

63026 Pedestrian Risk Assessment Methodology, Greenbank to Meadows Quiet Connection

Please identify the road safety risk assessment methodology, standard or framework used by the Council to assess pedestrian risk at Canaan Lane in support of the temporary traffic order. If an internationally recognised methodology (for example, the International Road Assessment Programme (iRAP) Star Rating methodology or an equivalent) was used, please provide its name and version. If no such methodology was used, please confirm this explicitly.

The existing modal filter on Canaan Lane is situated to mitigate the impact of through vehicular traffic adjacent to Canaan Lane Primary School, St Peter's Primary School, the Sight Scotland - Royal Blind School and NHS facilities at the Astley Ainslie Hospital and Woodburn House.

Due to the grouping of educational establishments and centres for health care, Canaan Lane is often the desired destination for a significant number of vulnerable road users including many walkers, wheelers and cyclists travelling to and through the area. This unique collection of trip generators creates an exceptional situation where the provision of a safe road environment is of paramount importance and there would be a heightened risk of conflict with motor vehicles should the modal filter be removed.

Given the nature of Canaan Lane as a destination for users located throughout the city it is considered that potential road safety risks are unlikely to be mitigated through a communications campaign, particularly given the timings of school holidays.

Under the context of the internationally recognised Safe System Approach (an approach that considers all factors that contribute to road safety), Officers considered the likely significant detrimental impact on road safety should traffic return to the route.

The Council has made a commitment to Vision Zero and the Safe System Approach, to provide a safe and modern mobility network that considers all road users and ultimately provides safe road space.

Vision Zero and the Safe System Approach aim to achieve a road system which allows for human error, without error leading to death or serious injury, and is based on the premise that human life cannot be balanced against cost. Vision Zero involves an important change in concept, from trying to prevent all collisions towards preventing death and mitigating serious injury in collisions.

Under the context of the Council's City Mobility Plan and its accompanying Capital Investment Programme, all transport investment should contribute to this approach to reduce the likelihood of collisions, injury and where possible encourage sustainable travel choices. This approach shifts focus from blaming individuals to taking shared responsibility, designing the road system to accommodate human error and vulnerability and integrating multiple layers of protection.

The multiple layers of protection allowed for by the Safe System Approach follow the five themes below:

- **Safe road users:** Focuses on encouraging and ensuring safe and legal behaviour from drivers, pedestrians, cyclists, and other road users, often through education and enforcement.
- **Safe speeds:** Manages speed limits to ensure that the impact forces from any collision are kept within a level where serious injury or death is unlikely.
- **Safe roads and roadsides:** Involves designing and maintaining roads and their surroundings to minimise the risk of a collision and to be more forgiving if one does occur, for example, by providing pedestrian crossings, by regulating motorised vehicle access on some streets and by reducing roadside clutter.
- **Safe vehicles:** Requires vehicles to have safety features and technology that protect occupants and help prevent collisions, such as automatic emergency braking and strong safety structures.
- **Post-crash response:** Establishes a quick and effective response to collisions to provide immediate medical and emergency care to those involved, which is critical for minimising the severity of injuries.

This sets out the basis for the Council's approach to [Road Safety in Edinburgh](#) and supports the Scottish Government's [Road Safety Framework to 2030](#).

Taking all of the above into consideration, Senior Officers are of the opinion it is appropriate and proportionate to maintain the Canaan Lane modal filter under a Temporary Traffic Regulation Order (TTRO) pending the outcome of the process to promote a new permanent TRO.

Please provide copies of any risk assessments, audits, reports, scoring outputs or other documents relating to pedestrian safety at Canaan Lane, including any underlying data used in those assessments (such as traffic volumes, vehicle speeds, crossing facilities, footway provision, proximity to schools, healthcare facilities or other vulnerable destinations) together with any resulting risk scores, ratings or conclusions.

No records held. Senior Officers considered the factors outlined above and made a judgement on whether the use of a TTRO to maintain the modal filter was appropriate and proportionate.

Please provide the name of the organisation or individual(s) who carried out those assessments and the date(s) on which they were undertaken.

The decisions referred to in the responses to Questions 1 and 4 were taken by Senior Officers within the Council.

Please confirm whether the same methodology, framework or assessment process was applied to Braid Avenue and Hermitage Gardens, or to any other section of the Greenbank to Meadows Quiet Connection route. If so, please provide copies of those assessments,

including the underlying data and any resulting scores, ratings or conclusions. If not, please confirm this explicitly.

