

11(2)

From: 11(2) (TS)
Sent: 07 June 2021 09:56
To: 11(2) 11(2) 11(2)
Cc: 11(2)
Subject: RE: A77 Doonholm Road new signal installation - Pedestrian Crossings across trunk road

Thanks 11(2)

That makes perfect sense. The crossing point would be included within the signals if we agree to provide one. My argument is that this location will become a popular location for pedestrian movements once the Corton development is established assuming that a pedestrian link is provided to the minor road leading to Corton.

Regards

11(2)

From: 11(2)
Sent: 04 June 2021 15:34
To: 11(2)) (TS); 11(2)); 11(2))
Cc: 11(2)
Subject: RE: A77 Doonholm Road new signal installation - Pedestrian Crossings across trunk road

11(2)

My own view is that the only circumstance that an at-grade crossing on the A77 will be acceptable outwith a built-up area and this close to the Corton development is within a signal-controlled environment at a junction (as opposed to stand-alone).

Regards,

11(2)

11(2)

Quality Manager
Development Management
Network Operations
Roads Directorate

T: 11(2)
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Sent: 03 June 2021 10:42
To: 11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)>; 11(2)
11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)>; 11(2) 11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)>
Cc: 11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)>
Subject: A77 Doonholm Road new signal installation - Pedestrian Crossings across trunk road

Hi all,
as you may be aware, the objection to the TRO for the speed limit was recently resolved and Amey are now progressing with the detail design with the aim of implementing this scheme this year.
A question is about to be asked about whether a controlled crossing facility over the A77 should be incorporated into the signals? It was initially decided that this should not be provided, based on the fact that the development plan at the Maybole Road did not have at grade crossing and a footbridge was being provided.

In terms of Active Travel and to future proof this location I would suggest that a controlled crossing is included over the A77 which would provide link between Doonholm Road and the minor access road to Corton which, I understand will have pedestrian / cycle connections to the new development. It should be noted that a number of schools are located on Doonholm Road, so access to these from the future Corton Development would significantly benefit from a controlled crossing point.

Thoughts are welcome on this to allow the design to progress?

11(2)



11(2)
Trunk Road Active Travel Manager
Roads Directorate

M: 11(2)

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Road Safety Audit Stage 1
Response Report
**A77 Doonholm Road
Junction**
22/SW/0801/004
June 2022



Document Control Sheet

Project Name:	A77 Doonholm Road Junction
Project Number:	22/SW/0801/004
Report Title:	Road Safety Audit Stage 1 Response Report
Report Number:	RSARES-003

Issue Status/Amendment	Prepared	Reviewed	Approved
Final	Name: 11(2) Signature: 11(2) 11(2) Date: 15/06/2022	Name: 11(2) Signature: 11(2) 11(2) Date: 16/06/2022	Name: 11(2) Signature: 11(2) Date: 16/06/2022
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
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1 Introduction

1.1.1 This report contains the Designer’s Response from a combined Stage 1 Road Safety Audit (RSA) carried out on the A77 Doonholm Road Junction scheme in March 2022. Report number RSA/22/005.

1.1.2 The A77 Doonholm Road Junction scheme was subject to a road safety audit at the request of Amey on behalf of Transport Scotland; the overseeing organisation.

1.2 Key personnel

1.2.1 The key personnel in the Road Safety Audit process are shown in the table below.

Overseeing Organisation:	11(2)	– Transport Scotland
RSA team:	11(2 1(2))	– Amey Consulting
Design organisation:	11(2)	11(2) – Amey Consulting

1.2.2 The agreed action that will be taken in response to the problems identified in the RSA are shown in the decision log in Appendix A.



1.3 Design Organisation and Overseeing Organisation statements

1.3.1 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 this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	11(2)
Signed:	11(2)
Position:	Senior Civil Engineer
Organisation:	Amey
Date:	15 th June 2022

1.3.2 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 this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	11(2)
Signed:	11(2)
Position:	Road Safety Manager
Organisation:	Transport Scotland
Date:	15.06.22



Appendix A Road safety audit decision log

RSA					
PROBLEM No.	Summary	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1.1	Potential rear end shunts and vehicular / cyclist conflict due to apparently inadequate stacking space on the A77 between the two side roads.	It is recommended that integration of both side roads into a single signalised junction be investigated for the scheme. The Audit team recognise that they are not aware of the traffic flows in making this recommendation but this arrangement/configuration would improve safety for all users. In any event improvement measures should be included in the scheme to mitigate the potential issues identified of traffic flows backing up and cyclist usage and consequent collision risk.	Disagree – The junction operates as a single signalised junction albeit it’s a staggered junction. A traffic model has been prepared in Linsig to assess the operation of the proposed signalised junction and shows that the junction would operate within capacity based on the layout shown in drawing 20/NSW/0801/027/0100/011 and stages proposed. The signal timings allow for the staggers to be cleared of vehicles between each stage. It should also be noted that traffic control will be fully responsive (MOVA) using detectors to monitor how traffic moves through the junction, feeding back into this information into the controller to allow it to later timings as required. Advance Stop Lines (ASLs) are provided on the minor roads to allow experienced cyclists to position themselves in front of traffic. It is considered that the traffic signal installation will be an improvement for cyclists in comparison to the current existing layout. With regards to the modification of the layout into a simple crossroad junction, this would require re-alignment of minor roads within third party land and may require a new culvert over the existing watercourse to the east and therefore has been discounted due to expense and construction complexity.	Agree with Design Organisation response.	Provide necessary traffic modelling information including Linsig model during Road Safety Audit Stage 2.



