

Transport and Environment Committee

10.00am, Thursday, 7 March 2024

Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps

Executive/routine
Wards

Executive
8 - Colinton/Fairmilehead; 10 - Morningside; 15 -
Southside/Newington

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Notes 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;
 - 1.1.2 Notes the revised Options developed in response to the feedback received; and
 - 1.1.3 Selects 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.

Paul Lawrence

Executive Director of Place

Contact: Rurighd Ahluwalia-McMeddes, Senior Project Manager

E-mail: Rurighd.McMeddes@edinburgh.gov.uk | Tel: 0131 469 3606

Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps

2. Executive Summary

- 2.1 This report responds to a motion relating to the Braid Road, Greenbank to Meadows Quiet Connection Travelling Safely scheme that was [approved](#) by the Committee on 15 June 2023 and provides a summary of the responses received through a public engagement exercise on options for re-designing two sections of the scheme, at the Braid Estate and Clinton Road/ Whitehouse Loan.

3. Background

- 3.1 On 15 June 2023, Committee approved an adjusted motion by Councillor Lang which asked officers to work with local councillors to re-design the Greenbank to Meadows Quiet Connection scheme (taking into account improvements suggested by local residents during a previous consultation process) with a view to presenting options to residents living on or near the schemes, and thereafter reporting back to Committee.
- 3.2 On 16 November 2023, Committee [approved](#) an update on the public engagement for the scheme and noted that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.

4. Main report

Greenbank to Meadows Quiet Connection

- 4.1 As [reported](#) on 16 November 2023, officers worked with ward Councillors to develop various re-design options in response to concerns raised in relation to the Quiet Connection.
- 4.2 In line with the decision of Committee in June 2023, all re-design options were developed in such a way as to avoid 'diluting' the original aims of the scheme.

- 4.3 Consideration of re-design options focussed on two areas where concerns from local residents had been raised: Clinton Road/Whitehouse Loan and the Braid Estate.
- 4.4 Officers met with ward Councillors on 9 August 2023 and discussed re-design options for these locations. This resulted in the development of four options for Clinton Road/Whitehouse Loan, and three options for the Braid Estate.
- 4.5 These options were presented for feedback as part of a public engagement activity which took place between 4 September 2023 and 22 October 2023. During this time, a questionnaire detailing the options was available on the Council's Consultation Hub with hard copies available from Morningside Library or via email on request. The Council also hosted two information drop-in sessions at local venues to allow interested parties to view the proposals and ask questions.
- 4.6 This engagement activity was publicised via a leaflet drop to residents living on streets along and adjacent to the Quiet Connection. Notification was also provided to affected Community Councils and each of the primary schools in the vicinity.
- 4.7 The results of this engagement activity are detailed in Appendix 1. A total of 1,867 responses were received, of which 744 were from residents living within the leafletted area. 743 responses contained detailed comments relating to Clinton Road/Whitehouse Loan, with 1,078 containing detailed comments about the Braid Estate.

Clinton Road/Whitehouse Loan

- 4.8 The Greenbank to Meadows Quiet Connection introduced a modal filter on Whitehouse Loan, immediately south of its junction with Strathearn Road. Following the introduction of this modal filter, residents of Clinton Road raised concerns that through traffic on this previously quiet street had increased, resulting in vehicles routinely mounting the footway and leading to safety concerns and damage.
- 4.9 Officers developed two options for resolving the issues presented by the additional traffic on Clinton Road:
 - 4.9.1 Option 1 – Remove parking on Clinton Road, thus allowing vehicles to pass without mounting the footway; and
 - 4.9.2 Option 2 – Introduce a modal filter on Church Hill (between Clinton Road and Greenhill Gardens) preventing through traffic from using Clinton Road.
- 4.10 Following discussions with Councillors, two further options were developed. These responded to concerns about the impact of the modal filter on Whitehouse Loan on local journeys, by permitting southbound traffic to access Whitehouse Loan at the junction with Strathearn Road:
 - 4.10.1 Option 1a: as Option 1 above, but with Whitehouse Loan re-opened to southbound traffic at Strathearn Road; and
 - 4.10.2 Option 2a: as Option 2 above, but with Whitehouse Loan re-opened to southbound traffic at Strathearn Road.

