

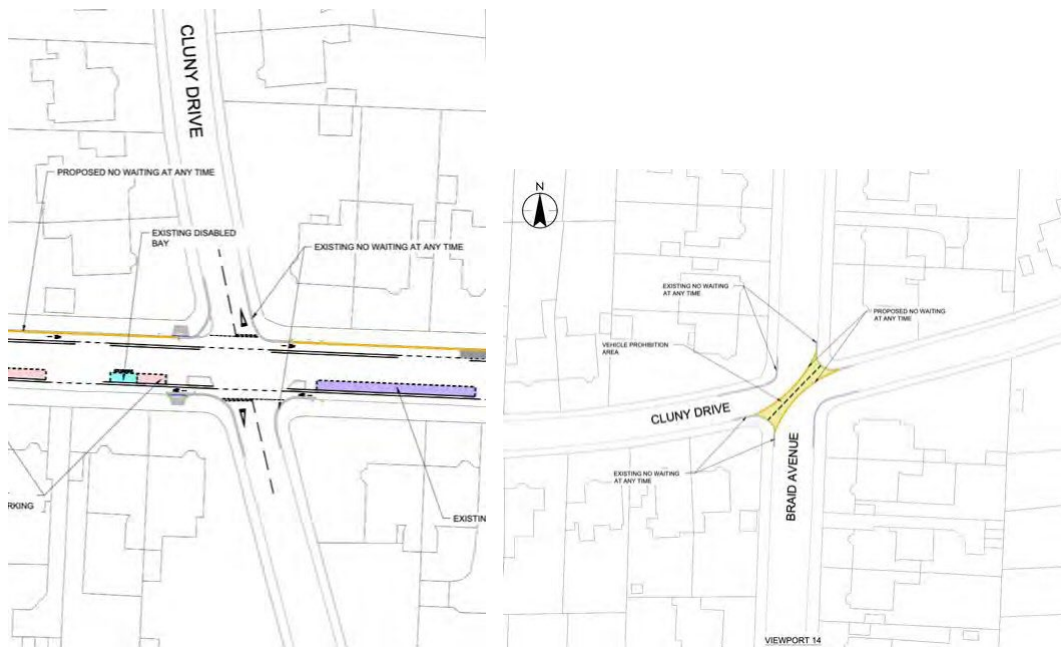
58148 Traffic Regulation Order 25/17 – Comments

From: [REDACTED]
Sent: 22 August 2025 16:47
To: Marie-Clair Munro <Cllr.Marie-Clair.Munro@edinburgh.gov.uk>
Cc: [REDACTED]
Subject: Re: TRO/25/17/IK

Who has made the decision to reintroduce the modal filters and not even open up Braid Avenue?

This new plan is entitled "Travelling Safely - Greenbank to Meadows" and the previous one - option 3 revised (twice) is "Greenbank to Meadows Cycle Route"

Viewpoint 3 shows Braid Avenue with no modal filter at the junction with Cluny Drive; Viewpoint 14 shows a filter - a 'vehicle prohibition order'. A complete contradiction.



... and the filter has returned on Braid Rd with wrong road shape - but not on Viewpoint 1 which has accurate road shape!



Or are the new plans simply wrong?



From: Marie-Clair Munro <Cllr.Marie-Clair.Munro@edinburgh.gov.uk>

Sent: 25 August 2025 11:46

To: [REDACTED]@edinburgh.gov.uk; [REDACTED]
[REDACTED]@edinburgh.gov.uk; [REDACTED]@edinburgh.gov.uk

Cc: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>; [REDACTED]

Subject: Subject: Clarification on "Travelling Safely – Greenbank to Meadows" Plans - TRO/25/17/IK

Good Morning

I am writing on behalf of residents in Ward 10 regarding the recently circulated **"Travelling Safely – Greenbank to Meadows"** plans. Several points have caused confusion, and I would be grateful for clarification. Please see the questions below:

1. Decision-making authority

1.1 Who approved the reintroduction of modal filters along Braid Avenue and Braid Road?

1.2 What criteria, data, or assessments informed this decision?

2. Plan differences and inconsistencies

2.1 Why do the new "Travelling Safely – Greenbank to Meadows" plans differ from the previous "Option 3 revised" cycle route plans?

2.2 Why does Viewpoint 3 show Braid Avenue without a modal filter, while Viewpoint 14 shows a filter ("vehicle prohibition order")?

2.3 Why does the road shape differ between Viewpoint 1 and other viewpoints, particularly regarding the placement of the modal filter?

3. Community consultation and influence

3.1 Were any political parties, local councillors, or external groups consulted in making changes to the new plans?

3.2 How is community feedback being incorporated into the experimental order process?

4. Timeline and next steps

4.1 When will it be confirmed whether Braid Avenue will be reopened to traffic?

4.2 How and when can residents formally submit objections or feedback on these new plans?

I would appreciate a clear response to these questions to ensure residents are properly informed and that any discrepancies in the plans are clarified.

Thank you for your assistance.

