

AtkinsRéalis



**Drylaw Shopping
Centre – RSA
Designers Response**

City of Edinburgh Council

January 2026

DRYLAW SHOPPING CENTRE

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Project Details

Client	City of Edinburgh Council
Project	Drylaw Shopping Centre
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1. Designers Response

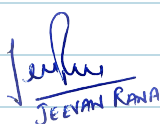

1.1 Statement of Compliance

This Designer's Response has been prepared in accordance with the requirements of DMRB GG119 Appendix F.

1.2 Project Details

Report Title:	Drylaw Shopping Centre Stage 1 and 2 Road Safety Audit
Date:	January 2026
Document Reference and Revision:	2425_051
Prepared by:	AtkinsRéalis
Overseeing Organisation:	City of Edinburgh Council

1.3 Authorisation Sheet

Project	Drylaw Shopping Centre
Report Title	Stage 1 & 2 RSA Response
Prepared by:	
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Signed	
Organisation	AtkinsRéalis
Date	14/01/2026
Approved by:	
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Position	Associate
Signed	
Organisation	AtkinsRéalis
Date	14/01/2026



1.4 Introduction

This Designers Response has been prepared in relation to the Stage 1 & 2 Road Safety Audit (RSA) for the Drylaw Shopping Centre. The AtkinsRéalis Audit team are fully independent of the Design Team.

An initial road safety review (of the existing infrastructure) was fulfilled by AtkinsRéalis in January 2026, based on design drawings prepared by AtkinsRéalis (Designer).

1.5 Key Personnel

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1.6 Road Safety Audit Decision Log

Problem	3.1
Problem Location	Ferry Road – existing refuge island
Problem Summary	Tactile paving on the southern footway at the refuge island is proposed for renewal. It was observed during the site visit that tactile paving is not currently provided at the refuge island or northern footway, and it is not proposed on the plans. Tactile paving warns pedestrians they are transitioning between footway and carriageway spaces and the orientation of the crossing facility. The absence of aligned tactile paving may disorientate visually impaired pedestrians. This may give rise to pedestrians failing to locate the opposite dropped kerb, at risk of injury from trips and falls whilst navigating full height kerbs. Additionally, pedestrians unable to detect the refuge island or safely egress from the carriageway may be struck by passing vehicles. Furthermore, the renewed tactile paving aligns with the existing lighting column located centrally within the island. This may contribute to pedestrian injury from impact
RSA Recommendation	It is recommended that accompanying and aligned tactile paving is provided at the refuge island crossing. It is also recommended that the lighting column is relocated out with the intended crossing area.
Designer Organisation Response	This is beyond the scope of the project. The proposed tactiles at this location have been specified to align with the new kerb line keeping the situation as is current, although a bollard has been removed to minimise obstructions on the southern side of the crossing.
Overseeing Organisation Response	We agree this is outwith the scope of this specific project. We will raise this matter internally so it can be considered in the context of general improvements being carried out in this area.
Agrees RSA Action	<i>No action.</i>



Problem	3.2
Problem Location	Ferry Road – Footway Buildout
Problem Summary	An existing drainage gully is located where the footway buildout is proposed at Ferry Road. Without a suitable amendment or new drainage facility, surface water may collect on the carriageway at this location. Water pooling may reduce tyre grip and contribute driver and rider injury from skidding or loss on control related collisions. These risks are exacerbated during colder temperatures when water may form ice.
RSA Recommendation	It is recommended that drainage facilities are amended in line with proposed kerblines changes to ensure surface water can drain away.
Designer Organisation Response	The gully will be relocated to align with the proposed kerblines as per the recommendation.
Overseeing Organisation Response	We agree this is an appropriate response that will resolve the identified issue.
Agrees RSA Action	<i>Gully location to be updated.</i>



Problem	3.3
Problem Location	Drylaw Shopping Centre / Ferry Road
Problem Summary	Carriageway resurfacing is proposed at the access to the shopping centre, extending to the junction mouth at Ferry Road. Surface defects were observed along the carriageway joint at the junction, as pictured above. It is anticipated that terminating the proposed resurfacing at the damaged joint will result in an accelerated deterioration of the carriageway surface overtime. Surface defects could lead to a loss-of-control of powered two-wheelers, causing them to be injured in the fall or if they are struck by another vehicle.
RSA Recommendation	It is recommended that the carriageway resurfacing includes resolving the long-term resilience of the carriageway joint and defects.
Designer Organisation Response	Resurfacing will be extended to tie in with the joint.
Overseeing Organisation Response	We agree this is an appropriate response that will resolve the identified issue.
Agrees RSA Action	<i>Resurfacing will be extended to tie in with the joint.</i>



