

Spaces for People

Scheme Review Form

Location	Original justification
Greenbank to Meadows Quiet Connection	Creates a safe cycling route between the south of the city and the city centre, as well as providing a safe way to walk or cycle to school for several primary schools and one high school. It also makes for safer cycling to Astley Ainslie Hospital..

Overall Programme Monitoring Objectives

To protect public health by:

- a) creating safe spaces for walking and cycling that encourage more people to choose active methods of travel as a safe, physically-distanced way to move around the city, preventing a growth in private car use and associated congestion and air pollution
- b) enabling safe physical distancing for everyone during their journeys, daily (government-approved) activities and exercise in the city's streets
- c) mitigating any increased road safety risk as a result of people physical distancing in the city's streets
- d) Supporting adaptation and resilience

Travelling safely objectives:

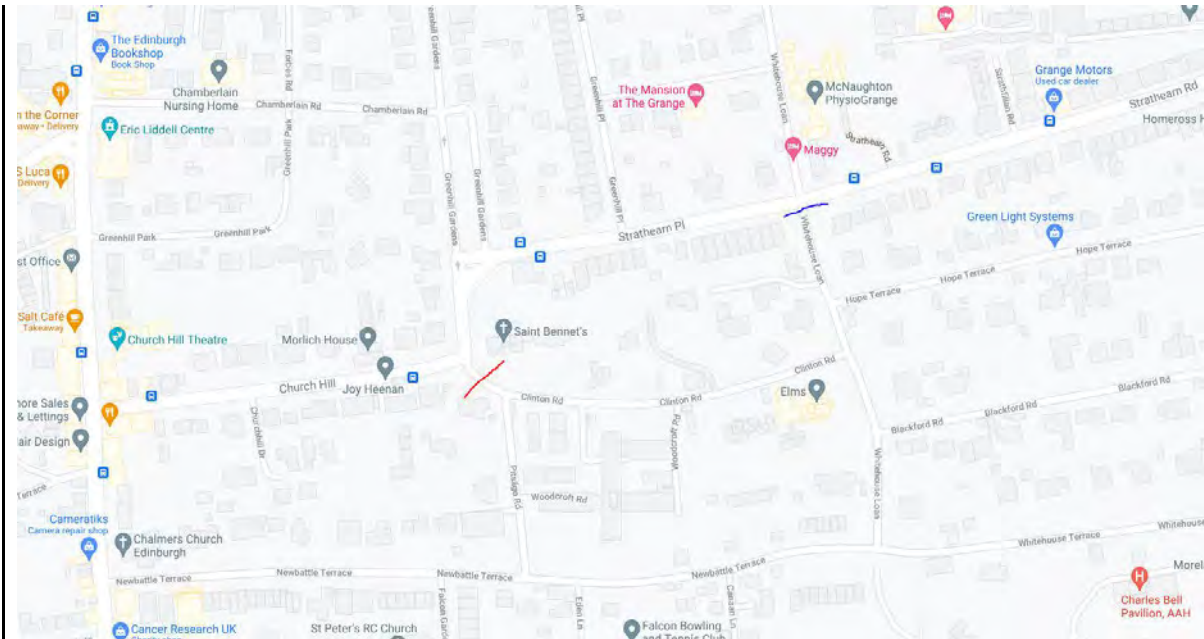
- a) To facilitate the safe movement of people by foot and cycle across the city, providing an alternative form of travel to private car that still allows the public to feel safe from Covid and road safety risks
- b) To provide an effective, physically distanced alternative means of travel around the city to public transport, whilst PT capacity is reduced due to physical distancing requirements.
- c) Continue to protect and prioritise the city's bus and tram service in order that public transport can operate reliably, thereby maintaining a service frequency that can deliver social distancing for passengers.

Project Review:

Do the SFP measures meet the project objectives:	YES	NO
implement safe physical distancing to support cycling and walking travel for exercise and essential journeys;	Y	
reduce infection risk on heavily used routes by providing traffic control measures and alternative routes;	Y	
prioritise the implementation of measures in areas of deprivation where car use or public transport access is limited;		N
prioritise access to local exercise and greenspaces, employment centres, and service hubs(e.g. hospitals & schools)	Y	
Improvement for pedestrians	Y	
Improvement for cyclists	Y	
Improvement for public transport		N

Have additional measures been introduced – if yes provide details:	Y	
Northern section installed February 2021. Closure signage re-positioned and bolted to carriageway in several locations due to poor compliance observed during first few weeks following opening.		
Southern section installed April 2021 alongside southbound re-opening of Braid Road. Minor changes have been made in response to feedback including additional signage in advance of closure points.		