Kind regards

Cllr Marie-Clair Munro
Scottish Conservative Councillor for Morningside Ward 10

From: Marie-Clair Munro <Cllr.Marie-Clair.Munro@edinburgh.gov.uk>

Sent: 25 August 2025 15:56

To: [REDACTED] <[\[REDACTED\]@edinburgh.gov.uk](mailto:[REDACTED]@edinburgh.gov.uk)>; [REDACTED]

[REDACTED] <[\[REDACTED\]@edinburgh.gov.uk](mailto:[REDACTED]@edinburgh.gov.uk)>; [REDACTED]

[REDACTED] <[\[REDACTED\]@edinburgh.gov.uk](mailto:[REDACTED]@edinburgh.gov.uk)>

Subject: Subject: Clarification on "Travelling Safely – Greenbank to Meadows" Plans - TRO/25/17/IK

Dear [REDACTED]

I trust this email finds you well. I am writing on behalf of one of residents regarding the Greenbank to Meadows Quiet Route, particularly the Braid Estate section, to seek clarity on several points.

It has been brought to my attention that comments made by the Convener at Transport & Environment Committee on 7 May 2024, suggested that residents may later ask for the return of modal filters. My understanding is that these remarks were not part of the formal decision, which was made on 7 March 2024.

To avoid confusion and ensure transparency, I would be grateful if you could clarify the following for my resident:

1. Can officers confirm that the Convener's comments of 7 May 2024 were not part of the formal recorded decision, and whether these remarks are being treated in any way as direction or policy?
2. Was there any authority within the March 2024 decision to incorporate elements of Options 1 or 2 into Option 3, or should Option 3 proceed strictly as agreed under the Experimental Traffic Regulation Order?
3. Can officers provide a clear timeline of decisions made between 2020 and 2021 regarding the inclusion and subsequent removal of modal filters in the Braid Estate section, given previous public assurances that these had been removed?
4. Why were modal filters reintroduced in practice despite those assurances, and who authorised their reinstatement?
5. Can you confirm whether TRO 25/17 has full legal validity, given concerns that it is presented only as a map without an explanatory statement or signature? If not, what steps will be taken to address this?
6. More broadly, can officers confirm whether any decisions affecting the scheme were taken informally or outside of committee, and how transparency and accountability will be ensured going forward?

This should prevent any potential for confusion and inconsistency, moving forward. I look forward to your response on these points.

Thank you for your time and help.

Kind regards

Cllr Marie-Clair Munro
Scottish Conservative Councillor for Morningside Ward 10

From: [REDACTED]
Sent: 27 August 2025 11:45
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: re TRO/25/17

Hi

I'd like to provide some feedback on TRO/25/17.

My first is a general point, which may be outwith the scope of the TRO sub-committee. But it is that - through no fault of the designer - we look to be implementing a solution that nobody likes; which costs a significant amount of money and which (in the assessment from last year) is likely to be less effective at meeting the councils objectives for Active Travel.

I know the cost, esp that of replacing temporary infra with permanent to (eg) avoid trip hazards, has been a 'hot topic' in recent TRO sub-committee meetings - even though

that may be outwith scope of the sub-committee. But given that, the same applies here. We are implementing an Experimental solution using low-cost segregation, but we must have the expectation that this becomes permanent, and will then need permanent infrastructure, with associated costs.

In the survey that looked at 3 options, the current solution was rated by 2/3rd of cyclists as improving safety for them, and a small majority of pedestrians as improving safety for them. It seems to me that investing a relatively small amount of money to build on that (eg implementing signage; putting in traffic calming measures on Hermitage Drive & Midmar Drive (like the proposed traffic islands); and improving the road surface from Braid Avenue to Canaan Lane for cyclists) would better use council resources to deliver strategic council objectives.

Clearly a significant majority voted for option 3, but (1) the cost & effectiveness of the options was not made clear to the voters (2) no feedback was gathered to establish which option would most increase likelihood of folk walking/wheeling/cycling (3) as the detailed designs for option 3 have become clear at least some of those I know that voted for 3 are unhappy with it and (4) the option of retaining the existing layout was not presented (& there's significant differences between existing & enhanced Option 1)

More specific objections

For a significant subset of cyclists, the protected lane going up/south on Braid Avenue will be intimidating, with an approx 30m climb. For any cyclists who want to turn right from the uphill lane before the top, there's a challenging turn across traffic to be made. IMO this will discourage cyclists (esp those with younger children going to the schools) and therefore is counter to the councils signed off objectives.

We have been assured that only minor pruning of the Braid Avenue trees will be required; if during construction it becomes clear that some tree removal is needed, that would be a major issue. So there is a risk that money'd be spent on the overall solution, only to find that more tree work is required, which'd make the solution un-tenable after spending significant money.

From: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>

Sent: 02 September 2025 17:20

To: [REDACTED]

Subject: RE: Objection - Traffic Regulation Order TRO/25/17

Dear [REDACTED],

Thank you for your email.

Formal objections are not invited during first stage consultations as a further period will be allowed for the submissions of objections when the proposals are formally advertised. However, I can confirm that your comments have been logged and shall be passed to the officer in charge of the project.

You can register for email or text alerts via the Tell Me Scotland portal at www.tellmesotland.gov.uk so that you may receive a notification of any road-related Orders

being progressed in Edinburgh.

Yours sincerely

[Redacted Signature]

Network Management and Enforcement | Place | City of Edinburgh Council |
4 East Market Street | Edinburgh | EH8 8BG |

From: [Redacted]
Sent: 31 August 2025 15:27
To: TRO Consultations
Subject: Objection - Traffic Regulation Order TRO/25/17

Dear Sir/Madam,

I wish to lodge a formal objection to Traffic Regulation Order **TRO/25/17** in its current form. My objection is based on the following grounds:

1. Validity of the Order

- The document provided for TRO25/17 consists solely of maps, with no accompanying reasoning or statement of justification. Previous TROs have included such explanations, which are legally required to enable proper public consultation.
- Furthermore, although described as a TRO, the order appears in substance to be an **Experimental Traffic Regulation Order (ETRO)**. This is misleading and creates uncertainty as to the applicable consultation and appeal process.

