

Duddingston Road Safety Improvements - consultation

"The Council proposes to alter road markings and parking restrictions as well as upgrade traffic calming features on Duddingston Road. There is also a proposal to make Stanley Street a no through road for vehicles."

<https://consultationhub.edinburgh.gov.uk/sfc/duddingston-road-safety-improvements/>

Response by Spokes Porty - Submitted 05/05/20, ANON-7T7P-JBY4-B.

Note – this submission was before the Council commenced its programme of rapid 'temporary' measures such as road closures and 'pop-up' cycle lanes in response to the Covid crisis and government funding for such measures. Spokes Porty [is now arguing for](#) immediate segregated cycling in Duddingston Road and Duddingston Road West, as well as traffic calming in Brighton Place – these roads containing several schools and forming a major artery connecting Portobello with South Edinburgh and the city centre.

Duddingston Road

There is a growing acceptance of the urgent need for safe, practical and fit for purpose active travel infrastructure to address our problems with our health, levels of air pollution and congestion in the city, and climate change. The ongoing Covid19 crisis has, amongst other things, also focused attention on the need for active travel improvements.. Duddingston Road, in its current layout, is dangerous and off-putting for people who want to walk, cycle, wheel or scoot there - especially during the school run. While any improvements to road safety and active travel are to be welcomed, particularly around the two primary schools, this proposal is a huge wasted opportunity. We are urging the Council to be more ambitious, strategic and bold.

Duddingston Road is a wide street and this proposal fails to take advantage of that to redistribute road space to essential active travel. The Council already has a feasibility study on a more ambitious scheme for proper segregated infrastructure on Duddingston Road and it would make more sense to pursue funding and promote this more ambitious scheme. This would future proof the road for the Council's ambitious climate change goals, as well as contributing to a safe, direct active travel route from Portobello to Duddingston and on up to the Meadows and the city centre. This, in turn, could kick start a network of safe and attractive active travel routes throughout Edinburgh East.

The centrally hatched region running along much of the Duddingston Road is wasted space and, in reality, the hatching actually makes things worse. It keeps vehicles closer to the pavements and it discourages drivers from moving over far enough to pass cyclists safely. Close-passing by many motorists is one of the reasons that people who could cycle choose not to. It also frightens people into taking long and indirect routes to their destinations.

The building out of Duddingston Avenue is welcome. However, the Hamilton Terrace and Durham Road junctions should be similarly tightened. Both of these roads suffer from a degree of rat running and are busy crossings on the school run. Changing these to 'table junctions' with a clear pedestrian priority would slow traffic and greatly improve accessibility.

The sections of painted 'cycle lane' are of limited use without more protection to stop them from being blocked by parked vehicles. When they are blocked by parked vehicles they are worse than useless. In particular the section west of the build-out outside St. John's Primary, and the section east of the bus stop outside 4 Duddingston Road along to the build out at Hamilton Terrace, both require further protection.

There are no parking or waiting restrictions outside St. John's Nursery. This has been an ongoing issue since the new nursery first opened - during pick-up and drop-off times, there are many vehicles sitting with engines idling. This area, east from the bus stop along the front of the school to the build out, requires zig-zags or double yellow lines.

Looking at the map, what would make most sense would be to link up all of these areas of cycle lane, school zig-zag markings and double yellow lines mentioned above and simply remove parking from the north side of Duddingston Road for the full extent of the area covered by this plan. The housing along this section is low density and consists primarily of larger houses with driveways so residential parking would not be adversely affected by this. This would, at least, be a meaningful improvement to active travel in the area, and would be a real positive step towards the full segregated solution we would all like to see.

Stanley Street

With the removal of rat-running through traffic, Stanley Street will provide a key active travel route between Southfield Place and Hope Lane.

The junction of Stanley Street and Southfield Place is a busy crossing point for pedestrians heading to several local schools and nurseries, and the high volume of queuing traffic combined with the narrow pavements make this a difficult and dangerous crossing. This should be improved with the rat run through Hope Lane closed. However, some of this traffic will undoubtedly reroute via Park Avenue and this needs to be closely monitored and addressed. It is worth noting that the current unrestricted parking on Southfield place, particularly since Brighton Place reopened after resurfacing, also contributes to the danger at this junction.

The bollard spacing shown on the plan is 1.2m. The guidelines from 'Cycling By Design' suggests 1.5m as desirable, with 1.2m the absolute minimum. It would be good to see at least one bollard gap expanded to this size. Similarly, while the addition of "placemaking features" is to be welcomed in reclaiming the road space for leisure, care needs to be taken to ensure that these features don't impede active travel.

The bollards on Stanley Street need to be protected with double yellow lines to ensure a clear route to/from the road for cyclists.