

Morningside and Bruntsfield, Edinburgh

Temporary Pedestrian and Cycle Infrastructure

Road Safety Audit Stage 3

Overseeing Organisation: City of Edinburgh Council

Overseeing Organisation Reference: RSA/20/033
AECOM Reference: RSA/284/S3-A

Quality information

Prepared by



Senior Engineer

Checked by







Senior Engineer

Approved by



Associate Director

Revision History

Revision	Revision date	Details	Authorised	Name	Position
-	24/11/2020	RSA Team Approval and Verification			Associate Director
0	25/11/2020	FINAL Report Issue to Client			Associate Director

Prepared for:

City of Edinburgh Council



AECOM Limited
1 Tanfield
Edinburgh
EH3 5DA
UK

T: +44 131 301 8600
aecom.com

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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.....	17
4.4	Non-Motorised User Provision.....	18
4.5	Road Signs, Carriageway Markings and Lighting	23
5.	Audit Team Statement.....	27
	Appendix A Documents Submitted to the Audit Team	28
	Appendix B Problem Location Plans	29
	Appendix C Road Safety Audit Brief	36

1. Project Details

Report Title:	Morningside and Bruntsfield, Temporary Pedestrian and Cycle Infrastructure Stage 3 Road Safety Audit
Date:	24/11/2020
AECOM Document Reference:	RSA/284/S3-A
Overseeing Organisation Reference:	RSA/20/033
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 pedestrian and cycle infrastructure in Morningside and Bruntsfield, 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
Senior Engineer, AECOM

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

- 2.5** The Road Safety Audit took place at the private residence of each Audit Team member, during November 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 6 November 2020 between 09:30 and 11:15 hrs. During this time traffic flows were high. The 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 6 November 2020 between 18:30 and 19:00hrs.
- 2.6** The scheme is located on the A702 (Morningside Road and Bruntsfield Place) in Edinburgh, extending from the junction with Belhaven Terrace in the south to the junction with Gillespie Crescent in the north. The road is located in an urban environment with the surrounding street environment predominantly comprising private residences, retail units and food and drink establishments. The A702 is subject to a speed limit of 20mph and is illuminated by street lighting. Footways are provided on both sides of the road and the road predominantly comprises a single lane in each direction, although a bus lane is provided in the northbound direction from Leamington Terrace northwards. Parking and loading are provided at various locations along the A702 and buses run along the street in both directions.
- 2.7** The scheme comprises the following measures:
- Provision of temporary pedestrian space on the carriageway, demarcated by white lines and temporary segregation units;
 - The provision of temporary cycle space on the carriageway, comprising mandatory lanes segregated from traffic by temporary segregation units; and
 - Alterations to 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

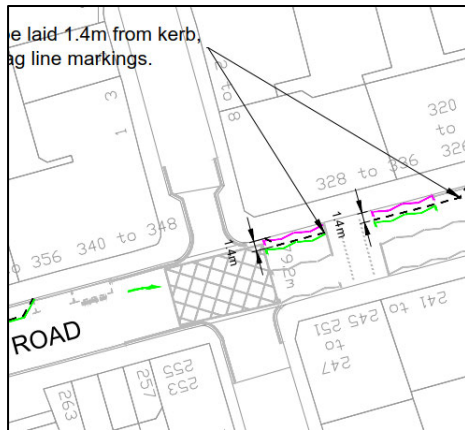
4.1 General

Problem: 4.1.1

Location(s): Morningside Road at junction with Millar Crescent

Drawing(s): Sheet 1 of 7

Summary: Risk of left turning vehicles colliding with temporary kerb units and losing control, due to proximity of kerb units to side road junction and lack of road markings / signage



Description:

As shown in the image and photograph above, a temporary pedestrian area is provided on Morningside Road immediately north of Millar Crescent. The Audit Team have concerns that the driver / rider of a vehicle turning left from Millar Crescent may be unaware of the build out and may have insufficient time to react. This could lead to them colliding with the temporary kerb units and losing control of their vehicle.

Recommendation:

It is recommended that the temporary footway area that is demarcated by the temporary kerb units is offset further from the side road junction. It is also recommended that appropriate measures are provided to alert the drivers / riders of left turning vehicles to the change in carriageway alignment on the carriageway, such as road markings and / or traffic signage.

Problem: 4.1.2**Location(s):** Morningside Road (west side) at Church Hill Theatre**Drawing(s):** Sheet 3 of 7**Summary:** Risk of drivers / riders losing control due to uneven carriageway surfacing.**Description:**

During the site investigation it was observed that the carriageway surface on the west side of Morningside Road at the Church Hill Theatre is uneven. As shown in the photograph above, the carriageway has started to break up at the bus stop.

There is a risk that the uneven surface could lead to drivers / riders losing control of their vehicles.

Recommendation:

It is recommended that the surface of the carriageway is appropriately repaired / made good.

Problem: 4.1.3

Location(s): Morningside Road (east side),
between junctions with Abbotsford
Park and Newbattle Terrace

Drawing(s): Sheet 3 of 7

Summary: Risk of vehicles losing control on
uneven carriageway surface due to
ironwork failing.

**Description:**

On the east side of Morningside Road, between the junctions with Abbotsford Park and Newbattle Terrace, a service cover is provided in the carriageway. During the site investigation it was observed that this appeared to be in the wheel track of vehicles and there was a noticeable noise, with the cover frame being loose, whenever a vehicle passed over it. As a build out has been provided at this location, the position of vehicles within the lane may have been pushed further from the original kerb line, meaning that the service cover may not have been trafficked in the previous arrangement.

The Audit Team have concerns that the existing ironwork could fail. This could lead to an uneven carriageway surface or a void appearing, which could result in vehicles losing control when they overrun this area.

Recommendation:

It is recommended that the ironwork is appropriately re-set and the surrounding carriageway made good.

Problem: 4.1.4**Location(s):** Bruntsfield Place, west side**Drawing(s):** Sheet 6 of 7 and Sheet 7 of 7

Summary: Risk of vehicles colliding with non-motorised users, resulting in them sustaining personal injuries, due to area for non-motorised users being provided within bus lanes.

Risk of side-swipe collisions occurring due to vehicles undertaking late lane changes upon realising that the bus lane is closed.

**Description:**

A bus lane is provided in the northbound direction on Bruntsfield Place. Temporary areas for non-motorised users are provided within the bus lane, as shown in the photographs above.

No measures appear to have been provided to inform the drivers / riders of approaching vehicles that they cannot continue in the bus lane. The existing bus lane signage and markings are still in place.

There is a risk that these arrangements could lead to vehicles colliding with and injuring non-motorised users. There is also a risk that side-swipe collisions could occur due to vehicles suddenly merging to avoid the temporary areas for non-motorised users upon realising that they cannot continue northbound in the bus lane.

