

The Morningside Park crossing, where it joins Morningside Road, has had concerns raised about its safety for some years. The following outlines some of the data/evidence for action gathered over the last 10 years or so.

Morningside & Bruntsfield Street Life Assessment

Back in 2015 the 'Morningside & Bruntsfield' Street Life assessment looked at several areas. This is a long, thorough & quite hard to read document (<https://planningedinburgh.com/wp-content/uploads/2024/03/bruntsfield-and-morningside-r.pdf>). Some relevant points below.

This junction was Location D and "Location D was considered least safe. At all locations, reasons for lower scores were connected with traffic and fear of traffic accidents rather than crime."

Furthermore "1. FEELING SAFE Users at location D felt that the traffic was a large nuisance, particularly in terms of the noise and congestion it creates, but also in making it hard to cross the road as a pedestrian. Traffic was also cited as a reason to not cycle in the area due to perceptions of dangerous road conditions and volumes of car traffic. 2. Other users had seen other cyclists or pedestrians being hit which deterred them from cycling here."

The team tracked footfall in ten minute slots at different times over a few days, and generated this map of where folk walk; which demonstrates how complicated it is.



TUESDAY 10 NOVEMBER

Several options were mooted for consideration:

- addition of pedestrian feeling small-scale materials to imply to drivers that they are crossing a pedestrian movement route.
- **Consider trialling a zebra crossing.** A zebra crossing should be trialled in front of the bus stop to better facilitate pedestrian movement crossing the road to and from the bus. Currently many people jaywalk when running for a bus or do not wait at the traffic lights to cross. This zebra crossing could be trialled in addition to monitoring and evaluation based on additional direct observation studies to analyse whether this has been an improvement to the existing condition. Should this space be redesigned as proposed with a more active pedestrian space behind the bus stop this easier and more direct crossing would be particularly relevant.

PROGRAMME OF RESEARCH

At each of the five time slots (8am, 12pm, 3pm, 5pm, 7pm) on each of the three research days (Tuesday, Friday Saturday) and for each of the two town centres, each of the five researcher would complete the following programme of research:

- Pedestrian Movement Counts (10mins)
- Demographic Counts (10mins)
- Behavioural Mapping (10mins)
- Tracing (10mins)
- Tracking (10mins)
- Photograph + Diary Entry (5mins)
- 3x User Interviews (15mins)

Key Location	Date	Time				
D	10.11.2015	08.00	120	14	2	
D	10.11.2015	12.00	98	22		
D	10.11.2015	15.00	59	25	2	
D	10.11.2015	17.00	83	28		
D	10.11.2015	19.00	29	8		
D	13.11.2015	08.00	58	9	2	
D	13.11.2015	12.00	80	22	1	
D	13.11.2015	15.00	45	12		
D	13.11.2015	17.00	46	8		
D	13.11.2015	19.00	82	13	3	
D	14.11.2015	08.00	22			1 Playing: 1x running
D	14.11.2015	12.00	92	7	3	
D	14.11.2015	15.00	128	11	3	2 Lots of people walking in twos // Playing: two children playing running up the street
D	14.11.2015	17.00	82	5	2	Standing: 4x bus stop, 1x smoker // Sitting: 2x bus stop
D	14.11.2015	19.00	25	5		No sitting because of wet weather.
RESEARCH DIARY OBSERVATIONS						

MCC Survey

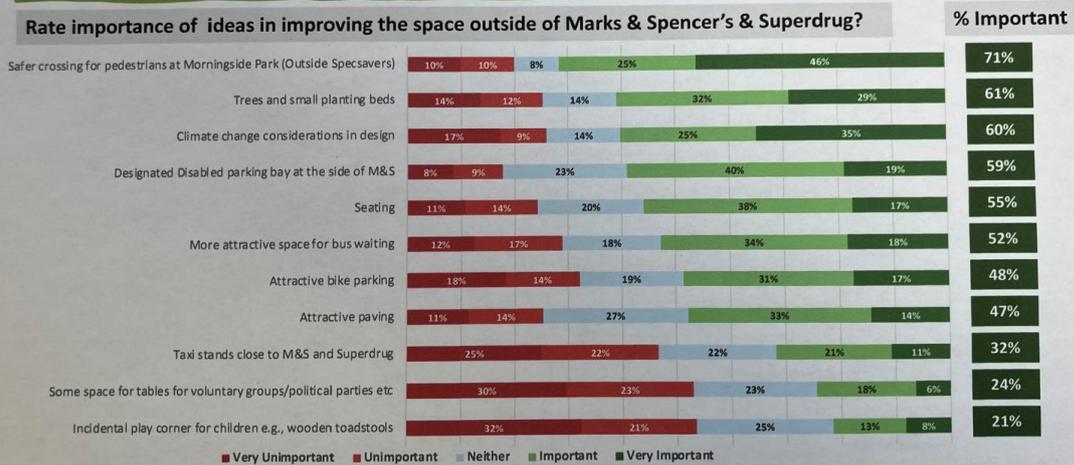
After a presentation by the CEC 20 minute neighbourhood team and concerns raised by nearby shops about the safety of older pedestrians crossing Morningside park, MCC undertook a survey in July 2023 to find out what people using the space in front of M&S and Superdrug thought about the issues with the space and possible environmental improvements. Our survey called the 'Street life survey' had 412 responses.

We have a number of a good qualitative quotes echoing safety concerns.

The MCC Travel Survey received 755 responses and found most people walked/ cycled/ used the bus to come to our town centre and love the variety of shops as well as the village feel, despite the traffic.

