

CIMT 1st April 2021– Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 24/03/2021. Recipients were given 5 days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
Braid Road, Braid Crescent, Hermitage Gardens, Correnie Drive, Braid Avenue	<p>As part of overall emergency measures we are proposing to implement segregated cycleways alongside a southbound re-opening of Braid Road to help pedestrians and cyclists travel safely while meeting physical distancing requirements.</p> <p>In addition it is proposed to introduce modal filters and traffic calming measures in order to establish the southern section of the Quiet Route between Greenbank and the Meadows. Proposals are required to keep re-introduced traffic separate from the streets used for the quiet route.</p> <p>The proposed measures are:</p> <ul style="list-style-type: none">• Introduction of segregated cycleways on Braid Road• One-way southbound restriction for vehicles on Braid Road• Introduction of diagonal filter at: junction of Braid Road and Hermitage Drive; junction of Hermitage Gardens and Cluny Drive, and; junction of Braid Avenue and Cluny Drive• Introduction of No Entry restriction on Braid Crescent at its junction with Comiston Road• Consideration of extending bus lane hours of operation.	<p><u>Proceed with project delivery, subject to relevant revisions outlined below, without delay.</u></p>

Feedback

Comment from	Comment	Response
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<p>Cllr Jason Rust</p>	<ol style="list-style-type: none"> 1. It will not surprise you given that we are coming out of lockdown that I see no justification for the continued closure of Braid Road and remain of the view that it should be opened both directions. I recall that Dave/SFP were to going to supply further data regarding northbound timings for public transport. However, I have just seen Dave’s response. There was an understanding from the virtual meeting we had that more data was available or about to be made available, so I think a few of us must have picked that up incorrectly? 2. I consider the proposed measures will displace traffic further into residential streets which would seem to cancel the point of the scheme. As one example because of the barriers at Cluny Drive/Hermitage Gardens and Cluny Drive/Braid Avenue it will not be possible to travel directly along Cluny Gardens from Braid Road to the Midmars in either directions. As a result people will undoubtedly use the adjoining streets to reach their destinations? 3. There is going to be more street clutter than at present, which seems to be contrary to council policy and the plans do not address the ongoing issues of congestion on Comiston Road. From memory the original plan had three filters but 	<p>At the Transport and Environment Committee meeting January 28 it was agreed that Braid Road would open to Southbound traffic alongside consideration of measures to ensure the successful introduction of the Quiet Route. Lothian Buses have not provided specific data, but have confirmed that they are not concerned about northbound journey times on the A702.</p> <p>The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis.</p> <p>Street Clutter will be kept to a minimum, and wherever possible will be placed on the existing carriageway. Generally the barriers will be creating additional space for people walking and cycling. The Modal Filters were deemed to be unnecessary in the context of Braid Road being closed. IN the context of a southbound re-opening this is changed as there will be more traffic moving through the area which requires management.</p>
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	<p>were all removed after representations and yet we now have new filters.</p> <ol style="list-style-type: none">4. Access to “The Hermitage” seems to be further restricted for those with mobility issues because of the cycle lanes and double yellow lines.5. I understand that there are serious concerns about accessing Braid Hills Hotel which is reliant on coach parties. Due to the proposed cycle lanes from Braid Hills Road to Braidburn Terrace, no vehicles from the south can reach the hotel’s main entrance? The alternate “trades” entrance looks highly unsuitable for coach traffic and is going to cause problems and involve large vehicles doing umpteen right turns and through a residential area. I would like to know what discussion there has been with the hotel? It seems that coach drivers will require to use a narrow floating parking bay on the other side of the road, with passengers stepping off the coach into the south-bound traffic, collect luggage etc and then cross a cycle lane on a steep downhill stretch. It seems a recipe for conflict.6. I am concerned this matter is being rushed through with undue haste and is going to result in the creation of further issues. The lack of full notification and consultation with local people is problematic.	<p>Spaces for blue badge holders to park have been included on Braid Road. The proposals will reflect a reduction in space for pedestrians due to the re-opening of the road, however this is unavoidable without retaining the closure.</p> <p>It is proposed to revise the designs to continue to allow two way access on Braid Road as far as the main entrance to the hotel and remove the northbound segregated cycleway on Braid Road from Braid Hills Drive north to the main entrance to the hotel.</p> <p>The relevant notification procedures have been followed as with other SfP schemes, and the principles of this proposal</p>
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	<p>7. I would be interested to have sight of emergency service feedback on these proposals.</p>	<p>were approved by the Transport and Environment Committee Meeting on 28 January.</p> <p>Emergency services have been notified but have not provided any specific feedback.</p>
<p>Cllr Susan Webber</p>	<p>The cycle segregation and no entry points along this stretch will negatively impact the hotel. I am absolutely flabbergasted that this is even being considered. As well as being used by coach tour holiday makers, it is also a venue used by many local people from across the city for wakes and other larger receptions. It is not acceptable for a measure like this to materially change how a business operates in such an extreme manner and impact its patrons who are after all also residents of this city to such a detrimental degree. These are often elderly and those with mobility issues too. Yet again cycle provision is prioritised over all else.</p> <p>Also, looking at this, it appears that traffic coming up Braid Road southbound will not be able to access the closed stretch of the road under these new measures and will be forced to turn left onto Hermitage Drive. This is nonsense. Traffic of all sorts should be able to access the southbound stretch. Please advise me if I have interpreted this incorrectly.</p> <p>If ever there was a reason to FULLY re-open Braid Road in both directions this is it.</p>	<p>It is proposed to revise the designs to continue to allow two way access on Braid Road as far as the main entrance to the hotel and remove the northbound segregated cycleway on Braid Road from Braid Hills Drive north to the main entrance to the hotel.</p> <p>Braid Road is opening to southbound traffic in response to delays to southbound traffic on the A702 which is primarily caused by vehicles travelling from Cluny Gdns to Comiston Road via the residential streets. This traffic stream will be able to access Braid Road via Midmar Avenue. Encouraging southbound traffic to use Braid Road between Morningside Clock and Hermitage Drive would impact on the Quiet Route and create issues for residents of this section of Braid Road.</p> <p>At the Transport and Environment Committee meeting January 28 it was agreed that Braid Road would open to Southbound traffic alongside consideration of measures to ensure the</p>

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	<p>I have met with a number of residents from the Cluny Drive area, and I got a good sense and witnessed all sorts of vehicles maneuvering to avoid the various pinch points. I am certainly keen to support them and find a solution but I am not sure this is it. But that again goes back to the complexity and inter dependency on so many other factors and I do not get a sense these are understood well enough. Some of the measures may funnel vehicles down narrower streets and increase volumes of traffic on the informal and established active travel route to the primary school. If this does go ahead the try and modify approach has to be far more reactive than we have had to endure for the Braid Road Closure. Remember this was closed using the same “try and modify” quite some time ago at the start of lockdown and it is only now that we are considering opening it partially due partly to the acceptance of an amendment presented at committee that only served to delay this legitimate re-opening</p>	<p>successful introduction of the Quiet Route. Lothian Buses have not provided specific data, but have confirmed that they are not concerned about northbound journey times on the A702.</p> <p>The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis.</p>
<p>Cllr Melanie Main</p>	<p>The decision of TEC 28th January was as follows 1.1.2 approve the schemes noted in paragraphs 4.3 and 4.4 (and in Appendix 2); (4.3.1 Braid Road (Existing Road Closure) – it is recommended that Braid Road be reopened one-way, in a southbound direction. In addition, traffic calming measures should be considered in the Midmar area to manage through traffic speeds. This revision is proposed to reduce the impact on south-bound public transport journey times on Comiston Road (confirmed by Lothian Buses data in December 2020) and the impact of</p>	<p>Council officers considered closely what changes might be required to resolve the issues faced by public transport on the A702 while retaining the closures of Braid Road. This option was presented to Stakeholders recently. As shown, this required a very large number of closures and filters which would have necessitated a disproportional impact on local journeys in this area.</p> <p>For this reason, it is proposed to introduce the improvements to the Greenbank to Meadows Quiet Route, and the Southbound re-opening of Braid Road concurrently and the</p>

