

Proposals for temporary segregated cycle infrastructure Duddingston Road

Spokes Party welcomes the creation of temporary segregated cycle lanes on Duddingston Road. This is an important route for active travel with two primary schools on the road itself, and links to multiple residential, shopping and recreational areas. There are also two high schools and a nursery in the vicinity.

While some residents are parking private cars and business vehicles on Duddingston Road, the majority of houses have driveways. Safe active travel must take priority over the parking of private vehicles on a public road on such an important route. This prioritisation aligns with Transport Scotland's Sustainable Travel Hierarchy in the National Transport Strategy (2020).

We support the proposal and recommend the following improvements:

1. Cycle lanes should be accessed by entry tapers (TSRGD Diag. 1009). Red screed should also be used at the cycleway access to discourage drivers from accessing them.
2. Red screeding should be applied across the entrance to Durham Road and would also be welcome across minor junctions.
3. There is a risk at some wider junctions, e.g. Hamilton Terrace and Durham Road, that drivers will cut obliquely across the cycle lane, risking 'left hooks' when turning in, and reducing visibility of oncoming cyclists when pulling out. This could be reduced by closing up and marking the opening to the junction with further orcas and/or larger bollards.
4. The angles on the buildout pinch point near Duddingston Avenue are harsh and should be more forgiving. Taper at 1:10.
5. There should be give way markings instead of stop lines at the rediweld bus pad. The bus shelter (outside Number 49 Duddingston Road) is the wrong way around for the proposed bus pad.
6. There are surface issues on some parts of the road that could prove dangerous for cyclists that will need to be checked. These should be resolved as quickly as possible.
7. There are some inaccuracies on the map re the location of driveways to houses. This needs to be addressed.
8. Would it be possible to provide a bus shelter opposite 73, Duddingston Road if there is enough space? This would enhance the experience of current bus users as well as encouraging some drivers to switch to bus as lockdown conditions loosen on public transport.
9. The cycle lane widths appear mostly to be 1.5m wide. However, a few sections look like they have been narrowed down to 1.4m. If you take into account the width of the segregation (orca wands) then these lanes could end up being less than 1.2m wide. While we understand these measures are temporary, they are likely to be in use for a considerable time. We would welcome efforts to create lanes that have minimum 1.5m clear width in accordance with design guidance.
10. The note on the drawing states that the minimum road width is 6.5m. However, there are several sections where this is not achieved (pinch points). To avoid encroachment into the cycle lanes, traffic calming, such as 'priority over oncoming vehicles' systems, should be considered in these situations.

Next steps

The proposals for temporary segregated cycle lanes on Duddingston Road would provide even more benefits for safe active travel if followed up by:

- Segregated cycle infrastructure on Duddingston Road West (to provide a safe through route to Holy Rood RC High School, the Innocent Path, Holyrood Park, and locations in the south, west and centre of Edinburgh).
- Parking management, speed management, traffic reduction and traffic calming on Southfield Place and Brighton Place (to provide a safe through route to Portobello, the High St shops, and the beach).
- Safety improvements and pavement widening at the Baileyfield Road junction with Duddingston Road. This junction is particularly dangerous during the school term. There is not enough room for social distancing on the pavements while people wait to cross at the traffic lights. In addition, many people walking, scooting, wheeling and cycling to schools and nurseries are encountering heavy traffic, dangerous driving, and inconsiderate and dangerous parking on and in the vicinity of the junction.

We urge the Council to take forward these improvements which, if implemented together, would provide a vital safe active travel corridor from Portobello to many destinations, enabling many more people (particularly those without cars who have limited choices) to cycle on a safe, comfortable and direct route.

END.

Spokes Party is a local group of [Spokes, The Lothian Cycle Campaign](#).

We are working to make walking, wheeling and cycling safe, easy and fun for everyone in and around Edinburgh East.

Contact us at SpokesParty@gmail.com, @SpokesParty, or on facebook.