○

2. Contradictory and Incomplete Plans

- The maps published are inconsistent. Initial plans showed modal filters removed, yet later supplementary maps reintroduced them without clear explanation.
- The plans omit critical measurements. Independent measurements show the carriageway at **3.8 metres**, which is not reflected in the published materials. This omission prevents the public from properly assessing the impact on safety and access.

○

3. Safety Concerns

- The Road Safety Audit itself raised concerns regarding residents' ability to safely exit driveways, including circumstances comparable to my own property. The designer's responses to these concerns were inadequate and dismissive.
- The introduction of cycle lanes and parking bays will reduce effective carriageway width and visibility, creating risks for both motorists and cyclists.
- The proposed **2-metre bi-directional cycle lane** is below best practice for road safety in such a constrained location.

○

This is my most significant concern. At the moment, few cars park around this cross road precisely because of the dangers. There have been accidents in the past. This proposed parking layout only encourages dangerous parking in an area where many children live.

Particularly at the weekend, there are many cars parked to go to the Hermitage and the lack of parking provided inevitably means, people will have to park further up near Corrennie Gardens on a cross roads.

If parking is require there then it makes sense to me to have the permit bay further along Hermitage Drive so it isn't near the corner and blocking people's views causing danger.

4. Process and Consultation

- The Council has indicated that further consultation will take place during a 6-month period following implementation. However, the lack of clarity in the current documentation means residents cannot give informed responses at this stage.




○

For the reasons above, I submit that **TRO/ETRO TRE/25/17 is procedurally flawed and substantively unsafe**. I therefore object to its approval in its current form.

I would be grateful for confirmation of receipt of this objection and for clarification of how the Council intends to address the legal and safety concerns raised.

Yours faithfully



From: 
Sent: 01 September 2025 16:27
To:  @edinburgh.gov.uk>
Cc: Neil Ross <Cllr.Neil.Ross@edinburgh.gov.uk>; Ben Parker <Cllr.Ben.Parker@edinburgh.gov.uk>;

Subject: tro 25/17



I'd emailed Neil about this, but am keen to get an answer so thought I'd come 'straight to the horses mouth'.

We saw that TRO 25/17 was published on the council's website as below. Where it's clear that comments are invited (first line), and that 'we will use the information you submit when deciding whether to advertise the order' (last paragraph).

So, taking that at face value I've publicised on our Facebook group.

But I'm now hearing that this is incorrect (I think a local resident has been in touch with you), and that as stage one you are doing the statutory consultation: "**Statutory Consultation:** Before implementing an ETRO, local authorities must consult with statutory bodies such as Police Scotland, emergency services, freight groups, and other relevant stakeholders"; so general public (ie folk reading the website) shouldn't comment.

Please could you clarify so if what I've posted is incorrect I can correct it ? and if comments are not requested from the public could the webpage be updated to make it more accurate ?

thanks

View first stage consultations

[View all orders that are at the initial stage of the legal process.](#) At this stage only comments are invited.

If you do wish to comment, please respond before the end date shown in each order. It may not be possible to consider the content of any correspondence received after those dates.

Please note that some of our downloads might not be accessible - please contact us if you need help trafficorders@edinburgh.gov.uk.

Order number	Location	Effect	End date	View details
TRO/25/15	Various Roads	Proposed introduction and amendment of disabled persons parking places	5 September 2025	View TRO/25/15
TRO/25/17	Various Roads	Proposed introduction of Meadows to Greenbank quiet route	12 September 2025	View TRO/25/17

Comment on an order

Contact us using the details below.

To comment on one of the above orders please provide:

- the order number
- your email address
- your full name and postal address

We will use the information you submit when deciding whether to proceed to advertise the order. We may publish comments within internal and [committee](#) reports. All Committee reports are available online under the Local Government Access to Information Act. Where possible, responses will be anonymised before publication.

[Download our traffic order privacy notice / PDF](#) for information about how we will

On Mon, 1 Sept 2025 at 16:57, [REDACTED]
@edinburgh.gov.uk> wrote:

Thanks [REDACTED]

It is a bit confusing.

The 'First Stage' consultation isn't really the one for the general public, it is instead for 'Statutory Consultees', such as blue light services. We will invite public responses for the following Statutory Consultation.

People can comment at this stage but in practice the comments will just be saved until the next stage.

I hope this clears things up.

Cheers,

[REDACTED]

From [REDACTED]
Sent: 02 September 2025 15:41
To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>
Subject: Re: re TRO/25/17

CC External email)

C Contains topics of a financial nature)

Hi

That may be true, but it is not what the website says

It actually says that myviews will be considered before you decide to advertise the tro

See attached

So I understand the website is wrong, and I'd appreciate you looking into changing process or technology, so that when a tro is published the correct guidance is also published

But I've got a couple of other questions on this tro, which you may be able to answer

1. The published diagrams cover option 3 for this work, but also modal filters that'd be used for option 1. My understanding is that this goes to emergency services at this

stage If all they get are the diagrams, how do they know it's not all being implemented at once ?

