



STEWART PATON ASSOCIATES

Consulting Engineers and Forensic Investigation Specialists

**ROAD LAYOUT
HOUSING DEVELOPMENT
FROGSTON ROAD (POD G, Ph 1, SITE 4)
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 G, Ph 1, Site 4
Client	Barratt Homes
Document Type	Stage 3 Road Safety Audit
SPA Ref No	4282

Report Revisions

	Originator	Date	Reviewer	Date	Status
Draft –Rev 0		06/02/20	N/A	N/A	For Review
Draft –Rev 1	N/A	N/A		07/012/20	Convert to Final
Final – Rev 0		10/02/20	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 January and February 2020.
- 1.2 The Road Safety Audit Team membership was as follows:
- [REDACTED] [REDACTED]
[REDACTED] of Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists
(Certificate of Competency in Road Safety Audit gained in August 2017)
- [REDACTED] [REDACTED]
[REDACTED] 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 6 February 2020. 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 access junction and housing development on both 30 January (daytime) and 6 February (night-time) 2020. During both the day and night site visits the weather was fair and the road surface dry. Traffic conditions were light on both occasions.
- 1.4 The daytime inspection was also attended by [REDACTED] of Barratt Homes.
- 1.5 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.
- 1.6 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.
- 1.7 This audit is focussed on the road layout & footway connections to the housing development known as Pod G, Ph 1, Site 4 but with a street name of Fisher Place.
- 1.8 The development is essentially a simple loop road to the south of the development's spine road (Greenwell Wynd).
- 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 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 2014 -2018 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 deal 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: Paths on the adopted footpath network

Drawing(s): 13006 (PL) 002A

Summary: Poor surface drainage can result in ponding. This in turn can cause a slip hazard to pedestrians especially in wintery conditions.

It was noted that on a footpath on the west section of Fisher Place, close to Greenhill Wynd there was evidence of ponding due to an uneven surface and the inability of water to flow, as intended to the nearby gully.

RECOMMENDATION

This Audit Team recommends that the surfacing and drainage arrangements in this area be reviewed with a view to ensuring surface water can be cleared as intended.



4.1.2 PROBLEM

Location: Parking Bays, west side of Fisher Place.

Drawing(s): 13006 (PL) 002A

Summary: Poor and inconsiderate parking can lead to obstructions on other sections of road, which in turn may lead to a higher potential of conflicts between users.

On site it was noted that some cars were not parking efficiently within the bays provided. This in turn appears to result in other residents parking 'on-street' on a narrow section of road.

RECOMMENDATION

This Audit Team recommends that the need for providing coloured mono block to highlight individual bays in some parking bays be reviewed.

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

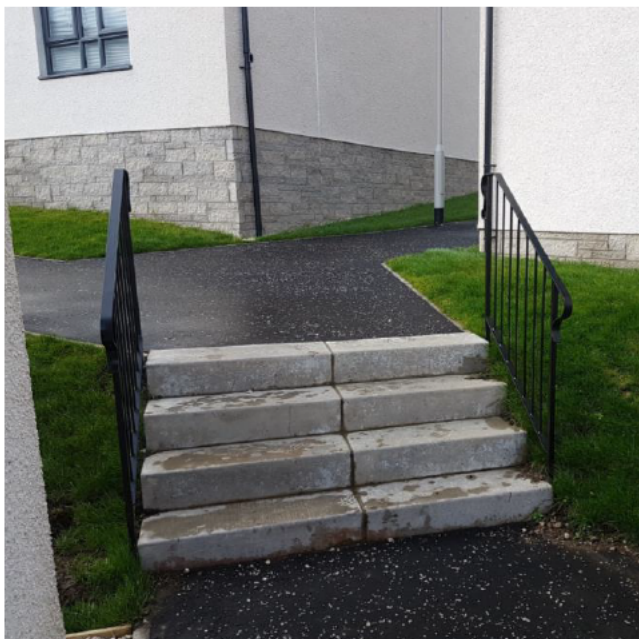
The Audit Team have no comments to raise under this section at this time.

4.4 NON MOTORISED USERS (NMU)

4.4.1 PROBLEM

Location: Two sets of steps on the adopted footpath network on the east side of Fisher Place
Drawing(s): 13006 (PL) 002A
Summary: Tactile paving at steps allows users with visual impairments to identify changes in level and reduce the probability of falls.

It was noted that there were two sets of steps that had not been provided with tactile paving, at the top and bottom of the steps, to warn users of the change in level on the path network.



RECOMMENDATION

This Audit Team recommends that appropriate tactile paving layouts be provided at these locations as soon as possible.

4.4.2 PROBLEM

Location: Two locations on the footpath network to west side of Fisher Place.
Drawing(s): 13006 (PL) 002A
Summary:
A lack of dropped kerbs at crossing points and transitions to shared space surfaces can increase the potential for trip type accidents.

It was noted that there were two locations where footpaths met a shared surface area, but no dropped kerbs were provided.



RECOMMENDATION

This Audit Team recommends that dropped kerbs be provided at these locations.

4.5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

4.5.1

The Audit Team have no specific 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: 10 February 2020

Organisation: Stewart Paton Associates Ltd
Consulting Civil Engineers

Address: 69 Barnton Park Avenue
Edinburgh
EH4 6HD

AUDIT TEAM MEMBER

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

Signed: [REDACTED]

Dated: 10 February 2020

Organisation: Stewart Paton Associates Ltd
Consulting Civil Engineers

Address: 69 Barnton Park Avenue
Edinburgh
EH4 6HD

Annex 1 LIST OF PLANS AND DOCUMENTS

13006 (PL) 002A (From Stage 2 Master Plan)

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

