



STEWART PATON ASSOCIATES

Consulting Engineers and Forensic Investigation Specialists

**ROAD LAYOUT
HOUSING DEVELOPMENT
FROGSTON ROAD (POD B)
EDINBURGH**

STAGE 3 ROAD SAFETY AUDIT
(SPA Ref No: 4282)

Roads Authority: The City of Edinburgh Council

Client: Barratt Homes



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DOCUMENT CONTROL

General

Project	Road Layout, Frogston Road, Pod B.
Client	Barratt Homes
Document Type	Stage 3 Road Safety Audit
SPA Ref No	4282

Report Revisions

	Originator	Date	Reviewer	Date	Status
Draft –Rev 0		29/04/22	N/A	N/A	For Review
Draft –Rev 1	N/A	N/A		02/05/22	Convert to Final
Final – Rev 0		02/05/22	N/A	N/A	Issue to Client

another Road Safety Audit of the proposals. On receipt of the final report the Design Team is required to provide the Roads Authority/Project Sponsor with a Road Safety Audit Response Report. This report along with any related Exception Reports should be passed onto the Audit Team for information.

Note 1:

The Audit Team notes in relation to the DMRB standard, GG 119: Road Safety Audits, that the following be included in the Audit Team Statement of Road Safety Audit Reports: -

We certify that this Road Safety Audit has been carried out in accordance with GG 119

It is this practice's interpretation that once an Audit Team has been approved this statement within a report is solely related to the processes as detailed in GG 119 associated with reviewing the scheme in terms of the documentation provided in the Audit Brief, undertaking site inspections and producing draft and final Road Safety Audit Reports.

The Audit Team is not responsible or the actions of other stakeholders in relation to other management and approval processes contained within the overall audit process.

The Audit Team does however reserve the right, within the introduction of its reports, to highlight and/or explain any areas where the overall audit process has not followed that laid down in the standard.

Note 2:

Any reference to a Chapter is a reference to a Chapter of the Traffic Signs Manual, reference to the Regulations is a reference to the Traffic Signs Regulations and General Directions 2016 and any reference to a Diagram (Diag) is a reference to a sign Diagram number in those Regulations. References to standards are those found in the Design Manual for Roads and Bridges.

2.0 ACCIDENT RECORD

- 2.1 In the absence of any specific accident records being provided the Road Safety Audit Team have examined the website www.crashmap.co.uk for injury accidents recorded at the site.
- 2.2 A map based plan of the accidents have been provided in Annex 3
- 2.3 It is noted that for the five-year period from 2017 -2021 there were no accidents directly related to the area of the new development.

3.0 ITEMS ARISING FROM THE STAGE 2 AUDIT

- 3.1 The Audit Team note that a Stage 2 Road Safety Audit was undertaken for the whole site in November 2014
- 3.2 Item B.1.4.1 related to the potential for landscaping to obscure visibility. This item is not an issue within the area inspected as part of this audit.
- 3.3 Item B.1.7.1 related to swept paths for larger vehicles. This item is not an issue within the area inspected as part of this audit.
- 3.4 Item B.1.7.2 related to the need for accessible dropped kerbs at locations such as crossing points but also as driveways that act as the main pedestrian route to housing. On site it was noted that multiple kerbs were higher than 25mm at driveways. Dropped kerbs crossing points were lower but not all appeared to be at the 6mm accessible level.
- 3.5 Item B.3.3.1 to B.3.3.3 related to the main junctions to the site and as such are not an issue within the area inspected as part of this audit.
- 3.6 Item B.3.3.4 related to the potential need for give way markings at the side road junctions with the spine road. At present the Audit Team do not believe these are required.
- 3.7 Item B.5.1.1 related to the positioning of lighting columns in shared space areas. This matter appears to have been dealt with in an appropriate manner for the areas inspected.

4.0 ITEMS ARISING FROM THIS STAGE 3 AUDIT

4.1 GENERAL

4.1.1 PROBLEM

Location: Various
Drawing(s): E9876~0925
Summary: Uneven surfaces and gaps in paved areas can result in trip type accidents in shared space areas.

It was noted and understood that a range of 'snagging issues' have been identified by the Council's inspectors during pre-adoption inspections. These included issues such as ironwork being raised and gaps in the surrounding joints. Also, it was noted there were some paving blocks missing from the surface at various points. The image below provides an example of the above issues.



RECOMMENDATION

It is recommended that the proposed snagging works be completed as soon as possible being that houses are now occupied and pedestrians and cyclists will be using these shared use streets.

4.2 LOCAL ALIGNMENT

4.2.1

The Audit Team have no comments to raise under this section at this time.

4.3 JUNCTIONS

4.3.1

The Audit Team have no comments to raise under this section at this time.

4.4 NON MOTORISED USERS (NMU)

4.4.1

Location: Dunniker Way – East end
Drawing(s): E9876~0925

Summary: Crossing points on desire lines at junctions should ideally match up to help reduce tripping type accidents and improve accessibility.