2. Despite the name, this is an ETRO. And the principle of ETROs is that the public see the change "in action" and comment on that At end of period that feedback is used to decide if all backed out, or a tro implemented For this, option 1 (the modal filters) will not be implemented in first 6 months (for comment), so how would a decision to go with option 1 be taken ?

Thanks

Comment on an order

Contact us using the details below.

To comment on one of the above orders please provide:

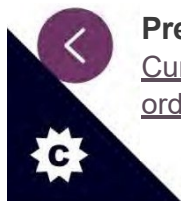
- the order number
- your email address
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We will use the information you submit when deciding whether to proceed to advertise the order. We may publish comments within internal and committee reports. All Committee reports are available online under the Local Government Access to Information Act. Where possible, responses will be anonymised before publication.

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- store
- dispose

your data and your rights.



Previous
Current temRorary
orders (TTROs)

Next
View and
comment on
advertised maR:
based orders



view all orders that are at the initial stage of the regular process. At this stage only comments are invited.

If you do wish to comment, please respond before the end date shown in each order. It may not be possible to consider the content of any correspondence received after those dates.

Please note that some of our downloads might not be accessible - please contact us if you need help trafficorders@edinburgh.gov.uk.

Order number	Location	Effect	End date	View details
TRO/25/15	Various Roads	Proposed introduction and amendment of disabled persons parking places	5 September 2025	View TRO/25
TRO/25/17	Various Roads	Proposed introduction of Meadows to Greenbank quiet route	12 September 2025	View TRO/25



D [edinburgh.gov.uk](https://www.edinburgh.gov.uk)



From: [REDACTED]
Sent: 03 September 2025 11:54
To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>
Cc: [REDACTED]@edinburgh.gov.uk; [REDACTED]
Subject: Validity off TRO 25/17

To :-TRO Consultations

TRO 25/17

Objection

I question the validity of TRO 25/17 on the following grounds:

The TRO consists of nothing more than maps without any necessary explanatory text.

I have tried to check what is required in a TRO in the following document.

[The Local Authorities' Traffic Orders
\(Procedure\) \(Scotland\) Regulations
1999](#)

legislation.gov.uk



However I appreciate that this TRO is in reality an ETRO which has been subject to amendments under SSI 20121/348. So I may be wrong.

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[PDF Document • 29 KB](#)

Every current TTRO gives reasons: eg "To facilitate a safe area for building works".

Every TRO / TTRO / ETRO referring to the Braids area since Covid SpacesforPeople in 2020 has been accompanied by text and signature of an officer on behalf of the Executive Director of Place. (eg Gavin Brown). I attach an example (TEMP 22/130).

The maps themselves in TRO 25/17 require explanation because the supplementary maps contradict the original ones, and the public need to know the reasons for the proposed major changes.

Multiple sets of ETROs were withdrawn on account of inaccuracies; also TRO 21/29B had several errors in it as explained by Dave Sinclair. *"I understand TRO 21/298 was not reviewed for errors alongside the remaining area-wide ETROs from the Travelling Safely Programme as it was considered a short-term intervention and not appropriate utilisation of our limited resources at that time."*

Is TRO 25/17 another erroneous TRO?

In view of the very serious safety issues raised by two Road Safety Audits, I request that the TRO is withdrawn and reconsidered.

Regards

[REDACTED]

From: [REDACTED]
Sent: 03 September 2025 20:35
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Cc: Marie-Clair Munro <Cllr.Marie-Clair.Munro@edinburgh.gov.uk>; Neil Ross <Cllr.Neil.Ross@edinburgh.gov.uk>; Mandy Watt <Mandy.Watt@edinburgh.gov.uk>; ben.parker@edinburgh.gov.uk
Subject: TRO 25/17

f) External email)

f) First time sender)

To the council planners

I am writing with regards to the ongoing farce that is the traffic situation in the Braid estate.

Those of us who live here, cyclists, pedestrians and drivers, have watched with growing disgust at how our money has been used to implement a series of unsafe and illogical road layouts since 2020.

When we were asked our views on the options for the future, we voted, twice, in large numbers for Option 3- it should be noted that had there been an Option 4 (put it back to how it was) most of us would have voted for that.

Yet here we are, many years on, with no action and what feels like every underhand tactic imaginable being deployed to ignore these views.

As I have stated in previous correspondence, the current situation benefits a tiny group of residents who enjoy much reduced traffic. I genuinely cannot see how everyone else who lives here, travels through the area or visits, on bike, car or legs are benefitting. Wide roads, designed for two way traffic are empty, traffic queues at bottlenecks, you have to drive further to leave your home and

cyclists do not use the designated route as it is not direct for them either. Clearly what we have is not working.

In the meantime, the roads with increased traffic such as Hermitage drive, Midmar avenue and the east end of Cluny drive fall further into disrepair.

Please can you provide a response to the points I raise and an update on what is happening next with timings.

Regards

From: Neil Ross <Cllr.Neil.Ross@edinburgh.gov.uk>

Sent: 05 September 2025 15:13

To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>

Cc: [REDACTED] <[\[REDACTED\]@edinburgh.gov.uk](mailto:[REDACTED]@edinburgh.gov.uk)>; [REDACTED]

Subject: TRO/25/17 First Stage consultation comments

Dear Traffic Orders team

TRO/25/17 First Stage consultation comments

I would like to give some feedback on the above.

