

Road Safety Audit Response		RSA File Ref CEC Ref: RSA/20/050 AECOM Ref: RSA/323/S3-A	
PROJECT DETAILS			
Report Title	Gilmerton Road - Temporary Pedestrian and Cycle Infrastructure - RSA Stage 3		
PREPARED BY			
Name		Date	09/06/2021
Position			
Organisation	City of Edinburgh Council		
Signed			
APPROVED BY			
Name		Date	
Position			
Organisation	City of Edinburgh Council		
Signed			
INTRODUCTION			
Scheme: Provision of cycle lanes - much of which segregated through light segregation methods, alterations to existing road markings and renewal of some existing road markings. RSA Stage 3 CEC Ref # - RSA/20/050 AECOM Ref # - RSA/323/S3-A Gert Rijdsdijk - CEC Senior Project Officer - Active Travel Team			
RSA DECISION LOG			

RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Number of problem from RSA REPORT	Insert problem from RSA REPORT	Insert recommendation from RSA report	Insert design organisation's response	Insert Overseeing Organisation's response	Insert design and Overseeing Organisation's agreed action
4.1.1	Risk of cyclists getting their wheels stuck in a gully, falling from their bicycles and sustaining personal injuries.	It is recommended that these gully covers are replaced with covers that are cycle friendly.	Accept RSA comment, although the risk of wheels getting stuck when traveling along the road is minimal (the risk is bigger when traveling perpendicular to the road). The slip factor is the key risk. This was outwith the SfP scope of works but issue will be raised with CEC Road Maintenance team. Replacing the gully may be more proportionate at a time when the route is progressing to permanence - an interim set of markings to note the presence could also be used until this point?	Agreed.	OO representative to take recommendation for action and designer's response to appropriate council department.

4.1.2	Risk of road users skidding and losing control of their vehicles resulting in injuries to vehicle occupants / riders, due to excess surface water on the carriageway.	It is recommended that drainage is appropriate throughout the extents of the scheme and that any blocked gullies are appropriately cleared.	Accept RSA comment, this was outwith the SfP scope of works but issue will be raised with CEC Drainage team and recommendation for repair made/ cleaning done.	Agreed.	OO representative to take recommendation for action to appropriate council department.
4.1.3	Risk of drivers / riders losing control of their vehicles and resulting in the vehicle occupants / riders sustaining personal injuries, due to uneven carriageway surface. Secondary risk of vehicles swerving to avoid the affected area of surfacing and colliding with another road user, resulting in them sustaining personal injuries.	It is recommended that the ironwork and the surface of the carriageway are appropriately repaired / made good.	Vehicle risk, measures should decrease driver speed meaning defect will be crossed at a reduced speed and/or more time to maneuver. Not in designer scope.	Agreed.	OO representative to take recommendation for action to appropriate council department.

4.1.4	Risk of vehicles striking a temporary segregation unit, resulting in vehicle occupants / riders sustaining personal injuries, due to lack of signage and temporary segregation units not being conspicuous.	It is recommended that additional measures are provided to ensure that drivers / riders are aware of the presence of the segregation units, which could include enhancing the conspicuity of the units and / or providing suitable signage.	Red reflectors have now been fitted to all bollards after a junction, bus stop and other areas that have a distance of at least 15m without a segregator.	Agreed.	None
4.1.5	Risk of vehicles striking a temporary segregation unit resulting in vehicle occupants / riders sustaining personal injuries, due to temporary segregation units not being conspicuous.	It is recommended that the reflectors mounted on the temporary segregation units are appropriately reflective.	The units should have suitable retroreflectivity. If this is not the case then change - but not clear if audit assessed with car headlights or a cycle light?	Agreed.	Check the situation by night with proper head lights.
4.4.1	Risk of cyclists colliding with temporary ramp, falling from their bicycles and sustaining personal injuries due to presence of ramp within cycle lane.	It is recommended that the temporary ramp is removed or that appropriate measures are provided to make it conspicuous to approaching cyclists.	This is a temporary construction access. The ramp is at kerbside and not very big. The cycle lane is wide enough to steer around the ramp.	Agreed.	None

4.4.2	Risk of cyclists falling from their bicycles and sustaining personal injuries due to uneven surfacing within cycle lane.	It is recommended that the surface of the cycle lane is appropriately repaired / made good.	Not in designer scope but a positive improvement - but perhaps proportionally dealt with when making permanent (or if remaining temporary then fix).	Agreed, this problem has now been fixed	None
4.5.1	Risk of drivers / riders undertaking sudden manoeuvres in order to avoid entering the cycle lane, resulting in them colliding with other vehicles, due to markings and lack of signage in advance of cycle lane.	It is recommended that appropriate measures are provided to highlight the presence of the cycle lane to approaching drivers / riders, such as signage and / or providing a taper at the start of the cycle lane.	Avoid mixed message to cycle user, lanes imply secondary riding position, but at bus stop symbols imply primary.	Agreed.	We will apply a tapered entry to the cycle lane after the bus stop
4.5.2	Risk of vehicles overshooting give way lines and colliding with a passing cyclist or vehicle, due to give way markings not being sufficiently visible.	It is recommended that the give way markings are appropriately refreshed.	Agreed	Agreed	Refresh give way markings along the scheme

4.5.3	Risk of vehicles striking a temporary segregation unit, resulting in vehicle occupants / riders sustaining personal injuries, due to alignment of zig zag markings and position of temporary segregation units.	It is recommended that the zig zags are appropriately realigned and / or that the temporary segregation units are removed or repositioned further from the crossing.	Apply taper before the start of the cycle lane	Agreed	Apply taper after zig-zags and ahead of first segregator
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DESIGN ORGANISATION STATEMENT			
On behalf of the design organisation I certify that:			
1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.			
Name		Date	21/06/2021
Position			
Organisation	Sustrans Scotland		
Signed			
OVERSEEING ORGANISATION STATEMENT			

On behalf of the Overseeing Organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and

2) the agreed RSA actions will be progressed.

Name		Date	09/06/2021
Position			
Organisation	The City of Edinburgh Council		
Signed			