
REPORT

65203719

**SPACES FOR PEOPLE
LANARK ROAD, EDINBURGH
STAGE 3 ROAD SAFETY AUDIT**



P02

65203179/21-002/3

23 June 2021

**Prepared by
SWECO UK LIMITED
QUAY 2, 139 FOUNTAINBRIDGE
EDINBURGH, EH3 9QG**

**On behalf of
CITY OF EDINBURGH COUNCIL
4 MARKET STREET
EDINBURGH EH8 8BG**

Change list

VER.	DATE	STATUS	REVIEWED	APPROVED
P01	22/6/2021	OVERSEEING ORGANISATION DRAFT	RP	██████
P02	23/06/21	FINAL	RP	██████

Project Details

Report Title	Spaces for People Lanark Road, Edinburgh Stage 3 Road Safety Audit
Date	As above
Document Reference and Revision	As above
Prepared by	Sweco UK Ltd
On behalf of	City of Edinburgh Council

Key personnel

Client	Overseeing Organisation
City of Edinburgh Council 4 Market Street Edinburgh EH8 8BG <i>Contact: Rurigdh McMeddes</i>	City of Edinburgh Council 4 Market Street Edinburgh EH8 8BG <i>Contact: Barrie Clarke</i>
Designer	Road Safety Audit Team
City of Edinburgh Council 4 Market Street Edinburgh EH8 8BG	Sweco UK Ltd Quay 2, 139 Fountainbridge Edinburgh, EH3 9QG <i>Contact: ██████████</i>
Police	Maintaining Agent
Police Scotland Operational Support Division Edinburgh Divisional Road Policing Unit <i>Contact: PC T245 Chris Beddows</i>	City of Edinburgh Council 4 Market Street Edinburgh EH8 8BG

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1 Introduction

1.1 Scheme Description

Part of the Spaces for People programme introducing temporary protected cycling facilities in response to the covid 19 pandemic.

A segregated cycleway facilities introduced on both sides of the road on :-

Lanark Road between Gillespie Road and Inglis Green Road

Inglis Green Road - full length

Longstone Road between Murrayburn Road and Inglis Green Road

1.2 Road Safety Audit Report

This report results from a Stage 3 Road Safety Audit carried out on the Scheme proposed by City of Edinburgh Council and designed by City of Edinburgh Council at the request of Rurighd McMeddes, the Roads Authority Project Sponsor. The Road Safety Audit was carried out during June 2021.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved by Rurighd McMenddes, from the Overseeing Organisation was as follows:

Team Leader	
Team Member	

1.4 Road Safety Audit Brief

The Road Safety Audit Brief was accepted by the Road Safety Audit Team.

1.5 Road Safety Audit

The Road Safety Audit took place at the Edinburgh Office of Sweco Ltd on Monday, 14 June 2021. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief prepared by City of Edinburgh Council and approved by Rurighd McMeddes, City of Edinburgh Council.

The Road Safety Audit comprised an examination of the documents provided, and these are listed in Appendix A.

1.6 Terms of Reference

The terms of reference of the Road Safety Audit are as described in GG119 Revision 2. 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.

All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan supplied with the Road Safety Audit Brief in Appendix B.

1.7 Site Visit

The site was visited by all Road Safety Audit Team members. During the daylight visit the team was accompanied by PC [REDACTED] as detailed below:


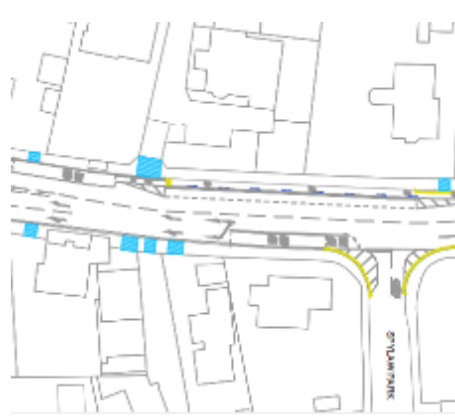



Day/Date	Time from	Time to	Light Conditions	Weather	Surface	Traffic
Monday, 14 June 2021	1000	1045	Daylight	Fine	Dry	Motor Moderate Cyclist Light Pedestrian Moderate
Wednesday, 16 June 2021	10:25	1040	Darkness with Street Lighting Lit	Fine	Dry	Motor Light Cyclist Light Pedestrian Light




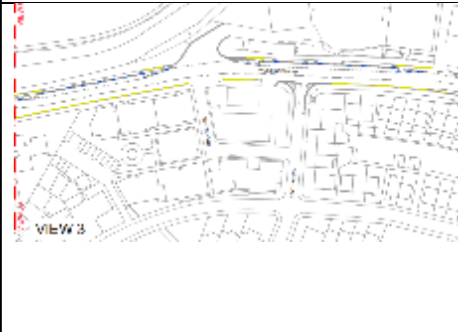
Note: The levels of traffic observed are relative to the average traffic flows expected on the site.