At the east end of Dunnikier Way the footpath on the north and south of the junction did not tie-in due to being provide in an off-set manner.

Spray paint had been provided to show the potential line of north side footway to provide a crossing point that tied in with the southside footway.

It was however noted that at the existing north side dropped kerb there were a number of services.

The Audit Team would question if it was perhaps more practical to alter the south side footway alignment. Possibly from the lighting column northwards (See image below)



However as both dropped kerbs appeared to be 'high' it may be both sides for the footway will require work.

RECOMMENDATION

It is recommended that the proposed snagging works be completed as soon as possible and that the option of altering the south side footway be reviewed by the design team.

4.4.2

Location: Various Locations including Dunnikier Way and segregated footway on Printonan Crescent
Drawing(s): E9876~0925

Summary: Accessible dropped kerbs at a height of 0-6mm help reduce tripping type accidents and improve accessibility.

As with other snagging works, some kerbs including dropped kerbs were marked for alteration on the bases they were not at the accessible height of 0-6mm.

Some examples are below.



RECOMMENDATION

It is recommended that the proposed snagging works be completed as soon as possible being that houses are now occupied, and pedestrians and cyclists will be using these routes and dropped kerbs.

4.5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

4.5.1 PROBLEM

The Audit Team have no comments to raise under this section at this time.

5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out generally in accordance with GG 119

AUDIT TEAM LEADER

Name: [REDACTED]
[REDACTED]
Position: [REDACTED]

Signed: [REDACTED]

Dated: 2 May 2022

Organisation: Stewart Paton Associates Ltd
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AUDIT TEAM MEMBER

Name: [REDACTED]
[REDACTED]
Position: [REDACTED]

Signed: [REDACTED]

Dated: 2 May 2022

Organisation: Stewart Paton Associates Ltd
Consulting Civil Engineers

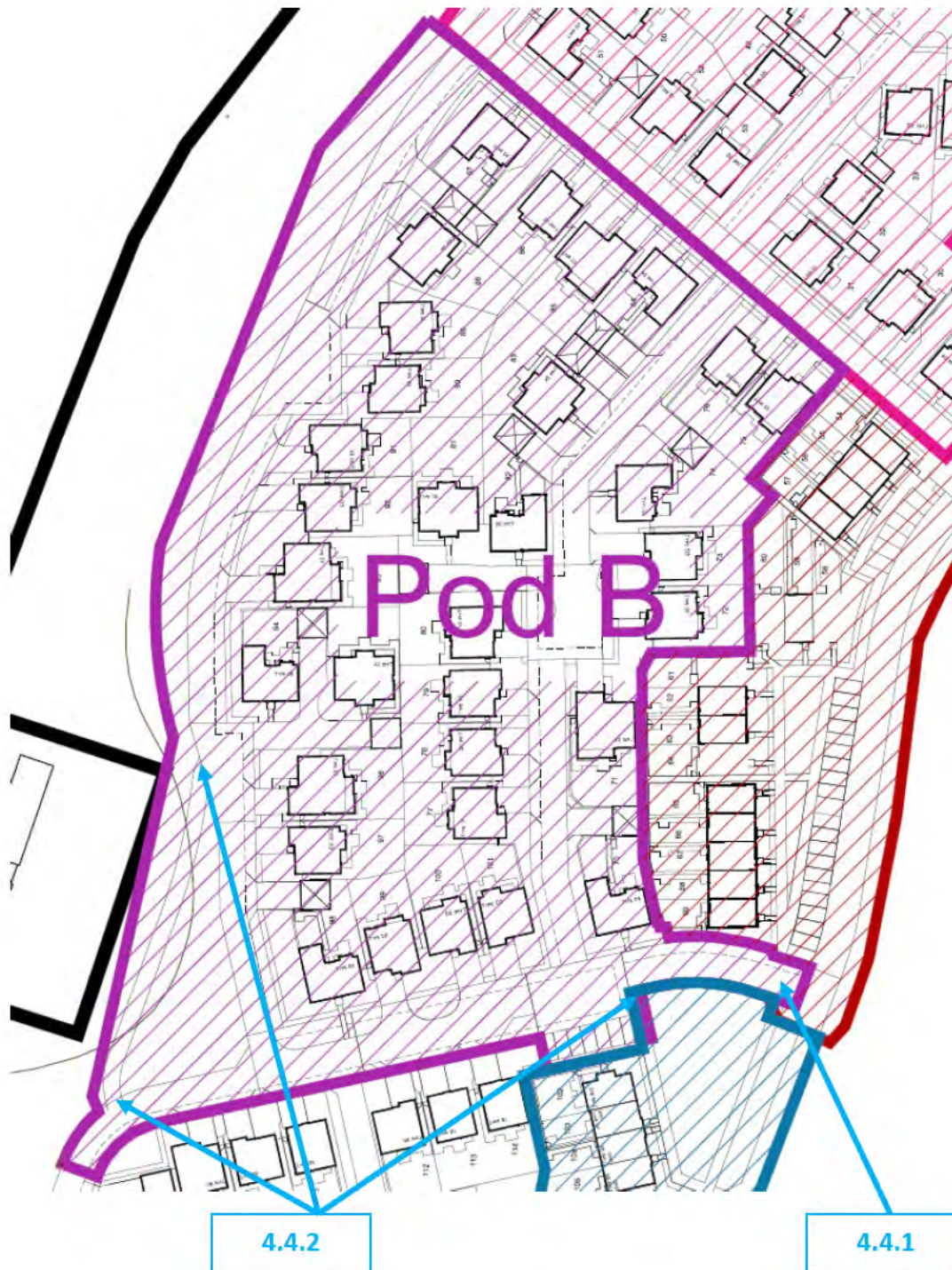
Address: 69 Barnton Park Avenue
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Annex 1 LIST OF PLANS AND DOCUMENTS