Road Safety Audit feedback:
N/A – Audit to be completed
Public Feedback / Complaints
Northern Section Since the northern section was implemented in February approximately 40 items of correspondence covering the following topics has been received: Concern regarding the closures on this route due to displaced traffic onto main routes, especially Morningside Road, with subsequent impacts on traffic, public transport and air quality • <i>Response:</i> No concerns have been raised by LB to date regarding excess congestion on Morningside Road, or other streets, running parallel to the northern section of the Quiet Connection. Concern regarding road safety for people walking and cycling on Whitehouse Loan, especially at junction of Bruntsfield Crescent due to U-turns and 3 pt-turns. • <i>Response:</i> Very small overall number of vehicles using this stretch of road. Observations suggest that manoeuvres are being made slowly and carefully. Any residual risk is proportionate to the reduced risk achieved by removing through traffic passing the school. James Gillespies Primary Headteacher in agreement. Concern regarding displaced traffic resulting in inappropriate numbers of vehicles on minor roads especially Clinton Road, but also Hope Terrace and Blackford Road • <i>Response:</i> Counts show that around 600 – 700 vehicles per day are using Clinton Road. This is still a very quiet street, but it is undoubtedly busier than previously would have been the case. • Options: a) Introducing a northbound closure of Whitehouse Loan at it's junction with Newbattle Terrace would address this issue, however it may push traffic onto Pitsligo Road. b) An additional filter on Clinton Road has been suggested by some residents and may help address this issue. The closure could be located so as avoid pushing traffic onto Pitsligo Road.



- **Recommendation:** Consider additional filter on Clinton Road – most likely as part of a potential longer term scheme.

Suggestion that Whitehouse Loan is closed to northbound traffic at it's junction with Newbattle Terrace to mitigate through traffic on Clinton Road; Hope Terrace and Blackford Road

- **Response:** This would risk displacing traffic onto Pitsligo Road.

Concern regarding safety of road users on Newbattle Terrace due to position of signs in carriageway.

- **Response:** There is good visibility at this point, which is within the 20mph zone. These signs should not create an issue.

Concern regarding safety of route users on Newbattle Terrace due to volume of traffic and lack of provision for cyclists between Canaan Lane and Whitehouse Loan.

- **Response:** Newbattle Terrace is busier than the rest of the QC and does represent a minor challenge to novice and child cyclists during peak times. Consideration could be given to 'give-and-take' traffic calming measures.
- **Recommendation:** Consider traffic calming.

Suggestion that closures should only be located at the James Gillespie's School

- **Response:** Without the closures in other parts of the route levels of traffic on, eg: Canaan Lane, Whitehouse Loan south of Strathearn Road, and Woodburn Terrace would be far higher, most likely above the maximum levels of traffic for an on road Quiet Route.

Suggestion that road should only be closed at school pick up and drop off times

- **Response:** Counts show that, while the busiest individual hours on the QC on Whitehouse Loan are the hours around pick-up and drop-off times, the majority of journeys by bike on the route are made outwith these times.
 - EG on Tue 21st April on Whitehouse Loan there were: 252 cycle journeys south to north, of which 91 were between 8am and 9am and; 291 cycle journeys north to south, of which 60 were between 3:30pm and 4:30pm.

Suggestion that road barriers are replaced with planters asap

- *Response:* The road barriers are on hire from Contraflow and are as such an ongoing cost to the council. It is proposed to seek to replace these asap.

Suggestion that route is signposted for people cycling

- *Response:* The installation of signage may be of limited value if the route is removed following the pandemic. It is likely that signage could be considered for installation should these measures be retained on a longer term basis.