- 4.11 This resulted in four options (1, 1a, 2 and, 2a) being presented to the public as part of the engagement exercise. Participants were asked to rank each of these options in order of preference, as well as to provide any comments that they might have on the options.
- 4.12 As outlined in Appendix 1, respondents were divided between the four options, with no option receiving more than 25% of first preference responses.
- 4.13 Option 1a was most often selected as the first preference, with 23% choosing this option, with Option 2 coming second with 21%. However, when considering the responses of those living in the immediate vicinity and those living in the catchment area for the nearby James Gillespie's Primary School, Option 2 was the most popular option (with 24% or 68 responses, and 29% or 97 responses, of first preferences respectively).
- 4.14 743 respondents left comments in relation to Clinton Road/Whitehouse Loan, of which 178 were from residents living within the immediate vicinity. 27 of the comments from the immediate vicinity were generally positive in relation to the current scheme, citing reasons such as increased safety and an improved local environment. 54 of these comments were generally negative in relation to the current scheme, citing issues such as inconvenience, increased traffic and dissatisfaction with the aesthetics of the current modal filters.
- 4.15 Many comments were focussed on whether Whitehouse Loan should be reopened to traffic. 51 comments were in favour of retaining the modal filter, while 55 comments supported reopening the road fully. Comments in favour of retaining the modal filter highlighted the risk of diluting the aims of the Quiet Connection if it was removed or altered, as well as highlighting local and national policy around the need to reduce car use for day-to-day journeys and encouraging modal shift to sustainable travel modes. Comments in favour of removing the modal filter and re-opening Whitehouse Loan suggested that this could be achieved alongside improvements for cycling and would resolve the issue of through traffic on Clinton Road.
- 4.16 Comments received in relation to the removal of parking on Clinton Road tended to favour retaining the parking (20 favouring retaining, eight favouring removal); noting the risk that the removal of parking could increase traffic speeds and would not address the identified issue of through traffic on Clinton Road.
- 4.17 Comments in relation to the introduction of a new modal filter were evenly split, with 19 comments supporting an additional filter and 20 comments opposing this. Those who supported an additional filter referred to increased safety and enhancing the Quiet Connection, while those opposed raised concerns about inconvenience for local vehicular journeys; especially in relation to the requirement to access Morningside Road via Newbattle Terrace rather than Church Hill.
- 4.18 Finally, 35 respondents did not agree with any of the options presented, and 39 respondents expressed their support for an alternative proposal developed by the 'Whitehouse Loan Group', which involved re-opening Whitehouse Loan to

northbound traffic alongside a protected cycleway and crossing of Strathearn Road. This would require the existing traffic signals to be replaced, alongside extensive civil engineering work, and is considered to be beyond the scope of work which could reasonably be taken forward on an experimental basis under an Experimental Traffic Regulation Order (ETRO). However, should the scheme be retained on a permanent basis, following the conclusion of the ETRO period, such an arrangement could then be considered.

- 4.19 While the option with the most support from the local vicinity is Option 2 (albeit narrowly), concerns were raised in relation to the introduction of a new filter on Church Hill due to the impact this would have on local vehicular journeys, which would require to route via Newbattle Terrace instead of Church Hill to access Morningside Road and the city. In response to this, a revised Option 2 has been developed which proposes a new modal filter be located on Clinton Road, instead of Church Hill. This will allow for local journeys to continue to use Church Hill to access Morningside Road, via Pitsligo Road. Plans detailing this revised Option 2 are shown in Appendix 1.
- 4.20 Should committee opt to proceed with Option 2, in line with the preferences from the engagement, it is recommended that the revised version of Option 2 be delivered.

Braid Estate

- 4.21 The Greenbank to Meadows Quiet Connection introduced several modal filters throughout the Braid Estate, on Cluny Drive and on Braid Road, with the intention of reducing through traffic on selected streets forming a safe cycle connection between Braidburn Terrace and Woodburn Terrace. Local residents on some of the affected streets have raised concerns about traffic being displaced with concerns about increased traffic levels on Hermitage Gardens, Midmar Gardens and Midmar Drive, due to modal filters on Braid Road and Braid Avenue.
- 4.22 Officers developed three options for resolving the concerns raised. These options were discussed with ward Councillors and were presented to members of the public as part of the public engagement exercise.
- 4.22.1 Option 1 – Modify and introduce additional filters to remove through traffic from all streets internal to the Braid Estate, requiring through traffic to route via Hermitage Drive and Midmar Drive to travel between Braidburn Terrace and Cluny Gardens;
- 4.22.2 Option 2 – Re-open Braid Avenue to through traffic, with segregated cycleways on Braid Avenue and Hermitage Drive. Retain modal filters on Braid Road and adjust to remove through traffic from Hermitage Gardens; and
- 4.22.3 Option 3 – Re-open Braid Avenue and Braid Road to through traffic, with segregated cycleways on Braid Avenue and Hermitage Drive.
- 4.23 The results from this public engagement are also attached in Appendix 1.

