

## Braid Road SfP / Quiet Route Stakeholder Feedback

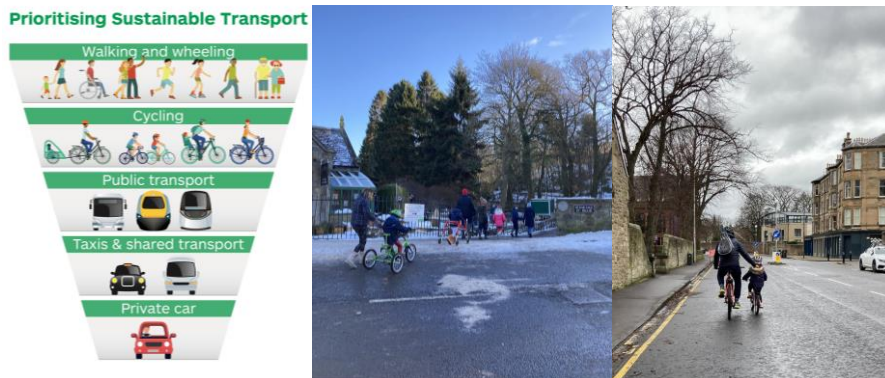
---

Dear Dave, Rurighd & Cllrs,

Thank you for the invitation to comment on the detailed designs. We welcome the additional detail and look forward to seeing the Southern end of the Quiet Route established.

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.



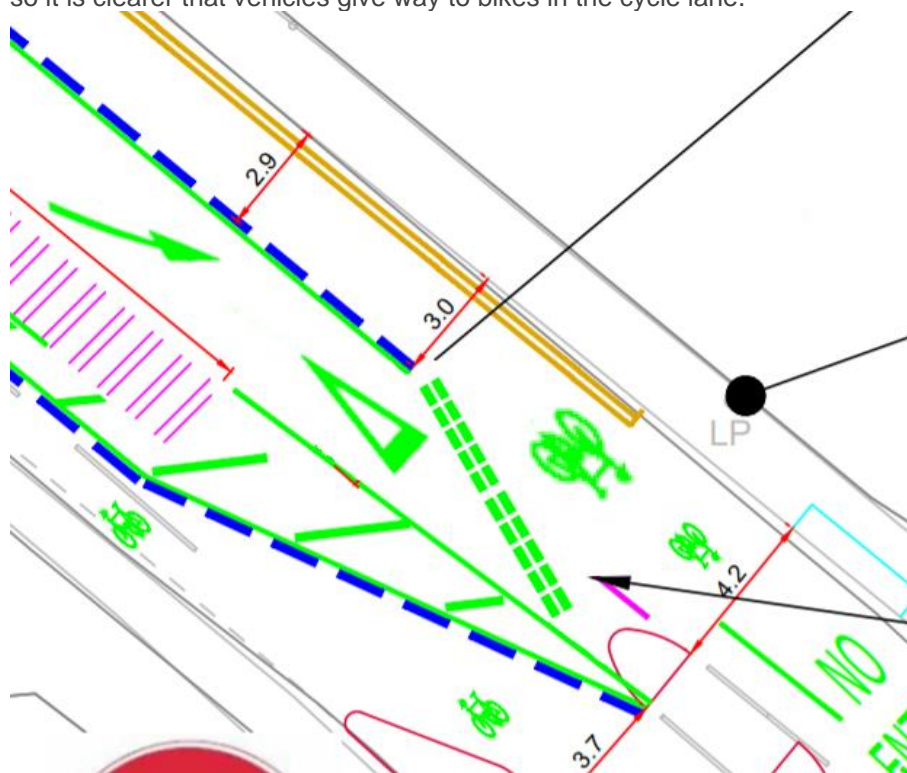
As a minimum Spokes SE believes the road closure should remain in place while the current lockdown continues. All pupils don't return to school until end April so there is time to establish the QR. As yet we have been provided no specific evidence by Council Officers as to whether alternative measures 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.

Please see below specific matters that Spokes SE members believe need consideration prior to implementation;

- **MQR-C-GA-00-00-01: MQR Overview**
  - 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.

## Spokes the Lothian Cycle Campaign - South Edinburgh

- 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 sort of traffic flow, being wide, straight, and light-controlled.
- 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.
- **MQR-C-GA-01-00-01:**
  - 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?
- **MQR-C-GA-02-00-01:**
  - 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 speed uphill, as per the bike lane which shifts in geometry around the 25m of proposed parking bays.
  - 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?

## Spokes the Lothian Cycle Campaign - South Edinburgh

### ● **MQR-C-GA-03-00-01:**

- 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.
- 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, permit parking or closure of Braidburn Terrace assist in managing this issue for residents and visitors?
- 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

### ● **MQR-C-GA-04-00-01:**

- 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 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.
- 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 /

## Spokes the Lothian Cycle Campaign - South Edinburgh

Braid Rd / Comiston PI 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.

- **MQR-C-GA-05-00-01:**

- 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 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?
- As per the rest of the Quiet Route there needs to be green “ROAD OPEN TO...” signage from the outset.

- **MQR-C-GA-06-00-01:**

- 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.
- Is wayfinding signage being provided?

- **MQR-C-GA-07-00-01:**

- 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 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.

- **MQR-C-GA-09-00-01:**

- 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.

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 in its southern portion. Any changes at the key junctions (such as the mini roundabout) should not be for the benefit of private motor traffic (the

Spokes the Lothian Cycle Campaign - South Edinburgh

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 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.

Sincerely,

Stella Thomson

On behalf of Spokes SE