Recommendation:

It is recommended that it is made clear to drivers / riders which sections of bus lane are operational and which are closed. It is also recommended that appropriate signage is provided to indicate the start and end of the bus lanes.

Problem: 4.1.5

Location(s): Bruntsfield Place, in southern—most build out providing temporary space for pedestrians and cyclists

Drawing(s): Sheet 6 of 7

Summary: Risk of cyclists striking a stopped vehicle or temporary kerbing unit and sustaining a personal injury, due to position of loading areas and temporary kerbing units with respect to the cycle lane.

**Description:**

Temporary segregated areas for use by cyclists are provided within the northbound bus lane on Bruntsfield Place. At the southern-most build out, loading bays are provided immediately upstream of the temporary segregated area. This arrangement is shown in the photograph above. As shown in the photograph, there would be very little space for a cyclist to manoeuvre between a vehicle parked in the loading bay and the edge of the temporary kerb unit.

The Audit Team have concerns that the positioning of the loading area with respect to the cycle areas could lead to collisions involving cyclists and stopped vehicles. Cyclists could strike a stopped vehicle or strike a temporary kerbing unit whilst attempting to manoeuvre past the vehicle, resulting in them sustaining personal injuries.

Recommendation:

It is recommended that sufficient space is provided for cyclists to manoeuvre past parked vehicles.

4.2 Local Alignment

Problem: 4.2.1

Location(s): Morningside Road at Churchill Theatre

Drawing(s): Sheet 3 of 7

Summary: Risk of head-on collisions due to narrow carriageway width.



Description:

During the site investigation it was observed that the carriageway width between the new build out and existing bus stop at this location is around 5.80 to 5.85 metres. Whilst on site, the Audit Team observed large vehicles struggling to pass one another. An example of such an instance, involving two buses, is shown in the photograph above. Furthermore, during the site investigation it was observed that northbound vehicles tended to occupy a more central position within the northbound lane in order to avoid the large depression forming in the carriageway, as per issue 4.1.2.

The Audit Team have concerns that the narrow carriageway width could lead to vehicles colliding.

Recommendation:

It is recommended that the carriageway width is appropriately wide to allow two vehicles to pass one another.

Problem: 4.2.2**Location(s):** Scheme extents**Drawing(s):** Sheet 1 of 7 to Sheet 7 of 7

Summary: Risk of vehicles crossing the centre line and colliding head-on with oncoming vehicles due to reduced forward visibility and vehicles loading on the carriageway.

**Description:**

During the site investigation several vehicles were observed loading adjacent to the new build outs. An example is shown in the photograph above. At this location, a vehicle would have to cross the centre line in order to pass the loading vehicle. There is a slight bend in the road downstream and vehicles may not have sufficient visibility to oncoming vehicles. This could lead to vehicles crossing the centre line to overtake a loading vehicle and striking oncoming vehicles.

There are existing off-peak parking and loading restrictions at this location, however it is unclear whether vehicles are permitted to park or load in the carriageway. This layout and scenario can be found elsewhere in the scheme.

Recommendation:

It is recommended that it is clarified whether vehicles can load at these locations. It is also recommended that locations are provided for vehicles to load where there is appropriate forward visibility and sufficient space for vehicles to overtake a loading vehicle without coming into conflict with oncoming traffic.

Problem: 4.2.3

Location(s): Morningside Road (east side), south of junction with Steel's Place

Drawing(s): Sheet 2 of 7

Summary: Risk of vehicles striking a temporary kerb unit and losing control.

Risk of vehicles entering pedestrian space and striking pedestrians, leading to them sustaining personal injuries.

**Description:**

No road markings or signage have been provided at the build out on the east side of Morningside Road, south of the junction with Steel's Place. There is a risk that the driver / rider of an approaching vehicle may be unaware of the presence of the build out, which could result in them striking a temporary kerb unit and losing control. There is also a risk of vehicles entering the pedestrian space and striking pedestrians, leading to them sustaining personal injuries.

Recommendation:

It is recommended that appropriate signage and / or road markings are provided to highlight the presence of the build out to the drivers / riders of approaching vehicles.

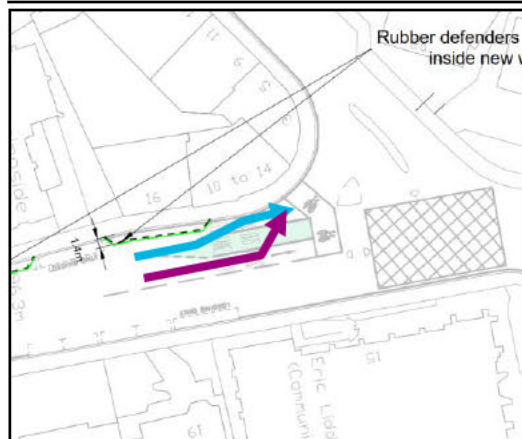
4.3 Junctions

Problem: 4.3.1

Location(s): Junction of Morningside Road and Colinton Road

Drawing(s): Sheet 4 of 7

Summary: Risk of late lane changes due to unclear junction arrangement, leading to side-swipe collisions.



Description:

The scheme includes a build out on the west side of Morningside Road, immediately south of its junction with Colinton Road. This build out shortens the left turn lane, forcing vehicles to enter or cross the bus lane in order to access it.

There is a risk that vehicles may make late lane changes when attempting to access the left turn lane, due to the unclear arrangement. This could lead to side-swipe collisions occurring.

Recommendation:

It is recommended that the road marking arrangement at the junction is altered to clarify how motorised road users should access the left turn lane.

4.4 Non-Motorised User Provision

Problem: 4.4.1

Location(s): Scheme extents

Drawing(s): Sheet 1 of 7 to Sheet 7 of 7

Summary: Risk of pedestrians tripping and sustaining personal injuries when transitioning to or from the carriageway, due to lack of provision of dropped kerbs or ramps.



Description:

During the site investigation it was noted that no means of transitioning between the footway and temporary pedestrian space are provided. An example of this is shown in the figure above.

There is a risk that a pedestrian could sustain a personal injury due to tripping and falling when attempting to transition between the footway and carriageway.

Recommendation:

It is recommended that appropriate means are provided for pedestrians to transition between the footways and temporary pedestrian areas on the carriageway.

Problem: 4.4.2

Location(s): Morningside Road (east side) at Churchill Theatre

Bruntsfield Place (east side) at Bruntsfield Terrace

Bruntsfield Place (west side) from south of Whitehouse Loan to Gillespie Crescent

Drawing(s): Sheet 3 of 7

Sheet 5 of 7 to Sheet 7 of 7



Summary: Risk of non-motorised users colliding with other non-motorised users and sustaining personal injuries, due to delineation of non-motorised user space on the carriageway.