	<p>intrusive traffic on Braid Crescent and some other local streets including Cluny Drive etc. If possible, it is hoped to introduce the proposed Greenbank to Meadows Quiet Route in advance of this change. During this interim period engagement with Lothian Buses will continue, as will monitoring of any local traffic pressures.)</p> <p>1.1.2.1 While efforts to control the pandemic continue officers are asked to continue consideration of measures on Braid Road; manage intrusive traffic in neighbourhood streets with solutions such as modal filters; take a holistic approach alongside nearby initiatives including the Greenbank-Meadows Quiet Route and Braidburn Terrace; ensure continued monitoring of the effects of the scheme which will enable future decisions on any changes required.</p> <p>My understanding from the paper at TEC and officers is that the Quiet Route is to be established before Braid Road southbound was to be opened. However it is not clear which elements of the plans relate to the former and which to the latter. Congestion of Comiston Road affecting Lothian buses is unlikely to be an issue until all pupils are back at school at the end of April Clearly from April 5th it is Easter holidays and likely that people will be outdoors using the Hermitage, possible in the same kinds of numbers as last year, with clear need for social distancing and the same safety concerns, that lead to the decision to close the road. In addition the</p>	<p>designs have been developed on this basis. This allows for a more proportional set of interventions.</p> <p>Lothian Buses have notified the Council that they have started to see some minor delays on the southbound journey on the A702 again, and expect this to increase rapidly as schools return and we emerge from Lockdown. As such the southbound re-opening will take place without delay – though this will not be until the second week of the Easter break at the earliest.</p>
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	<p>Quiet Route and the increase in walking and cycling generally has changed the traffic and use of streets in the Cluny Estate.</p> <p>The understanding from the last committee meeting is that Braid road southbound needs to be easily implementable when needed, because the traffic on Comiston Road south bound is congested and causing problems for Lothian Buses.</p> <p>Lothian buses were concerned about traffic delays in December last year, and one of the reasons given by LB was the number of vehicles joining Comiston Road from the east side roads and the Cluny Estate. Have each of the changes suggested been evaluated to ensure that they do not add to this issue?</p> <p>The original draft plan for the Southern part of the Quiet Route included three modal filters, and took a different route. It was thought at the time that residents were very much against the modal filters and partial closures. However it has become evident that some residents did not understand the proposals, and were against the full closure of their streets. It now very clear that many residents in the streets concerned now understand the proposals far better, and the reasoning behind them, support measures suggested and would like to see the Quiet Route working well.</p> <p>Please can there be clear decision and communication now, as to what will trigger, the southbound re-opening of Braid Road.</p> <p>It is not clear from the proposals which measures are for the introduction of the Quiet Route and which</p>	
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	<p>‘manage intrusive traffic in neighbourhood streets with solutions such as modal filters’ as agreed, and will be put in place before the re-opening of Braid Road southbound from the Hermitage.</p> <p>MQR-C-GA-01-00-01 Braid Road/Braid Hill Road and MQR-C-GA-02-00-01 Braid Road from Hermitage South</p> <p>These proposals are welcomed, but pavement width does not meet requirements, and do not seem enough to allow for increased pedestrian traffic in particular families and weekend visitors. Physical barriers have been removed in favour of road markings, which experience would suggest will not be enough to ensure they are followed.</p> <p>MQR-C-GA-03-00-01 Braidburn Terrace/Braid Road/Hermitage</p> <p>I have grave concerns about the design of the main barrier and the movement of traffic at this junction, as a way forward for opening up Braid Road southbound.</p> <ol style="list-style-type: none"> 1. The pavement space on the east side of Braid Road, South side of Hermitage Drive are very narrow, and do not allow pedestrians to pass without stepping into the road, and the scheme does not widen these pavements. It hems the pedestrian in without room to pass each other, let alone safely socially distance. Video evidence that was accepted last year as a reason to redesign the closure at Braid Road is available to officers. 	<p>GA-01 & GA-02</p> <p>Pavement widths here were recently widened in numerous locations as part of improvements delivered by the Road Safety Team. Footways will be widened as part of these proposals where space allows. The presence of segregated cycleways does allow for pedestrians to step off the kerb when there are no cyclists immediately approaching.</p> <p>GA-03</p> <ol style="list-style-type: none"> 1. It is proposed to revise the designs to include footway widening around the South East corner of this junction. 2. The above changes will aid sightlines for this movement. 3. It is proposed to revise the designs which will make this clearer. 4. The movement described offers limited gain compared to remaining on the A702 northbound. It is not anticipated that a large number of motorists will opt to use this route. 5. Advanced signage of the closures will be provided, though it is possible people will miss these, it is expected that any issues of confusion would only appear during the first few days of operation. 6. The intention is that there will be very limited traffic on these roads, and the priorities at these junctions will be
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	<ol style="list-style-type: none">2. The blind corner turning South from Hermitage Drive into Braid Road has not been addressed for pedestrians, cyclists or other vehicles.3. It is not clear who has right of way turning onto Braid Road on the East, and not clear how cyclists and pedestrians coming up Braid Road will be safe to continue straight ahead to the Hermitage.4. The traffic travelling east from Braidburn Terrace, is diverted down Braid Road –It will most likely remain on Braid road and speed down to Cluny Gardens reinstating the northbound rat run north. This is part of the Quiet Route and has become quiet residential street much used by residents and families.5. There is a real risk of frustrated local or traffic making u-turns in several places as traffic tried to go directly East6. Cycling and pedestrian traffic still has to turn right through vehicular traffic to get continue on Quiet route. This doesn't seem to make it quieter or safer.7. Braidburn Terrace is becoming a car park for Hermitage visitors and residents have noted that this is becoming a walking and cycling hazard.8. Traffic from the South turning in to Braidburn Terrace from Comiston Road is causing back-ups	<p>changed in order to prioritise the Quiet Route movements over passing traffic.</p> <ol style="list-style-type: none">7. No changes to parking on Braidburn Terrace are proposed.8. The changes in these proposals are intended to discourage through traffic from the area. It is hoped that this should reduce the number of vehicles opting to turn right at this junction.9. This will be investigated and signage returned if required.10. This would have a significant impact on local journeys. As outlined above, these proposals should reduce the number of motorists opting to make this manoeuvre.
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	<p>of traffic heading North and jumping lights putting cyclists and pedestrians at risk.</p> <p>9. The signage and barriers preventing vehicles turning right out of Greenbank Place seems to have been moved, but are very much needed to prevent traffic on Greenbank Terrace turning right into Braidburn Terrace and heading the wrong way down a one way street.</p> <p>10. In order to establish the Quiet Route and prevent traffic backing up on Comiston Road Northbound, in the short period before the permanent Braidburn Terrace/ Hermitage scheme is put in place this summer which will solve many of the issues above, temporarily prevent vehicle traffic travelling north on Comiston Road from turning right into Braidburn Terrace. This has been suggested by local residents.</p> <p>MQR-C-GA-04-00-01 Braid Road/Braid Crescent I would expect that there is a high risk that the white lines suggested will not be enough to change traffic behaviour, and the rat run from Cluny Gardens up Braid road and down Braid Crescent (to avoid clock lights) will continue to get worse, and, according to Lothian buses the problem of traffic joining Comiston Road from the East side roads will get worse not better. A modal filter at junction of Braid Road and Braid Crescent, as was in the original plans would</p>	<p>GA-04</p> <p>A restriction at this junction would have a significant impact on local traffic. Should the route you have outlined become an issue we can consider further amendments as part of our project reviews. For example, this could be remedied by a No Entry restriction on Braid Road at the junction with Cluny Gardens.</p>
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	<ul style="list-style-type: none"> • prevent rat run north on Braid Road • halt the continuing increase in traffic rat running Braid Crescent to avoid the Morningside Clock junction, and exit onto Comiston Road, but still allow local exit. • Make it much safer for traffic using the quiet route on Braid Road turning right (east) onto Braid Crescent <p>This is a measure that some residents very much support, whereas others believe that opening Braid Road is the only way to reduce traffic on the Crescent.</p> <p>MQR-C-GA-05-00-01 Cluny Drive/Hermitage Gardens Generally the Cluny Estate has been transformed by the closure of Braid Road, and I believe that the quiet majority of local residents would like to see that continue. However Cluny Drive has seen an increase in traffic both walking, cycling and vehicles. It is a pedestrian route to Midmar Allotments and residents are supportive of this modal filter. Generally there is a much better understanding of the benefits of the quiet route and measures such as modal filters, and I have seen continued growing support in my in-box from local people.</p> <p>MQR-C-GA-06-00-01 Cluny Drive /Braid Avenue It is not clear what the advantage in simplifying the original suggestion that closed Braid road at the traffic lights for the Quiet Route is and this channels traffic</p>	<p>GA-05 Noted.</p> <p>GA-06 This closure allows traffic to access all areas while restricting through traffic on Braid Avenue to promote the Quiet Route. This is not expected to result in a significant amount of traffic on Cluny Drive east.</p>
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	<p>along the east part of Cluny Drive rather than keeping it on Cluny Gardens.</p> <p>MQR-C-GA-07-00-01 Cluny Drive/Midmar Avenue The measures to improve the ability for pedestrians to cross are welcome, but pedestrian space to walk is needed up whole side of east side of Midmar Drive, as pedestrian footfall has increased notably.</p> <p>MQR-C-GA-09-00-01 Hermitage Drive/Midmar Drive/Midmar Paddock This is a very tight and dangerous corner, next to Midmar Paddock where, before the increase in use over the pandemic, 1000 people were crossing the field each weekday and 1500 at weekends. It is not clear how the proposed measures improve safety of any road users, pedestrians, cyclists or vehicular traffic.</p> <p>In summary</p> <p>The majority of the suggestions are very welcome and will help to establish a much wanted and supported Quiet Route.</p> <p>It is not clear from the proposals which measures are for the introduction of the Quiet Route and which 'manage intrusive traffic in neighbourhood streets with solutions such as modal filters' as agreed, and will be put in place before the re-opening of Braid Road southbound from the Hermitage.</p> <p>I hope that the measures relating to the quiet route and mitigation or traffic issues can be implemented as soon as possible and kept under review.</p>	<p>GA-07 Providing a footway the full length of Midmar Drive on the east side would entail a significant cost due to the requirement to remove a large area of hatching, and introduce the new lining and defenders. This is not currently proposed.</p> <p>GA-09 The proposed measures will narrow the road and thus reduce traffic speed, as well as reducing crossing distance.</p> <p>Noted.</p>
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	<p>However I am very concerned that the proposed measures at Braidburn Terrace/Braid Road junction have serious risks for the safety of pedestrians and cyclists, travelling to and from the Hermitage, using the Quiet Route and traveling generally in the area. The layout could cause car driver frustration and inappropriate and potentially dangerous behaviour, such as attempting u-turns. I would ask that this specific proposal be re-examined.</p> <p>There needs to be a clear communication now, as to what will trigger the southbound re-opening of Braid Road.</p> <p>Please can consideration be given to ensuring that the permanent Braidburn Terrace/Hermitage project is brought forward as quickly as possible.</p>	
<p>CLlr Neil Ross</p>	<ol style="list-style-type: none"> 1. It is eleven months since Braid Road was closed, giving plenty of time to hold a consultation with residents. It is all very well consulting with wider community interests, such as Morningside Community Council, and with people who might travel through the area, but local residents, who know the area well, ask me when they will be consulted. Given that residents will not see the measures on the ground until after 5 April, the online SfP consultation does not cover these proposals, as it closes on 5 April. When will the Council engage with and listen to residents to find an effective, long-term solution for this area? 	<ol style="list-style-type: none"> 1. The relevant notification procedures have been followed as with other SfP schemes and the approved process from the Policy and Sustainability Committee on 14 May. Furthermore the principles of this proposal were approved by the Transport and Environment Committee Meeting on 28 January. A consultation is underway into whether and which Spaces for People schemes should be made permanent. Should they be made permanent this will require a full TRO process for the traffic restrictions which includes a mandatory consultation. 2. Once final plans are available they will be posted on the Council website. Signage will be in place warning of changes and the designs will seek to make the new layouts as easily legible as possible.

