
REPORT

65208321

**REDFORD ROAD, EDINBURGH
STAGE 1/2 ROAD SAFETY AUDIT**



P02

65208321-000-T-Z-0007

02 February 2023

**Prepared by
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**On behalf of
CITY OF EDINBURGH COUNCIL
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Change list

VER.	DATE	STATUS	REVIEWED	APPROVED
P01	14/12/2022	OVERSEEING ORGANISATION DRAFT	EH	MG
P02	02/02/2023	FINAL	EH	MG

Project Details

Report Title	Redford Road, Edinburgh Stage 1/2 road safety audit
Date	Thursday, 02 February 2023
Document Reference and Revision	65208321-000-T-Z-0007 P02
Prepared by	Sweco UK Ltd
On behalf of	City of Edinburgh Council

Key personnel





Client	Overseeing Organisation
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Designer	Road Safety Audit Team
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1 Introduction

1.1 Scheme Description

The scheme involves the removal of an existing two stage with pedestrian refuge signalised crossing on the B701 Redford Road, to the west of its junction with the Dreghorn Link. This crossing will be replaced by a single stage controlled pedestrian crossing located to the west of the current crossing. A cycle bypass of the roundabout with Dreghorn Link will be provided for the westbound route

1.2 Road Safety Audit Report

This report results from a Stage 1/2 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 [REDACTED], the Roads Authority Project Sponsor. The Road Safety Audit was carried out during December 2022.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved by [REDACTED], from the Overseeing Organisation was as follows:

Team Leader	[REDACTED]
Team Member	[REDACTED]

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 Tuesday, 06 December 2022. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief prepared by City of Edinburgh Council and approved by [REDACTED], 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 audit are as described in GG 119 Rev.2. The 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. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, 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.

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 GG 119, 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.

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 Departures from Standards

The audit team have not been made aware of any Departures from Standard for this scheme.

1.8 Site Visit

The site was visited by all Road Safety Audit Team members as detailed below:

Day/Date	Time from	Time to	Light Conditions	Weather	Surface	Traffic
Tuesday, 06 December 2022	1140	1215	Daylight	Fine	Wet / Damp	Motor Moderate Cyclist Light Pedestrian Light


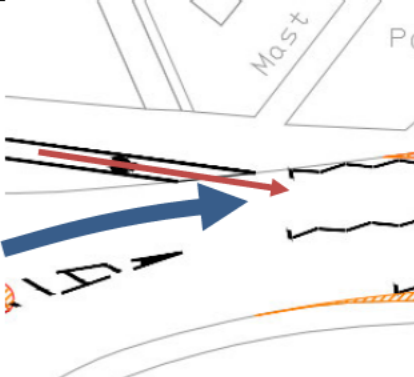

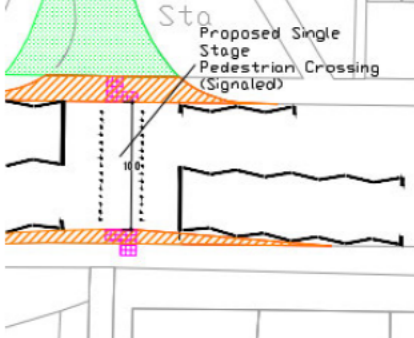
Notes:

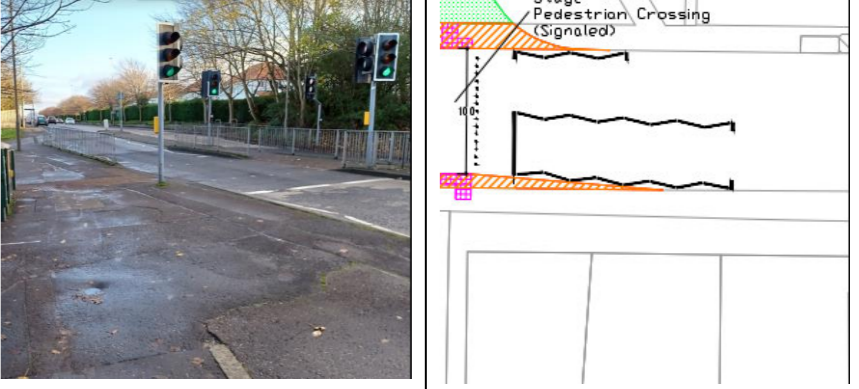
The levels of traffic observed are relative to the average traffic flows expected on the site.

2 Items raised in previous road safety audits

No previous road safety audits have been undertaken.

3 Items raised at this Stage 1/2 road safety audit.


Reference	Location	Collision type	Description	Recommendation	Photographs / Plan
3.1	General				
3.1.1	At merge of cycle path with Redford Road eastbound.	Side swipes between cycles and motor vehicles.	<p>The cycle path merges onto the carriageway prior to the crossing point and at angle which may be difficult for cyclists to see vehicles closing from the rear quarter.</p> <p>This could lead to side swipes between cyclists and motor vehicles.</p>	It is recommended that the cycle path merges into a cycle lane on the carriageway before blending with the carriageway.	 
3.2	Drainage				
3.2.1	On westbound approach to propose crossing.	Overshoot and collision with crossing users.	<p>A manhole cover is located on the approach to the proposed crossing.</p> <p>The metal manhole cover provides a skid risk to vehicles braking for the crossing, which could result in an overshoot of the stop line and potential collision with a crossing user.</p> <p>The metal cover can also lead to falls by motorcyclists and cyclists.</p>	It is recommended that the manhole cover is replaced with a cover that features similar grip properties to the surrounding road surface.	 


Reference	Location	Collision type	Description	Recommendation	Photographs / Plan
3.3	Pavement				
3.3.1	Westbound approach to proposed crossing.	Overshoots and collisions with crossing users.	<p>The westbound approach is downhill on a straight wide carriageway which is more susceptible to higher speeds.</p> <p>This may result in greater braking stresses for the crossing leading to possible skid risks, overshooting the crossing and striking crossing users.</p>	It is recommended that the road surface grip levels are enhanced on this approach.	 <p>The photograph shows a wide, straight road with a traffic light at the intersection. The plan view diagram illustrates the road layout, including the 'Pedestrian Crossing (Signaled)' area, and highlights the specific approach area mentioned in the text.</p>

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 BEng MSc MCIHT MSoRSA

Position Senior Engineer

Date: 2nd February 2023

Road Safety Audit Team Member

Name 

Signed 

Qualification MCIHT FSoRSA FIHE RegRSA(IHE) Certificate of Competence

Position Principal Engineer

Date: 2nd February 2023

Appendix A – Documents forming the audit Brief

Documents

Ref	Title	Date
RSA/22/023	Road safety audit brief	27/10/2022

Drawings

Drawing Number	Title
000063-RSA	Redford Road

Appendix B – Annotated scheme drawing