2 Items raised in previous road safety audits

No previous road safety audits have been undertaken.

3 Items raised at this Stage 3 road safety audit.

Reference	Location	Summary	Description	Recommendation	Photograph	Plan
3.1	General					
3.1.1	Floating parking area opposite Spylaw Park.	No physical protection for users of the cycle way to prevent incursion by motorised vehicles.	Demarkation by line marking only is likely to be over run by vehicle attempting to park. This may result in vehicles occupying or partly occupying the cycle lane which may result in conflict with cycle lane users. While it is recognised that the proximity of the bus bay to the marking inhibits the use of defender units to mark the taper. The commencement of the bay requires some form of protection.	It is recommended that defenders are placed along the bay as shown on the drawing. Note the first wand should have a reflector.		
3.1.2	Inglis Green Road, Southbound	No physical protection for users of the cycle way to prevent incursion by motorised vehicles.	Demarkation by line marking only is likely to be over run by vehicles traversing the carriageway. This may result in vehicles occupying or partly occupying the cycle lane which may result in conflict with cycle lane users.	It is recommended that defenders are used to protect cycle lane users.		
3.1.3	Throughout the scheme	Anecdotal evidence suggests some cyclists are inhibited from using the cycle lanes due to the higher likelihood of damage to their wheels and tyres from poorly maintained lanes.	Detritus and debris on the cycle lane may result in puncture or falls from the loss of control falls from the cycle. Where lanes are perceived as being poorly maintained riders are likely to remain on the main carriageway where they are exposed to greater danger from sharing the trafficed lane.	It is recommended that the cycle lane is maintained clear of detritus		

Reference	Location	Summary	Description	Recommendation	Photograph	Plan
3.1.4	Throughout the scheme	Risk of trips and falls, vehicle collisions, motorcycle/cyclist loss of control or falls.	<p>The defender units utilised to delineate the edge of cycle lane do not have sufficient colour contrast on the base units and blend into the background shades of the carriageway.</p> <p>This may lead to road users not seeing the base units resulting in:</p> <ul style="list-style-type: none"> trips and falls for pedestrians. Vehicle strikes <p>Motorcycle/cyclist loss of control or falls.</p>	It is recommended that more contrasting material is fitted to the base units to improve their visibility to pedestrians and drivers.		
3.2	Traffic Signs and Road Markings					
3.2.1	Throughout the scheme.	Risk of loss of control incidents	Across the scheme many of the lead defenders do not have any reflective material which significantly reduces the conspicuity of the wand, increasing the likelihood that an errant driver may fail to see the defender which may result in loss of control incidents. This is especially evident during the nighttime visit when the difference between the wands with and without red reflectors was marked.	It is recommended that the red reflectors are used to mark the beginning of a series of defenders and also to mark hazards specific hazards, such as breaks in the protection.		
3.2.2	Southbound on Inglis Green Road	Risk of collisions with cyclist traffic.	Throughout the scheme, where the cycle lane is not provided drivers have been reminded to consider cycle traffic via the cycle marking on the carriageway apart from this section. This slightly increases the risk of collisions between vehicles and cyclists.	It is recommended that cycle markings are used where cyclist have been forced to rejoin the carriageway between sections of segregated path.		

4 Audit team statement

We certify that this Road Safety Audit has been carried out in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Name 


Signed 

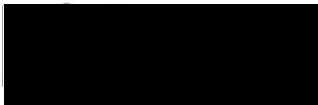
Qualification MSc BEng IEng MCIHT MSoRSA Certificate of Competence

Position Senior Engineer, Sweco UK Ltd

Date: 23/06/21

Road Safety Audit Team Member

Name 

Signed 

Qualification BSc (Hons) CMILT MCIHT MSoRSA Certificate of Competence

Position Director, Drummond Black Consulting Ltd.

