

Edinburgh Airport Rail Link



Summary of Roddinglaw Road Issues December 2005

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Summary of Roddinglaw Road Issues

Introduction

Roddinglaw Road in its current location will be severed by the proposed Edinburgh Airport Rail Link rail alignment.

At Roddinglaw, as a result of the proposed construction of a railway Grade-Separated Junction (GSJ), the road will be severed. This junction is needed to allow rail services to stop at Edinburgh Airport and provide a robust timetable that does not adversely impact on existing rail services.

The GSJ affects Roddinglaw Road as it cuts through the road at a point approx. 60 metres north of the existing bridge over the Edinburgh to Glasgow mainline railway, next to Roddinglaw Business Park, with railway at three levels. At this point the upper level railway is about the same level as the existing bridge by the Business Park.

In order to maintain the road on its existing alignment it would have to be a further 6 metres above the existing bridges to get over the railway, allowing for clearance to meet HMRI standards. If such a structure was to be provided it would dominate the local landscape and impact greatly upon the visual character of the area.

Options Examined

The following options were considered by Scott Wilson Halcrow (EARL Technical Advisors):

- Move the railway to avoid impact on Roddinglaw Road
- On-line road alignment
- Western Diversion
- Easterly By-pass
- Westerly By-pass 1

The Scott Wilson Halcrow (SWH) paper titled Roddinglaw Road Options Paper covers the assessment of these options and is appended to this summary (Appendix A).

Following consultation with the local residents and Ratho Community Council, the following options were also considered:

- Permanent Road Closure
- Westerly By-pass 2
- Westerly Alternative



A comparison table was produced to demonstrate the assessment undertaken by Scott Wilson Halcrow of the additional options and the original options. Table 1: Roddinglaw Road Options and the associated sketches of each option can be found in Appendix B.

It was concluded that the Western Diversion was the best option in terms of economics, safety, environment and constructability.

Road Safety Audit of Options

An independent Stage 1 Road Safety Audit (RSA) has been undertaken on the proposed Roddinglaw Road diversion preferred option. This report made a number of recommendations, which have been considered by the SWH Highways Engineer.

The Engineer has identified a number of points which should be considered further at detailed design stage.

It was recommended by the Highways Engineer in October 2005 that the Technical Team incorporate the change to the road alignment to remove the 700m straight section of road which could encourage speeding.

This recommendation has been reviewed against other key criteria by the Project Team i.e. stakeholder impacts, environmental impacts and cost when considering possible changes to the Bill. This was fed back to the Highways Engineer who has produced a revised note to cover the options for addressing safety issues if the change in road alignment was not feasible. Due to the increased negative impacts associated with this recommendation, it has been decided to retain the proposed alignment with consideration of further safety measures at detailed design stage as set out in the Highways Engineer's Technical Note Rev A.

A copy of both the Road Safety Audit and the Highways Engineer's Technical Note Rev A can be found in Appendix C of this summary paper.

In addition, a capacity assessment was undertaken to assess the impacts of both the proposed Roddinglaw Road Diversion and the permanent severance of Roddinglaw Road, which would allow traffic to re-distribute on the local road network.

The conclusion of this assessment was that either option would be acceptable in traffic terms.

The technical note which summarised this assessment is contained in Appendix D.



Roddinglaw Road Survey

In response to the proposed Roddinglaw Road severance, Ratho Community Council undertook a survey of the local area to seek the local residents' views on whether they would support closure of Roddinglaw Road instead of the proposed diversion.

In light of results received, **tie** undertook a formal Survey of both businesses and residents in wider area, covering those with postal codes EH28 and EH12 9 to ensure that those who may be impacted by traffic dispersal in the event of road closure were consulted. 2,320 self-completion questionnaires were posted to residents in EH28 (Winchburgh, Kirkliston, Ratho, Newbridge, Livingston and Burnside) and EH12 9 (Glendevon, Saughton and Saughtonhall) postcode districts. A further 378 self-completion questionnaires were sent to a named contact in local businesses in the EH28 and EH12 9 postcode districts.

The key results of this survey are:

- 7% of the mailed target population returned a completed questionnaire

4.1.7 Preferred Scenario – Residents Survey

	Scenario 1 (existing road closure with no alternative road)	Scenario 2 (existing road closure with alternative road alignment)	Neither	No reply
Impact on Environment	43%	14%	20%	23%
Impact on journey to work	16%	20%	34%	30%
Impact on journey outside work	22%	26%	27%	26%
Impact on local businesses	17%	31%	21%	31%
Prefer Overall	28%	29%	24%	19%
Base: 152				

The base size of business respondents is very low (35 responses) and as such the findings can only be viewed as indicative (please see report for further information).

The conclusion of the Roddinglaw Road Survey conducted by **tie** was that the Western Diversion (Scenario 2) should be retained.

A copy of the survey material and survey report is contained in Appendix E of this paper.



Conclusions

Following detailed review of both the road safety audit and accompanying Highways Engineer Response and the results of the Roddinglaw Road Survey, **tie** limited have decided to retain the proposal of the alternative road on the original proposed alignment, as included in the draft EARL Bill published in June 2005. This solution will be proposed in the finalised EARL Bill to be submitted to the Scottish Parliament in January 2006.

Appendices

- A: Scott Wilson Halcrow Roddinglaw Road Options Paper
- B: Table 1: Roddinglaw Road Options and Sketches
- C: Road Safety Audit Report including Engineer's Response
- D: Road Capacity Assessment Technical Note
- E: Roddinglaw Road Survey and Survey Report