Problem	3.4
Problem Location	Drylaw Shopping Centre – proposed ornamental planting bed
Problem Summary	The proposed ornamental planting bed aligns with the southern extents of the raised table crossing facility at the access to Drylaw Shopping Centre. Pedestrians orientated by that crossing's tactile paving may inadvertently proceed into the planting bed and kerb edging. This may contribute to injury from trips and falls. This risk is exacerbated for visually impaired pedestrian
RSA Recommendation	It is recommended that the extents of the ornamental planting bed are amended and a greater offset provided from the crossing facility and its associated tactile paving.
Designer Organisation Response	Planting area to be moved closer to building line by approximately 800mm, taking cognisance of existing underground utilities.
Overseeing Organisation Response	We agree this is an appropriate response that will resolve the identified issue.
Agrees RSA Action	<i>Ornamental planting area to be relocated, keeping the pedestrian desire line clear of any potential obstruction.</i>



Problem	3.5
Problem Location	Drylaw Shopping Centre – raised table crossing
Problem Summary	A chamber cover is located within the raised table crossing facility at the access to the shopping centre. With a raised square pattern, the cover presents a slip, trip and fall hazard to crossing pedestrians, potentially resulting in injury.
RSA Recommendation	It is recommended that an anti-skid, pedestrian friendly cover is provided.
Designer Organisation Response	The chamber cover is located within the existing crossing and is understood to be anti-skid. It is not proposed to change the cover as it's a third-party asset, and the proposed scheme will not significantly alter the existing crossing situation. There is an available width of 1.1m adjacent to the chamber, within the overall width of the crossing, should pedestrians wish to bypass the cover. It is recommended that the crossing is monitored and if deemed an issue, Scottish Water are contacted to discuss replacing the cover.
Overseeing Organisation Response	We will monitor the existing cover to ascertain if there are any issues.
Agrees RSA Action	<i>City of Edinburgh Council to monitor the crossing post-construction.</i>



Problem	3.6
Problem Location	Drylaw Shopping Centre – hatched road marking area
Problem Summary	<p>Hatched road markings are proposed at the shopping centre access at Ferry Road and comprise an overrun area for large vehicles. During the site visit, vehicles were parked within the proposed hatched area and with a high volume of parking activity observed throughout the site visit, it is anticipated that drivers may continue to park here. Vehicles within the hatched areas may obstruct larger vehicles entering / exiting the shopping centre and are at risk of being struck. Additionally, drivers attempting to avoid parked vehicles will be required to enter the opposing running lane, at risk of colliding with oncoming vehicles.</p> <p>Furthermore, vehicles parked within the hatched areas may restrict visibility to / from the raised table crossing. This may contribute to pedestrians and drivers simultaneously proceeding across the raised table, resulting in collision.</p>
RSA Recommendation	It is recommended that parking is prohibited across the extents of the hatched road marking overrun areas.
Designer Organisation Response	While it is agreed in principle, the project funding timelines do not allow for the implementation of a TRO. It is recommended that the Council monitor the use of the space, and may wish to consider the use of double yellow lines, or an alternative measure, should this be an issue.
Overseeing Organisation Response	The intention is to promote a TRO to allow various measures to be implemented, including double yellow lines. However, given the timescales for TROs, this is not able to be delivered within the scope of the current project.
Agrees RSA Action	<i>City of Edinburgh Council to monitor post-construction.</i>