Date: 23rd June 2021

Appendix A – Documents forming the audit Brief

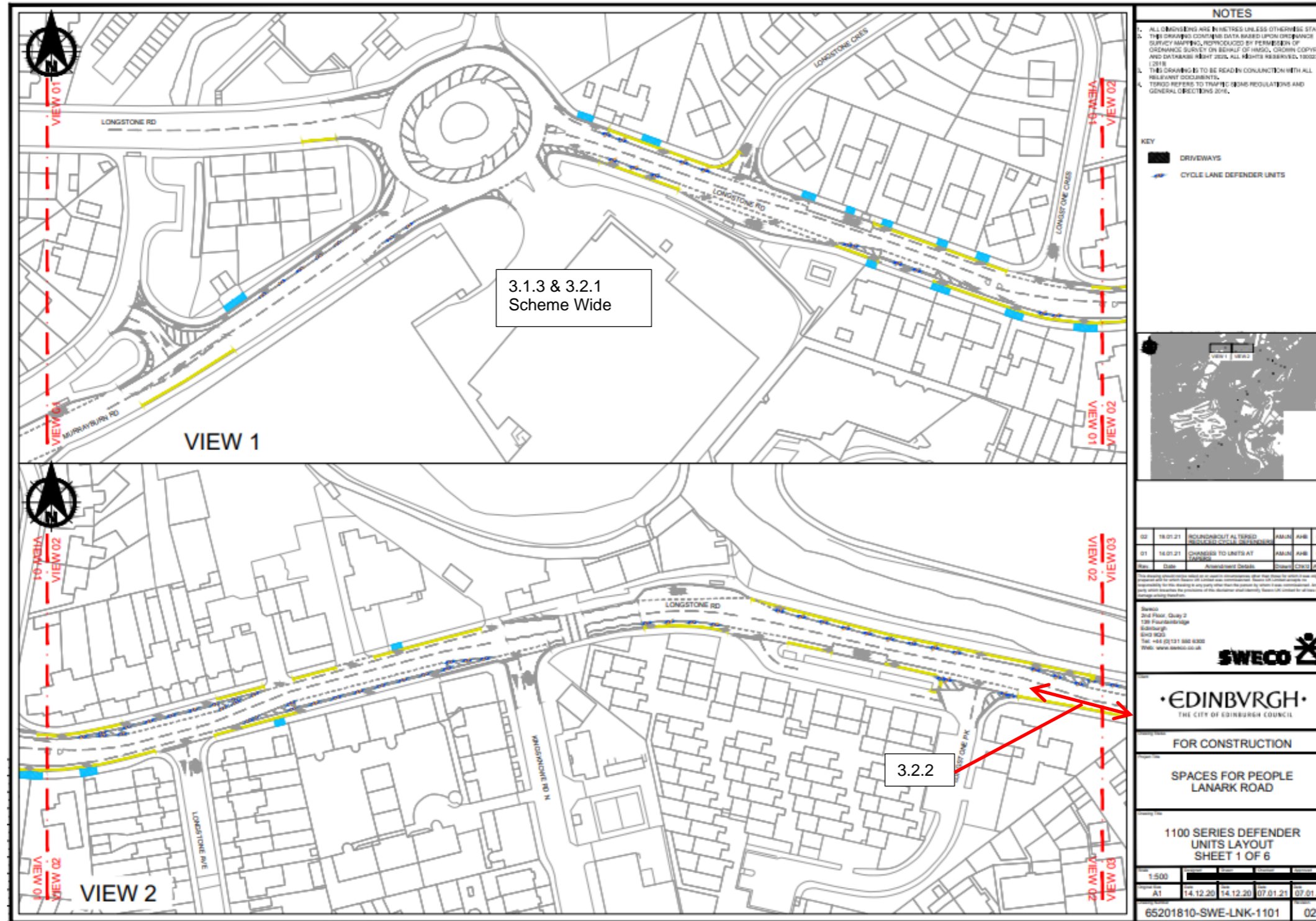
Documents

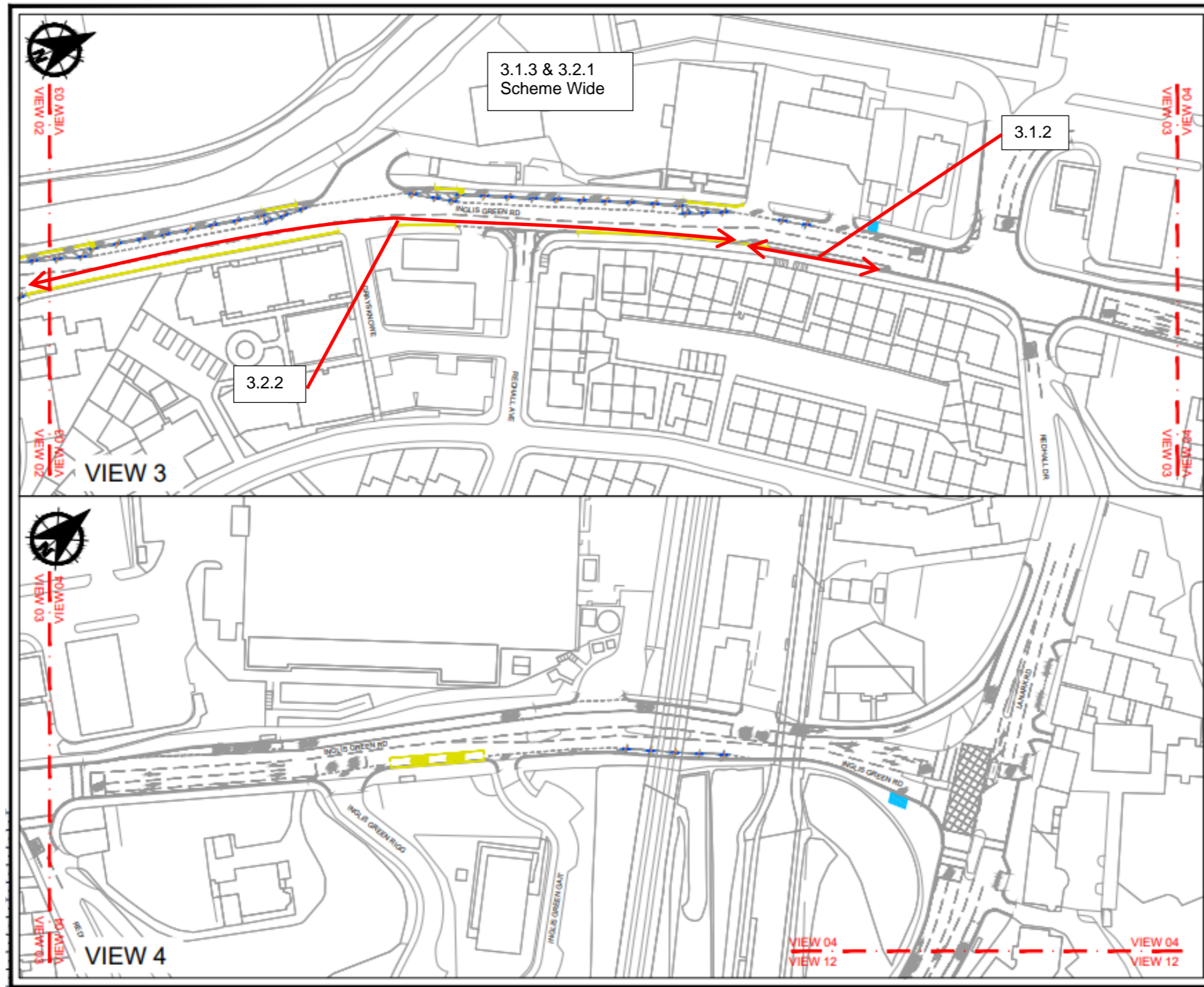
Ref	Title	Date
RSA/21/002	Road Safety Audit Brief	20/01/2021

Drawings

Drawing Number	Title
65201810-SWE-LNK-0204	Site Clearance
65201810-SWE-LNK-1101	Defender Unit Layout Sheet 1 of 6
65201810-SWE-LNK-1102	Defender Unit Layout Sheet 2 of 6
65201810-SWE-LNK-1103	Defender Unit Layout Sheet 3 of 6
65201810-SWE-LNK-1104	Defender Unit Layout Sheet 4 of 6
65201810-SWE-LNK-1105	Defender Unit Layout Sheet 5 of 6
65201810-SWE-LNK-1106	Defender Unit Layout Sheet 6 of 6
65201810-SWE-LNK-1201	Sign & Road Marking Layout Sheet 1 of 6
65201810-SWE-LNK-1202	Sign & Road Marking Layout Sheet 2 of 6
65201810-SWE-LNK-1203	Sign & Road Marking Layout Sheet 3 of 6
65201810-SWE-LNK-1204	Sign & Road Marking Layout Sheet 4 of 6
65201810-SWE-LNK-1205	Sign & Road Marking Layout Sheet 5 of 6
65201810-SWE-LNK-1206	Sign & Road Marking Layout Sheet 6 of 6

Appendix B – Annotated scheme drawing





NOTES

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
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- TERMS REFER TO THE CITY OF EDINBURGH REGULATIONS AND GENERAL DIRECTIONS 2016.