1. The Council has agreed that this will be an ETRO and not a TRO. I note that the document describes itself as an ETRO but the label 'TRO/25/17' suggests otherwise. Please can this be corrected so that it becomes 'ETRO/25/17' and is thereafter described and referred to as an experimental traffic regulation order?
2. The final two pages are described as 'Supplementary Measures'. I understand that these relate to the decision of the Transport & Environment Committee in April 2024 to include in the ETRO powers to install all/part of Options 1 or 2 in response to feedback from residents.
 - i) Please can you confirm that it is legally competent to do this? I assume it is but would like your confirmation so that I can respond appropriately to any questions from residents.
 - ii) Please can you include in the text of the ETRO an explanation along the lines of 'The implementation of these supplementary measures is subject to a report on feedback from residents, after the six months feedback period is complete, to the Council's Transport & Environment Committee and would require an explicit decision in favour of implementation.' In other words, none of these supplementary measures is to be implemented unless and until the Council's Transport & Environment Committee decides to do so.
3. It looks like there are small build outs into the junctions of Hermitage Gardens and Corrennie Gardens with Hermitage Drive to, in effect, narrow the exits onto Hermitage Drive. The grey colouring suggests they are existing but perhaps they should be in black to indicate that they are proposed. Likewise, the pedestrian crossing at the south end of Braid Avenue is in grey and perhaps it too should be in black and similarly a build out at the south west corner of the Cluny Drive/Braid Avenue crossroads.





4. The second sheet of the supplementary measures includes a plan showing the Braid Road/Hermitage Drive junction. However, unlike the plan of the same junction on sheet 1 of the ETRO, it does not show the outline of the permanent changes introduced to remodel the exit from Hermitage Drive onto Braid Road, nor does it include the widened pavements. Given that these changes have been made and are currently in existence, it would be helpful to show them.

Please can you acknowledge receipt of this email.

Regards

Neil Ross
Convener of Regulatory Committee
Liberal Democrat Councillor for Morningside Ward

Representing the Braids, Bruntsfield, Comiston, Greenbank, Greenhill, Marchmont,
Merchiston, Morningside & Polwarth.

From:  
Sent: 08 September 2025 12:56
To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>; 
 @edinburgh.gov.uk>
Subject: Re: re TRO/25/17

f) External email)

f) Contains topics of a financial nature)


Sorry for hassling you, but I'm still keen to get answers (if possible) to my questions.

To keep it simple here's the 4 summarised; I've copied Rurighd because as the Project Manager he may be able to help with questions 1 & 2 re the Braids Quiet route:

1. The published diagrams cover option 3 for this work, but also modal filters that'd be used for option 1. My understanding is that this goes to emergency services at this stage. If all they get are the diagrams, how do they know it's not all being implemented at once? Is there an additional narrative that gets sent to them? or?
2. Despite the name, this is an ETRO. And the principle of ETROs is that the public see the change "in action" and comment on that. At end of period that feedback is used to decide if all backed out, or a tro implemented. For this, option 1 (the modal filters) will not be implemented in first 6 months (for comment), so how would a decision to go with option 1 be taken?
3. I wonder if you could have a quick look (at the ppt picture I sent over) and let me know (1) is there a better 1-page overview already in existence that I can use (2) if not; would it be possible to get somebody to check that this is a reasonable summary that I can use?

4. And one specific question from all this. Presumably for TRROs the requester contacts the council, a TIRO is drafted & approved, before the notifications are sent round. So the question is 'who/how' does the work/TIRO get approved?

thanks

From: [REDACTED]
Sent: 11 September 2025 20:06
To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>
Subject: TRO 25/17

0) External email)

0) Contains topics of a financial nature)

To whom it may concern,

I do not agree with what you are doing with this proposal. Braid Road should be fully open to traffic in its entirety. Also Braid Avenue should be open to all traffic in its entirety.

This helps share the traffic load throughout the estate and also stops cars being on one street causing congestion.

Regards

[REDACTED]

From: [REDACTED]
Sent: 12 September 2025 15:18
To: [REDACTED] <TRO.Consultations@edinburgh.gov.uk>
Cc: [REDACTED]
Subject: TRO 25/17

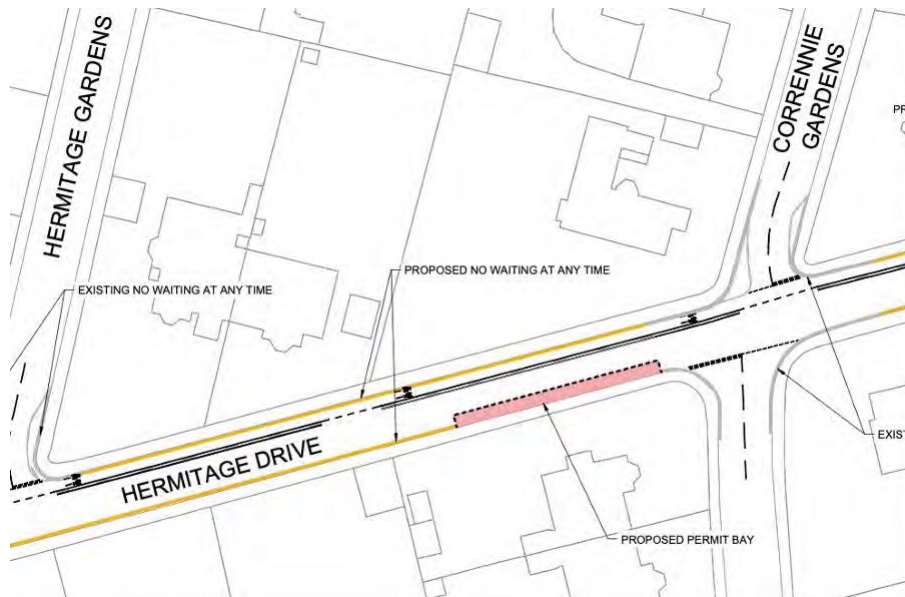
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Dear TRO Consultation Team,

I wish to comment on one safety aspect of TRO 25/17.