Description:

As shown in the photograph above, three of the build outs include both a space for pedestrians and a cycle lane, with these spaces being segregated via a white line. Pedestrian and cycle (to Diagram 1057, TSRGD 2016) road marking symbols are provided at the start and end of the build out to indicate which side of the white line should be used by which mode. The pedestrian symbols are orientated in the same direction as the flow of traffic, but it is unclear if it is intended for bi-directional use.

The Audit Team have concerns that the arrangement could lead to collisions between non-motorised users due to pedestrians encroaching on the cycle side of the build out and vice-versa.

Recommendation:

It is recommended that the areas that are intended for use by cyclists and pedestrians are appropriately delineated.

Problem: 4.4.3

Location(s): Bruntsfield Place at Bruntsfield Gardens

Drawing(s): Sheet 5 of 7

Summary: Risk of pedestrians walking into carriageway and being struck by passing vehicles, resulting in them sustaining personal injuries, due to extents of temporary pedestrian area being unclear.

**Description:**

As shown in the photograph above, no measures are currently provided to indicate the boundary of the temporary pedestrian space on Bruntsfield Place at Bruntsfield Gardens. There is a risk that pedestrians could continue walking southwards, out of the protected area and into the carriageway. This could lead to them being struck and injured by passing vehicles.

Recommendation:

It is recommended that the boundary of the temporary pedestrian area is highlighted through the use of a temporary kerb unit or road markings.

Problem: 4.4.4

Location(s): Morningside Road (east side) at Churchill Theatre

Bruntsfield Place (east side) at Bruntsfield Terrace

Bruntsfield Place (west side) from south of Whitehouse Loan to Gillespie Crescent

Drawing(s): Sheet 3 of 7

Sheet 5 of 7 to Sheet 7 of 7

Summary: Risk of vehicles entering the temporary space for non-motorised users due to the limited provision of road markings and signage. This could lead to vehicles striking non-motorised users, with the non-motorised users sustaining personal injuries.

**Description:**

The Audit Team have concerns that vehicles could inadvertently enter some of the temporary protected spaces intended for use by pedestrians and cyclists. As shown in the example in the photograph above, the temporary spaces that include a cycle lane next to an area for pedestrian use are wide and could be mistaken for a general traffic or bus lane. At the location shown in the photograph above, traffic cones had been positioned in the temporary build out, offset from the taper. It is assumed that this is because there have been issues with vehicles entering this area.

If a vehicle was to enter this area, there is a risk that it could collide with and injure non-motorised users.

This risk is heightened by the general lack of road markings and signage at these build outs.

Recommendation:

It is recommended that appropriate road markings and / or signage is provided to highlight to the drivers / riders of approaching vehicles that the space is for non-motorised users and that there is a change in alignment of the carriageway.

Problem: 4.4.5

Location(s): Morningside Road (east side)
between junctions with Abbotsford
Park and Newbattle Terrace

Drawing(s): Sheet 3 of 7

Summary: Risk of cyclists entering space designated for use by pedestrians. This could lead to collisions occurring between cyclists and pedestrians, and non-motorised users sustaining personal injuries.

**Description:**

A temporary build out is provided between the junctions with Abbotsford Park and Newbattle Terrace. It is unclear whether this is for use by pedestrians or cyclists. The fact that this is not clear could lead to both pedestrians and cyclists using this space, increasing the risk of collisions occurring between pedestrians and cyclists and non-motorised road users sustaining personal injuries.

Recommendation:

It is recommended that the use of this area is appropriately clarified.

4.5 Road Signs, Carriageway Markings and Lighting

Problem: 4.5.1

Location(s): Scheme extents

Drawing(s): Sheet 1 of 7 to Sheet 7 of 7

Summary: Risk of vehicles colliding with temporary kerb units and losing control, due to position and appearance of deflection arrows.

Risk of vehicles entering space reserved for non-motorised users, due to position and appearance of deflection arrows. This could lead to them striking and injuring non-motorised users.



Description:

Several issues were noted with the placement and provision of deflection arrows within the scheme extents:

- Arrows being placed too close to the build out to give sufficient time for a driver / rider to react;
- Arrows being located in positions where they could be masked by a stopped vehicle; and
- Arrows not being marked according to Diag. 1014 (TSRGD, 2016).

There is a risk that the issues listed above could lead to vehicles colliding with temporary kerb units and losing control, or of vehicles entering space reserved for non-motorised users and striking and injuring non-motorised users.

Recommendation:

It is recommended that the deflection arrows are provided at appropriate locations and that they are appropriately marked and orientated.

Problem: 4.5.2**Location(s):** Scheme extents**Drawing(s):** Sheet 1 of 7 to Sheet 7 of 7

Summary: Risk of vehicles crossing stop lines when it is not safe to do so and striking crossing pedestrians or turning vehicles, due to stop lines being worn / insufficiently conspicuous.

**Description:**

During the site investigation it was observed that several of the existing stop lines within the scheme are very worn. An example is shown in the photograph above.

If stop lines are not sufficiently conspicuous, there is a risk that drivers / riders may not appreciate that they need to stop, which could lead to vehicles crossing stop lines when it is not safe to do so and striking crossing pedestrians or turning vehicles.

Recommendation:

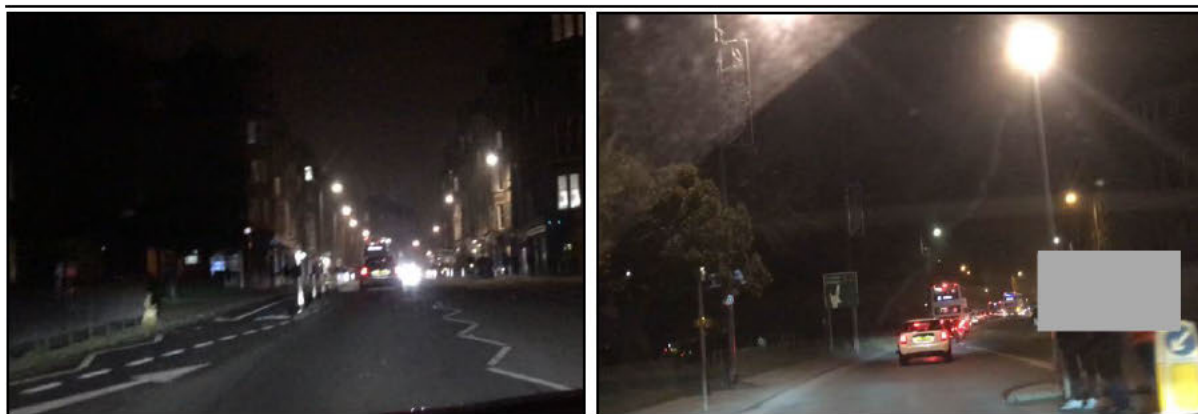
It is recommended that the stop lines are appropriately refreshed.