	<p>2. This is a complicated traffic scheme involving three diagonal modal filters and four changes in priorities at junctions. I fear that the lack of notification and explanation to local residents may increase the risk of accidents simply because drivers didn't know about or understand the changes. Please will you notify residents of these plans or at least post the plans on the Council's website?</p> <p>3. The modal filters at the junctions of Cluny Drive with Hermitage Gardens and Braid Avenue are welcomed by some residents in Cluny Drive, if they cut out through traffic avoiding Morningside Station traffic lights. They may also have the effect of directing local traffic onto other previously quiet roads and increasing local journeys while creating a new short cut along Comiston Terrace or Comiston Place and then north on Braid Road to join Cluny Gardens. Will 'Local Access only' signs be placed at the Comiston Road entrances to Comiston Terrace and Comiston Place? Also a 'right turn' filter at the Morningside Station traffic lights for traffic turning into Cluny Gardens from Comiston Road would reduce the incentive to cut through the Braid Estate. Please will you instruct the Traffic Light team to alter the lights sequence at Morningside Station to introduce a 'right turn'</p>	<p>3. The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis. Additional signage such as that described can be installed at these points to dissuade through traffic further. At present it is not proposed to alter the traffic lights at Morningside Station, however this can be considered as part of project review.</p> <p>4. The route described would require conflict points with traffic using Braid Road to travel southbound. The proposed route avoids these conflicts. Cyclists wishing to travel on Braid Avenue will still be able to do so.</p> <p>5. The changes made to the junction of Midmar Drive and Cluny Drive, and also those at the Paddock, should reduce traffic speeds on Midmar around these junctions. It is understood that the Road Safety still has plans to address speeding on this stretch, but as of yet there is no specific date for this.</p>
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	<p>filter for traffic heading east into Cluny Gardens?</p> <p>4. I like the idea of a Quiet Route through the Braid Estate but, as a cyclist, I would not choose to turn north into Braid Road from Braidburn Terrace and then proceed along Braid Crescent, Hermitage Gardens and Corrennie Drive to reach Braid Avenue. The route along Hermitage Drive and down Braid Avenue is wider, and therefore safer, for cycling, if not also simpler. It would help to change the priority at the south end of Braid Avenue so that vehicles and cyclists had priority to turn right into Hermitage Drive.</p> <p>Please reconsider the route to take it along Hermitage Drive and down Braid Avenue?</p> <p>5. The Council’s Road Safety team measured the average speed of traffic on Midmar Drive and Hermitage Drive at well in excess of 25 mph in its tests in March/April 2019. A commitment was made at the Transport & Environment Committee meeting in February 2020 to design and implement appropriate speed reduction measures. As these roads will carry all the traffic heading south from Cluny Gardens to Braid Road and many local residents and visitors come to the car park at the Midmar corner where there have been several recent incidents of vehicles leaving the road after taking the corner too quickly, can</p>	
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	<p>temporary speed reduction measures be installed to address this issue while permanent measures are designed?</p> <p>6. The residents living on the west side of Braid Road between the Braid Hills Hotel and Braid Hills Road have no driveways and must park their cars on the road. The removal of all parking spaces outside their homes will not only force them to park at some distance away but will make it impossible for elderly and disabled residents and young families to stop at the roadside outside their homes or for delivery drivers to directly access these houses. Please can you limit the cycle segregation on the west side of Braid Road to extend no further south than the entrance to the hotel?</p> <p>7. Before the pandemic coaches used to unload visitors and luggage on Braid Road outside the Braid Hills Hotel. In these plans, coaches are expected to use the tradesman’s entrance to the hotel, which is physically too narrow. Any coaches approaching the hotel from the south will have a 2.4 mile detour to return to the hotel from the north via the Braid Estate. Similarly, visitors and deliveries need to access the Cluny Lodge Nursing home on Cluny Drive. Both these businesses are impacted by these proposals. Has</p>	<p>6. It is proposed to remove the northbound cycleway at this section from the designs, and all parking on the northern side of the road will be retained.</p> <p>7. It is proposed to revise the designs to continue to allow two way access on Braid Road as far north as the main entrance to the hotel to allow such loading to continue.</p> <p>8. The segregated cycleways will restrict the lane width on Braid Road with the effect that speeds should be kept to a reasonable level.</p> <p>9. Should the route you have outlined become an issue we can consider further amendments as part of our project reviews. For example, this could be remedied by a No Entry restriction on Braid Road at the junction with Cluny Gardens.</p> <p>10. Due to the diagonal filters on Cluny Drive the movement described offers limited gain to northbound traffic compared to remaining on the A702 northbound. It is not anticipated that a large number of motorists will opt to use this route. Though if this is found to be the case we can consider any revisions as part of Project Review.</p> <p>11. The TTRO will be in place for no longer than until the Covid-19 pandemic is over. The project will be under regular review once implemented.</p>
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	<p>the Council discussed the plans with these local businesses and taken their views into account?</p> <p>8. Speeding traffic on Braid Road was a problem pre-pandemic, both north and south of the Hermitage. With Braid Road re-opening to southbound traffic, traffic calming measures will be required, such as raised road surfaces at junctions with Braid Crescent and Braid Hills Road. What consideration has been given to installing traffic calming along the length of Braid Road to make traffic slow down?</p> <p>9. The modal filters at Braid Road/Hermitage Drive and Cluny Drive/Hermitage Gardens seem to encourage traffic heading south from Morningside Road to either turn left into Cluny Drive and then go south up Hermitage Gardens along the Quiet Route or turn left into Braid Crescent and then into Hermitage Gardens, making these sections of the route more dangerous. See my comments at 4. above.</p> <p>10. The modal filter at Braid Road/Hermitage Drive will force vehicles exiting Braidburn Terrace to turn left into Braid Road along the Quiet Route when most of them want to head east along Hermitage Drive. Why combine vehicles and bicycles on this section of the Quiet Route?</p> <p>11. What is the trigger for reversing the proposals, assuming they are brought in using the</p>	
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	<p>emergency TTRO provisions? Given increased roll out of the vaccine, pandemic restrictions could be considerably reduced by the summer. What monitoring is planned? What would need to happen for a re-assessment to be undertaken?</p> <p>12. The justification given for these plans is to discourage car use and get people to walk and cycle more. That’s fine for short journeys if you are fit and able but not for the elderly, disabled and young families or if you have goods to collect or deliver. The real focus should be on bigger ticket solutions - a park and ride site at Lothianburn with good public transport and increased bus lanes; more parking restrictions to discourage commuter parking and an LEZ with financial penalties. Cycle lanes are important, but they don’t work for commuters coming into Edinburgh from the bypass or Mid Lothian nor do they work for the majority of local residents.</p>	<p>12. The suggestions raised are not within the scope of temporary interventions delivered as part of an emergency response to Covid-19.</p>
<p>Cllr Scott Arthur</p>	<p>I am grateful for the time that has been invested in producing the latest set of plans. As I stated at the workshop, it is not clear to me that the safest route for the “Quiet Route” has been selected. I also do not feel that I have seen sufficient data to understand why reopening Braid Road southbound was selected in preference to the viable alternatives. Lastly, I feel that there has not been sufficient engagement with local businesses and residents. Nonetheless, I am keen that we see</p>	<p>The route that has been selected for the Quiet Route is based on the ability to separate this alignment from that of general traffic using Braid Road to head south. It is of course true that some cyclists may continue to use Hermitage Drive and Braid Avenue, and this alignment allows for this. The rationale for a southbound re-opening was outlined at the Transport and Environment Committee on 28 January 2021 where it was agreed to progress along these lines.</p>