Problem	3.7
Problem Location	Drylaw Shopping Centre – at Ferry Road
Problem Summary	<p>New mixed planting is proposed within the existing planter located adjacent to the shopping centre exit at Ferry Road. The RSA team acknowledge that a visibility splay has been provided, however noted restricted visibility from the junction during a drive through of the scheme. There is potential that as the proposed grasses and shrubs mature that the planting may restrict driver visibility, potentially exacerbated by the elevated positioning of the planter. Restricted visibility may contribute to drivers inadvertently exiting onto Ferry Road, at risk of side impact collisions.</p> <p>Furthermore, the risk of obstructed visibility may be increased if finished carriageway levels at the junction are lower than existing to enable the formation of the proposed raised table ramp at the access.</p>
RSA Recommendation	It is recommended that sufficient visibility is provided from the junction and that low level planting is proposed and maintained
Designer Organisation Response	<p>The landscape design proposed and specifies low level planting within the visibility splay in aim to minimise vegetation encroach. The proposed design also realigns the give way line, pulling it further forward compared to existing which should also help with visibility.</p> <p>Refer to the Overseeing Organisations response for any comments on long term maintenance of planting areas.</p>
Overseeing Organisation Response	We will ensure that the ongoing maintenance of the planting area ensures that visibility is not compromised.
Agrees RSA Action	<i>City of Edinburgh Council to monitor post-construction and undertake vegetation cut back as required.</i>



Problem	3.8
Problem Location	Drylaw Shopping Centre – disabled parking bays
Problem Summary	It is noted that the proposals do not include the provision of dropped kerbs at the disabled parking bays proposed within the shopping centre. The absence of dropped kerbs to enable access between the disabled parking bays and surrounding footway will increase time spent within the carriageway to access dropped kerbs proposed at the nearby uncontrolled crossing facility. This increases exposure and the potential to be struck by passing vehicles.
RSA Recommendation	It is recommended that a dropped kerb is provided between the disabled parking bays.
Designer Organisation Response	Drop kerbs will be added on the three kerb sides for the parking bays to ensure accessibility for passengers or drivers.
Overseeing Organisation Response	We agree this is an appropriate response that will resolve the identified issue.
Agrees RSA Action	<i>Drop kerbs to be included in design.</i>



Problem	3.9
Problem Location	Drylaw Shopping Centre – uncontrolled crossing facility (west)
Problem Summary	The scheme proposes tactile paving at the western extents of the shopping centre. It was observed during the site visit that there is a minimal kerb upstand at this location beyond the proposed crossing area. The absence of a detectable edge between the footway and carriageway may give rise to pedestrians crossing away from the intended facility and / or inadvertently entering the carriageway, at risk of being struck by vehicles.
RSA Recommendation	It is recommended that where pedestrians are not intended to cross, a detectable upstand is provided between the footway and carriageway
Designer Organisation Response	Due to funding constraints and the associated cost to 'lift' the footway, it is proposed to install corduroy tactile paving where there is a flush kerb that is not intended as a crossing to act as a hazard warning for visually impaired pedestrians to signify a change into a shared space.
Overseeing Organisation Response	We agree this is an appropriate response that will mitigate the identified issue.
Agrees RSA Action	<i>Corduroy paving to be added to design.</i>



Problem	3.10
Problem Location	Easter Drylaw Place – disabled parking bay
Problem Summary	Dropped kerbs are proposed either side of the disabled parking bay at Easter Drylaw Place. Based on the relative carriageway and footway levels, it is anticipated that water may pool at the dropped kerbs. Water pooling at the crossing may present a trip, slip and fall hazard to pedestrians, particularly those with mobility impairments. This risk may be exacerbated during colder temperatures when water may form ice.
RSA Recommendation	It is recommended that positive drainage is provided and consideration given to ensuring drainage features don't present a hazard to pedestrians using the dropped kerb proposed.
Designer Organisation Response	From the topographical information available, the proposed locations of the drop kerbs are not a low point and a longitudinal fall along the line of the kerb is present. This should convey any surface water flows to the adjacent gullies. Therefore, it is not proposed to introduce any further collection systems at this time.
Overseeing Organisation Response	We concur with the designer's conclusion that the existing configuration is unlikely to create an issue, but will monitor this.
Agrees RSA Action	<i>No action.</i>



1.7 Design Organization and Overseeing Organization Statements


On behalf of the design organisation, I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the overseeing organisation.

Name:	Ritchie Clift
Signed:	
Position:	Associate
Organisation:	AtkinsRéalis
Date	14/01/2026

On behalf of the Overseeing Organisation, I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and,
2. The agreed RSA actions will be progressed.

Name:	Kyle Drummond
Signed:	
Position:	Programme Development Officer
Organisation:	City of Edinburgh Council
Date	14 January 2026



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