Problem: 4.5.3

Location(s): Bruntsfield Place (east side), opposite Leamington Terrace
Morningside Road (east side), opposite Maxwell Street

Drawing(s): Sheet 1 of 7
Sheet 5 of 7

Summary: Risk of vehicles colliding with crossing pedestrians, resulting in the pedestrians sustaining personal injuries, or vehicles colliding with temporary kerb units and losing control, due to insufficient illumination.

**Description:**

During the site investigation that was undertaken during the hours of darkness it was observed that two lighting columns were not functioning: one on Bruntsfield Place opposite Leamington Terrace and the other on Morningside Road opposite Maxwell Street. When lighting columns are not functioning, dark spots can form on the carriageway and footways. There is a risk that this could lead to vehicles colliding with crossing pedestrians, resulting in the pedestrians sustaining personal injuries, or vehicles colliding with temporary kerb units and losing control.

Recommendation:

It is recommended that the lighting columns that are not functioning are appropriately repaired.

Problem: 4.5.4

Location(s): Scheme extents

Drawing(s): Sheet 1 of 7 to Sheet 7 of 7

Summary: Risk of cyclists attempting to enter the pedestrianised area and colliding with segregation unit, potentially falling and sustaining personal injury.



Description:

During the site investigation it was observed that the grey base of the segregation units can blend into its surroundings as it is similar in colour to the carriageway. These units are being used across the city to segregate cycling facilities, as well as pedestrian areas.

It is acknowledged that a white line is also provided adjacent to the segregation units, however during periods of inclement weather (heavy rain / snow) these lines may not be visible.

There is a risk that cyclists may think that they are approaching a cycling facility and proceed to enter. However, a unit is placed at an angle to prevent access. There is concern that cyclists may collide with it and fall, possibly resulting in personal injury, due to the base blending into the background.

Recommendation:

It is recommended that a reflect strip is applied to those base units are used to prevent access to the segregated area.

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] MEng MCIHT MSoRSA

Position: Senior Engineer

Organisation: AECOM

Address: 1 Tanfield

Edinburgh

EH3 5DA

Signed: [REDACTED]

Date: 24/11/2020

AUDIT TEAM MEMBER:

Name: [REDACTED] EngTech MICE MIHE MCIHT

Position: Senior Engineer

Organisation: AECOM

Signe [REDACTED]

Date: 24/11/2020

There were no other persons involved in this audit.

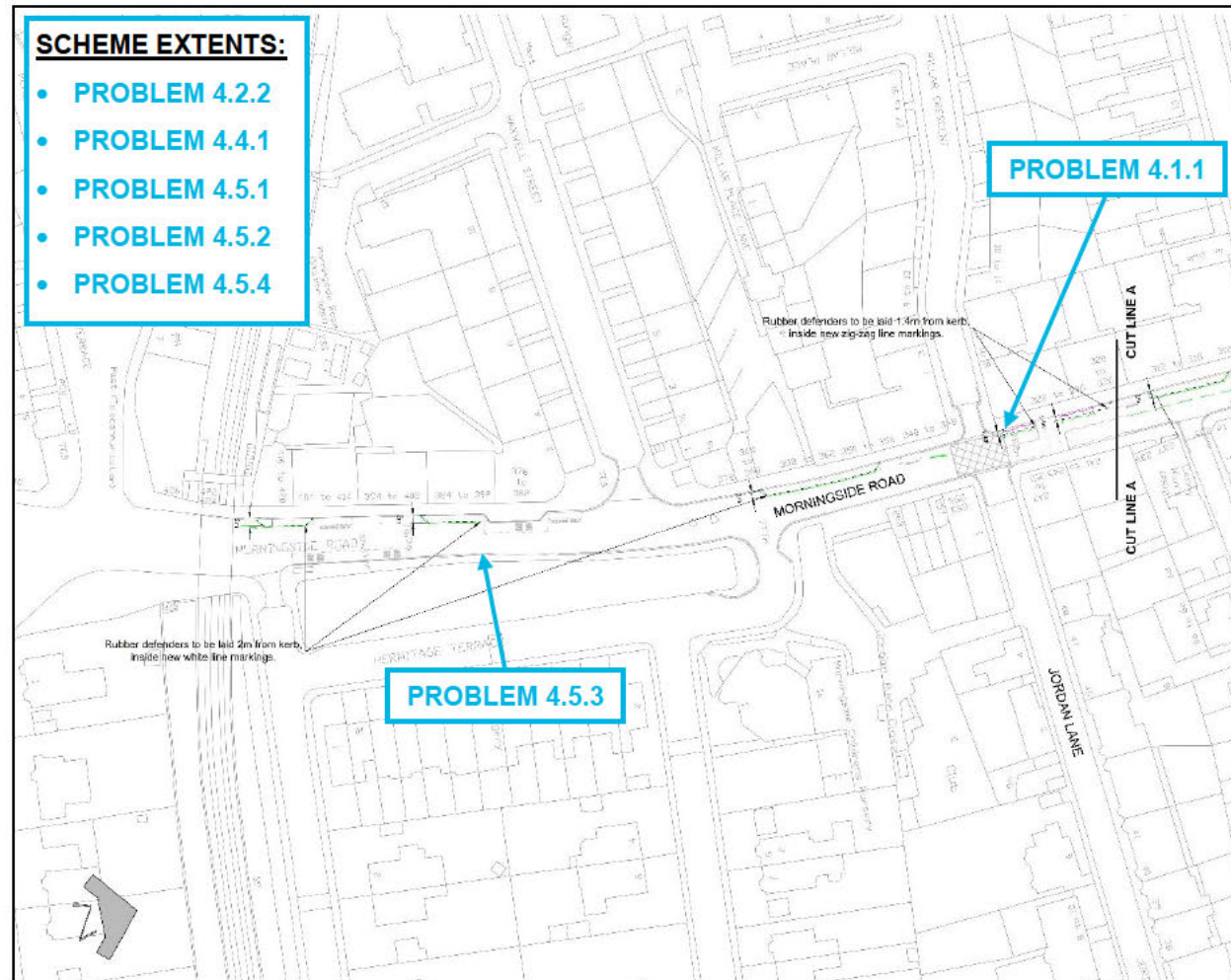
Enquiries regarding this Road Safety Audit should be made to the Audit Team Leader.

