



**STEWART PATON ASSOCIATES**  
Consulting Engineers and Forensic Investigation Specialists

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**ROAD LAYOUT  
HOUSING DEVELOPMENT  
FROGSTON ROAD (POD E)  
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 E.
Client	Barratt Homes
Document Type	Stage 3 Road Safety Audit
SPA Ref No	4282

### Report Revisions

	Originator	Date	Reviewer	Date	Status
Draft –Rev 0		15/02/22	N/A	N/A	For Review
Draft –Rev 1	N/A	N/A		16/02/22	Convert to Final
Final – Rev 0		16/02/22	N/A	N/A	Issue to Client

## 1.0 INTRODUCTION

- 1.1 The report has been prepared for the City of Edinburgh Council as a Stage 3 Road Safety Audit of the road layout of a section of the housing development at Frogston Road / Burdiehouse Road, Edinburgh. The audit was on behalf of Barratt Homes. The Road Safety Audit was carried out during February 2022.
- 1.2 The Road Safety Audit Team membership was as follows:
- ██████████ ██████████  
██████████ of Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists  
(Certificate of Competency in Road Safety Audit gained in August 2017)
- ██████████ ██████████  
██████████ of Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists  
(Certificate of Competency in Road Safety Audit gained in February 2013)
- 1.3 The Road Safety Audit took place at the Edinburgh office of Stewart Paton Associates on 16 February 2022. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief / Instruction provided by Barratt Homes. The Road Safety Audit comprised an examination of the documents provided, and these are listed in Annex 1. The Audit Team visited the site of the housing development on both 9 February 2022 (daytime) and 7 February 2022 (night-time). ██████████ from Barratt Homes was present at the daytime inspection. During the daytime visit the weather was fair and road the surface was damp from earlier showers. At the night-time site visit the weather was fair and the road surface damp. Traffic conditions were light on both occasions.
- 1.4. The terms of reference of the Road Safety Audit are as described in GG 119. 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.
- 1.5 All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on plan included in the Annex 2. Where appropriate, photographs have been included within the body of the report to illustrate issues identified.
- 1.6 This audit is focussed on the road layout & footway connections to the housing development known as Pod E.
- 1.8 The development includes the main route of Lochiel Crossway.
- 1.9 In line with GG 119 it should be noted that once the Audit Report has been finalised this ends the involvement of the Audit Team in this stage of the project, unless there are substantial changes that result in the Roads Authority/Project Sponsor requesting 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](http://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 2016 -2020 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: SUDS Pond  
Drawing(s): E9876~0925  
Summary: Unprotected embankments can result in users reaching a SUDS pond.

It was noted that works were still ongoing at the south end of the SUDS pond. As such the proposed walls, fencing and planting designed to define the top of the embankment at the SUDS pond has not been provided.

## RECOMMENDATION

It is recommended that the proposed works be completed as soon as possible being that some houses in this area are now occupied.

## 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

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

## 4.5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

### 4.5.1 PROBLEM

Location: Footpath at north end of SUDS pond linking to Pod G

Drawing(s): E9876~0925

Summary: A lack of street lighting can increase the potential for road users to miss obstructions or level differences in the surface.

At the above location the gravel footpath that runs from Pod E to Pod G there is no lighting provision.

The Audit Team felt that the area appeared relatively dark at night-time. It is appreciated that there is a lit carriageway further north that offers an alternative route. However, the concern is that the gravel footpath is more likely to deteriorate over time and become potholed. This may increase the potential for tripping type incidents if the lighting conditions are limited.

The footpath may be used by residents, including dog walkers.

## RECOMMENDATION

It is appreciated that this footpath does not lead directly to properties and has been provided to have a more 'rural' aspect. As this path is most likely not part of the adopted road network this issue is one that the developer should consider in terms of the risk of any future legal action should a person trip on this path in the hours of darkness.

## 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: 16 February 2022

Organisation: Stewart Paton Associates Ltd  
Consulting Civil Engineers

Address: 69 Barnton Park Avenue  
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### AUDIT TEAM MEMBER

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

Signed: [REDACTED]  
Dated: 16 February 2022

Organisation: Stewart Paton Associates Ltd  
Consulting Civil Engineers

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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