Objection to project due to impact on local residents

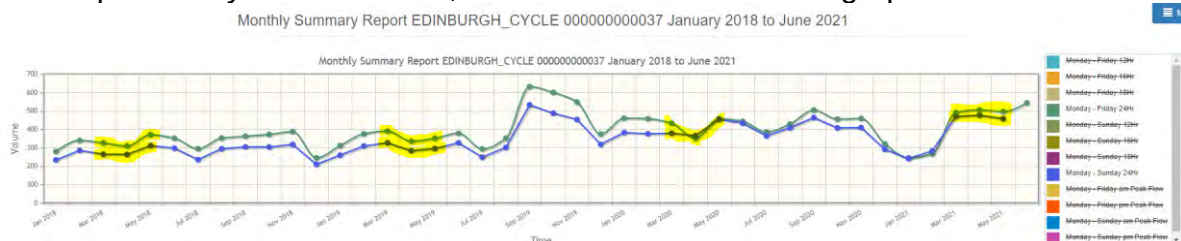
- *Response:* Project designs have specifically sought to minimise impact on residents.

Objection to project due to impact on traffic

- *Response:* Impact on traffic is monitored through counts at certain locations, and ongoing dialogue with stakeholders, especially Lothian Buses. No major issues have been raised.

Objection that project is being continued despite perceived small number of cyclists using the route

- *Response:* Levels of cycling on this route have increased significantly during March, April and May compared to the same month during all previous years on record, as demonstrated in below graph.



Support for scheme and observations/ personal reports of additional cycle use

- *Response:* Support is noted.

Southern Section and Braid Road Southbound Re-Opening

Since the southern section was implemented alongside the re-opening of Braid Road to southbound traffic during April 2021 approximately 60 items of correspondence covering the following topics has been received:

Concern that large amounts of traffic re-routing along previously very quiet streets such as Corrennie Drive, and following the supposed Quiet Route, diminishing its impact. Connected concern that motorists doing so are confused, angry and travelling at inappropriate speeds.

- *Response:* Traffic counts comparisons between April immediately after measures introduced, and May, with time for ‘bedding in’ suggest this issue has been effectively resolved following some minor changes.

Concern that motorists having become accustomed to the closures are re-routing along previously very quiet streets in large numbers including Midmar Gardens

and the Southernmost end of Hermitage Gardens while heading either Southwest, or Northeast respectively.

- *Response:* The count data we have would suggest that levels of traffic on these streets must still be comparatively very low, though they have likely increased from pre-covid. This is supported by officer observations made on site. Nonetheless there is a risk that motorists could become accustomed to using these routes more regularly and traffic could increase further. Continuing counts would be beneficial.

Concern that junction of Braid Road and Hermitage Drive is confusing for motorists, and some banned movements are being abused.

- *Response:* Counts suggest levels of abuse are actually very low, but continuing counts will help monitor this moving forward. Layout has been adjusted slightly.

Concern that cycle logos used on carriageway is misleading and motorists are unsure whether they are permitted to make certain manoeuvres, which are permitted.

- *Response:* Use of cycle logos in this way is consistent with TSRGD and use elsewhere in the city.

Concern that the northbound cycle-lane on braid road is narrow and requires an awkward manoeuvre to access at it's start point by the hotel

- *Response:* This has been addressed.

Concern that northbound cyclists are unaware that Braid Road is open southbound and are travelling downhill using the carriageway