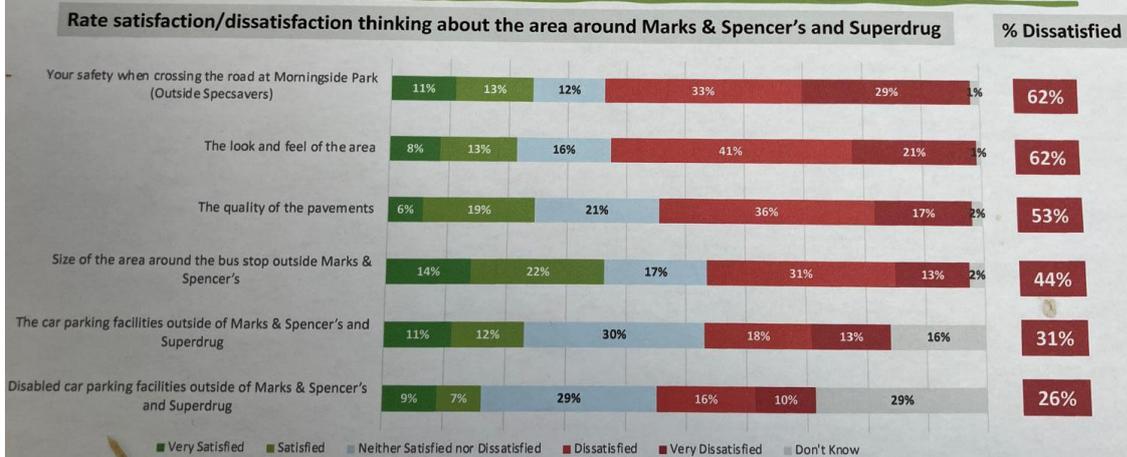
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Safer crossing for pedestrians (71%), adding greenery (61%) with climate considerations (60%) as well designated disabled parking (59%) are most important



Source: Q4 How important or unimportant are the following ideas in improving the space outside of Marks & Spencer's & Superdrug? Base: 412 responses

Almost two thirds (62%) were dissatisfied with the safety of crossing Morningside Park road and the look and feel of the area

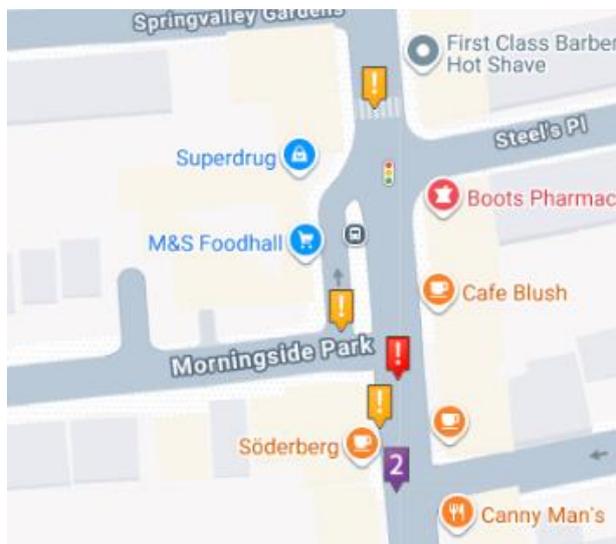


Source: Q3 Specifically thinking about the area around Marks & Spencer's and Superdrug. How satisfied or dissatisfied are you with: Base: 412 responses

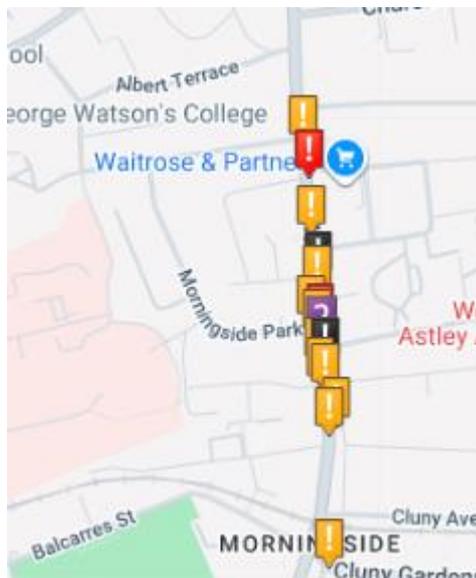
And this was further referenced in discussions at Community Council meetings, where anecdotal evidence of challenges, near-misses, and accidents were reference.

Crash Map

Searching Crash Map for Pedestrian casualties over the last 9 years shows a cluster of accidents at/near the junction:



To give context, here's a zoomed out picture for same search criteria



Current View

Two recent surveys have shown:

On 5/3/26 at 16:20, good weather, for 15 minutes:

- 6 cars pulling into parking spaces at front of M&S
- 39 cars entering/exiting Morningside Park from Morningside Road
- 105 pedestrians crossing Morningside Park (note, a noticeable number were family groups, presumably returning from school)
- 3 cars parked briefly on one of the 3 sets of double-yellows
- Challenges (judged by hesitation) for pedestrians when cars queueing to exit Morningside Park
- A car having to brake sharply when it turned left into Morningside Park & a pedestrian was already in middle of road.

On 4/3/26, in good weather, at 14.15 for 15 minutes

- 32 cars entering/exiting Morningside Park
- 77 pedestrians crossing Morningside Park
- 7 cars going into parking spaces in front of M&S
- No cars on double-yellows
- 1 pedestrian crossing road going north with walking aid; taxi exiting Morningside Park fails to stop even though she was near middle of road having started crossing before taxi visible (& she was visibly concerned)
- Challenges (judged by hesitation) for pedestrians when cars queueing to exit Morningside Park
- A car having to brake sharply when it turned left into Morningside Park & a pedestrian was already in middle of road.

Pedestrian volume counts look 'reasonably' similar to those from Street Life survey. And overall show a high level of use by both pedestrians and vehicles.