

Local Traffic Improvement request: Dalmeny Street / Easter Road junction

Requested by Cllr Jack Caldwell, initially written 18th February 2025
(Updated from a previous application on 7th June 2024)

Benefits:

Pedestrian safety improvement in highly densely populated area, next to a Primary School.

Infrastructure requested:

An appropriate form of controlled crossing (signalised, zebra, etc.) prioritising the east-west pedestrian route across Easter Road, but preferably a four way traffic light system that could allow safe crossings at all four arms.

Speed reduction measures may be appropriate given the record of incidents there. Additionally nearby ATC 17 (Easter Road) in April 2024 indicates that although the total average speed is just under 24mph during the day, between midnight and 7am the average speed varies between 24.4mph and 27.3mph.

Context/background

The junction at Easter Road has been a longstanding issue for pedestrians across the wider area, particularly for individuals on the east side of Easter Road going to school or to Leith Walk, the local town centre and a large transport hub. Residents have reported to me that they feel “scared” trying to cross. Some testimonies from individuals I have talked to include;

- “As a very experienced cyclist who commutes to Leith every day, I actively avoid that junction if at all possible”. (2024)
- “You’re taking your life in your hands trying to cross that junction” (2024)
- “That junction is the single biggest obstacle to me taking a bus or tram from Leith Walk into the city” (2024)
- “As a [Leith] resident, I leave for my bus 10 minutes earlier than I have to, as that’s how long it can take to get across Easter Road. I’ve missed my bus several times due to the amount of traffic at the junction” (2025)

The below collision data supplied by Road Safety (mid 2024) can only take account of injury data, therefore does not take into account several incidents that led to AIP implementation in 2023, two of which reported by EdinburghLive:

<https://www.edinburghlive.co.uk/news/edinburgh-news/edinburgh-police-race-car-crash-26908190> and <https://www.edinburghlive.co.uk/news/edinburgh-news/edinburgh-road-closed-after-three-26917277>

ACCIDENTS BY MONTH AND YEAR UPTO 2024

	2019	2020	2021	2022	2023	2024	Total
January	0	0	0	0	0	0	0
February	1	0	0	0	0	0	1
March	1	0	0	0	0	0	1
April	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0
June	0	0	0	1	0	0	1
July	1	1	0	0	0	0	2
August	0	1	2	0	0	0	3
September	0	0	1	0	0	0	1
October	0	0	0	1	0	0	1
November	1	0	0	1	0	0	2
December	0	1	0	0	0	0	1
Total	4	3	3	3	0	0	13
%	31%	23%	23%	23%	0%	0%	100%

Sadly another of these in 2022 (pre-AIP) was a fatal hit and run at this junction: [Edinburgh driver jailed after hit-and-run that killed 21-year-old man - Edinburgh Live](#)

While AIP measures are extremely welcome and appreciated, pedestrians are still overwhelmingly feeling like they're taking a "risk" crossing here. The traffic levels are corroborated by recent Road Safety surveys on Dalmeny Street and Easter Road which show respective peaks of 734 vehicles an hour on Easter Road (over 12 vehicles a minute) and 382 vehicles per hour (over 6 cars a minute) on Dalmeny Street.

It should also be noted that as of February 2025, that BOTH AIP measures themselves (actually placed on the pavement) have been damaged by reckless driving, illustrating the constant rush at the junction and it's poor reputation for giving way, so a form of calming and control is required.



Above: Both Give Way signs are knocked down

Lastly, after significant door knocking in the area, a majority of individuals I spoke to about it have said this junction has been a longstanding concern. While this is anecdotal and unscientific, it is notable that this junction is within Scotland's most densely populated neighbourhood, in a ward with one of the lowest car ownership rates.

Potential financial impact

Based on equivalent schemes within the Road Safety Delivery Programme – 2024/25, I estimate the proposal may be in the range of £150,000 to £250,000.

Self-assessment of the LTI assessment criteria:

1) Does the project seek to address significant hazards or barriers to the mobility of vulnerable road users in local area?

Yes. Pedestrians who are at the top of the transport hierarchy are demonstrably at the bottom of the hierarchy of this very well used junction across a B-road. Additionally, the very short manoeuvre window being more controlled would assist cyclists in crossing west-east.

2) Significant Local Environment Features?

Lorne Primary's and Leith Academy's respective catchments both take in either side of the roads, meaning there is a significant probability of both primary and secondary school children needing to cross this junction to walk, wheel and cycle to school. The junction is highlighted with a red X on the below catchment maps.



Dalmeny Street itself around a decade ago was within the 20mph 'Safer Streets for Schools Zone'. Said signage has since been removed as 20mph was rolled out across a larger area.

3) What is the condition of the existing pavements, access routes or roads?

Condition of the road surface and pavement is good, the concern is regarding safety.

4) Project impact on community?

This would have a huge impact on not just residents living immediately east of Easter Road, but football fans who are travelling to and from Easter Road stadium after using the Balfour Street tram stop (nearest tram stop to the stadium) or one of the five regular bus routes down Leith Walk.

5) Does the project meet Council transport pledges and objectives?

This proposal would help pedestrian mobility, particularly in respect to enabling individuals access to a recognised Town Centre ("Leith Town Centre, Local Development Plan 2017 supplementary guidance") and a recently enhanced public transport corridor (Trams to Newhaven, June 2023).

As acknowledged above, recent AIP works have been an improvement, and I believe do not undermine or conflict the case for this proposal which is regarding pedestrian amenity and safety, while the AIP was aimed at immediate safety improvements for incidents that affected drivers in recent years.

Lastly, although I have no hard evidence to back this up, it may help reduce ratrunning down Dalmeny Street and St Clair Street.

6) Does the project improve accessibility or mobility for disabled road users?

Yes, the most vulnerable pedestrians at this junction are people who cannot cross quickly between the small gaps of traffic. The nearest signalled crossing east-west is roughly 387 feet north or 1,050 feet south and there is no alternate crossing for pedestrians travelling north to south, on either side of Easter Road.

7) Does the project help address issues identified in the Scottish Index of Multiple Deprivation? Scottish Index of Multiple Deprivation

The area directly east of Easter Road is SIMD 4. Other Lochend neighbourhoods to the direct east of that (which can vary between SIMD 1 and 2) would benefit from improved access to Leith Walk and it's public transport corridor as well as safer cycling crossing the junction east-west.

Additionally, the SIMD 4 – 8 areas directly next to the junction are SIMD 1 regarding Housing. This may indicate overcrowding on top of an already high population density (by property).

8) Does the project promote car use or seek to create additional parking areas?

No. This project would even have a positive side effect of naturally reducing speeds down Easter Road.

9) Additional Funding – Is additional funding available (external or internal) available to support the project.

No.

10) Aggregate Score - Number of listed criteria project meets. Does the project positively contribute to a number of different criteria?

Of determination of Officers.