

Transport and Environment Committee

10.00am, Thursday, 16 November 2023

Travelling Safely Schemes

**Executive/routine
Wards**

**Routine
1 - Almond; 8 - Colinton/Fairmilehead; 10 -
Morningside; 15 - Southside/Newington**

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Approves the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes;
 - 1.1.2 Notes the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approves the proposed amendments to this scheme and the advertisement of a new ETRO;
 - 1.1.3 Notes the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received; and
 - 1.1.4 In respect of recommendation, 1.1.3, notes that a report on the outcomes of this engagement and proposed next steps will be presented in early 2024.

Paul Lawrence

Executive Director of Place

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Travelling Safely Schemes

2. Executive Summary

- 2.1 This report provides a response to a motion by Councillor Lang relating to the Braid Road, Greenbank to Meadows Quiet Connection, Comiston Road, Silverknowes Road North and Silverknowes Road South Travelling Safely schemes. It proposes a way forward for the Comiston Road, Silverknowes Road North and Silverknowes Road South schemes and provides an update on work done to date in relation to the Braid Road and Greenbank to Meadows Quiet Connection schemes.

3. Background

- 3.1 On 15 June 2023, Committee [approved](#) an adjusted motion (agenda item 13 – Travelling Safely schemes) by Councillor Lang.

4. Main report

Braid Road and Greenbank to Meadows Quiet Connection

- 4.1 Council Officers met with Morningside ward councillors shortly on the evening of 9 August 2023 to discuss potential redesign options. These focussed on areas where concerns had been raised by residents during previous consultation, where mitigations were possible which would not dilute the aims of the scheme. This included redesign options for the layout in the 'Braid Estate' and the vicinity around Clinton Road.
- 4.2 Following these discussions, the redesign options were presented to residents living on or near the route via an online engagement questionnaire. The questionnaire went live on the Council's website on 5 September, and was open for the submission of feedback until 22 October.
- 4.3 Two Community drop-in sessions were held at Morningside Library during this period, and paper copies of the questionnaire could be collected and returned at Morningside Library throughout. The drop-in sessions had a combined attendance of over 100 people.

4.4 A total of 1,879 responses have been received in response to this engagement, including 1,085 containing detailed comments related to the Braid Estate, and 751 containing detailed comments related to Clinton Road/ Whitehouse Loan. Due to the limited time available between the conclusion of the engagement exercise and reporting to Committee, a further report will be prepared for Committee in January or March 2024 with details of the outcomes of this engagement activity. This will provide adequate time to carefully analyse all of the feedback received, and to consider appropriate recommendations.

Comiston Road

4.5 Ward Councillors from Morningside, and Colinton/Fairmilehead wards were invited to a meeting on 9 August 2023 to discuss options for redesigns of the Comiston Road cycleway in response to safety concerns raised by road users and local residents.

4.6 Councillors highlighted concerns in relation to two issues:

4.6.1 The junction of Comiston Springs Avenue, Riselaw Crescent and Pentland Terrace; and

4.6.2 The floating parking bay on the downhill side of Pentland Terrace, immediately south of Comiston Springs Avenue.

4.7 In relation to 4.6.1, it was noted that the current temporary layout was leading to confusion as drivers approaching the junction from Riselaw Crescent could not always see the available carriageway space on Comiston Springs Avenue and, at times, encroached into the pedestrian space. There are also concerns about the limited delineation between footway and cycleway space on Comiston Springs Avenue. It was agreed that the junction would benefit from being upgraded using permanent materials to form an extended footway.

4.8 In relation to 4.6.2, it was noted that there were concerns around the interaction of people accessing parked vehicles across the cycleway, and the speed of cyclists travelling downhill at this point, however it was noted that there was no demand for the floating parking bay to be removed. It is proposed that coloured, high-friction surfacing be installed on the cycleway at this location, to highlight the presence of the parking bay to cyclists, and the presence of the cycleway to people accessing parked vehicles. This will also reduce both stopping distances and the risk of cyclists losing control at this location.

4.9 In addition, it is noted that concerns have been received in relation to the layout of the southbound cycleway on Pentland Terrace, where it passes Braid Hills Road. At this location, the carriageway width is reduced by a pedestrian refuge island in the centre of the carriageway. The remaining space is not wide enough for both a cycleway and a vehicle lane. It is proposed to consider re-design options at this location which seek to provide a dedicated southbound cycleway and carriageway lane past the junction at Braid Hills Road and deliver these changes alongside the proposals listed above.

Silverknowes Road North

- 4.10 Silverknowes Road North currently comprises of a two-way segregated cycle lane and a two-way bus-only lane with passing places. These both run the full length of Silverknowes Road North, between Marine Drive and the Silverknowes Parkway roundabout. There are four bus passing places, where the cycle lane is narrowed.
- 4.11 Officers have determined that if the segregated cycle lanes were reduced to minimum acceptable widths this would provide enough additional space to establish two continuous carriageway lanes, which would allow for the bus gate to be removed and access returned to non-bus traffic.
- 4.12 It is proposed to develop designs for a bi-directional cycleway alongside a two-way carriageway for general traffic along Silverknowes Road North, for implementation in early 2024.

