

Davidson's Mains Roundabout – Main St/ Quality St – Spokes response

[Unfortunately the consultation page now deleted]

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cc: PG <spokes-lothian-planning@googlegroups.com>
date: 16 Jan 2026, 12:03
subject: Davidson's Mains Roundabout

I am sending this response on behalf of Spokes' Planning Group. As you will know, Spokes is Edinburgh's safer cycling campaigning organisation, and it represents people across the city who use bikes for everyday travel and recreation. In addition, on a personal note, I am a Silverknowes resident, and therefore very familiar with this particular location.

Thank you for providing an opportunity for us to comment on the two proposals for redeveloping this site. We are afraid that we have to report that we find both options to be extremely poor from the perspective of safety for people travelling by bike, and would not be in favour of either option being deployed as they stand.

Issues that particularly concern us are...

- There are no significant improvements for cycling in either option. This seems particularly disappointing, given that the aim of the project is stated to be as follows: "We propose make (sic) modifications to the junction which will improve safety for pedestrians including those with mobility issues and cyclists." Both proposals would see the removal of much of the current (admittedly poor) cycling infrastructure at the site, and indeed the only comments regarding cycling safety within the details of the proposal are to list what infrastructure is to be removed under each option.
- The east to west directions here are important for families travelling and from the local primary school (Davidson's Mains Primary), the nearby secondary school (Royal High School), and Davidson's Mains park (heavily used for both general recreation and organised activities such as football, fitness training and cycling training).
- The east to west direction is also important for a large number of cycle commuters who need to move from Davidson's Mains to Queensferry Road at Clermiston Road, Barnton, Drumbrae and beyond. The proposal to make East Barnton Gardens one-way from the roundabout would seem to remove the option to travel west to east for this group along the obvious and most direct route; it also removes an established modal filter that could encourage rat running in the vicinity of the Royal High School.
- Although the speed limits for the streets here are all set at 20 mph, the traffic density resulting from being so close to Queensferry Road and being used as an extremely busy motor vehicle commuter route out of Edinburgh to the north-west/ Fife make cycling in this area (particularly with and for younger children) particularly risky. There seems to be no attempt to reduce private motor vehicle usage, in line with council policies such as the 2030 traffic reduction target. Modal filtering one or two arms of the junction (e.g. bus/bike only to/ from East Barnton Gardens) and/or traffic calming/reduction measures in surrounding streets should be considered.
- We note that Option 2 seems to require some pavement widths to be severely reduced. This seems to run counter to the described project aims for a place-making, people-led redesign proposal in a local shopping street with very high pedestrian flows.

It is possible that Option 1 may offer a marginal advantage over Option 2, in that it would be relatively easy to adapt it to provide parallel cycle crossings at each zebra crossing, and repurpose some of the space regained from the roadway to become feeder lanes and cycle waiting areas, for example to facilitate two-stage right turns. Option 2 is very heavily biased towards motor vehicle traffic and would seem to require major adaptation to provide safety for cyclists. However, as noted above, neither option is acceptable as presented.