RSA					
PROBLEM No.	Summary	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1.2	Southbound right turn lane for vehicles heading for Doonholm Road.	Dependent on traffic demands and capacity, it is recommended that the southbound right turning lane be reduced to a more appropriate length for this infrastructure in a 40mph speed limit.	<p>Disagree – It is unclear why and how the problem raised by the Auditor is particular to the right turn lane as the comments could potentially apply to the other approach lanes. Visibility to the signals is to standards and therefore approaching drivers should be able to see the upcoming traffic signal installation and therefore adapt their speed accordingly. Increasing the hatching to reduce the right turn lane may lead to ‘green chasers’ driving across the hatching. Preference is for the right turn lane to remain as existing to allow for demand and capacity.</p> <p>Summary – No changes proposed to the design</p>	Accept Design Organisation response.	Provide necessary traffic modelling information including Linsig model during Road Safety Audit Stage 2.
2.2.1	Lack of advance stop line on the A77 Carriageway for cyclist exiting Doonholm Road Southbound and Corton Road Northbound at Signal Phase B and Phase D.	Ensure cyclists have adequate advance provision at the traffic signal locations or alternatively remove cyclists from the carriageway, onto a footway/ cycleway in the western A77 verge and cross within the signalised junction.	<p>Disagree – The stagger lengths are too short to allow the introduction of ASL on the A77. In addition, and with reference to Cycling by Design 2021 (Section 5.3, Advanced stop lines layout) given the high traffic flows on the A77 (in excess of 5,000 vehicles per day/per direction) and the fact that the approaches on the A77 will receive more than 30% of the cycle green time, ASLs are not considered suitable on the A77. Furthermore, ASL would not benefit all cycle users (such as recumbent cycle users and inexperienced users) and mostly benefits experienced cycle users as cyclists need to be confident enough to stand in front of traffic, specifically true with high traffic volumes such as the A77. The provision of ASL on the minor roads together with appropriate inter-green periods to ensure that</p>	Accept design organisation response	No further action required



RSA					
PROBLEM No.	Summary	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			<p>cyclists have cleared the conflict zone should improve cyclist safety in comparison to the current existing arrangement. In addition, it is proposed to include cyclist detection on the minor road approaches to improve priority for cyclists.</p> <p>Provision of a crossing across the A77 have been discounted in discussion with Transport Scotland.</p> <p>Summary – Linsig report of the finalised traffic signal design to be included in the detailed design package for consideration in the Road Safety Audit Stage 2.</p>		
2.2.2	Proposed keep left bollard on traffic island	Ensure appropriate signage is in place on traffic island to the north of Doonholm Road.	<p>Agree, plain face bollard to be provided.</p> <p>Summary – Update design to include appropriate signage on the traffic island to the north of Doonholm Road</p>	Accept Design Organisation response.	Implement measure as per Design Organisation response.

11(2)

From: 11(2)
Sent: 09 September 2024 13:24
To: 11(2)
Subject: FW: A77 Doonholm Road Junction RSA Responses
Attachments: 22SW0801004_A77 Doonholm Road Junction RSA Stage 1 Response FINAL.pdf

For eRDM.

From: 11(2)
Sent: Thursday, June 16, 2022 8:44 AM
To: 11(2))
Cc: 11(2) ;11(2)
Subject: RE: A77 Doonholm Road Junction RSA Responses

Good Morning 11(2) ,

Please find attached final copies for your records.

Thanks
11(2)

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Sent: 15 June 2022 16:56
To: 11(2) @amey.co.uk>
Cc: 11(2) @amey.co.uk>; 11(2) @amey.co.uk>
Subject: RE: A77 Doonholm Road Junction RSA Responses

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Fabien

Please find attached:

- A77 Doonholm Road Junction RSA Stage 1 Response
- A77 Doonholm Road Parking Lay-by RSA Stage 1 & 2 Response

Kind regards

11(2) MEng CEng MICE
Road Safety Manager | Transport Scotland | 11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)

From: 11(2) [@amey.co.uk](mailto:11(2)@amey.co.uk)>
Sent: 15 June 2022 13:35
To: 11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)>
Cc: 11(2) [@amey.co.uk](mailto:11(2)@amey.co.uk)>; 11(2) [@amey.co.uk](mailto:11(2)@amey.co.uk)>
Subject: RE: A77 Doonholm Road Junction RSA Responses

Hi 11(2)

Thanks for your time earlier to discuss the Doonholm RSA designer responses.

I have attached the 2 updated reports which include overseeing organisation responses and agreed RSA actions.

If you could review and return signed copies of the word documents that would be great, I will then get the cover sheets signed off on our side and prepare final PDFs versions for your records.

11(2)

From: 11(2) [@amey.co.uk](mailto:11(2)@amey.co.uk)>
Sent: 09 May 2022 16:13
To: 11(2) [@transport.gov.scot](mailto:11(2)@transport.gov.scot)>
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Subject: A77 Doonholm Road Junction RSA Responses

Hi 11(2)

Please find attached the 2 Designer's responses for the Doonholm Road Scheme RSAs.

Could you please review and complete Column 5 of Appendix A and assuming you are in agreement with our responses, complete Section 1.3.2 and return it to me so we can finalise it with signatures in the front cover.

Thanks and regards
11(2)

11(2) IEng MICE MCIHT
Senior Civil Engineer | Scotland | Amey Consulting

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