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Kevin Lang <Kevin.Lang@edinburgh.gov.uk>,  
cc: Louise Young <Louise.Young@edinburgh.gov.uk>,  
"Cllr.Lewis.Younie@edinburgh.gov.uk" <Cllr.Lewis.Younie@edinburgh.gov.uk>,  
Norman Work <Norman.Work@edinburgh.gov.uk>  
date: 29 May 2023, 08:56  
subject: Comments on TRO/22/24

Dear Sir,

I am writing in both a personal capacity, and as a member of the Parent Council of Davidson's Mains Primary School, with regard to the above TRO, which concerns road markings to be installed at the Main Street/ Quality Street/ Corbiehill Road South junction as part of the planned re-design.

I would like to record an objection to the intended road markings as shown in the TRO plan. I would urge you to consider using double yellow/ double bar markings (no parking/ waiting/ loading at any time) at this junction on grounds of pedestrian safety.

My reason for suggesting this is as follows. As Councillor Kevin Lang noted in a recent post on a local FaceBook group about this TRO consultation, this roundabout is on a key route to 2 different schools (Royal High School and Davidson's Mains Primary): key because it is a main east-west access route for people walking and cycling to either school. In addition, this work was prompted by the tragic death of an elderly lady on the eastern zebra crossing in 2017. Thus, pedestrian safety is (and should be) the primary design principle for this work.

Single yellow lines are used at many junctions and nearby stretches of kerbside in this area. These markings are widely ignored (e.g. on east side of Quality Street just to the south of the map and Main Street on the map section (in particular) and further east. Indeed, many drivers seem to regard single yellow lines as invitations for use as short-term parking – this runs counter to the concerns around this junction, and therefore I feel that you should send a stronger message that parking is not to be permitted: thus, a permanent ban on parking, waiting or loading should be operative on this junction.

I would also note that such restrictions are used in the area already – in particular, I would direct your attention to Vivian Terrace and Corbiehill Crescent as exemplars. These also form part of the key pedestrian routes to the primary school, and so are protected by double yellow/ double bar markings, although it should be noted that even this is not completely sufficient to keep sightlines clear through these junctions, as vehicles are still occasionally parked directly on those corners. However, on a major crossroads, the markings and road layout should be more effective.

Going beyond the terms of this TRO, I would note that I have concerns about the shape of the scheme proposed for this location. As currently designed, it makes absolutely no concession to cycling – it narrows the roads to one lane per direction and therefore places cyclists directly in the main traffic stream. Although there will be some slowing of traffic caused by the build-outs, a better use of the space taken away from motor traffic would be to create a Dutch-style roundabout – still offering priority to cars, but with intermediate islands for bikes to cross when each lane offers an opportunity . This isn't a large area, but there is more space than it first appears, and I'd think this could be achieved with some careful alignment and keeping the cycle traffic to the inside of the roundabout (i.e. not a Cyclops design). Indeed, this could be an excellent test case for dealing with some of the smaller-scale roundabouts in Edinburgh.

In addition to the above, I'd note that one of the key movements for the primary school community at this location is from the west (East Barnton Gardens) to the south (Quality Street, turning left into Quality Street Lane, just below the south edge of the plan) or vice versa, as this connects the western "pan-handle" area of the school catchment to the primary school via a mini-LTN formed by Corbiehill Place and Crescent. Given there is proposed work to re-surface the off-road path that runs from the top end of Davidson's Mains Park, past the Royal High and on to Barnton Park Avenue/ Crescent (all within catchment), we are very close to creating an almost complete active travel route from a far flung part of the catchment to the primary school, useful given that recent re-routing of the LRT 41 bus service (now the 47 service) has removed easy bus connections for families in that area. Some joined up thinking here could offer families in the west end of the catchment area a superb alternative to the car-dominated travel options they currently have.

I hope there may be another opportunity to feed this view into the design process for this scheme. If not, please do pass it on to the design team – there is still time to reconsider the options here.

Copied to ward councillors for information.

With thanks,

Niall Anderson