

Technical note

Project	EARL - Edinburgh Airport Rail Link	Date	02 November 2005
Note	Response to Roddinglaw Road Stage 1 RSA (Rev A)	Ref	TEEARL/ 11.1
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1 *General*

1.1 The following comments are noted in response to issues raised within the Stage 1 RSA for Roddinglaw Road, part of the highways diversion works for the Edinburgh Airport Rail Link scheme and include revisions following discussions with the SWH Technical Team.

2 *B1.1.1 – Scottish Agricultural Science Agency (SASA) Access*

2.1 This alignment is solely for the use of the vehicles associated with the SASA land on either side of the proposed rail. The alignment is provided as an accommodation works access and as such has been designed with a very low design speed. It is proposed that a physical barrier be provided on this link to ensure that members of the public use the proposed new link from Roddinglaw Road to Freelands Road.

3 *B1.2.1 – Fencing and restraint systems*

3.1 Safety fencing (at P6 containment level) is proposed along the northern verge of the proposed new link from Roddinglaw Road to Freelands Road.

4 *B1.3.2 – Signposting of High load Routes*

4.1 No road traffic signs strategy has been created for the EARL scheme at this preliminary design stage. This comment has been noted and should be incorporated into the detailed design of the scheme.

5 *B2.1.1 – Local Alignment – Long straight (700m) on Roddinglaw Road diversion*

5.1 An alternative alignment with additional horizontal curvature may be possible closer to the motorway and joining Roddinglaw Road in between the Roddinglaw Business Park and the proposed SASA headquarters. This should be given consideration by the EARL Technical Team. If realignment is not possible, mitigation measures could be introduced on the original alignment, such as additional signage, and anti-skid surfacing, to warn approaching traffic.

- 6** ***B2.2.1 – Visibility – SASA Access***
- 6.1 As noted in point 1.1, this is a private access road for SASA. It is anticipated that driver speed will be slow over the bridge. There will also be a gate in the vicinity of the bridge which will again reduce drivers speed.
- 6.2 As the existing Roddinglaw road will be stopped up near the start of the SASA access track a turning head will be required at this location.
- 7** ***B3.1.1 – Junction – Roddinglaw Diversion / Roddinglaw Road***
- 7.1 As noted in point 4, an alternative alignment with additional horizontal curvature may be possible closer to the motorway and joining Roddinglaw Road in between the Roddinglaw Business Park and the proposed SASA headquarters. This should be given consideration by the EARL Technical Design Team. If realignment is not possible, mitigation measures could be introduced on the original alignment, such as additional signage, and anti-skid surfacing, to warn approaching traffic.
- 8** ***B3.2.1 – Junction Visibility – Roddinglaw Diversion / Freelands Road***
- 8.1 Vegetation at “The Lodge” should be cut back to ensure that the design speed visibility is achieved. To ensure that the vegetation is suitably maintained, it may require the purchase of the land within the junctions visibility envelope.