

62677 Gilmerton Road A772 Footway Buildouts into Cycleways

A complete copy of the as-built project drawings to serve as a record of what has currently been constructed.

Please see proposed layout drawing attached.

The specific design guidance that the council notes this design complies with, including any specific reference drawings or design manuals relied upon.

[Traffic Signs Manual Chapter 6, Traffic Control, The Traffic Signs Regulations and General Directions 2016 & Design Manual for Roads and Bridges.](#)

Copies of the Stage 1, Stage 2, and Stage 3 Road Safety Audits for this project. Also the Stage 1, 2 & 3 RSAs for the existing ETRO Spaces for People and Travelling Safely scheme that has light segregation units in place along the length of the A722 either side of the crossing.

[A stage 1 & 2 safety audit was not carried out for the Spaces for People project. The stage 3 audit and response are attached.](#)

[A stage 1 & 2 safety audit was not carried out on the crossing; a request has been issued to the independent consultants to carry out a stage 3 audit, and we are awaiting a date for this to be completed.](#)

A copy of the original consultation notification, alongside a comprehensive list of to whom (organisations, statutory bodies, or individuals) this notification was shared. A copy of any feedback received and how this impacted the design proposal before construction commenced.

[As this is an upgrade to an existing Pelican crossing to a PUFFIN crossing, the council is not required to carry out any consultation.](#)

Confirmation of the current speed limit on this road (specifically, whether it is a variable or permanent 20mph zone) and documentation of any proposed changes to this limit or the road layout in light of the safety concerns and collisions raised.

[The current speed limit is 30mph, with the speed limit reduced to 20mph during school hours. There are no current proposals to change the speed limit further.](#)

Any reported collisions / between cycle users and previous and new crossing arrangement. Any information regarding the reported pedestrian safety issues used to determine the design proposal.

[Prior to the crossing being installed, the narrow footway widths were identified as part of the school travel plan. This was used to determine changes to the footway layout to provide a larger space for pedestrians to wait to cross. We have one report of a collision from a member of public after the crossing was installed. In the latest available 5-year period \(between 06/04/21-05/04/26\) there were no personal injury collisions reported to Police Scotland.](#)

What design guidance has been used to justify the application of high visibility reflective tape onto the new signal poles and what other options were considered.

The Traffic Signs Regulations and General Directions 2016. The use of a keep right bollard was considered.