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	<p>some progress with Braid Road prior to schools returning after the Easter Break so I am happy for the southbound reopening to progress so that the impact on public transport may be tested.</p>	<p>Noted.</p>
<p>Morningside CC</p>	<ol style="list-style-type: none"> 1. The improvements at the Cluny Drive/Midmar Avenue are very welcome. 2. Residents of Cluny Drive ,who have been very active in contacting us recently, support the additional diagonal filter on Hermitage Gardens, as it will reduce the ‘rat running’ traffic going along Cluny Drive to avoid the traffic lights at the clock and delays on Comiston Road. This addition is also supported by MCC. 3. MCC is not sure of the timings for the permanent changes around Braidburn Crescent and the opening of Braid Road for southbound traffic. As you are aware, our concern is the general public is now used to the benefits of the closed road during the pandemic. If the plan is to open Braid Road to traffic is before the implementation of the Braidburn crescent and the pedestrian crossing, we are urging the Council to consider a temporary crossing at the entrance to Hermitage of the Braid. 4. At our recent meeting, MCC agreed that we would also request SFP to install a traffic light filter to enable northbound traffic turning right from Comiston Road onto Cluny Gardens. 	<ol style="list-style-type: none"> 1. Noted 2. The support is noted. 3. These will be delivered later this year. It is not likely to be within the scope of these temporary interventions to introduce a temporary pedestrian crossing at the Hermitage. 4. Changes to these lights are not proposed as part of the temporary scheme, however this suggestion will be passed on to our traffic signals team.

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	<p>In principle, MCC supports the SFP’s energy to support the behavioural changes necessary during the pandemic and for our future. However, our immediate concern is that drivers are continuing to move through our area and will not fully ‘buy’ into the road closures and that there will be increasing delays in turning right from Comiston road onto Cluny Gardens. MCC hopes the SFP appreciates that we are all trying to keep everyone onboard with the changes and therefore make this this request to minimise tensions.</p>	
<p>Fairmilehead CC</p>	<p>1 I note that some of the legends for the drawings are called Meadows Quiet Route whilst others are described as Morningside LTN (Low traffic neighbourhood).What are these titles to do with the re-opening of Braid Road?</p> <p>2 It appears from an initial look that the plans are mainly for cyclists rather than pedestrians or motorists. The plans appear to have been drawn up by Sustrans rather than the Council. Is Sustrans not a UK walking and cycling charity. Does the Council not have their own designers and engineers capable of undertaking this work?</p> <p>3 What is the cost of employing Sustrans to undertake the design and other work? Have the designers actually undertaken a site visit or was it all undertaken as a desktop exercised?</p>	<ol style="list-style-type: none"> 1. The delivery of the Meadows to Greenbank Quiet Route is linked to the southbound re-opening of Braid Road, and both are delivered together. 2. Sustrans have been appointed to produce the design drawings, and have done so under close supervision and following instructions from Council officers. 3. The costs of the designs are funded directly be Transport Scotland as part of the Spaces for People funding. The designers have been working from close supervision and instruction from council officers who are familiar with the site. 4. It is proposed to revise the designs to continue to allow two way access on Braid Road as far as the main entrance to the hotel and remove the northbound segregated cycleway on Braid Road from Braid Hills Drive north to the main entrance to the hotel. 5. This is correct. 6. This has been changed in order to remove the conflict between the cyclists using the quiet route and motorists heading southbound, especially at this junction.