KEY

- DRIVEWAYS
- CYCLE LANE DEFENDER UNITS

Rev	Date	Amendment Details	Drawn	Checked	App'd
01	14.01.21	CHANGED TO UNITS AT TAPES/PLAN/AN/AVH/CP			

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FOR CONSTRUCTION

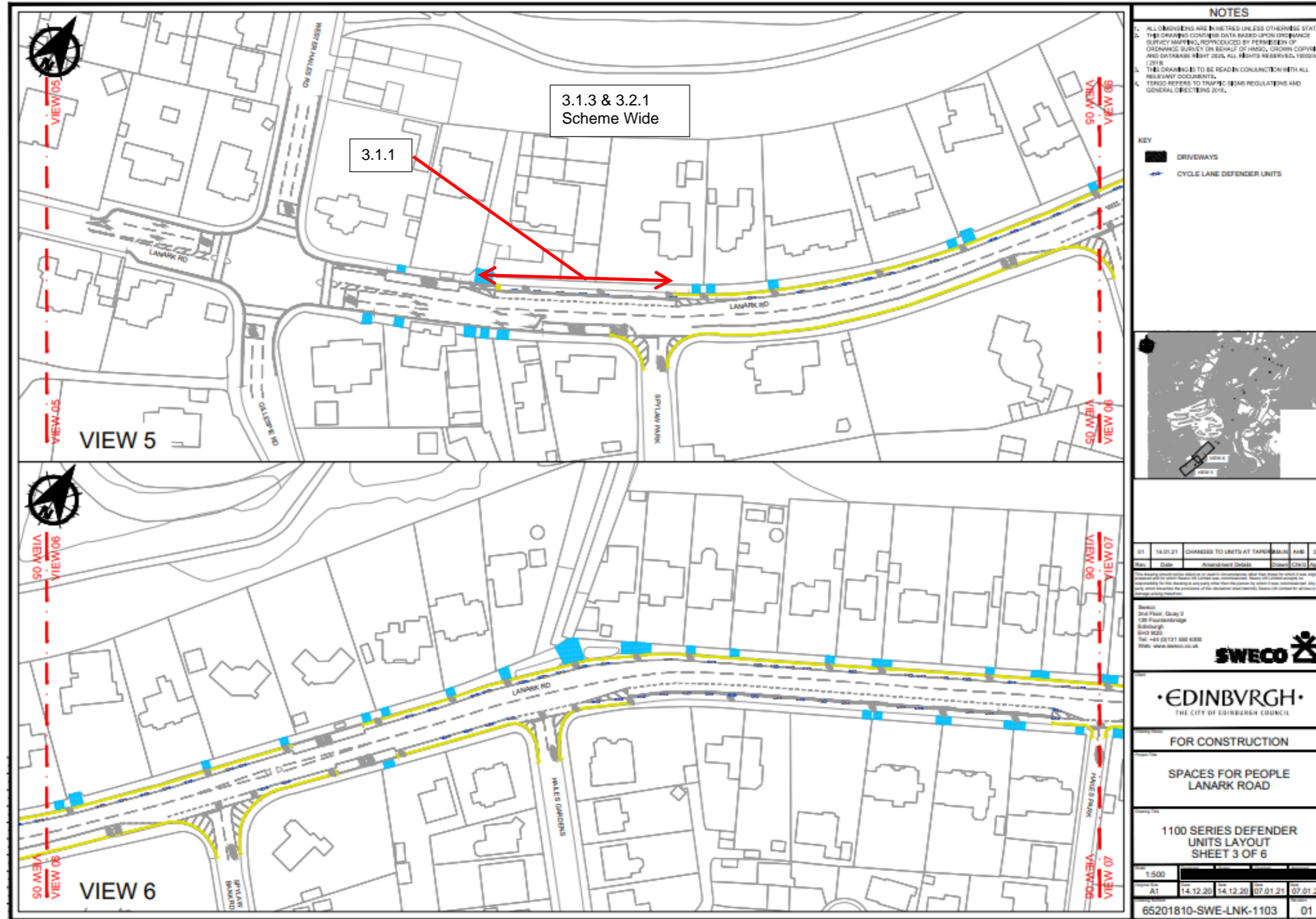
SPACES FOR PEOPLE
LANARK ROAD

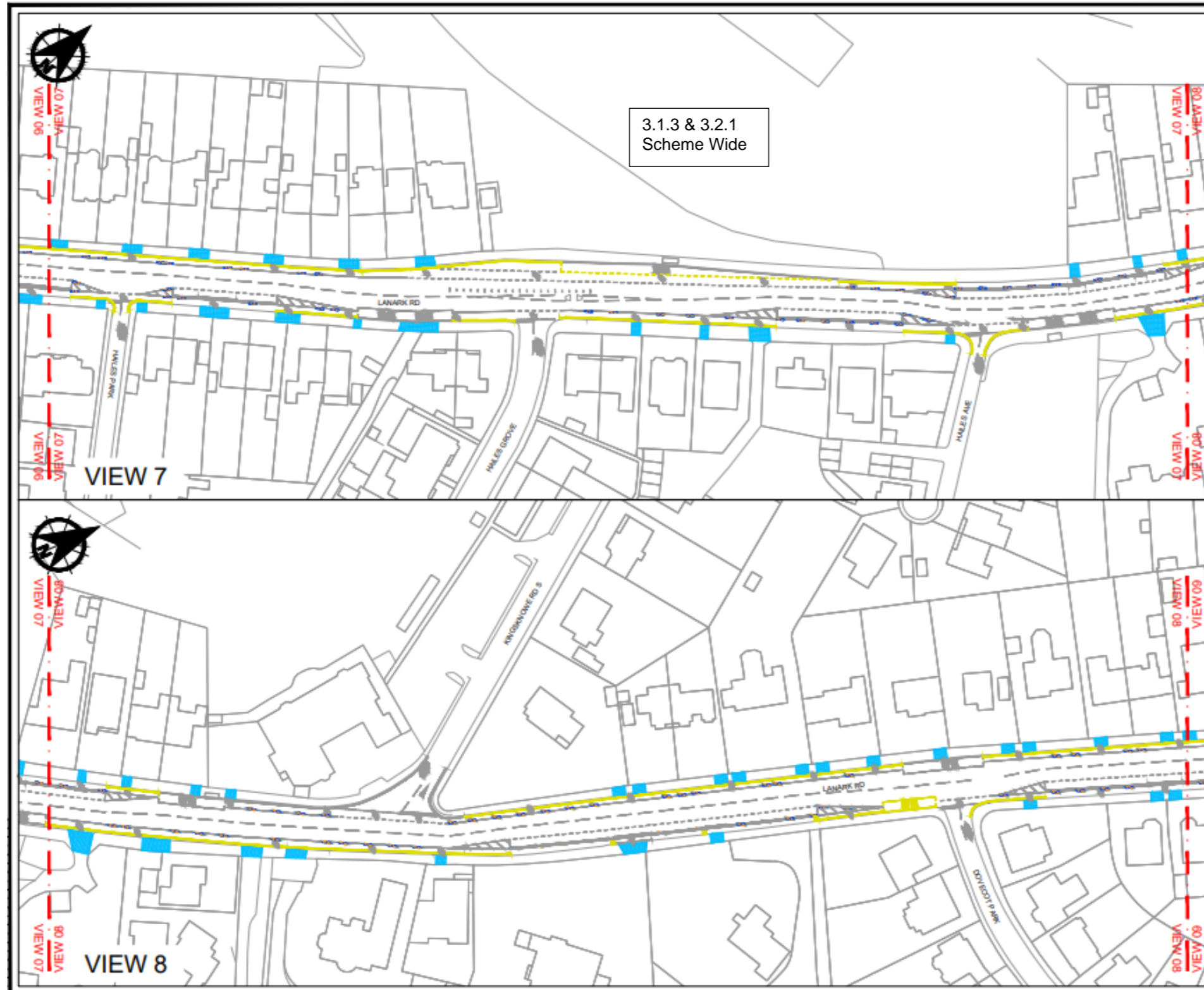
1100 SERIES DEFENDER
UNITS LAYOUT
SHEET 2 OF 6

1:500

Rev	Date	Date	Date	Date
A1	14.12.20	14.12.20	07.01.21	07.01.21

65201810-SWE-LNK-1102 01





3.1.3 & 3.2.1
Scheme Wide

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4. TSDC REFERS TO TRAFFIC SIGNALS REGULATIONS AND GENERAL DIRECTIONS 2016.

KEY

- DRIVEWAYS
- CYCLE LANE DEFENDER UNITS

Rev	Date	Amendment Details	Drawn	Checked	App'd
01	14.01.21	CHANGES TO UNITS AT TRAFALGAR	MMJ	AWB	CF

This drawing shall not be used as a basis for construction without the consent of the design team. It is the responsibility of the contractor to ensure that the drawing is used in accordance with its intended purpose. Any use of this drawing for any other purpose is at the user's risk. The design team shall not be liable for any loss or damage arising from the use of this drawing.

