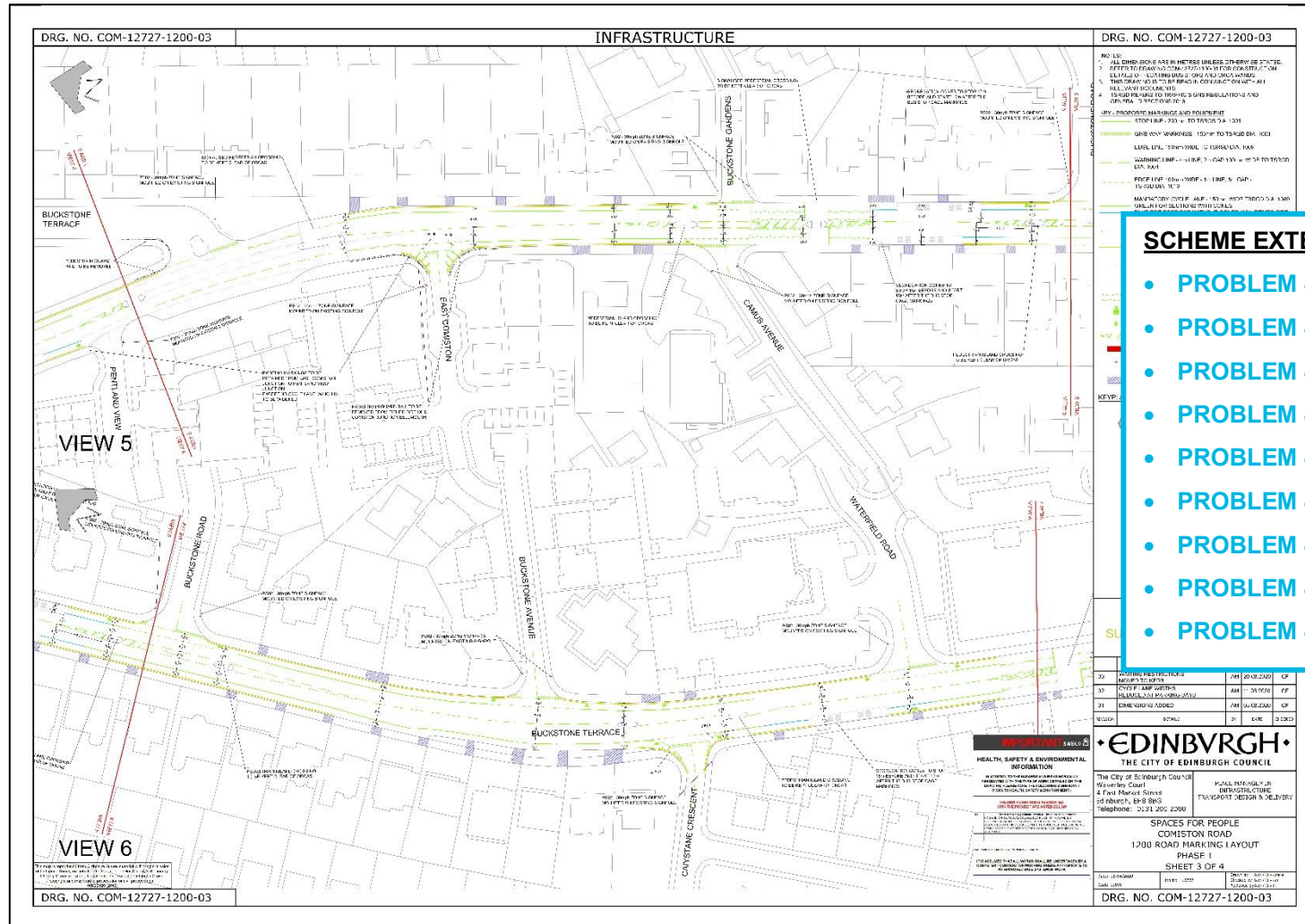


Problem Location Plan 1

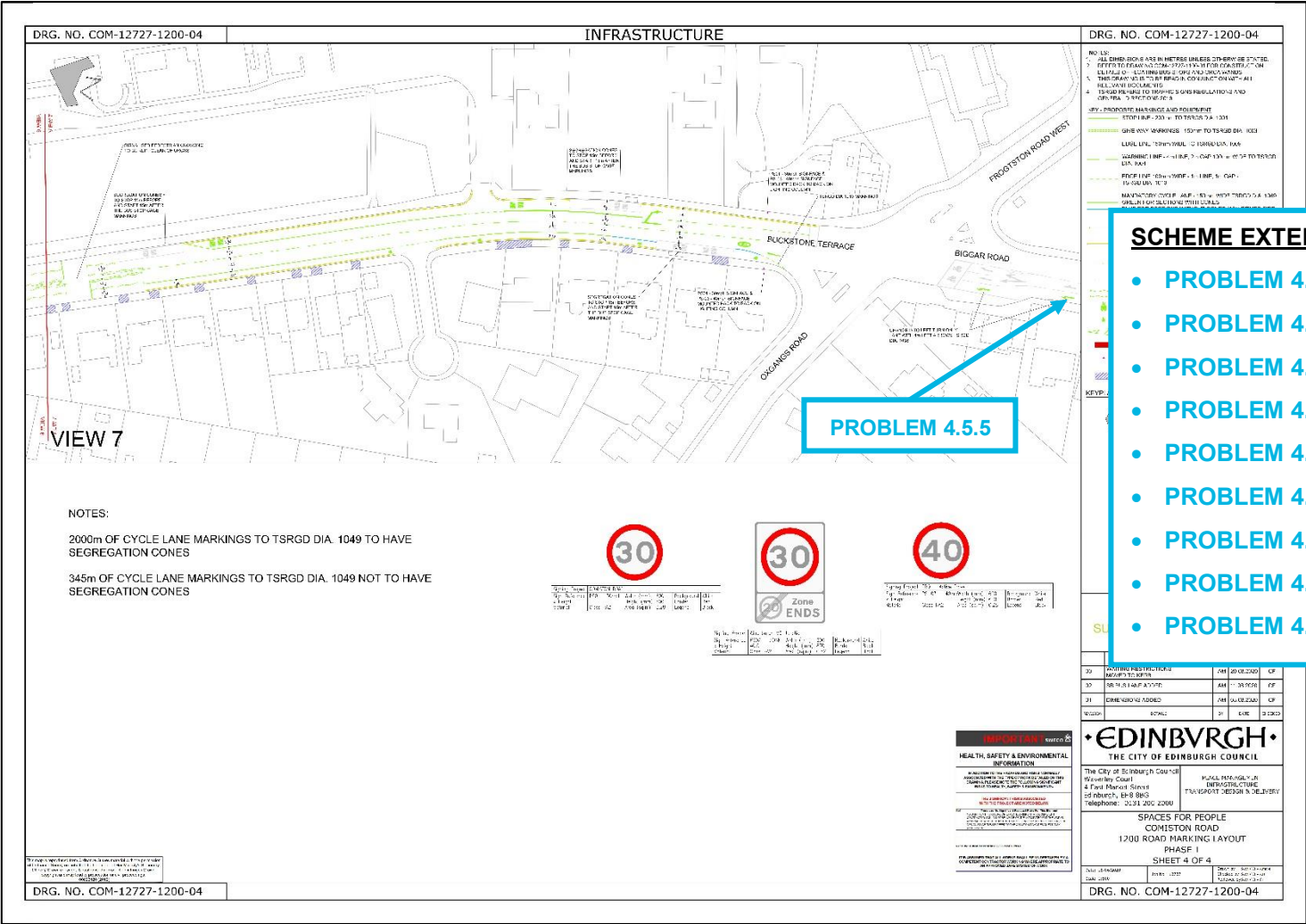


- PROBLEM 4.1.2
- PROBLEM 4.1.3
- PROBLEM 4.1.4
- PROBLEM 4.2.1
- PROBLEM 4.4.1
- PROBLEM 4.5.1
- PROBLEM 4.5.2
- PROBLEM 4.5.3
- PROBLEM 4.5.6

Problem Location Plan 2



Problem Location Plan 3



Problem Location Plan 4

Appendix C Road Safety Audit Brief

Road Safety Audit Brief		RSA File Ref RSA/20/021	
PREPARED BY			
Name		Finance Code	
Organisation	Sweco UK Ltd	Stage	Stage 3
Project Title	Comiston Road Temporary Cycleways		
Signed	M Hunter		
DOCUMENTS ATTACHED			
List drawings, previous RSA's and any data attached			
Drawing No	Title	Scale	
COM-12727-1200-01	Road Marking Layout Phase 1 - Sheet 1 of 4	1:500m	
COM-12727-1200-02	Road Marking Layout Phase 1 - Sheet 2 of 4	1:500m	
COM-12727-1200-03	Road Marking Layout Phase 1 - Sheet 3 of 4	1:500m	
COM-12727-1200-04	Road Marking Layout Phase 1 - Sheet 4 of 4	1:500m	
TERMS OF REFERENCE			
List relevant DMRB documents and other guidance			
1	Edinburgh Street Design Guidance and Factsheets		
2	esp: Temporary Interventions Design Guidance		
3	DMRB		
4	The Traffic Signs Regulations and General Directions 2016		
5	Traffic Signs Manual - Chapter 5		
6	Cycling by Design 2010		

For completion by	Road Safety Team		
ADMIN DETAILS			
RSA Reference	RSA/20/021	Batch	45
Title	Spaces for People - Comiston Road Cycling Infrastructure		
Finance Code		Cost	