Silverknowes Road South

- 4.13 Silverknowes Road South currently comprises two lanes open to all traffic and a section of two-way segregated cycle lane on the east side of the street, between the junction with Silverknowes Court and the point at which the road forks into Silverknowes Road South and Silverknowes Road East. Here the segregated route crosses to the west side of the road, where users can connect with the NCN1 cycle route.
- 4.14 The connection between the segregated cycle lanes on Silverknowes Road North and Silverknowes Road South is via a marked 'quiet route' along Silverknowes Court and Silverknowes Place, plus a short section of segregated cycle lane on Silverknowes Parkway.
- 4.15 The Silverknowes Road South section has been criticised as being indirect, and therefore not an attractive route or one with significant usage. The route could be made more direct by removing the aforementioned 'quiet route' section and instead extending the segregated cycle lane along the full length of Silverknowes Road South, to the Silverknowes Parkway roundabout, where it could then connect with the segregated cycle lane on Silverknowes Road North. This would, however, require parking restrictions to be extended along the full length of Silverknowes Road South to achieve the necessary widths for the segregated cycle lane.
- 4.16 It is proposed to develop designs for a cycle lane and parking restrictions on Silverknowes Road south, alongside removal of the current 'quiet route' on Silverknowes Court and Silverknowes Place, for implementation in early 2024.

Path between Silverknowes Road South and Cramond Road South

- 4.17 Presently the shared use path along the old railway between Silverknowes Road South and Cramond Road South connects with the grounds of a Tesco superstore. Movement through the Tesco site requires users to navigate the car parks to the rear and front of the building, and access roads down each side of the store which are marked as a bus route and for deliveries. Access to and from the site from

Cramond Road South is via the same points as used by customers, buses and deliveries.

- 4.18 Given the layout of the store site, meaningful improvements would likely require significant purchase of land, with a potential reduction in parking provision. The entrance and exit from the store site would need to be redesigned to ensure safe movement to, from and across Cramond Road South.
- 4.19 This route would provide a poor connection to the onwards journey on the NCN 1 route via Barnton Avenue, compared to the existing route via Silverknowes Drive and Silverknowes Terrace.
- 4.20 When Tesco's were contacted previously about this path (approx. 2010) they were not interested in seeing any improvements be made.
- 4.21 For the reasons outlined above it is not considered that upgrading the path between Silverknowes Road South and Cramond Road South could be considered a priority for investment.

5. Next Steps

- 5.1 Should Committee approve the recommendations in this report, work will commence on the development of designs and preparing the required Experimental Traffic Regulation Orders to make the proposed changes to the Comiston Road, Silverknowes Road North and Silverknowes Road South schemes.
- 5.2 A further report on the Greenbank to Meadows Quiet Connection and Braid Road will be presented to Committee in early 2024.

6. Financial impact

- 6.1 Funding for alterations to Travelling Safely Schemes in the course of making these permanent will be obtained from Capital funding allocated to the delivery of the Council's Active Travel Investment Programme.
- 6.2 The proposed alterations are considered modest and in line with the experimental nature of the Travelling Safely programme.

7. Equality and Poverty Impact

- 7.1 The changes proposed in this report are not considered to have any Equality or Poverty Impacts.

8. Climate and Nature Emergency Implications

- 8.1 Active travel is recognised as a key factor in the reduction of emissions associated with vehicular transport. Measures which increase active travel uptake will make a positive contribution to carbon emissions reductions and improved air quality.

9. Risk, policy, compliance, governance and community impact

- 9.1 The recommendations in this report respond to concerns raised by local community members and Ward Councillors and seek to mitigate any negative impacts of these schemes while retaining their benefits.
- 9.2 The key risks associated with the recommendations in this report are:
- 9.2.1 Increased traffic on Silverknowes Road North, and potentially some adjacent routes, following re-opening of the road to general traffic. There are no available mitigations to this risk.
- 9.2.2 Risks associated with removal of current 'quiet route' cycleway alignment parallel to Silverknowes Road South, which provides a safe connection by bike for any ability. The proposed replacement on Silverknowes Road South will require users to navigate a busy roundabout with associated increase in perceived and actual risks to people cycling. This could result in fewer people choosing to cycle for local journeys, especially those people who are less confident or less experienced cyclists.
- 9.3 The Council's City Mobility Plan includes a target of a 30% reduction in car use. The recommendations in this report include re-opening a road to general traffic which could encourage additional car use.
- 9.4 There are no compliance issues related to the contents of this report.

10. Background reading/external references

- 10.1 [Minutes of Transport and Environment Committee - 15 June 2023](#)
- 10.2 [Minutes of Transport & Environment Committee – 1 September 2022](#)

11. Appendices

None