

TRO/22/24

<https://www.edinburgh.gov.uk/downloads/download/15673/proposed-amendments-to-waiting-and-loading-restrictions-davidson-s-mains-roundabout-tro2224>

March 2024

I am writing on behalf 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/ Cramond Road South junction as part of the planned re-design.

The area covered by this TRO is part of a vital transport link for many members of the primary school community, with the key movement at this location being 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 the recent 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 distant 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.

Given the above rationale, it is disappointing to see that only single-yellow lines are being specified around the roundabout, and we would like to record an **objection** to the TRO for this reason. We would urge you to consider using double yellow/ double bar markings (no parking/ waiting/ loading at any time) in the vicinity of this junction on grounds of pedestrian safety.

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 roundabout and Main Street immediately to the east of the roundabout (in particular)). Indeed, many drivers seem to regard single yellow lines as invitations for use as short-term parking – this runs counter to the safety concerns around this junction, and therefore we 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 around this junction. Some of this should be accounted for by addition of the zig-zag lines required by zebra crossings, if this is indeed still part of the overall design, although we note that these are not included as a formal part of this TRO – based solely on the formal documentation here, the intended road markings are wholly inadequate.

The use of double yellow lines on entrances to and exits from the roundabouts would create much greater pedestrian safety, by maintaining clear sightlines through the roundabout, and also allow much greater space for cyclists to manoeuvre out of the main traffic stream (given there seems to be no plan to provide cycling-specific infrastructure here). In particular, using such markings to protect the east side of Quality Street from the roundabout to Quality Street Lane would provide much greater space and safety for members of the school community cycling from Barnton to the school – indeed, some segregation here (and something equivalent on the West side for school to Barnton journeys) would be a hugely valuable addition, offering a considerable safety improvement that would encourage active travel to and from school.

Indeed, we would note that we have concerns about the design 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 waiting areas for bikes at each corner plus combination pedestrian/ cycle zebras (as used e.g. in the Braids area recently) to allow two-stage right turns. This isn't a large area, but there is more space than it first appears, and this could be achieved with some careful alignment and protection of exit (straight-ahead) lanes by double yellows, as noted above. Indeed, this could be an excellent test case for dealing with some of the smaller-scale roundabouts in Edinburgh.

I hope that the above will influence your thinking about the road markings proposed for this area and that you will give serious thought to improving safety for those travelling by bicycle through the roundabout – this is a key movement route for members of the primary school community, as noted above, and we would urge you to consider this in the final design and planning stages for this project.

Copied to ward councillors for information.

With thanks,

Niall Anderson