

### Can signalised crossings be installed?

Each year the Council receives a far greater number of requests for pedestrian crossings than we are able to provide. In order to manage these requests, we have developed a priority system to evaluate locations and the crossing type most suitable for each location. This priority system was approved by the Council's Transport, Infrastructure and Environment Committee on [28 July 2009](#).

The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7am to 10am and 3pm to 6pm, and avoiding school holidays or any other factors which might cause an abnormal result.

This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition and speed of passing traffic, the road width, the number of pedestrian accidents and the presence of nearby trip attractors such as schools, doctors' surgeries, shops etc.

A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, refuge island or pavement build-outs. If a very low PV2 value is achieved, no additional crossing facilities may be recommended.

If you have a specific location you would like surveyed for a signalised crossing, please email the location to [transport.roadsafety@edinburgh.gov.uk](mailto:transport.roadsafety@edinburgh.gov.uk).

### Can another raised crossing be put in at Lovers Lane to Sommerville Gardens?

This will be looked at as part of the detailed design.

### Can we have the traffic calming extended into Dalmeny Estate?

There are no plans at present to traffic calm the Dalmeny Estate as this is a new estate that has been built in such a way a 20mph limit is self-enforcing.

### Can traffic lights be installed at Kirkliston Road?

This is out with the scope of this project and there are no plans at present to install traffic signals at this location.

### Can the money be used to fill in potholes and repair the road instead of these proposals?

No. The installation of traffic calming on Scotstoun Avenue was a requirement arising from the Planning process for the development of the new Dalmeny estate, to mitigate the impact of the additional traffic that it would generate. The Council subsequently entered into a legal agreement with the developer, under which the developer would contribute financially towards the cost of providing the traffic calming.

### Can chicanes be installed instead of cushions?

This will be looked at as part of the detailed design.

**Can the humps be extended into Moubray Grove, Sandercombe Drive, Scotstoun Park and the B800 (from Tesco to Kirkliston)?**

This is out with the scope of this project and there are no plans at present to traffic calm any of these locations.

**Can speed cameras be installed instead of humps?**

The provision, operation and maintenance of safety cameras, including red light cameras, is undertaken by Safety Cameras Scotland. There are established, national criteria that require to be satisfied before the installation of safety cameras can be considered. Further details are available on the Safety Cameras Scotland website:

<http://www.safetycameras.gov.scot/>

**Can cycle lanes be installed?**

This will be looked at as part of the detailed design.

**Why are humps being installed if there are no speed related accidents?**

The installation of traffic calming on Scotstoun Avenue was a requirement arising from the Planning process for the development of the new Dalmeny estate, to mitigate the impact of the additional traffic that it would generate. The Council subsequently entered into a legal agreement with the developer, under which the developer would contribute financially towards the cost of providing the traffic calming. However consideration will be given to the types of traffic calming used as part of the detailed design.

**Can the speed limit be changed to 30mph?**

The speed limit on Scotstoun Avenue will be remaining at 20mph following the implementation of this project.

**Can the bus stop at Moubray Grove be moved?**

This will be looked at as part of the detailed design.

**The raised crossing point at the junction is unsafe and will cause queuing, can it be removed?**

At present there are no plans to remove this from the proposals. The detailed design will undergo an independent road safety audit and, if this highlights any potential concerns over road safety, these will be given due consideration.