- 4.24 The most popular option at first preference was Option 3, with around half of first preference responses across all areas and within the Braid Estate area. The second most popular option at first preference is Option 1, with around 30% of first preference responses across all areas.
- 4.25 The most popular second preference option was Option 2 by a clear margin, with around 60% of second preference responses. This is likely to be because Option 2 features some of the proposals from both Option 1 and Option 3 and could therefore be seen as a compromise between the two.
- 4.26 It is notable that, within the Braid Estate, preferences varied considerably between responses from different streets. Responses from streets which are currently closed, including Braid Road and Braid Avenue, were more supportive of Option 1; which retains closures on these streets. Meanwhile responses from streets which are currently open were more supportive of Option 3 (which removes modal filters, allowing through traffic to return to Braid Road and Braid Avenue). This suggests that respondents who live on streets which have modal filters are experiencing benefits from the low traffic environment and do not want to lose these benefits.
- 4.27 1,078 respondents left comments in relation to the Braid Estate, of which 327 were from residents living within the Braid Estate itself. 56 of the comments from the immediate vicinity were generally positive in relation to the current scheme, citing reasons such as increased safety, reduced traffic speed and volumes and an improved environment for walking and cycling. 163 of these comments were generally negative in relation to the current scheme, citing issues such as increased traffic (especially at Midmar Drive and Midmar Avenue), safety risks for people walking and cycling, dissatisfaction with the aesthetics of the current modal filters, and concerns around driver frustration and behaviour.
- 4.28 There were 36 positive comments regarding Option 1. These respondents felt that this was the only option that retains the Quiet Connection and reduces traffic on residential roads. 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.
- 4.29 There were 41 comments in support of Option 2. These respondents felt this option was a good compromise, which would continue to discourage through traffic and support safe cycling, while re-opening Braid Avenue which would reduce through traffic on other parallel streets. There were 83 comments opposing Option 2. Some respondents raised concerns around the retention of modal filters on Braid Road and Hermitage Gardens and the possible impact of this on local journeys. Others raised concerns about re-opening Braid Avenue, resulting in increased traffic with adverse impacts on road safety, and the removal of parking on Braid Avenue and Hermitage Drive, introducing pressure on residents and visitors accessing properties in the area.

- 4.30 There were 65 comments in support of Option 3. These respondents noted that this option would be more convenient for residents accessing and egressing their homes by car, while also supporting safe cycling through the introduction of segregated cycle lanes. There were 73 comments opposing Option 3. These respondents were concerned about the removal of modal filters and the dilution of the Quiet Connection, as well as the risk that this option would lead to an increase in through traffic (impacting on safety for people walking and cycling in the area).
- 4.31 There were mixed opinions on the introduction of segregated cycling proposed in Options 2 and 3. 17 respondents noted their support for segregated cycling infrastructure, suggesting it would improve safety for all users and encourage cycling. 16 respondents were opposed to introducing segregated cycling facilities at this location, as this was seen as unnecessarily expensive compared to the low cost alternative of using modal filters.
- 4.32 41 respondents noted that their preference would be to remove all of the measures and return to the pre-COVID road layout, while 40 respondents noted that their preference would be to retain the current road layout, with modal filters at several locations on Cluny Drive and on Braid Road. 30 comments suggested further traffic calming measures (such as speed bumps or similar) should be introduced, for example, on Hermitage Drive.
- 4.33 While the option with the most support from the local vicinity is Option 3, with around half of first preferences, this option involves re-opening several streets to through traffic and has little support from residents of the streets in question (Braid Road and Braid Avenue). There is a risk that removing the filters could result in an overall increase in traffic through the Braid Estate, by making vehicular trips more convenient, which could lead to an adverse impact on the safety of people walking and cycling.
- 4.34 Evidence from traffic counts conducted at the junction of Braid Road and Hermitage Drive suggests that the introduction of modal filters on Cluny Drive and Braid Road has considerably reduced the overall level of traffic through the Braid Estate.
- 4.35 Traffic counts conducted across two working days in January 2018 observed an average of 10,450 vehicles passing through this junction between 7am and 7pm.
- 4.36 Traffic counts conducted across two working days in March 2023 (after Braid Road was re-opened to two-way traffic but before the current road works at this location commenced) observed an average of 6,283 vehicles passing through this junction between 7am and 7pm.
- 4.37 As traffic on each of the streets in the Braid Estate feeds to or from this junction, this represents a considerable decrease in the overall level of traffic through the Braid Estate.
- 4.38 This traffic does not appear to have simply re-routed onto Morningside Road. Traffic counts done at the same time show that the average number of vehicles travelling

through the Morningside Clock junction between 7am and 7pm in 2018 was 17,065, while in 2023 this had only increased to 17,363.