SWECO
2nd Floor, Quay 2
129 Fountainbridge
Edinburgh
EH3 9GJ
Tel: +44 (0) 131 550 8300
Web: www.sweco.co.uk

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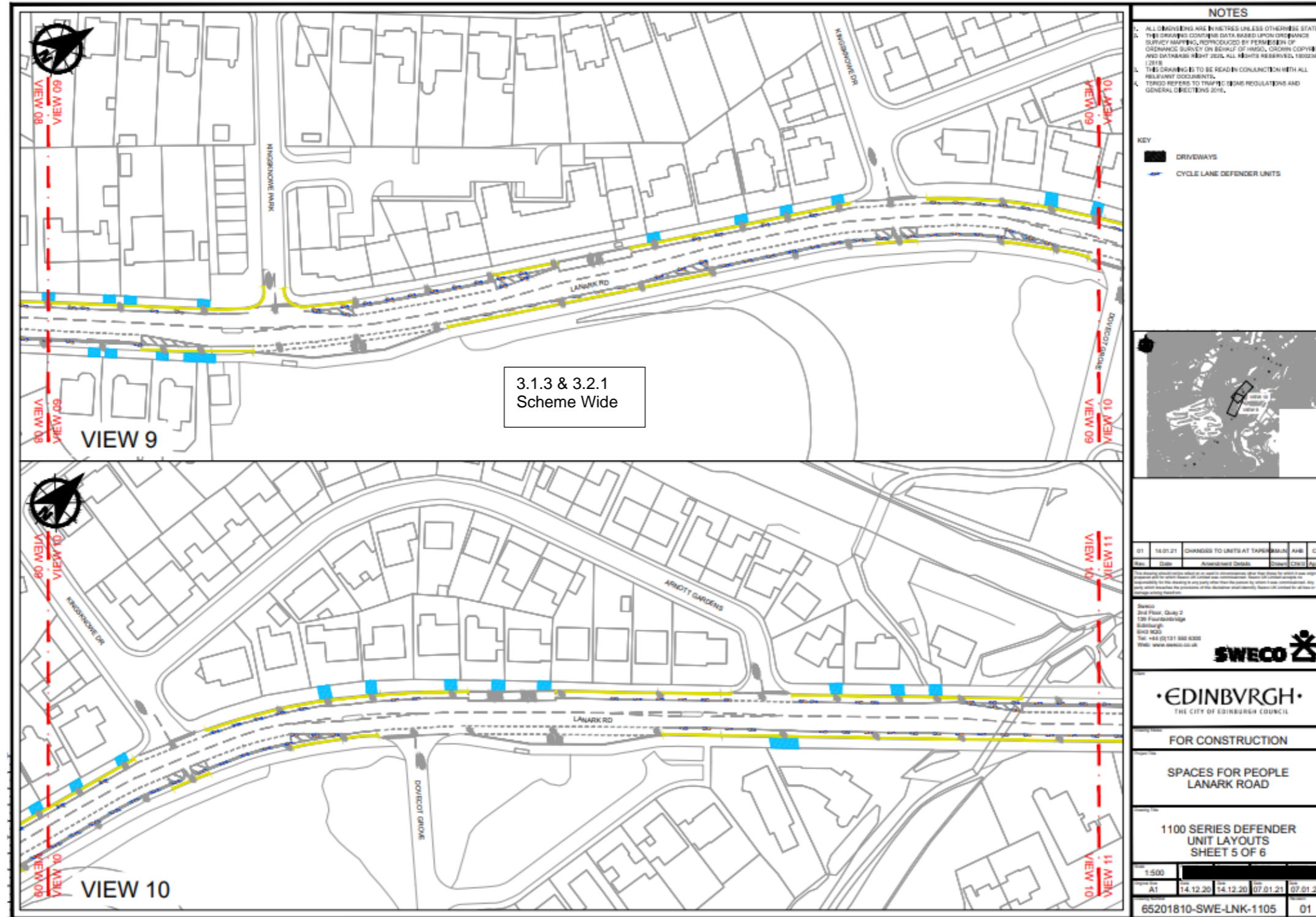
FOR CONSTRUCTION