	<p>4 It appears that the only access to the Braid Hills hotel northbound is by the very narrow “service” entrance between the houses. Buses and coaches are unable to negotiate this entrance and if dropping passengers at the main entrance they require to use the main entrance into the car park. Due to the road closure signs indicated it appears that the main entrance and drive are only directly accessible if you are travelling south.</p> <p>5 It appears that there is no direct access from Braidburn Terrace into the southern part of Braid Road or Hermitage Drive without either going round the houses or undertaking a complicated movement round the traffic island or doing a “U” turn somewhere. There also appears to be no direct access from the northern part of Braid Road into the southern part due to a proposed barrier.</p> <p>6 On the drawings for the quiet route there was direct access from Braidburn Terrace into Hermitage Drive. Why has this been changed?</p> <p>7 Due to proposed barriers at Cluny Drive/Hermitage Gardens and Cluny Drive/Braid Avenue it will not be possible to travel directly along Cluny Gardens from Braid Road to the Midmars in either directions. This means that persons will use the adjoining streets to reach their destinations. Surely an unintended consequence?.</p>	<p>7. The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis.</p> <p>8. The Quiet Route is proposed to be routed along Braid Avenue. As such it is appropriate to restrict through traffic on this link. During pre-pandemic conditions Midmar Drive/Ave were already used by traffic heading southbound via Braid Road.</p> <p>9. This would be a more indirect route, which would also require the quiet route travelling along Cluny Gardens which is not a suitable road for a quiet route due to the volume and type of traffic it serves.</p> <p>10. Warning signs such as ‘New Road Layout’ will be in place for a period of 2-3 weeks following the interventions, and then removed.</p> <p>11. As part of these proposals Braid Road will be re-opened southbound.</p> <p>12. The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis.</p> <p>13. The justification for the continued traffic restrictions on Braid Road remains the same as it has been throughout the pandemic. While it is true that restrictions are easing, the pandemic is not yet over.</p>
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	<p>8 It will also not also be possible to go the whole length of Braid Avenue due to the proposed barriers at Cluny Drive. Braid Avenue is a safer, wider road to use rather than the narrow twisting Midmars. Further there are traffic lights at Braid Avenue/Cluny Gardens which control the flow of traffic and are safe to used rather than the blind exit at Midmar/Cluny Gardens. To direct traffic down the Midmars is likely to lead to danger for the road users.</p> <p>9 All the proposed controls are going to make it more difficult to take direct routes and vehicles will end up going through all the residential areas which defeats the whole purpose. Can the quiet route not go down Hermitage Gardens as proposed but continue to Cluny Gardens into the northern part of Braid Avenue and Woodburn Terrace before going into Canaan Lane or the Astley Ainslie? This would be a more sensible route which would allow general traffic to use both Braid Avenue and the Midmars.</p> <p>10 There seems to be a preponderance of additional signage proposed e.g. New road layout and No entry. Is not the idea to reduce street clutter?</p> <p>11 There is an urgent need for Braid Road to be re-opened, if not both ways, at least south bound . By way of example last Wednesday at the back of 3pm it took me ten minutes to get from Morningside Station to the</p>	
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	<p>Greenback Crossroads. There were also 2 Lothian Buses stuck in the queue. This not the first time this has happened.</p> <p>12 The proposed measures will only lead to an increase in traffic in the surrounding streets many of which are narrow especially when cars are parked. This is likely to increase accidents and injury.</p> <p>13 Now that we are coming out of lockdown what is the continued justification for the closure of Braid Road?</p>	
SPOKES	<p>Further to Spokes SE’s Deputation to TEC on 28.01.2021 we still have concerns regarding the proposal to partially reopen Braid Road southbound for all motor vehicles. We believe the road should remain open for walking, wheeling, and cycling, and closed to private vehicular traffic during the imminent school Easter holidays. Opening the road southbound is contrary to the Scottish Government’s “Prioritising Sustainable Transport” transport hierarchy and would compromise a safe space for people who are using this as a safe route for local commuting, exercising, relaxing, shopping, learning and playing. As the transport hierarchy diagram, user count & general photos of Braid Rd on 24.01.21. Where nearly 1,500 people were using the space in 2 hrs.</p>	<p>At the Transport and Environment Committee meeting January 28 it was agreed that Braid Road would open to Southbound traffic alongside consideration of measures to ensure the successful introduction of the Quiet Route.</p> <p>This decision was made on the basis of evidence from Lothian Buses that there services were experiencing southbound delays on the A702 as a result of displaced traffic.</p>
	<p>As a minimum Spokes SE believes the road closure should remain in place while the current lockdown continues. All pupils don’t return to school until end</p>	<p>The Council has been made aware that Lothian Buses have started to experience delays to Southbound services during some peak times again, suggesting that the opening will be</p>

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	<p>April so there is time to establish the QR. As yet we have been provided no specific evidence by Council Officers as to whether alternative measures to ease public transport issues identified by Lothian Buses on the A702 corridor, have been investigated. A solution based upon the sustainable transport hierarchy will continue to enable vulnerable road users to use the area and other connected active travel infrastructure (like the A702 SFP segregated bike lanes to Fairmilehead) as well as reliable public transport for those without cars.</p>	<p>needed sooner than the end of April. On current programme it is anticipated that the southbound reopening will come into effect during the second week of the Easter Break.</p>
	<p>MQR-C-GA-00-00-01: MQR Overview</p> <ul style="list-style-type: none"> • This overview should indicate both the proposed motor vehicle traffic routes being facilitated by the reopening and the proposed Quiet Route. Spokes SE believes that there will be through traffic on most sections of the QR contrary to the name. • It should be noted that as well as cyclists on the MGB Quiet Route, there will be cyclists heading and returning from North East destinations such as Blackford Pond via Midmar Dr. and on Braid Rd to and from Morningside station. Where do they fit into the plan? • We welcome the fact that efforts have been made in the plan to contain most south and northeast bound traffic in Hermitage Drive/ Midmar, but Midmar presents a number of problems (lack of traffic lights to control Northbound, junction at Midmar Drive and corner at the south end), we wonder if Braid Avenue wouldn't have been more suitable for the 	<ul style="list-style-type: none"> • The purpose of the overview is to show where each of the drawing sheets are situated. • Cyclists will still be able to make these movements • Braid Avenue is the route for the Quiet Route, as such is not an appropriate routing for through traffic. • This suggestions would have a significant impact on local journeys and would not be proportionate. • It is proposed to remove the northbound cycleway at this location as northbound traffic will be extremely light.

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	<p>sort of traffic flow, being wide, straight, and light-controlled.</p> <ul style="list-style-type: none"> • It is difficult to safely separate cars and cyclists at the 4-way junction at the East end of Braidburn Terrace (previously a mini roundabout) with a single modal filter such as proposed. We recommend that until a better solution can be found Braid Burn Terrace should be temporarily closed to all traffic except walking wheeling cycling. • We do not fully understand why the Braid road section from Hermitage to Braid Hills road is included at the stage. 	
	<p>MQR-C-GA-01-00-01:</p> <ul style="list-style-type: none"> • Could the geometry of the southbound ‘Give Way’ markings be adjusted to be diagonal so it is clearer that vehicles give way to bikes in the cycle lane. Cycle lanes giving way at traffic islands with bike lanes uphill may lead to conflict between slower uphill cyclists and faster southbound uphill vehicles (who’ve had no impediment to their progress since entering the Midmar / Cluny area). • How is a connection to the suggested Braid Hills Drive SfP proposal facilitated from the A702 Comiston Road SfP scheme? 	<ul style="list-style-type: none"> • We will consider this change to the markings • The areas described are not part of this scheme.
	<p>MQR-C-GA-02-00-01:</p> <ul style="list-style-type: none"> • Can a “Right Turn Only - Except Cycles” sign be added to the hotel carpark exit point? • Could a chicane or other speed reduction measure be created to reduce the attraction to increase 	<ul style="list-style-type: none"> • The signage designs will be updated to make it clear that cycles can turn right here. • The alignment and width of the southbound traffic lane should discourage traffic from travelling at high speeds.

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	<p>speed uphill, as per the bike lane which shifts in geometry around the 25m of proposed parking bays.</p> <ul style="list-style-type: none"> • Do the double yellow lines adjacent to the 25m of unmarked parking mean they aren't legally usable? • Is it proposed these would be blue badge parking spaces? If so there is no way to access the kerb and the gradient isn't as conducive as locations further north. • Could further pavement space be added? • Will the vehicle crash barriers be removed on the west side of Braid Rd (above petrol station) as extended pavement space between contraflow bike lane and barrier is unusable if barrier remains? 	<ul style="list-style-type: none"> • This area will be only be available for parking for blue badge holders. • It is proposed to revise the designs to place the area where blue badge holders can park closer to the kerb with the cycleway passing on the outside. • The additional footway space will be maximised as far as practicable. • Removal of the crash barriers will only be considered in the context of permanent changes.
	<p>MQR-C-GA-03-00-01:</p> <ul style="list-style-type: none"> • How is this junction safer for pedestrians and cyclists than the existing arrangement? Is there a Road Safety Audit for all road users that can be provided please? • How do cyclists negotiate the barriers if headed directly south along Braid Rd? Currently there is an access shown but with no give way markings for motor vehicles indicating who has priority. • The narrow SE pavement with a blind corner remains the same width yet there will be more (unimpeded) motor traffic negotiating that left turn, thus Spokes SE has serious concerns that at peak times outside the Hermitage of Braid there will be conflict between pedestrians as well as cyclists trying to use the segregated cycle infrastructure which hugs the kerb closest to the busiest pavement. 	<p>It is proposed to further revise the design of this junction so as to:</p> <ul style="list-style-type: none"> • Close the 'slip road' southbound from Braid Road to Hermitage Drive • Widen the footway on the south side of Hermitage Drive and the East side of Braid Road. <p>This will improve the legibility and usability of the junction.</p> <p>The primary movement by bikes will be between Braidburn Terrace and Braid Road following the alignment of the Quiet Route. This arrangement separates this movement from the primary traffic movements, which is travelling South/West between Hermitage Drive and Braid Road.</p> <ul style="list-style-type: none"> • Cyclists will be able to continue southbound. There will be clear give way markings in place.