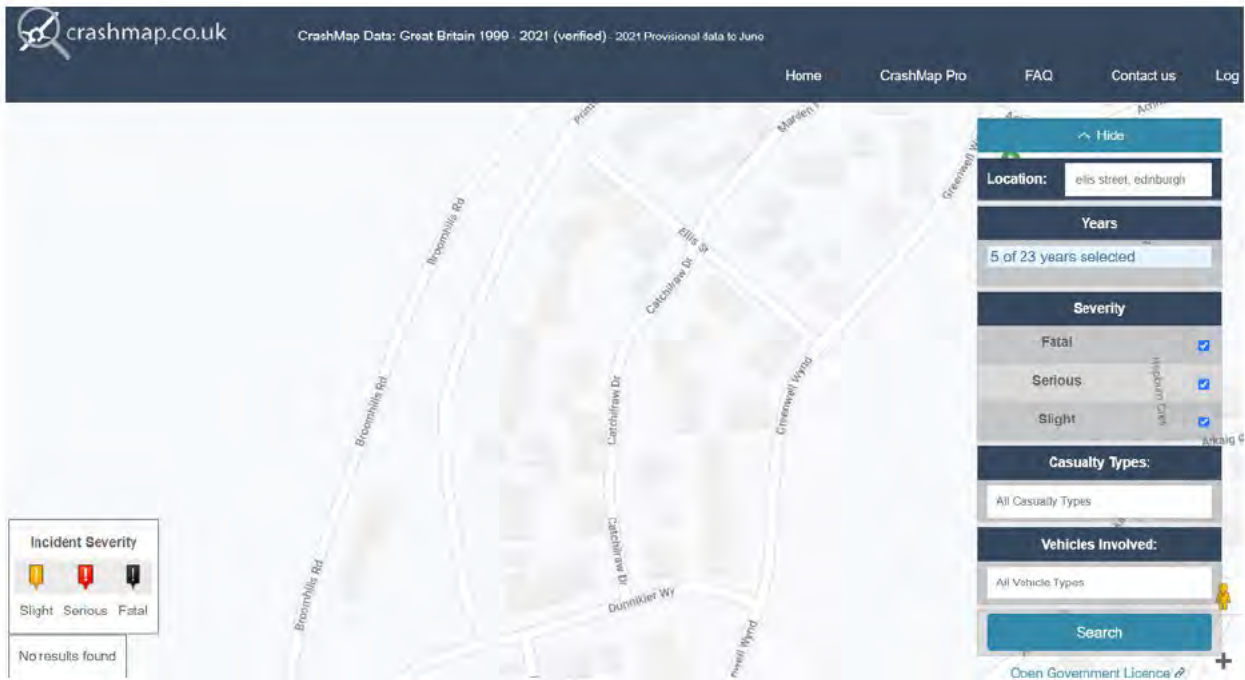
E9876~0925 [Phasing Plan RCC]

Annex 2 PROBLEM LOCATION PLAN

- Specific problem areas have been identified and referenced by the comment number in the text
- General issues covering multiple areas have not been highlighted on this plan so as to avoid clutter and potential misinterpretation.



Annex 3 ACCIDENT RECORD



The screenshot shows the CrashMap.co.uk interface. The map displays a residential area with streets including Broomhall Rd, Carrickfrew Dr, and Greenwell Wynd. A search panel on the right is active, showing the following filters:

- Location: ellis street, edinburgh
- Years: 5 of 23 years selected
- Severity: Fatal (checked), Serious (checked), Slight (checked)
- Casualty Types: All Casualty Types
- Vehicles Involved: All Vehicle Types

A search button is visible at the bottom of the panel. The bottom of the panel also includes a 'Open Government Licence' link. In the bottom left corner of the map area, there is a legend for 'Incident Severity' with icons for Slight (yellow), Serious (red), and Fatal (black), and a text box stating 'No results found'.