Appendix A Documents Submitted to the Audit Team

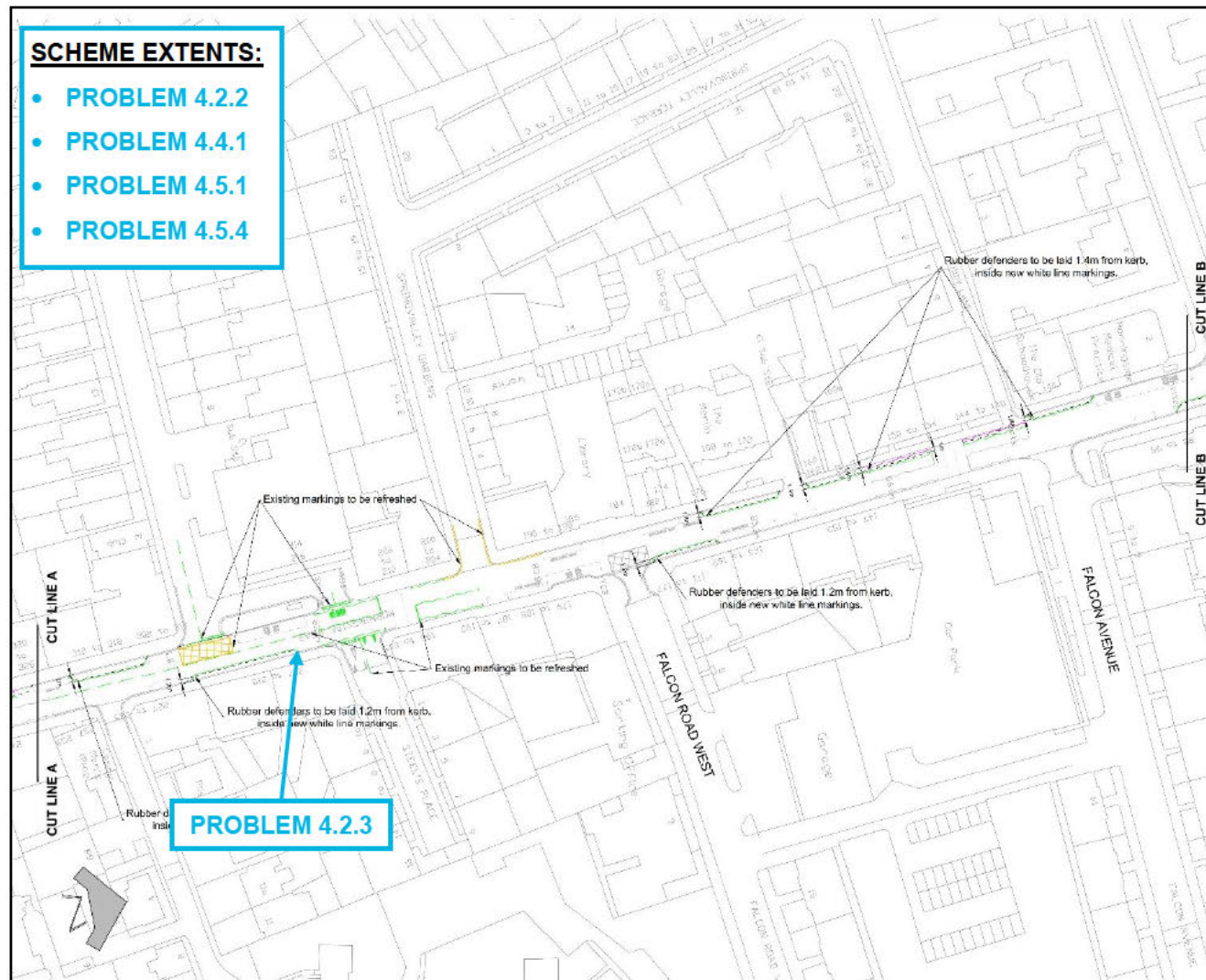
The following documents were submitted as part of the Road Safety Audit:

Document Number	Rev	Description	Date
BRIEF			
RSA Brief- MORNINGSIDE AND BRUNTSFIELD	-	RSA brief	-
Creating Safe Spaces for Walking and Cycling	-	Creating Safe Spaces for Walking and Cycling Committee Report	-
DRAWINGS			
-	-	Sheet 1 of 7	25/09/2020
-	-	Sheet 2 of 7	25/09/2020
-	-	Sheet 3 of 7	25/09/2020
-	-	Sheet 4 of 7	25/09/2020
-	-	Sheet 5 of 7	25/09/2020
-	-	Sheet 6 of 7	25/09/2020
-	-	Sheet 7 of 7	25/09/2020
CEC – Spaces for People – DWG – 001b	-	Bruntsfield General Arrangement	Aug 20
CEC – Spaces for People – DWG – 001b	-	Morningside Road General Arrangement	Aug 20