Telford		CEFATS	
Assigned to	AECOM	Date	w/b 7 Sept 2020

PROJECT SUMMARY			
Location	Comiston Road, between Braidburn Terrace and Oxfangs Road		
Type of Scheme	Road Markings, Cycleway Infrastructure		
Description	Installation of Mandatory cycle lanes along A702 with removal of lanes and relocation of bus stops		
Construction Start Date	24.08.20	Completion Date	22.09.20
Select Stage Requested			
STAGE 1	Preliminary Design	STAGE 2	Detailed Design
STAGE 3	Completion of Construction	STAGE 4	Post Opening Monitoring
AUTHORISATION			
Design Organisation	The City of Edinburgh Council		
Overseeing Organisation	The City of Edinburgh Council, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG		
SCHEME DETAILS			
Committee Report	Description	Attached	
Collision Data	Description	Attached	
Traffic Survey Data	Description	Attached	
Environmental Information/ Constraints	Description	Attached	
Departures from Standards			
Include status details, i.e. approved/pending/rejected, and any design strategy records			
CHECKLIST			
Tick all that are included and provide reasons for omissions			
Site Plan	✓	Scale Layout Plans	✓
Previous RSA Reports	✓	Construction Details	✓
Collision Data and Analysis	x	Collision Data Plot	x
Traffic Signal Staging	✓	Traffic Survey(s)	x
Design Standards Used	✓	Environmental Information	x

BRIEF APPROVAL			
Name		Date	25.08.20
Organisation	City of Edinburgh Council	E-mail	@edinburgh.gov
Signed			