	<ul style="list-style-type: none"> • A toucan crossing is proposed as part of the permanent upgrade scheme. Would this not be an opportunity to trial this scheme with temporary materials? Other SfP schemes like Cammo Walk have included temporary signalised crossings. This is a CEC Core Path and a key link between the Hermitage & Braidburn Valley Park as well as the tennis club. • The geometry and suitability of the proposed materials has been questioned by members from experience with existing barriers that have been moved and vandalised several times. • How do cyclists heading east from Braidburn Terrace to Hermitage Drive as the barriers do not have fixed widths like the other modal filters with planters? Is there signage to be provided for cyclists as it does not appear intuitive and there appears to be plenty of signage for other transport modes using the area. • We assume Braidburn Terrace is still one way eastbound with cycle contraflow. Where is the signage for this? The signage preventing cars entering Braidburn Terrace from the East end to turn right into Greenbank Place appears to be missing and needs to be replaced. • Where do cars heading East from Braidburn Terrace go after turning left into Braid Road - see following section for points about Braid Cres drawing? • Braidburn Terrace is becoming a car park for users of the Hermitage of Braid which also creates difficulty for cyclists entering Braidburn Terrace from Braid Road heading west. Would parking restrictions, 	<ul style="list-style-type: none"> • The proposed permanent layout here cannot be trialled without significant civils works to revise the kerb alignments which are not within scope for a temporary scheme. • Appropriate materials, which discourage tampering, will be used. • Cyclists heading eastbound will route via the closed slip road between Braid Road and Hermitage Drive • The one way on Braidburn Terrace (with Cycle Contraflow) still applies. Appropriate signage will be installed. • This will depend on their designation. The intention is to discourage through traffic. • Parking on Braidburn Terrace is not considered as part of this scheme. • This slip road will be closed to stop traffic making this manoeuvre. • This movement will also be restricted. • There will be a gap in the segregation to allow access/ egress to the Hermitage • Blocking off Braidburn Terrace in this way would have a significant impact on local journeys.
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	<p>permit parking or closure of Braidburn Terrace assist in managing this issue for residents and visitors?</p> <ul style="list-style-type: none"> • Could the barrier be extended northwards to prevent eastbound motor vehicles doing a right turn to proceed to Hermitage Drive? • It has been confirmed that southbound motor traffic from Morningside Station will be able to proceed unimpeded to the left turn filter and at the end turn right to rejoin Braid Road. Thus avoiding 4 sets of traffic lights south of Morningside Station along the A702. Could the right turn be banned? If possible, can the left filter be blocked using planters or even provide Just Eat Cycles bike hire dock in this area of carriageway. • There appears to be “temporary segregation” blocking the access and egress for vehicles to the Hermitage of Braid entrance which provides key leisure and commuter cycle routes east to Liberton Dams. • Could Braidburn Terrace become a cul-de-sac with a modal filter at the west end, thus relieving the congestion at the yellow hatched box and reducing conflicts across traffic flows incl. the possible delay on bus routes 5, 11, 15, 16 & 101. It would also reduce traffic conflict with cyclists by preventing the need to send traffic down Braid Rd 	
	<p>MQR-C-GA-04-00-01:</p> <ul style="list-style-type: none"> • Through Traffic appears to be designed to flow along Braid Cresc between Braid Road and Hermitage gardens in both directions. There is already a known 	<ul style="list-style-type: none"> • Should the route you have outlined become an issue we can consider further amendments as part of our project reviews. For example, this could be remedied by a No Entry

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	<p>problem of Southbound Braid road traffic from Morningside Clock turning right to reach Comiston Rd avoiding the lights at Morningside, which residents & Lothian Buses would like to stop. It is also clear that Braid Cresc is already used as a route to S Morningside school, via the crossing, to Craiglea Drive. It would be easier to persuade parents to let children walk/ wheel/cycle that section if it were to be maintained quiet.</p> <ul style="list-style-type: none"> • Could a 4-way “STOP” junction be created at the crossroads of Braid Crescent and Braid Rd thus forcing traffic to slow to negotiate the crossing. It may also be worth showing the raised pavement of permanent scheme yet to be installed. • Could a 3-way “STOP” junction be possible at the junction of Braid Crescent & Hermitage Gardens. The relatively recently added one at the junction of Cluny Drive / Braid Rd / Comiston Pl seems to be well observed. This is in comparison to the proposed markings which (like the existing T junction at the north end of Woodburn Terrace and Canaan Lane) is likely to be frequently ignored. 	<p>restriction on Braid Road at the junction with Cluny Gardens.</p> <ul style="list-style-type: none"> • If through traffic continues to use this route we can consider revisions. • As above.
	<p>MQR-C-GA-05-00-01:</p> <ul style="list-style-type: none"> • Spokes SE welcomes the proposals to use “Kirkholt Planters” greening the streetscape. • Could the Corrennie Drive / Hermitage Gardens junction be a 3-way “stop” type to discourage speeding? • It is good there is 1.7m spacing to allow for permeability of walkers, wheelers and cyclists 	<ul style="list-style-type: none"> • Noted • As above • We are only using cycle logos on the proposed quiet route alignment • Appropriate signage will be in place

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	<p>through the filter, however some on the ground marking may reassure that this is possible / encouraged? Or is it being discouraged to support use of Corrennie Drive as the Quiet Route? Is signage being provided for wheelers and cyclists?</p> <ul style="list-style-type: none"> • As per the rest of the Quiet Route there needs to be green “ROAD OPEN TO...” signage from the outset. 	
	<p>MQR-C-GA-06-00-01:</p> <ul style="list-style-type: none"> • How is access north to the rest of the Quiet Route being proposed? How do wheelers and cyclists safely leave then re-join the north/southbound carriageways of Braid Avenue? Previously consulted on SfP Quiet Route showed one route and Spokes supports clear signage and/or route markings of this as per others elsewhere. • Spokes SE welcomes the proposals to use “Kirkholt Planters” greening the streetscape. • As per the rest of the Quiet Route there needs to be green “ROAD OPEN TO...” signage from the outset. o Is wayfinding signage being provided? 	<ul style="list-style-type: none"> • Cyclists heading further north will continue over the traffic light controlled junction to access Woodburn Terrace. • Noted • As above.
	<p>MQR-C-GA-07-00-01:</p> <ul style="list-style-type: none"> • If the majority of southbound motor vehicle traffic is being facilitated to use Braid Rd southbound via Midmar Avenue and Midmar Drive, then Spokes SE believes that some segregation is required on the uphill stretch. Most residences on the road appear to have existing driveways (off road parking) so there could be space. • It is good that the Cluny Drive / Midmar Drive junction geometry is being tightened. However as 	<ul style="list-style-type: none"> • This is not within the scope of these measures. • As above

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	<p>per above Spokes SE would suggest there must be room for some segregation to allow wheelers or cyclists to proceed south via Midmar Drive or turn right safely into Cluny Drive to join the rest of the Quiet Route</p>	
	<p>MQR-C-GA-09-00-01:</p> <ul style="list-style-type: none"> • This is a notorious blind corner crossing for pedestrians connecting to CEC Core Path with overspill parking from Midmar Paddock, so the ambition to address this is welcome. • Spokes SE has concerns that narrowing the carriageway will force cyclists into greater risk when travelling uphill (south) where the road becomes narrower. There are usually parked cars on the West side of Midmar near the Paddock which means that cyclists and drivers swing wide when heading North to in advance of turning the corner. 	<ul style="list-style-type: none"> • Noted. • This will be considered in our Designers Risk Assessment and any required mitigation will be included.
	<p>Spokes SE appreciates that the Spaces for People measures are installed under a “try-then-modify” approach. However, the Greenbank to Meadows Quiet Route hasn’t been tried and it is already being modified increasing potential motor vehicle traffic conflict with it is southern portion. Any changes at the key junctions (such as the mini roundabout) should not be for the benefit of private motor traffic (the bottom of the transport hierarchy), but instead be for people who walk, wheel, cycle and get the bus (those higher up the transport hierarchy). We therefore await updated proposals as to how the the key junction (Braid Rd / Hermitage Dr / Braidburn</p>	<p>Noted.</p>