It is acknowledged that all modal filters in the Braids Estate contribute to the Quiet Route scheme but it is considered that the risks associated with their removal may be significantly mitigated by a dedicated and focussed communications campaign. Officers are working with all stakeholders including local residents, community groups and school communities to ensure that awareness of changes is maximised. Unfortunately, in these circumstances, and adopting the same approach as outlined in the response to Question 1, it is considered that the modal filters in the Braid estate could not be legally maintained utilising the relevant legislation for a TTRO.

If no equivalent assessment was undertaken for Braid Avenue and Hermitage Gardens, please provide any recorded reasons explaining why the methodology or assessment process applied to Canaan Lane was not applied, or was not considered necessary, at those locations.

n/a

Please provide copies of the Council's 2021 reports, papers, committee documents, briefing notes or other records referring to traffic volume, vehicle speed and/or rat-running on Braid Avenue prior to the installation of the modal filters.

The following 2021 Committee report/minutes refer directly to vehicle speeds in Braid Avenue:

- [Delivery of the Road Safety Improvements Programme](#) - report to Transport and Environment Committee, 22 April 2021
- [Minutes of Transport and Environment Committee](#), 22 April 2021

Please see attached Excel spreadsheets ATC Site 03 - Braid Avenue (south of Corrennie Drive) and ATC Site 99 - Braid Avenue (between Cluny Drive & Corrennie Drive) which provide the outcomes of traffic speed surveys undertaken in February and March 2019 respectively. The outcomes of these surveys led to Braid Avenue being included in the list of ninety 20mph and three 30mph streets for further investigation for additional speed reduction measures that is included in the April 2021 report.

The following 2021 Committee reports/minutes refer to the potential impact that changes to the Spaces for People scheme on Braid Road might have on streets in the Braid Estate, including Braid Avenue:

- [Spaces for People Update](#) - report to Transport and Environment Committee, 28 January 2021
- [Minutes of Transport and Environment Committee](#), 28 January 2021
- [Spaces for People Update](#) - report to Transport and Environment Committee, 22 April 2021
- [Minutes of Transport and Environment Committee](#), 22 April 2021
- [Potential Retention of Spaces for People Measures](#) - report to Transport and Environment Committee, 17 June 2021

- [Minutes of Transport and Environment Committee](#), 17 June 2021
- [Potential Retention of Spaces for People Measures – referral from the Transport and Environment Committee](#) - report to The City of Edinburgh Council, 24 June 2021
- [Minutes of The City of Edinburgh Council](#), 24 June 2021
- [Active Travel Measures – Travelling Safely \(formerly Spaces for People\)](#) – report to Transport and Environment Committee, 19 August 2021
- [Minutes of Transport and Environment Committee](#), 19 August 2021
- [Active Travel Measures – Travelling Safely Update](#) - report to Transport and Environment Committee, 11 November 2021
- [Minutes of Transport and Environment Committee](#), 11 November 2021

A copy is also attached of an internal review of the Greenbank to Meadows Quiet Connection Spaces for People scheme, which was undertaken in June 2021 and is referenced within the above Committee papers.

Please confirm whether the officer report(s) recommending removal of the Braid Avenue and Hermitage Gardens filters considered, referred to or relied upon the documents identified in response to Question 6. If not, please confirm this explicitly.

The recommendations in the following 2026 Committee reports are based on the evidence set out within the respective reports:

- [Greenbank to Meadows Quiet Connection](#), report to Transport and Environment Committee, 2 April 2026
- [Travelling Safely - Braid Road, Comiston Road and Greenbank to Meadows Quiet Connection – ETRO/21/29B, ETRO/21/29C & ETRO/21/29D](#), report to TRO Sub Committee, 12 May 2026
- [Greenbank to Meadows Quiet Connection – Update](#), report to Transport and Environment Committee, 18 June 2026

Please provide any pre-implementation traffic data held by the Council for the Canaan Lane area, including vehicle counts, speed surveys or equivalent data for Canaan Lane and its junctions with Woodburn Terrace and Whitehouse Loan, for any period before the installation of the modal filter

Please see attached Excel spreadsheet Client ATC Site 122 - Canaan Lane (east of Woodburn Terrace), which provides the outcomes of a traffic speed survey undertaken in March 2019.