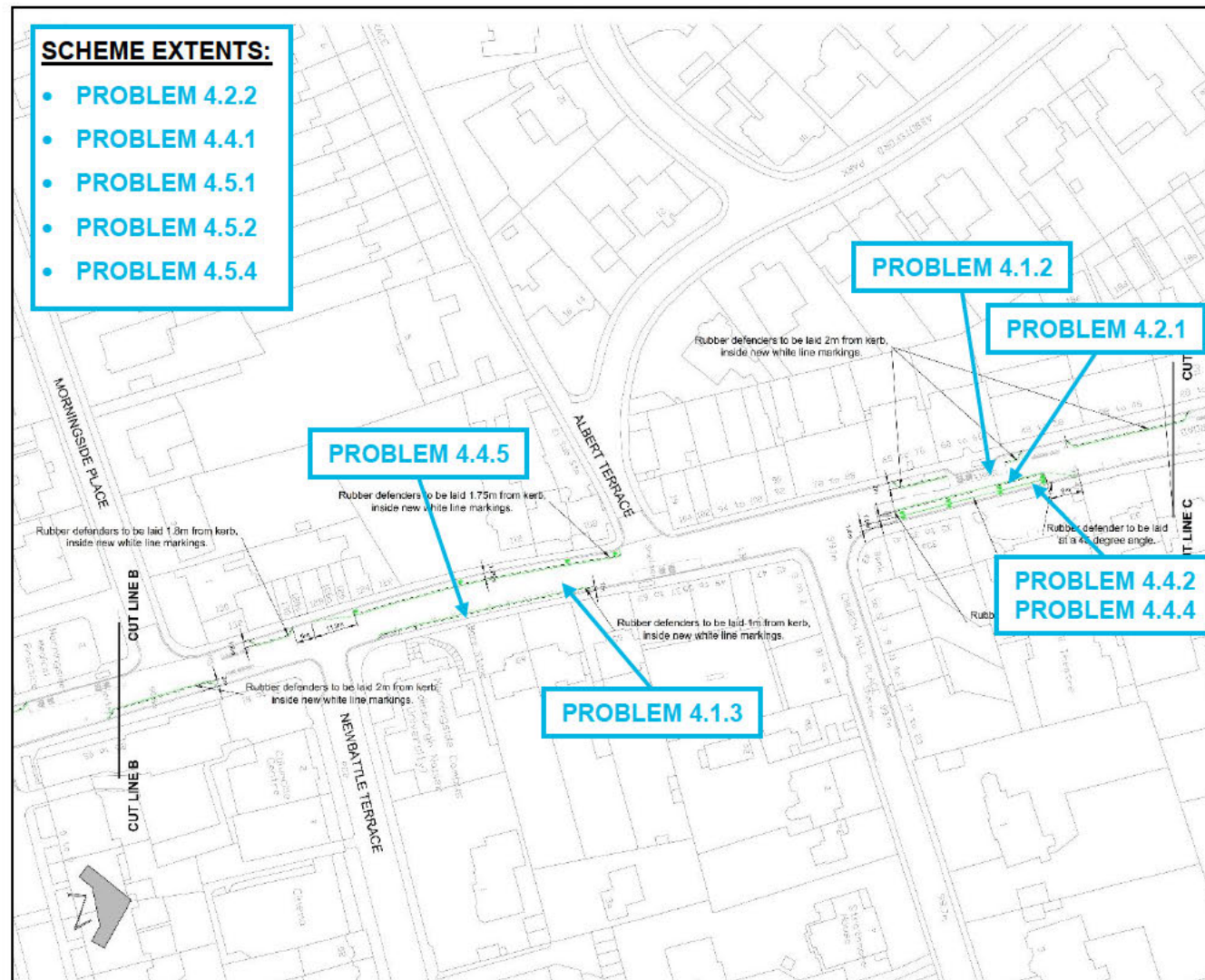
Appendix B Problem Location Plans



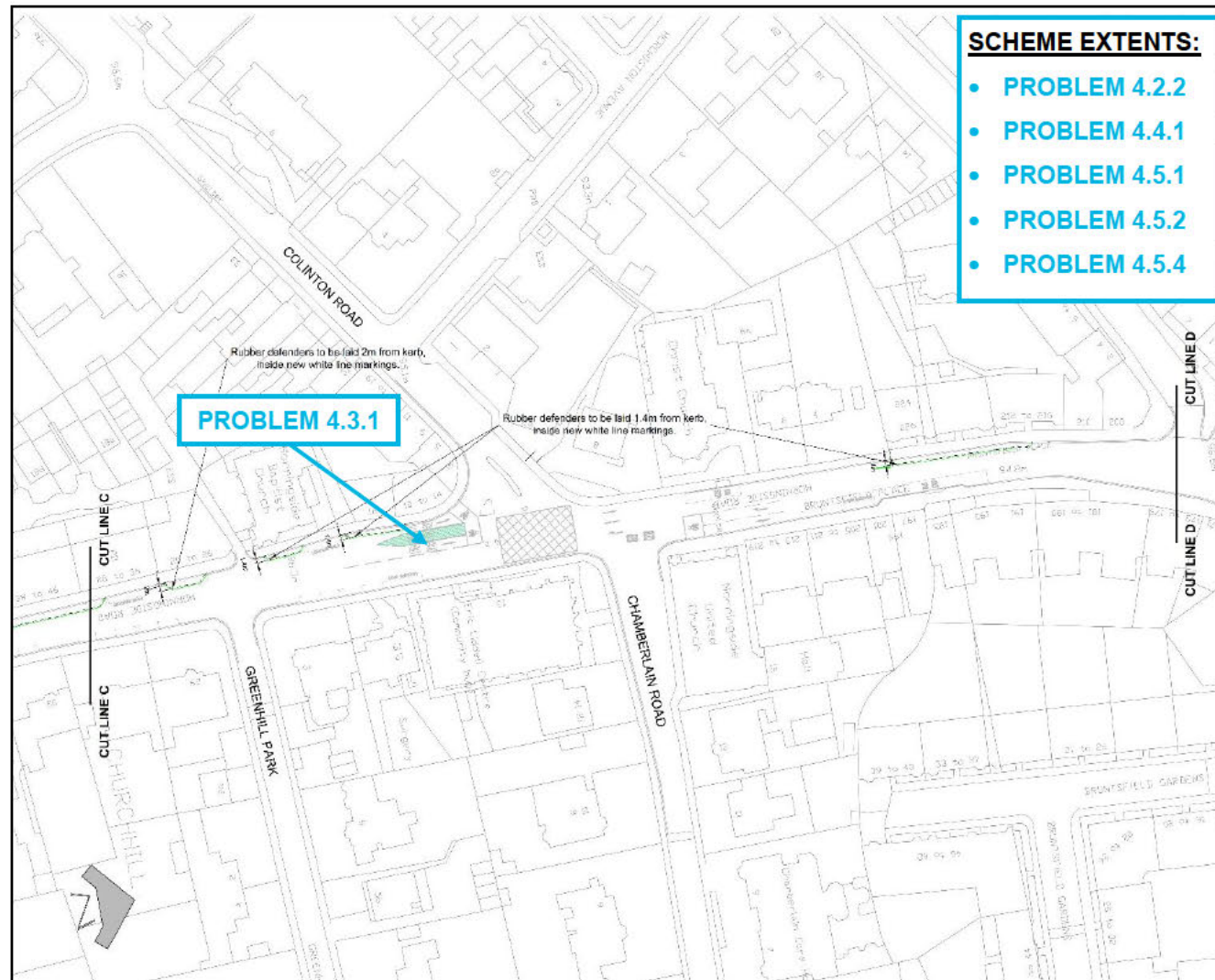
Problem Location Plan 1



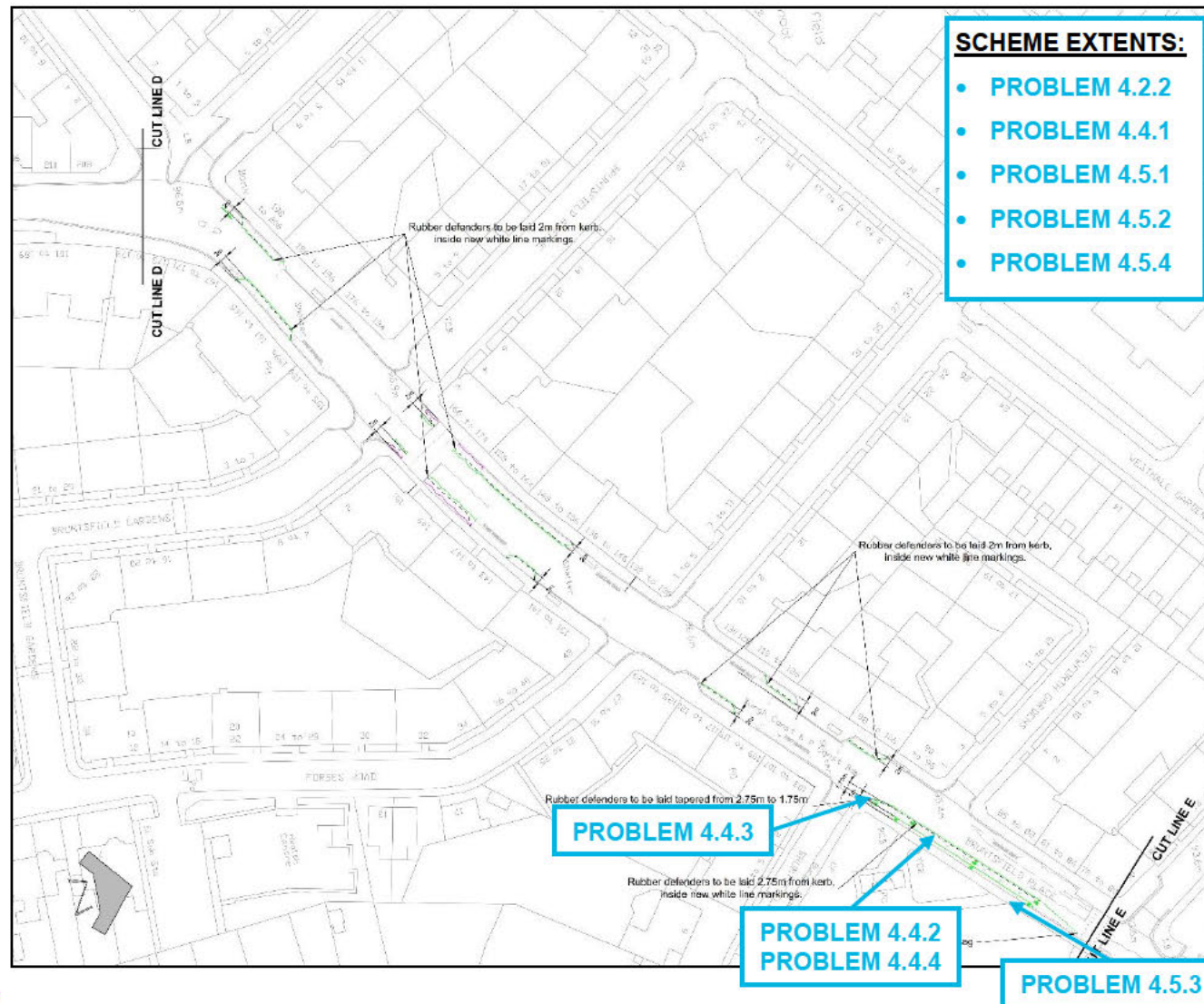
Problem Location Plan 2



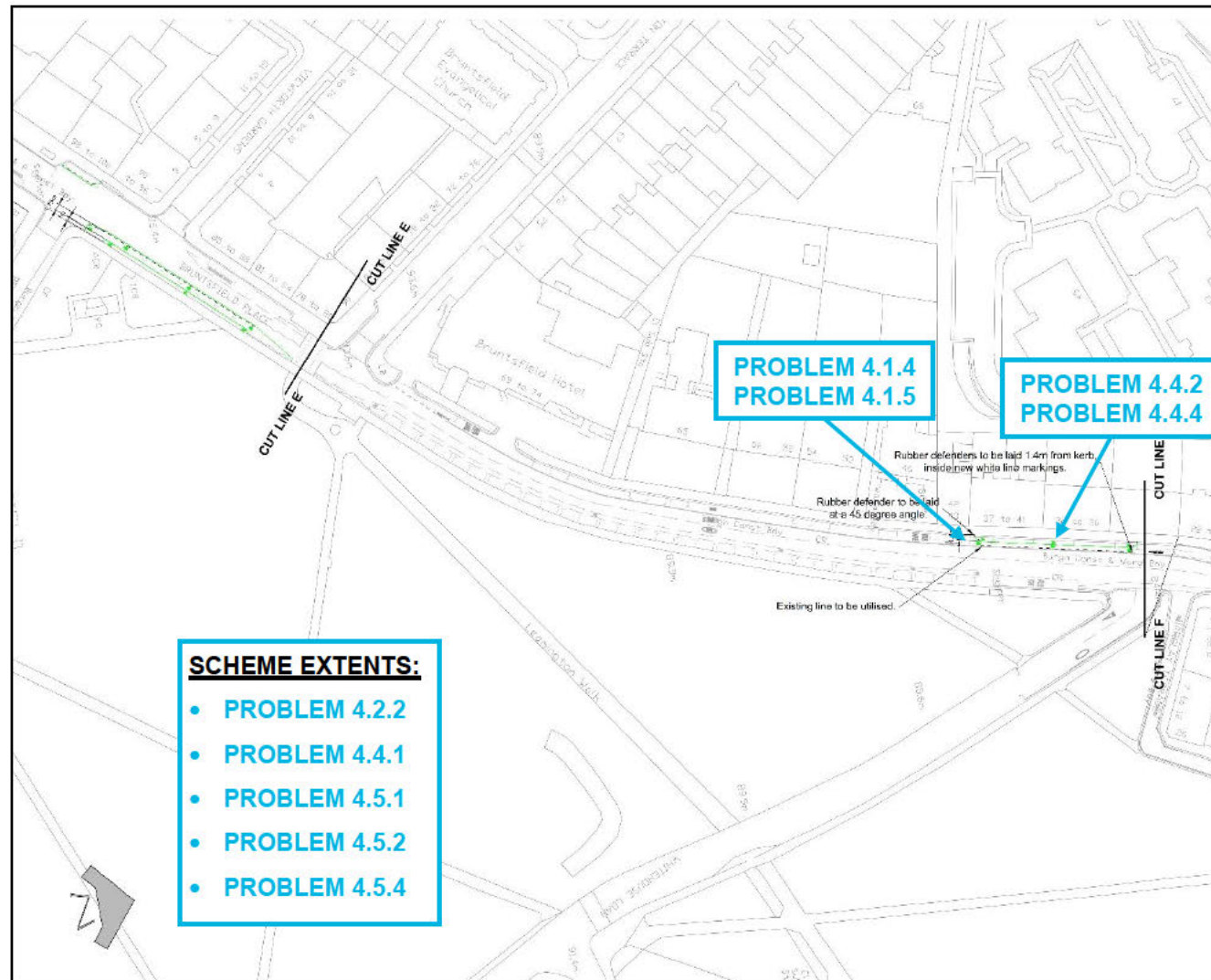
Problem Location Plan 3



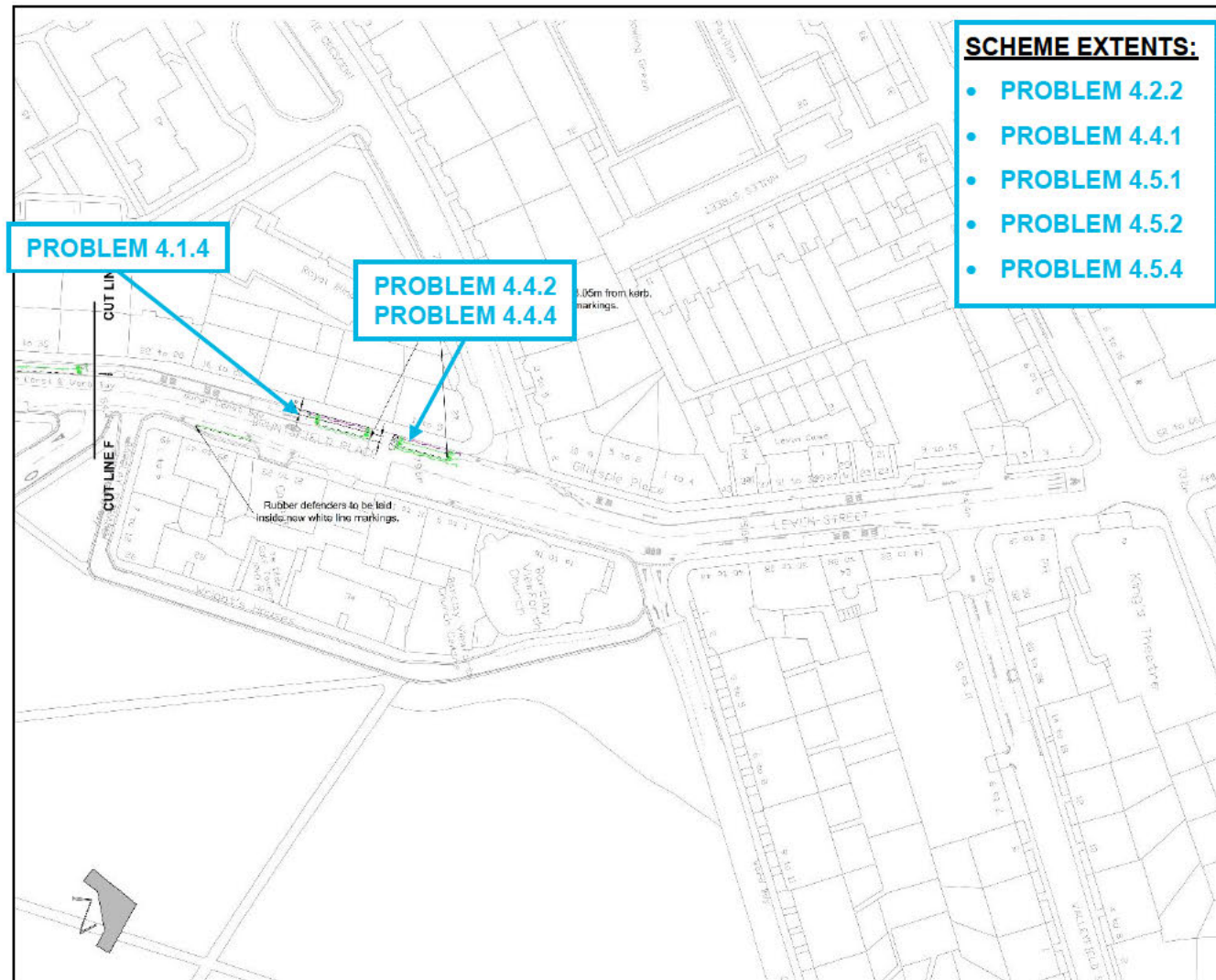
Problem Location Plan 4



Problem Location Plan 5



Problem Location Plan 6



Problem Location Plan 7

Appendix C Road Safety Audit Brief

Road Safety Audit Brief		RSA File Ref RSA/20/033	
PREPARED BY			
Name	Lloyd Richardson	Finance Code	50242
Organisation	The City of Edinburgh Council	Stage	3
Project Title	Spaces for People		
Signed			
DOCUMENTS ATTACHED			
List drawings, previous RSA's and any data attached			
Drawing No	Title	Scale	
CEC - Sfp - Morningside - 001b	CEC - Sfp - Morningside - 001b	NTS	