I refer to the proposed Permit Bay next to Corrennie Gardens (in pink) on Viewport 1 of TRO 25/17.



I have a serious safety concern for the few motorists (like a relative of mine) who have to exit the south cul-de-sac section of Corrennie Gardens on to Hermitage Drive westwards where the width is a very unacceptable 3.8 metres - on a road which is considered to be a Primary Route. The view of motorists will be severely compromised.

The second Road Safety Audit refers to a similar situation in Problem 3.10 (Braid Avenue Extents). It states:-

Description:

Formalised parking facilities are proposed along Braid Avenue in close proximity to existing accesses. When the parking bays are occupied, it is anticipated that:

- ▪ parked vehicles may obstruct visibility between drivers exiting the accesses to vehicles on the mainline, increasing the likelihood of side impact collisions (blue arrows above); and
- ▪ parked vehicles may obstruct visibility of cyclists travelling along the cycle way from drivers tuning into accesses (particularly where long lengths of parking bays are proposed) which may contribute to collisions between vehicles and cyclists (red arrows above).

Recommendation:

It is recommended that parking bay extents are amended to allow sufficient intervisibility between road users.

A similar observation was raised in the first RSA in Problem 3.7 where again the proximity of parking bays to access roads is highlighted; the response of Stantec appears to be dismissive because it simply refers us to “See construction detail drawing....for junction/access layout typical details.”

Rurighd McMeddes has explained to me that the council has not yet received the reply from the design team - which in itself is extraordinary because the council need to take account of the responses to safety concerns BEFORE issuing a TRO.

Therefore I request that you either shorten the Permit bay extents or move it along westward.

I shall address other concerns in a separate email.

Please acknowledge receipt of this email sent at 15.18 on Sept 12 2025.

Best wishes

[REDACTED]

From [REDACTED]
Sent: 12 September 2025 18:55
To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>
Cc: [REDACTED]
Subject: TRO 25/17 comments

f) External email)

f) Contains topics of a financial nature)

Dear TRO Consultations,

You have invited comments for TRO 25/17 by September 12th.

TRO 25/17 is confusing to comment on owing to the recent inclusion of supplementary Option 1 (revised) measures among the maps (Viewports 12-16). TRO 25/17 needs a text explanation as to the purpose of the measures and whether they will be implemented. This statement by the council implies that the supplementary measures will only be considered AFTER the trial period of Option 3 has commenced.

"The Council is currently preparing to deliver the agreed option under an ETRO, however as decided by Councillors on the Transport and Environment Committee in April 2024, the ETRO will include the option to re-introduce road closures during the trial period should this be required."

If these measures are included, they would reverse the purpose of the TEC committee's decision to reopen Braid Avenue with access to the safety of the traffic lights. On the other hand removing the modal filter at the old mini roundabout would surely increase danger there.

At present long queues form in the morning rush hour on Midmar Avenue as motorists try to reach the unsafe right turn on to Cluny Gardens. If the supplementary measures are applied, all the motorists who at present reach the safety of the traffic lights on Braid Avenue via Midmar Gardens or Cluny Drive would be forced to use the Midmar Avenue exit, resulting in even longer queues.

Detours: The report to TEC indicated:-

There were 84 negative comments, the vast majority of which related to concerns around longer and more circuitous routes for local vehicular journeys, alongside concerns that this Option would simply displace traffic elsewhere.

Option 1 (revised), if implemented, simply means that a different set of residents will feel hemmed in. For instance residents approaching from the south and wishing to access their home in the middle section of Cluny Drive would have to make a significant detour.

The following comments concern Option 3 (ie without supplementary measures).

There are multiple safety aspects which the RSAs highlight - too many to list here and the lack of measurements make it difficult for the public to assess the merits and deficiencies of ETRO 25/17. Sheet 7 (BOTTOM) of Stantec's General Arrangement Sheet 330610712-STN-HGN-02-DR-CH-0107 shows that the width of Hermitage Drive at the proposed Permit bay is a mere 3.8 metres. The presence of a floating disabled bay is remarkable considering the opposition to the one on Pentland Terrace in 2020. Also the width of the bi-directional cycle lane (2 metres) is unacceptable but the council incorrectly said they are 3.5 metres in their answer to a question by Cllr Booth.

A general comment is that the Road Safety Audits make it clear that even without the supplementary measures, you are adding danger in many places where there was none before. Crashmap records that there have been no accidents there for 25 years. If you do implement the supplementary measures, you would need a third RSA because RealisAtkins based their audit on the maps they were given which did not include the supplementary measures.

□

An aspect which the council seems to regard as unimportant is the lack of parking facilities for people wishing to visit the Hermitage. Prior to Covid visitors could park outside the park on Braid Road; now they use Hermitage Drive but you intend to remove that option too – even at weekends when numbers of visitors are at their greatest. You may say that double yellow lines are necessary because of the segregated cycle lanes taking up a significant part of the road width.

