

from: Spokes Portobello <spokesporty@gmail.com>
to: transport.publictransaccess@edinburgh.gov.uk
cc: Spokes <spokes@spokes.org.uk>,
date: 6 Apr 2021, 11:18
subject: Duddingston Park South Proposed Bus Priority Scheme

BPRDF - Duddingston Park South Proposed Bus Priority Scheme

Spokes Porty welcomes the proposed Duddingston Park South proposed bus priority scheme. We support the implementation of bus lanes that ensure public transport users have reliable and rapid journeys where possible. Bus services must be prioritised over private vehicular traffic re the sustainable travel hierarchy.

We are, however, concerned that the proposal introduces two pinch points which may pose an increased risk to cyclists using this road.

The introduction of two traffic lanes will increase the possibility of left hooks by traffic turning into Mountcastle Drive South. This is a popular rat run with a lot of drivers turning left here when heading towards the city. If the citybound traffic lane is queued back, drivers will start to squeeze up the inside to get to the junction. This already happens to some extent but the bus lane will now hold the traffic queue out further right – creating a de facto left turn lane. We assume there's not enough width to extend the bus lane through the Mountcastle Drive South junction to the existing bus lane further north because of the bus stop on the other side, but the bus lane needs to extend as close to the junction as possible and any markings that will encourage left turning traffic to move left removed.

Similarly, the marking at the mini-roundabout for The Jewel again promotes two lanes through and that traffic may move left. This would perhaps be better as a single lane through the roundabout with the bus lane merging right into it. This would prevent any conflict with traffic merging left onto cyclists using the bus lane and there would be enough room for those cyclists to pass through the roundabout without having to move right.

A general bus lanes issue not specifically related to this scheme: Spokes Porty supports extended or full-time bus lane operation hours, given that in many cases, cyclists are expected to share the lanes with buses as there is no separate protected cycle infrastructure. Temporary bus lanes can be an issue outside operating hours. In our experience, few drivers use them outside operating hours anyway but those that do tend to be less patient and faster, and someone using the bus lane will not be able to safely pass a cyclist if the traffic lane is also occupied. Where the traffic lane is not occupied, there is no reason for the driver to use the bus lane.

With best wishes,

Spokes Porty

Spokes Porty is a local Spokes Lothian group. We work to make walking, wheeling and cycling safe, easy and fun for everyone in and around Edinburgh East.