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	<p>Terrace) on the Meadows to Greenbank Quiet Route can be part of an essential, safe and inclusive active travel network in the area. Building on the success already being seen daily on the northern section.</p>	
<p>Edinburgh Access Panel</p>	<ul style="list-style-type: none"> • We note you're proposing unmarked parking bays. For safety's sake we'd prefer to see them marked so that it's obvious to everyone that drivers may park here. Marking the parking bays on Comiston Road made them safer than they were before being marked. • We have a strong preference for the parking bays to be kerbside, with the cycle lane outside them - ie next to the carriageway. Placing them kerbside will help obviate a lot of risks for drivers and their passengers - particularly the risk that wheelchair users would otherwise struggle to get on to the pavement - and with only minimal increase in risk to cyclists on a road like this. Note our preferred layout seems to work well on Chesser Avenue. • Please ensure there is provision for blue badge holders to park on Braid Road, especially near the residences. • Please create some disabled parking bays near the Lodge coffee shop and the entrance to the Hermitage. A few bays at the east end of Braidburn Terrace might be worth considering as an option. 	<ul style="list-style-type: none"> • There will be lane lines etc between the areas where people can park. They will not be marked '<i>as bays</i>' because this is not possible under TTRO. • The designs will be revised so as to place the parking bays adjacent to the kerb • There will be ability to park near residences. • The areas where blue badge holders can park are place as close as possible to these destinations
<p>Living Streets Edinburgh</p>	<p>I have to say that we are very disappointed, to put it mildly, with the proposals as designed for the section from the Braid Rd /Hermitage Drive junction down to the entrance to the Hermitage area. At the workshop it</p>	<p>The proposals include increased pedestrian areas on Braid Road where space allows. In addition the presence of cycleways will provide an ability to step of the kerb for</p>

	<p>was indicated that pavement widening would be included but it appears that none has been, despite the fact that there is plenty of room for this to be done. So much for pedestrians being the top priority according to CEC and national policy statements!</p> <p>Frankly we regard this as totally unacceptable given the high volume of pedestrian use on the pavement down to the Hermitage entrance, and the fact that the current pavement width is less than the minimum width of 2m under CEC's own design guidance for pavements anywhere, even for low use residential streets. This section of pavement is used intensively both for access to and from the Hermitage walks and should be widened to a minimum of 2.5m width all the way and preferably to 3m. It is currently very busy and especially so in better weather conditions. In the warmer months to come it will be even busier and especially so once the cafe reopens, with the space around the Hermitage entrance used not just for access but for staying and conversation in groups of friends and relatives.</p> <p>If this cannot be achieved (though I don't see why) with cycle lanes on both sides of Braid Rd over this section then so be it. A 2-way cycleway on one side of the street would still represent a major improvement for cyclists and the volume of cyclists compared with pedestrians is minuscule on this route and likely to remain so.</p>	<p>pedestrians when there is not a cyclists immediately approaching.</p> <p>A 2-way cycleway presents a number of design not least how to integrate with the road arrangements at either end. This is not proposed for this scheme.</p>
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	<p>I hope at this late stage that you will accept that changes need to be made to improve on this inadequate design, and look forward to a positive response being made.</p> <p>Also could you please inform me of the current status of the earlier proposals, on which we were consulted, for a raised junction design at Braid Rd / Hermitage Drive? Has this now been abandoned or are the current proposals merely a stop-gap on the way to achieving more comprehensive and safer improvements that were envisaged in those proposals</p>	<p>These proposals will be delivered later this year.</p>
	<p>The proposed improvements for pedestrians on Midmar Avenue, at the junctions with Cluny Drive and with Hermitage Drive, are most welcome and will be very much appreciated, with improved and safer opportunities for pedestrians crossings into the Paddock being of particular benefit. Speeds will still need to be monitored though, and a few traffic calming measures at key locations would bring additional benefits.</p> <p>The diagonal filters are of doubtful benefit even for cyclists in my book, as I indicated at the workshop. I suspect cyclists may still have differing preferred routes through the area regardless of the filters, since traffic levels and conditions for cycling are generally not adverse, with little need for reinforcement of any particular quiet route through. In terms of wider effects there needs to be monitoring of the effects on local vehicular traffic levels, since the distances travelled will inevitably increase, and there is unlikely to be any</p>	<p>Noted.</p> <p>The filters will remove through traffic on the affected streets ensuring that cyclists using the quiet route can do so safely.</p>

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	<p>compensating fall in the number of trips with origins or destinations in the area. That means more traffic than would otherwise be there, and more associated pollution.</p> <p>The diagonals will also result in more turning movements and therefore give rise to an increase in potentially more hazardous crossings for pedestrians. Where corner extensions are proposed to tighten bends, these are very welcome and will of course have compensating effects on the safety of crossings. But there appear to be some notable corners where extensions are desirable but absent; such as the NW corner at the Cluny Drive / Hermiston Gardens junction where the pavement is narrow, and at the SW corner of the same junction where there is an excessively large splay.</p> <p>The corner extensions at the Braid Rd junction with Braidburn Crescent are also very welcome, but it is unfortunate that no similar extensions have been included for the Comiston Rd junction with Braidburn Terrace. Nor has the grossly inadequate narrow pavement along Braidburn Terrace up to Greenbank Place been widened. These much needed improvements are no doubt being held over for inclusion in the more comprehensive permanent scheme that is still under development.</p>	<p>Turning speeds are likely to be low, and the number of vehicles using these streets is likely to be very low.</p> <p>The extensions are already in place.</p>
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<p>Blackford Safe Routes</p>	<p>Blackford Safe Routes welcomes and fully supports the additional modal-filters and footway buildouts to be provided.</p> <p>We are disappointed that the motor traffic rat-run along Midmar Drive and Hermitage Drive is to remain open in both directions.</p> <p>The modal-filter at Braidburn Tce / Braid Rd is badly compromised, and disadvantages pedestrians and cyclists.</p> <p>We believe the simplest and most equitable solution is for Braid Rd to remain closed in both directions, at the existing temporary closure point just south of the junction with Braidburn Terrace.</p> <p>Changes are required to the Braidburn Tce / Braid Rd modal-filter, if Braid Rd is to reopen southbound. These changes are required to prevent rat-running, prevent danger to Quiet Route users and to remove a pedestrian pinch-point. Although we have proposed some improvements to this filter, we believe that there is no solution that fully satisfies the needs of non-motorised users, hence the reason we suggest that Braid Rd remains closed.</p> <p>An additional diagonal modal-filter is required at the junction of Braid Crescent and Braid Road.</p>	<p>Noted.</p> <p>Noted.</p> <p>This design has been revised.</p> <p>As agreed at the Transport and Environment Committee on 28 January Braid Road will be re-opened to Southbound traffic in response to concerns from Lothian Buses about delays on southbound journeys on the A702.</p> <p>Changes are proposed in order to remove the ability for traffic to continue eastbound, or southbound via the 'slip-road' from Braid Road to Hermitage Drive.</p> <p>This would have a significant impact on local traffic. However, if traffic does start to use Braid Road as a through route we can consider amendments as part of project review. For example, a No Entry restriction could be installed on Braid Road at the junction with Cluny Gardens.</p>
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	<p>Braidburn Tce / Braid Rd modal filter, issues:</p> <p>1. Eastbound rat-running</p> <p>Eastbound rat-running (Braidburn Tce -> Hermitage Dr -> Midmar Dr -> Cluny Gardens) is still possible for cars by looping around the modal-filter and using the left-turn slip road off Braid Rd, or alternatively using Braid Crescent (see drawing below and “Braid Crescent” section below)</p> <p>Proposed solution: Extend the modal-filter barrier along the centreline of Braid Road, to cover the slip road entrance (see solution drawing below).</p> <p>2. Pedestrian pinch-point</p> <p>A pinch-point and blind corner for pedestrians exists on the narrow footway, at the southeastern corner of Braid Rd and Hermitage Drive. High stone walls obstruct sightlines and it is difficult for pedestrians to pass each other without stepping into the carriageway (which will remain busy due to the westbound/southbound rat-run being left open).</p> <p>Proposed solution: Build out the footway at this location and move the modal-filter barrier slightly (see solution drawing below).</p>	<p>It is proposed to revise the designs to resolve this issue.</p> <p>It is proposed to revise the designs to resolve this issue.</p>
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	<p>3. Cyclists’ turning manoeuvres</p> <p>The modal-filter barrier obstructs many of the desire-line turning manoeuvres for cyclists, and has inadequate gaps between the blocks. This junction should be permeable for cyclists, no matter which direction they wish to turn (turns in all 3 directions are desirable at all approaches to the junction).</p> <p>Proposed solution: Provide suitable gaps to allow turns in all directions yet still prevent motor vehicle access (see solution drawing below).</p> <p>4. Issues and proposed solutions</p> <p>This modal-filter remains unsatisfactory for non-motorised users, creating a lot of conflict points and confusion. It is unlikely this junction could safely be navigated by a competent 8-year-old cyclist. We would prefer that Braid Rd remain closed in both directions.</p>	<p>Cycles will be able to make all movements, though this may require diverting through the ‘slip road’.</p> <p>The designs are being revised to respond to these issues</p>
	<p>Braid Crescent</p> <p>The eastbound rat-run route along Braid Crescent brings cyclists into direct conflict with motor traffic along Braid Rd and Braid Crescent (see orange conflict points below)</p> <p>Proposed solution: As a solution to the Braid Crescent rat-run, we propose an additional diagonal modal-filter at the junction of Braid Crescent and Braid Road.</p>	<p>There will be a No Entry restriction in place at the junction of Braid Crescent and Comiston Road.</p>