CEC - Sfp - Bruntsfield - 001b	CEC - Sfp - Bruntsfield - 001b	NTS	
TERMS OF REFERENCE			
List relevant DMRB documents and other guidance			
1			
2			
3			
4			
5			
6			
For completion by		Road Safety Team	
ADMIN DETAILS			
RSA Reference	RSA/20/033	Batch	45
Title	Sfp - Bruntsfield Town Centre		
Finance Code		Cost	
Telford		CEFATS	
Assigned to	AECOM	Date	w/b 21 Sept 2020

PROJECT SUMMARY			
Location	Morningside Road and Bruntsfield Place		
Type of Scheme	Temporary footway extension to allow for social distancing. (Spaces for People)		
Description	Increase the width of footpaths onto the carriageway to allow extra room for pedestrians within the town centre areas. Where possible, include cycle lanes to improve cyclists movements through these areas.		
Construction Start Date	Jul-20	Completion Date	TBC
<i>Select Stage Requested</i>			
STAGE 1	Preliminary Design	STAGE 2	Detailed Design
STAGE 3	Completion of Construction	STAGE 4	Post Opening Monitoring
AUTHORISATION			
Design Organisation	City of Edinburgh Council		
Overseeing Organisation	Address and Contact Details		
SCHEME DETAILS			
Committee Report	Description	Attached	
	Creating Safe Spaces for Walking and Cycling - 14 May 2020	Yes	No
Collision Data	Description	Attached	
	Summary of the data (36 months minimum)	Yes	No
Traffic Survey Data	Description	Attached	
	Summary of the data	Yes	No
Environmental Information/ Constraints	Description	Attached	
	e.g conservation areas, listed buildings	Yes	No
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		Collision Data Plot	
Traffic Signal Staging		Traffic Survey(s)	
Design Standards Used		Environmental Information	

BRIEF APPROVAL			
Name			Date
Organisation			E-mail
Signed			