

23 Jan 2023

## Comments on ETRO 21/29 Braid Rd Road

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Spokes South Edinburgh (Spokes SE) would like to make the following comments on ETRO(21/29) Braid Road

Fundamentally now that Northbound motor vehicle traffic has been reinstated on Braid Rd, Spokes SE would like to see a study as to the removal of the right turn (northbound) from Comiston Rd into Braidburn Terrace. As this manoeuvre makes the Greenbank Junction especially dangerous for those on cycles.

With work finishing very close to Christmas, snow and ice present, and schools not yet back, it was difficult to be sure how the changes to Braid Road will affect all the cyclists who were using it before re-opening. In particular, we are concerned that there is now a greater presence of intrusive motor traffic and some drivers' only aim to reach the Braid Road exit onto Cluny Avenue. It is clear that this is having tangible impact on the progress of walkers, wheelers & cyclists through the Braid Estate. Spokes SE has the following detailed comments;

1. The addition of planters as a modal filter has made the left turn onto Braid Road from Braidburn Ter very easy for cyclists, and because there are no following vehicles, the section down to Braid Cresc is much more pleasant.
2. Cyclists heading West are heading directly into the narrowed (one way) mouth of Braidburn Terrace with the risk of having to wait in the path of other vehicles negotiating the junction, or heading into oncoming traffic.
3. Heading straight through the modal filter planters onto Braid Road South is fine at the moment because low traffic presents lots of gaps but is unlikely to be safe when numbers increase as induced demand studies prove the present easing of congestion will be followed by more motor vehicles overtime.
4. The new geometry of the road at the Hermitage Drive junction mouth is generally causing cars to slow right down, which is a good thing but it is making drivers more aware of each other and less aware of cyclists.

5. Drivers are often entering Hermitage Drive on the wrong side of the road
6. The placement of the temporary toucan is only useful for pedestrians (and maybe not even for them) and not for cyclists. The cycle crossing indicated is blocked by cars stopped at the pedestrian crossing point which makes it as useful as a chocolate teapot. The arrangement of temporary crossing signage and temporary traffic signals means the delineated cycle area is partially inaccessible. There is also no easy way for those cycling through the safe crossing point to press the button to cross without dismounting. As such Spokes SE consider this unacceptable in terms of equality especially for non-standard cycle users and Cycle By Design 2021 guidance.
7. Regrettably Spokes SE considers the junction with Braidburn Terrace and Braid Road unsuitable for Southbound/Westbound cyclists. The design of the junction was supposed to trial the changes coming soon in the permanent TRO which would have provided a slower but safer negotiation of the junction but all of the desire lines for this have been blocked by misplaced kerbs or signage ( images below) making them impossible to trial.
8. Alternative ways to negotiate or perhaps now avoid the junction for cyclists heading South or West need to be explored. For example, Westbound from Braid Road, could be managed by right turn into Braidburn Cresc /Greenbank Place to arrive in the middle of Braidburn Terrace, but signage would have to change and traffic levels monitored. This should also include a high level study as to why the right turn northbound into Braidburn Terrace is retained given that Braid Rd is now open in both directions.















