

58854 ETRO/21/30C Silverknowes Road

What were the following costs associated with the completed scheme:

- a) Preliminary, Feasibility and Investigations costs. Provide evidence.

Due to the nature of this scheme as an experimental layout utilising temporary materials preliminary, feasibility and investigation costs were not incurred. Costs associated with staff time considering potential layouts and options in advance of designs would have been minimal and not meaningfully disaggregated from other activities associated with the Travelling Safely programme and therefore are not possible to provide.

- b) Detailed Design costs (including all sub consultants costs such as Stantec, Project Centre and similar). Provide evidence.

Costs associated with design are as follows:

TRO – £4,868.60 across internal and external charges

Project Centre – This work was delivered as part of a package of measures covering several schemes. The costs are not disaggregated against each scheme so it is not possible to provide the value of the work which related only to this project.

Stantec – This work was delivered as part of a package of measures covering several schemes. The costs are not disaggregated against each scheme so it is not possible to provide the value of this work which related only to this project.

- c) Construction costs. Provide evidence.

Hillhouse - £62,063. Award letter attached.

Stantec – £18,403. Award letter attached.

What were the Collision data and Personal Injury Accidents (PIA) data in the preceding five years of this scheme including date, time, location, severity, accident description?

This data is publicly available with a fee on:

<https://www.crashmap.co.uk/Search>

Results suggest there was one 'Slight' incident within the area affected by this scheme in March 2024.

What Road Safety Audits (RSA) and stages have been undertaken. Provide evidence and finding, including Post opening monitoring / Stage 4.

A Stage 2 Detailed Design audit was carried out. The results and Designer's Response are enclosed. The Post Completion audit has not yet been undertaken as the works are not complete.

What historic Traffic Count data has been used for this scheme including dates, times, volume counts, classification by type, speed and travel time, turning movements, and pedestrian and cycle counts.

Traffic volume and speed and cycle volume counts were undertaken in June 2025. Results are enclosed.

Third party personal information has been redacted from the documents provided in compliance with the Data Protection Act 2018.