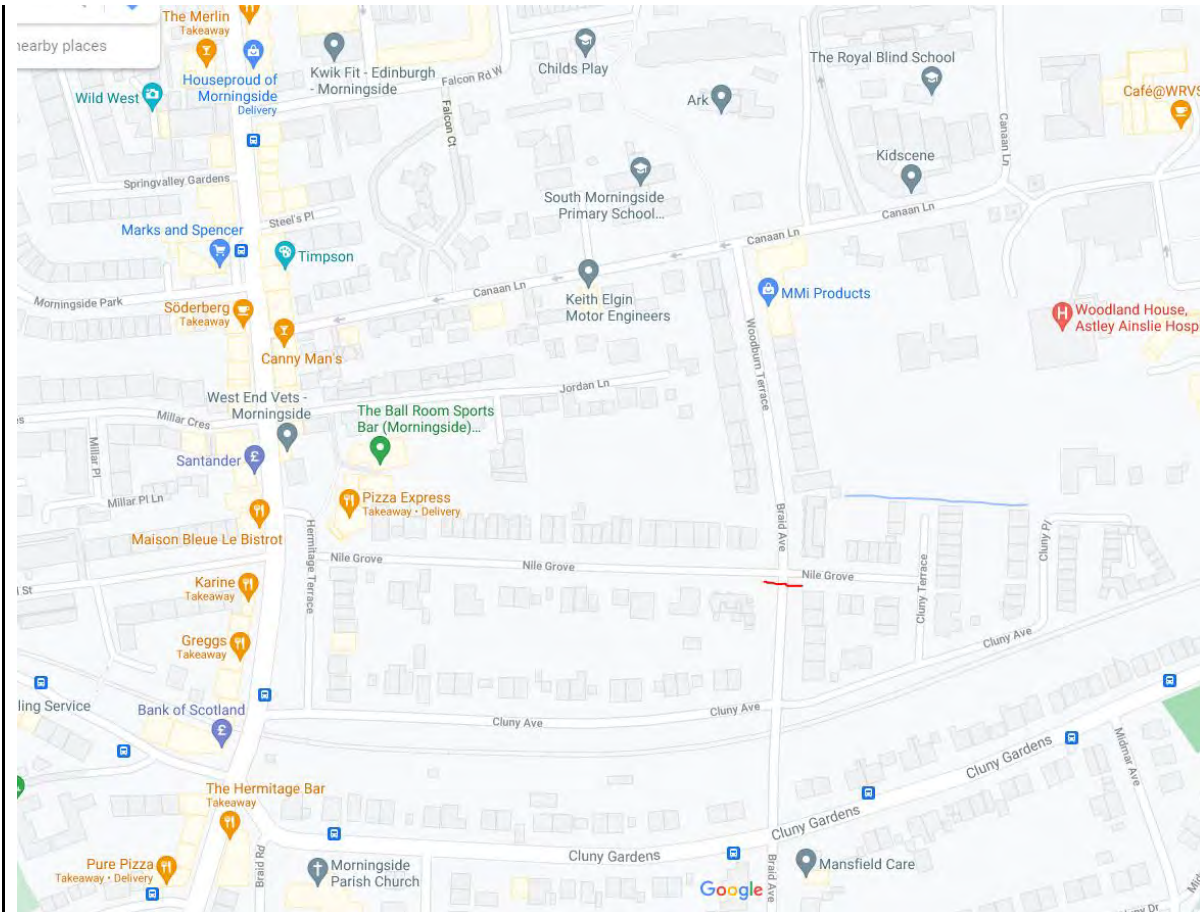
- *Response:* This has been addressed with improved signage.

Concern that Braid Road north of the junction with Hermitage Drive remains busier than the other streets on the 'Quiet Connection' as northbound traffic utilises this route to access Cluny Gardens.

- *Response:* Counts suggest level of Traffic on Braid Road remains below 1,500vpd, preferred maximum for Quiet Routes in ESDG. However this may change, ongoing counts would be beneficial.

Concern that the quiet route between Cluny Gardens and Canaan Lane is too busy resulting in unsafe conditions for children and novice cyclists:

- *Response:* Counts suggest level of Traffic on Braid Road is around 2,000vpd, above the preferred maximum for Quiet Routes in ESDG. Officer observations have confirmed levels of traffic here are higher than would be hoped for during peak times.
- **Proposal:** Consider additional filter, possibly as part of potential longer term scheme. Potential location shown below.
- **NB:** Check availability of east gate from Astley Ainslee



Objection to reopening Braid Road at all due to reduction in space for people walking, and risk of increase in overall traffic levels through induced demand.

- *Response:* While Braid Road was closed southbound, the build up of traffic on the A702 started to have an unacceptable impact on southbound bus journeys. This appears to have been addressed by the re-opening, while levels of traffic on Braid Road remain far below previous levels.

Objection to retaining Braid Road closure to northbound traffic and suggestion it should be re-opened in both directions due to impact on traffic on A702 and difficulty accessing A702 from Braid Hills Road

- *Response:* While general traffic queues are present on Comiston Road on approach to Greenbank Crossroads, this is having only minimal impact on bus journeys and queueing traffic at this location has only minor impacts on the surrounding network, or local residents. Re-opening Braid Road would have a large impact on traffic levels through the Braid Estate, and introduce conflict to the Quiet Connection.

Objection to diagonal filters establishing the quiet route due to impact on journeys, and traffic displacement

- *Response:* While there were significant impacts immediately after the closures were introduced these have now been resolved and counts show the overall level of traffic in the Braids Estate is far lower than a pre-covid baseline.

Support for scheme and observations of reduced levels of traffic in the area

- *Response:* Support is noted.

.Review Groups recommendations: Continue Scheme alongside Monitoring and consideration of amendments should the project be retained for the longer term.

Review undertaken by:

████████████████████

Date: 03 June 2021