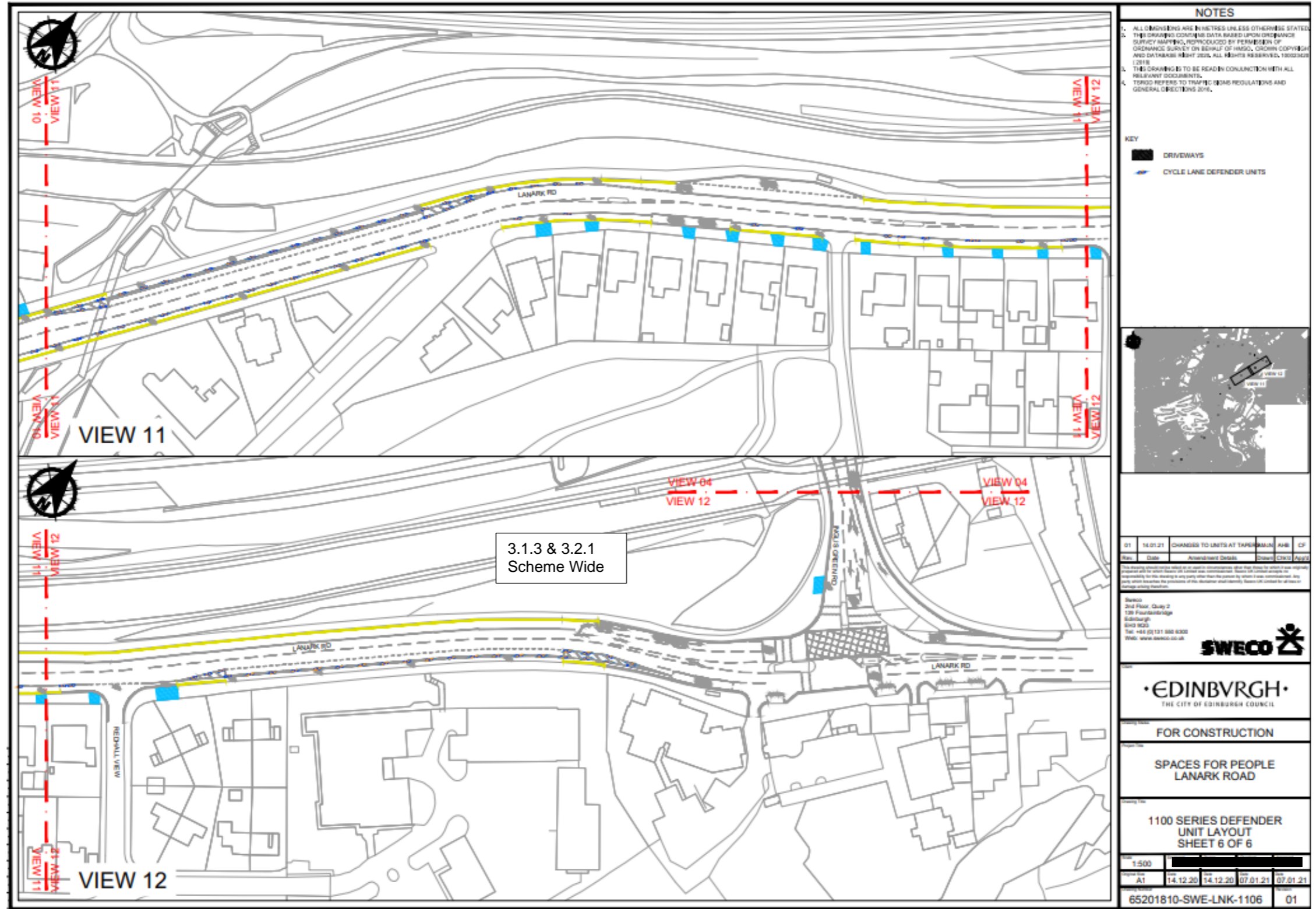
SPACES FOR PEOPLE
LANARK ROAD

1100 SERIES DEFENDER
UNIT LAYOUTS
SHEET 4 OF 6

Scale	1:500
Drawn	AT
Checked	14.12.20
Approved	14.12.20
Issue	07.01.21
Revision	07.01.21

65201810-SWE-LNK-1104 01





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KEY

- DRIVEWAYS
- CYCLE LANE DEFENDER UNITS

01 14.01.21 CHANGES TO UNITS AT TAPSCOTT/BAW... AMB CF

Rev	Date	Amendment Details	Author	Checked	Project
01	14.01.21	CHANGES TO UNITS AT TAPSCOTT/BAW...	AMB	CF	

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FOR CONSTRUCTION

SPACES FOR PEOPLE
LANARK ROAD

1100 SERIES DEFENDER
UNIT LAYOUT
SHEET 6 OF 6

1:500

Sheet	14.12.20	14.12.20	07.01.21	07.01.21
A1				

65201810-SWE-LNK-1106 01