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Comment	#	Response
Lack of Consultation	17	Consultation process has been carried out in line with what was agreed at the Policy and Sustainability Committee on 14 May 2020, and as per other schemes.
Requirement for motorists to re-route or carry out additional manoeuvres	15	The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis.
Misuse of emergency powers	11	The proposal is considered necessary and proportional to respond to the need to prevent harm to the public by use of a TTRN and TTRO as per Scottish Government advice.
Opposition to diagonal filter on Braid Road/ Hermitage Drive junction, eg: due to impact of diverted traffic (eg: eastbound traffic required to turn left)	9	The intention is to dissuade through traffic from travelling through the Cluny/Braid residential streets at all – with the exception of Hermitage Drive and Midmar Drive – without having undue impact on local journeys (those that start, or end within the area). The measures have been developed and will be monitored on this basis.
Support for Modal Filters	9	Noted.
Support for fully opening Braid Road, eg: due to northbound congestion on A702	9	At the Transport and Environment Committee meeting January 28 it was agreed that Braid Road would open to Southbound traffic alongside consideration of measures to ensure the successful introduction of the Quiet Route. Lothian Buses have not provided specific data, but have confirmed that they are not concerned about northbound journey times on the A702.
Support for southbound re-opening	6	Noted.
Opposition to Modal Filters	5	The layout has been carefully considered so as to discourage through traffic while minimising impact on local journeys. The

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		modal filters significantly reduce traffic on affected streets ensuring they are safe for users of the quiet route.
Opposition to re-opening of Braid Road	5	At the Transport and Environment Committee meeting January 28 it was agreed that Braid Road would open to Southbound traffic alongside consideration of measures to ensure the successful introduction of the Quiet Route. Lothian Buses have not provided specific data, but have confirmed that they are not concerned about northbound journey times on the A702.
Impact on Resident's parking on northbound side of Braid Road south of the Hotel	5	It is proposed to revise the designs to remove this cycleway. Parking will be retained.
Support for footway widening	4	Noted
Poor surfaces	4	Surface improvements are not within the scope of these proposals.
Misuse of funds	4	The funding being used is provided by the Scottish Government specifically for the purpose of delivering Spaces for People schemes.
Need to improve traffic lights at Greenbank Crossroads	4	This will be delivered as part of the forthcoming permanent improvements to this junction, but is beyond the scope of the current scheme.
Quiet route is unnecessary	4	The quiet route provides an important connection between Comiston Road and the Meadows and has been subject of a significant amount of positive correspondence and public debate.
Concerns traffic will re-route onto streets used for the quiet route	4	The layout has been carefully considered so as to discourage through traffic while minimising impact on local journeys. The modal filters significantly reduce traffic on affected streets ensuring they are safe for users of the quiet route. However, the project will be subject to ongoing reviews where such issues can be considered.

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Increased risk for children walking to school	4	The majority of the routes affected should see significant reduction in traffic.
Concerns that plans still permit southbound traffic to rat-run from Morningside Clock via Braid Road and Hermitage Gardens	3	It is proposed to revise the designs to make this manoeuvre more difficult. If it continues to be used further interventions will be considered during project review.
Increased difficulty for those with mobility problems to access goods and services by car	3	Affect of these proposals on local journeys will be minimal.
Junction changes at Cluny Drive and Midmar Drive will increase risk	2	These changes reduce corner radii and increase footway areas specifically to reduce risk.
Plans will impede emergency vehicle access	2	Emergency services have been made aware and have not raised any concerns.
Excessive parking on Hermitage Drive taking place	2	This is not directly considered by these proposals.
Concerns regarding additional traffic on Braid Crescent	2	These proposals should result in a reduction in traffic on Braid Crescent.
Support for segregated cycleways on Braid Road	2	Noted.
DETAIL: Give way southbound on Braid Road may be confusing	1	Will be considered during delivery.
Need for safe crossing at Hermitage	1	Not within scope for a temporary intervention, but will be delivered as part of permanent designs later this year.
Increase in pollution due to more circuitous journeys	1	Increase in journey distance will be negligible.
Lack of Parking at Greenbank Church	1	This is not within scope of this proposal.
Need for coach access to Braid Road Hotel	1	It is proposed to revise the designs to provide access.
If road reopened one-way it should be from north of Hotel main access	1	It is proposed to revise the designs in line with this suggestion.
Cycle lanes bollards are unnecessary and unsightly	1	Bollards are required in order to protect cyclists.
What monitoring is being done of use of the cycle lanes	1	All projects are being monitored.
Bollards are unsafe for pedestrians	1	Bollards meet relevant regulations for use on public roads.
Braid Crescent should be 'Local Access Only' instead of 'No Entry'	1	'No Entry' is proposed, access to Braid Crescent still available via other side roads.
Risk of speeding on Braid Road southbound section	1	Tight lane width should discourage excessive speeds
Lack of left turn only signage for southbound traffic on Braid Road at diagonal filter	1	All appropriate signage will be installed.

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Concerns about safety of Braid Road/ Crescent junction	1	Junction development subject to Designer’s Risk Assessment.
Opposition to cycle lanes on Braid Road	1	Cycle lanes will protect people cycling from re-introduced traffic on Braid Road.
Quite route should run along Hermitage Drive and across Braid Road	1	This results in conflict with southbound traffic at Braid Road/Braidburn Terrace junction. Cyclists who wish to use this route still can.
Route should ultimately stay on Comiston Road as far as the clock	1	Relevant section of COMiston Road is too narrow for cycling infrastructure.
Is there provision for removals	1	Provision for removals is included in the budget.
Focus should be on bigger ticket items eg: P&R; CPZ; Congestion Charge	1	Not within scope of temporary interventions.
Working practices likely to be different post pandemic – stick with ‘status quo’	1	Sticking with the status quo presents significant challenges, especially as lockdown draws to a close while people become more active but continue to avoid Public Transport.
Requirement for planning consent due to Conservation Area	1	Planning Consent not required as CEC is Roads Authority
Speed of traffic on Midmar and Hermitage Drive	1	Junction changes are likely to reduce speed around junctions.
Suggestions		
Widen footway on Midmar Avenue at junction with Cluny Gardens	3	This will be considered.
Pedestrian Crossing to Hermitage	2	This is beyond the scope of a temporary interventions. However the approved plans for permanent changes in this area include additional crossing provision.