

## **Braid Road safety consultation**

Braid Road is a residential street running roughly parallel to Comiston Road, from Morningside to Buckstone. Although it is rather steep at points, Braid Road is attractive to cyclists since the main alternative is the far busier Comiston Road. Generally, Braid Road is fairly wide, and we believe that a segregated cycle path could be accommodated on the street. However, due to pedestrian islands, Braid Road is also quite narrow at several points, and drivers can become impatient as they wait behind cyclists who are naturally slower, especially going uphill. We note the general feeling of those at the Progress Meeting that Braid Road would be safer if traffic could be slowed down. We obviously agree with this sentiment and strongly believe that encouraging cycling on Braid Road by reallocating road space to dedicated cycling infrastructure would help calm traffic speeds and reduce the prevalence of “rat running”.

Ideally, Braid Road would have a segregated cycle route along its entire length and linking into similar routes on Braid Hills Road, Cluny Gardens and Morningside Road. We hope that this is being considered, in the long term at the very least. In the short term, however, the experience of cycling on Braid Road could be greatly improved. We believe the following would accomplish this:

- A cycle lane along as much of the southbound carriageway as possible. The proposed cycle lane appears to stop before it gets to Braid Farm Road. The cycle lane should be extended at least as far as Braid Hills Road. The corner at the hotel is the steepest section of Braid Road, and so it is on this section that cyclists are most in need of protection and dedicated road space.
- Cycle lanes on the northbound carriageway should also be added to the uphill sections – from the Hermitage of Braid to the junction with Braidburn Terrace, and along the stretch of road beside the entrance to Mortonhall Golf Club. At the latter, the road narrows just before the summit, and the cycle lane should continue over the summit of the hill, at least until the road widens again.
- Cycle lanes must not disappear at pinch points, such as the traffic island near the junction with Braid Hills Road, or the narrow section of road just north of the golf club entrance. Edinburgh should follow the practice of East Lothian in making cycle lanes *wider* through pinch points, to reinforce to drivers that overtaking here is unacceptable.
- We note the suggestions from those attending the Progress Meeting that parking should be reintroduced to sections of Braid Road in order to slow down traffic. We suggest that a segregated cycle path would accomplish the same goal, whilst also encouraging cycling and bringing all the associated benefits.
- We support the suggested measures to reduce traffic speeds and “rat running” on Braid Road and adjoining side streets, as this should increase the safety of all users of Braid Road. In general, we support the proposed tightening of radii. However, a tighter radius may cause cyclists turning left from Braid Road to Braid Hills Road to “swing out” to the right to allow

them to take the turn. This must be considered when designing the junction, and could be accommodated by widening the cycle lane as it passes the junction.

- We welcome the inclusion of Braid Road in the 20mph. Enforcement of this would greatly improve the safety of all road users and discourage rat running.
- We support adding pedestrian islands to Braid Road, subject to the above point that cycle lanes do not “disappear” at the pinch points.
- We support the addition and extension of double yellow lines at junctions in order to improve sightlines.
- If Comiston Place becomes one way then a contraflow cycle lane should be included, in line with existing council policy.
- We believe serious consideration should be given to closing the northern end of Braid Road to motor vehicles. This would prevent Braid Road being used as a rat run.
- Serious consideration should be given to changing the roundabout at the Braidburn Terrace junction to a crossroads. Priority would be given to traffic on Braid Road. This would make it easier for cyclists heading north, given the steep hill just before the junction.
- We oppose the suggested changes near the entrance to the Hermitage of Braid. This is already one of the most dangerous sections of Braid Road for cyclists, with frequent close passes from drivers despite poor sightlines. Instead of removing the centre line and adding parking bays, the proposed cycle lane should be extended to the junction with Hermitage Drive. There are already plenty of parking options for accessing the Hermitage. A suitable cycle route heading south from Morningside does not yet exist, and must be prioritised.
- If the suggested parking area adjacent to the Braid Hills Hotel is built, then a cycle lane should be added to the northbound lane as well. This lane must be wide enough so that cyclists can use it and not worry about being “doored” by people using the parking bay. The cycle lane should begin before the corner, so that cyclists and drivers aren’t taken by surprise when they get to the parking bay – this could lead to conflict if cyclists are forced to swing out into the main traffic lane. The cycle lane should not end until it has passed the entrance to the Braid Hills Hotel. The cycle lane should not disappear simply because the road narrows at any point.
- We support changing the Braid Road/Braid Hills Road junction from a Give Way to a Stop junction.
- We believe that the speed limit on Comiston Road should be reduced to 30mph. This would make turning right onto Comiston Road much safer for cyclists, in addition to being generally safer for all users of Comiston Road.