

## **Response to comments raised during the consultation period – Davidson’s Mains Roundabout Improvements**

### **Can signalised crossings be introduced instead of zebras?**

Traffic modelling has been undertaken to investigate the removal of the mini roundabout and introduce a signalised junction however, pedestrian average waiting times are likely to be longer as they will no longer be able to cross the road on demand as with the current uncontrolled Zebra crossings. This will be particularly felt during the PM peak period which would have a 2-minute wait for pedestrians. The introduction of double yellow lines between Main Street and Quality Street Lane would be required to support a signalised junction and may also negatively impact trade for businesses in the area. It would also be required to moving the listed structures, including the wall, from East Barnton Gardens and would add significant cost to the project and would not be guaranteed. The existing footways would also have to be narrowed slightly to accommodate the junction. Due to the negative impact on pedestrians and cost, a signalised junction will not be progressed at this time.

### **Can the crossings be moved further away from the roundabout?**

The crossings are positioned on the desire line for pedestrians. The Council has commitments to encourage active travel and moving crossings from desire lines has a negative impact on pedestrians and research has shown people will cross out with the crossing points which could have a negative impact on Road Safety. The crossings will therefore not be moved away from the roundabout but, as indicated in the plans, will be raised crossing points.

### **Can two lanes be maintained for entry to the roundabouts to ease congestion?**

The current road design is for single lane approach to the roundabout. The road space is being redesigned to move the width taken up by the central refuge island to buildouts at the footpaths. The proposed road width of 8 metres will not have a negative effect on traffic passing through this roundabout.

### **Can crossings and similar works be done at the school and bowling club?**

This is out with the scope of this project.

Each year the Council receives a far greater number of requests for pedestrian crossings than we are able to provide. In order to manage these requests, we have developed a priority system to evaluate locations and the crossing type most suitable for each location. This priority system was approved by the Council’s Transport, Infrastructure and Environment Committee on 28 July 2009. These locations have been added to our list for assessments to be carried out in Spring.

### **Can additional traffic calming be introduced on the approach to the roundabout?**

This will be considered under a different work stream as the Road Safety team are currently working through the results of the recently undertaken traffic surveys to compile a list of locations whereby an average speed above the normal tolerance of

24mph in a posted 20mph speed limit was recorded, which included Main Street with a recorded average of 26.7mph.

Following the approval of the [Evaluation of the 20mph Speed Limit Roll Out](#), by the Council's Transport and Environment Committee, site investigations will be undertaken at these locations to determine the suitability of further speed reduction measures. These investigations will be undertaken following the Transport and Environment Committee in February 2020. This is to allow for comment to be made on the report titled 'Approach to the Extension of 20mph Speed Limits', which includes details of the speed reduction measures utilised by the Road Safety team.

#### Can cycle facilities be introduced?

At present, there are no plans to introduce cycle facilities at this location.

#### Why is the money not being spent at other locations which are more dangerous?

The Road Safety Team undertakes regular collision investigations into all streets within the City of Edinburgh Council area. This investigation is carried out using the collision details supplied by Police Scotland, which is responsible for the collection of all personal injury road traffic collision data within its force area. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where remedial works may require to be implemented.

#### Can the money be spent on filling potholes on the city's roads instead?

No as this money has been allocated from the Road safety Capital budget which is separate from the road maintenance budget.

#### Can additional parking restrictions be introduced on Main Street?

There are no plans to introduce additional parking restrictions as part of this project.

#### Can Quality Street Lane be made one way?

This is out with the scope of this project.

#### Can Queensferry Road be reduced from 40mph to improve 20mph compliance?

Following the recent completion of the rollout of the citywide 20mph network, all 40mph roads within the City of Edinburgh Council's boundary are being considered for speed limit reduction to 30mph, as part of the 40mph speed limit review.

Traffic surveys have been undertaken on all 40mph roads and the results are being reviewed, along with other information that has been gathered, including collision data and each road's function, features and traffic composition.

A robust methodology is being used to inform any potential speed limit reductions and to identify any appropriate measures that might be required to support these reductions. Locations recommended for a reduction in speed limit from 40mph to 30mph will be presented to Committee for approval in February 2020.

Can the trees at East Barnton Gardens be cut back as it is growing over the footpath?

The Council's Locality team are responsible for enforcing hedges that encroach on to the public footway. I have forwarded this comment on to the Locality Team who will look into having the vegetation trimmed.

Air Quality is being affected by idling cars queuing on Main Street. Can something be done to combat this?

Main Street is not currently monitored by The City of Edinburgh Council. Air quality in the City of Edinburgh is assessed on an annual basis to fulfil the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not legal air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

The Council produces an Annual Progress Report summarising this work, which can be found on the website at the following address; <https://www.edinburgh.gov.uk/pollution/local-air-quality-management?documentId=12175&categoryId=20268>