Which leads to my comment about segregated cycle lanes; the majority of respondents to the consultation indicated that they opposed them (around 127 versus around 55 supporting); but the report to TEC was deceptive because it set aside 70% of the comments and reported that opinion was “mixed”. Even Spokes and the Green Party oppose them in residential areas:-

“Heavy Segregation is inappropriate and over-costly for residential areas: Segregation would have to be wide enough to permit side by side cycling (parent and child) as children grow up and learn to cycle on their own bikes but need some help/support.”
(Spokes deputation)

...and the Greens' view:

“Greens support cycle segregation – why oppose it here? Segregated cycle lanesonly benefit experienced cyclists who are confident cycling alongside traffic. Quiet Routes are significantly better for less confident cyclists (including children) because they allow cyclists to cycle side by side and contain less traffic which can be daunting. Additionally, the proposed segregated cycle lane on Braid Avenue will be very steep and difficult for many people to navigate. The Quiet Route should be about encouraging more people to walk, wheel and cycle – including those who have not tried it before – and a single segregated cycle lane will not achieve this desired outcome.”

The officers deceived councillors as they mentioned only a single negative reason for installing segregated cycle lanes - cost.

‘...this was seen as unnecessarily expensive compared to the low cost alternative of using modal filters.’

There are many other reasons which officers chose to ignore. The truth is that the 127 comments gave far more reasons for opposing segregated cycling lanes, such as a) no need on residential streets, b) dangerous for motorists c) trip hazard for pedestrians, d) road not wide enough, e) floating parking f) low numbers of cyclists g) right turns difficult h) feel hemmed in, i) causes restrictions on parking, j) poor condition of lanes k) they are ugly l) zigzag quieter route preferable, m) they make overtaking impossible, and n) overhanging trees on Braid Avenue are problematic.

Overall by limiting the choices offered to the public the council has confused the issue because the public were not offered the choice of reopening Braid Avenue without also having to agree to unsafe segregated cycle lanes – which councillors thought would be safe – as Kevin Lang stated on March 7 2024:-

“I’m surprised that it feels like we’ve had a debate today as to whether segregated cycle lanes are good or not. This has felt really odd to me because it’s been constantly drummed into me how important and valuable segregation is. And when I go to Cycling Uk one of the first things that comes up is that separated cycle lanes are good for business, reduce congestion, are good value for money, get more people cycling, and are what people want.I think segregated cycling makes it safer for those cyclists.”

They are not safe because there is a serious safety concern at side roads:- *"bidirectional cycle lanes can be dangerous if they cross busy side-roads. People leaving the side-roads are looking in the direction of conventional traffic, and can forget to check the other direction for people on bikes."* Cambridge Cycling campaign.

Please review the safety concerns and explain to the public whether you intend to implement the supplementary measures.

Best wishes




From: [REDACTED]

Sent: 15 September 2025 11:15

To: TRO Consultations <TRO.Consultations@edinburgh.gov.uk>; [REDACTED]
[REDACTED]@edinburgh.gov.uk>

Cc: Ben Parker <Cllr.Ben.Parker@edinburgh.gov.uk>; Neil Ross <Cllr.Neil.Ross@edinburgh.gov.uk>; Marie-Clair Munro <Cllr.Marie-Clair.Munro@edinburgh.gov.uk>; Mandy Watt <Mandy.Watt@edinburgh.gov.uk>

Subject: TRO/25/17

 External email)

Morning

Sorry for another email, but we have our next Community Council meeting this Wednesday, and have set aside some time for discussion of the TRO (it remains a popular topic locally!).

So it'd be really helpful if you could clarify the point I raised re feedback on Option 1.

As per my emails, I understand an experimental TRO means the works are put in place, folk comment (aka object) on those works, and that feeds into the TRO sub-committee's deliberations on whether to proceed with a permanent TRO (possibly with some tweaks) or not.

TRO/25/17 seems novel, in that it contains details for Option 1 (modal filters), but which give av. different layout to traffic in braid estate than the current modal-filter set-up. And these will not actually be implemented for folk to comment on.

So whilst it lines up with the TEC decision, it's hard to see how feedback on Option 1 can be gathered in a comparable way to that for Option 3.

And some clarification of how the process will work would be really helpful for Wednesday.

thanks

From: [REDACTED] <[REDACTED]@edinburgh.gov.uk>

Sent: 16 September 2025 15:25

To: Marie-Clair Munro <Cllr.Marie-Clair.Munro@edinburgh.gov.uk>; [REDACTED]
[REDACTED]@edinburgh.gov.uk>; [REDACTED]@edinburgh.gov.uk>

Subject: RE: Subject: Clarification on "Travelling Safely - Greenbank to Meadows" Plans - TR0/25/17/IK

Dear Councillor Munro,

The ETRO for the revised scheme (TRO/25/17) implements the Transport & Environment Committee's decision on 7 March 2024 to proceed with Option 3 (as amended) and its subsequent decision on 25 April 2024 for the ETRO to also include the option to re-introduce

road closures during the trial period, should this be required. I have included snips of the full decisions from the Printed Minutes of both Committees below for your assistance – the relevant decisions are 5) and 11) on 7 March and 8), 9) and 10) on 25 April.

This information is also available on the Council's website [here](#).

The first stage consultation for the ETRO, which is solely to allow statutory consultees the opportunity to view and comment on the proposals, ended on 12 September. The information made available during this period was appropriate for a first stage consultation. The six months public consultation period for the ETRO is the next stage in the statutory process. This has not yet commenced and the ETRO has not yet been brought into effect.

There were two sets of plans available to view for the ETRO during the first stage consultation. Those entitled "ETRO Sheets 1-4" showed the amended Option 3 scheme that is to be implemented for the new trial. Those entitled "ETRO Supplementary Measures Sheets 1-2" provided for the option of re-introducing road closures during the trial period, should this be required.

I'm afraid that your questions relating to events in 2020 and 2021 (questions 3 and 4) long predate my involvement in the Travelling Safely programme and I am unable to provide any information on this. Rurighd is not at work today but I will ask him if he can respond to these questions following his return.

I hope the above information is of assistance,

A small, solid grey rectangular box used to redact a signature.

Decision

Thursday, 7th March, 2024

To approve the following adjusted moUon by Councillor Arthur:

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the **Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.**
- 2) To note the revised Options developed in response to the feedback received.
- 3) To select a preferred Option for the two sections to be taken forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order.
- 4) To agree to support the enhanced Option 2 for the Clinton Road/Whitehouse Loan section.
- 5) To agree to support the enhanced Option 3 for the Braid Estate section, and agree all reasonable steps would be taken to minimise pedestrian/cyclist **shared spaces and conflicts.**
- 5) To agree that Braid Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this would be reflected in their layout and design.
- 7) To note that the Council had assessed traffic speeds on Hermitage Drive, Midmar Drive, the southern extent of Braid Road and Braid Ave (pre covid) and found these to be high enough that some speed reduction measures were appropriate (in line with the Council's standard procedures for speed reduction mitigations).
- B. To agree consideration should be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage or Braid entrance.
- 9) To agree the Transport and Environment Convener would write to Police Scotland requesting the Safety Cameras Scotland to enforce the known speed limit problem on the southern half of Braid Road and other speeding sites identified by the Council (e.g. Bridge Road, Swanston Road and Woodhall Road).
- 10) To agree any necessary updates to local School Travel Plans are made.
- 11) To agree to commence the revised scheme for another six-month feedback period under the ETRO process.
- 12) To agree the April Transport and Environment Business Bulletin includes an Indicative Timeline and costs for this work, and an update **in May** on all other Travelling Safely schemes, including costs of the two alternative approaches to deliver option 3 and any impact on other schemes.

Thursday, 7th March 2024

- 1.3) To note the Whitehouse Loan Group's proposal so that it could be included, subject to sufficient funding becoming available, in any future survey.

(Reference - Transport and Environment Committee 15 June 2023 (item 13); report by the Executive Director or Place, submitted.)

Declarations of Interest

Councillor Munro made a transparency statement in relation to the above item or business as a resident of the Greenbank/Meadows area.

Decision

To approve the following adjusled motion by Councillor Aomur:

- 1) To note the Business Bulletin.
- 2) To note the Travel Tracker System Update.
- 3) **To note that the development of the Lothian Buses' real time Information feed** was now complete for the new bus tracker screens, and testing was underway.
- 4) To note that 110-120 sites were being considered for the installation, of new **tracker screens at additional locations across the city, including potentially** Integrating them into bus stops.
- 5) To note that the existing network of bus tracker screens does well serve key areas of the city where car ownership is lower (e.g. Oxfords).
- 6) To agree, therefore, that the May 2024 Transport & Environment Committee business Bulletin would include an overview of how sites for the 80-100 additional trackers were being identified.
- 7) To note the Greenbank to Meadows Quiet Connection - Delivery of Option 3 Update.
- 8) To note that this was a trial and agreed that it is acceptable that the committee look at robust but inexpensive way to test the approach.
- 9) To note that there continued to be a range of views in the local community about how the scheme would proceed, and that the ETRO process would provide a platform to amend the scheme in response to feedback from residents.
- 10) To agree that with Option 3 (as amended) would be deployed, that the Council officers would include in the ETRO power to install all/part of Option 1 and 2 in response to feedback from residents.

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- 11) To note that the Committee enhanced Option 3 and agreed that the modal filters would not be removed until the improvements were deployed:
 - a) That Bralme Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this would be reflected in their layout and design.
 - b) Speed reduction measures would be installed on Hermitage Drive, Midmar Drive, Braid Road (southern extent) and Brain Ave where there are known speeding issues.
 - c) Consideration would be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage Braid entrance.
 - d) Any necessary updates to local School Travel Plans are made/installed.
- 12) To note the Business Bulletin update on the trial road closure of Cammo Road.
- 13) To note the Committee decided unanimously on November 2022 to delay the implementation of the trial closure at Cammo Road until the new signalised crossing was installed at Maybury Road & Craigs Road, and that this decision was made on the basis of the officer report which said works on the junction "will commence in January 2023 for a period of three to four months".
- 14) To therefore express significant frustration that, 17 months on since the decision, works on the junction had yet to commence, given the trial could have been initiated, completed and evaluated, twice over in this time.
- 15) To note how the bulletin provides no guarantee that works on the junction would commence in the next few months, with time required for application to vary planning consent still not submitted.
- 18) To agree:
 - a) That transport officers would urgently seek via planning a definitive timetable for the commencement of the works on the Maybury Road & Craigs Road signalised junction.
 - b) To consider the next steps at the May committee, if no guarantee can be provided that works would commence in the next six months, the agreed ETRO closure trial on Cammo Road would be commenced immediately, with the evaluation report brought back to committee in due course.

(Reference-Business Bulletin, 25 April 2024, submitted.)