- 4.39 This suggests that the modal filters introduced in the Braid Estate may have successfully reduced the level of traffic travelling through the area. As such, it is possible that their removal may jeopardize this, resulting in an increase in overall traffic.
- 4.40 Due to these drawbacks associated with Option 3, officers worked on considering possible revisions which could be introduced to each of the options to respond to the concerns raised. Revised versions of each of the options are detailed in Appendix 1 and are summarised below:
- 4.40.1 Revised Option 1 proposes altering the arrangement of the modal filters and introducing one new filter on Braid Road, at Cluny Drive. This achieves the intended aim of removing through traffic from the internal streets of the Braid Estate, with a reduced impact on local journeys compared to the original Option 1. Revised Option 1 retains the modal filter across Braid Road at Hermitage Drive to ensure through traffic does not follow the Quiet Connection route. Under this Option, build outs would be installed on Cluny Gardens at the junction with Midmar Avenue to aid sightlines for vehicles exiting Midmar Avenue at this point and to make it easier and safer for people crossing the road.
- 4.40.2 Revised Option 2 adopts the proposed diagonal modal filter at the junction of Braid Road and Cluny Drive (which is introduced in Revised Option 1) however the modal filter across Braid Road at Hermitage Drive is removed. In this option more detail is provided in relation to the segregated cycleway which will require the removal of all parking on the west side of Braid Avenue and all parking on both sides of Hermitage Drive.
- 4.40.3 Revised Option 3 mirrors Revised Option 2, however with all of the modal filters removed.
- 4.41 Under all three revised options, improvements would be made to the layout of the junction at Midmar Drive and Cluny Drive to address concerns about the ability to turn left from Cluny Drive onto Midmar Avenue.
- 4.42 It is noted that the Council has assessed traffic speeds on Hermitage Drive and Midmar Drive and found these to be high enough that some speed reduction measures may be appropriate. Under all three revised options, appropriate speed reduction measures would be considered and included on these routes as necessary, in line with the Council's standard procedures for speed reduction mitigations.
- 4.43 Having considered the above information, Committee is invited to select the option that should be taken forward for further development and implementation, on a trial basis under a new ETRO.

5. Next Steps

- 5.1 Following a decision on options for further development and implementation, work will commence on developing detailed designs and preparing the required ETROs to make the proposed changes to the scheme.

6. Financial impact

- 6.1 Funding for alterations to Travelling Safely Schemes in the course of making them permanent will be secured from Capital funding allocated to the delivery of the Active Travel Investment Programme.
- 6.2 The proposed alterations at Clinton Road/Whitehouse Loan are considered modest and in line with the experimental nature of the Travelling Safely programme. These costs could be met from the Active Travel Investment Programme budget.
- 6.3 The likely costs associated with the three options at the Braid Estate vary considerably:
 - 6.3.1 Revised Option 1 involves making alterations to the number and location of modal filters in the Braid Estate, and some minor modifications to the junction at Midmar Avenue and Cluny Gardens. These changes can be delivered for minimal cost due to the nature of the interventions as modal filters require very little infrastructure to implement. These costs could be met from the Active Travel Investment Programme budget.
 - 6.3.2 Revised Options 2 and 3 involve introducing segregated cycleways on Hermitage Drive and Braid Avenue. Given concerns around the quality of the environment and the potential visual impact of this infrastructure, it is proposed that this would involve using 'scan kerbs' or similar infrastructure (of the type recently utilised on Holyrood Road) instead of the rubber cycle lane defenders that have been the norm for previous Travelling Safely Schemes. As a result, these options can be expected to be considerably more expensive than Option 1 and are likely to cost between £200,000 - £400,000 to implement. Should Option 2 or 3 be chosen for delivery, the impact of accommodating these costs from the Active Travel Investment Programme budget may require delaying, cancelling or re-scoping existing projects.

7. Equality and Poverty Impact

- 7.1 The Integrated Impact Assessment for this scheme has been updated to reflect the potential impacts of the re-design options. As noted in that document, these vary considerably depending on which option is selected.
- 7.2 Those options which would re-open roads to vehicular traffic which are currently closed are considered to have the greatest negative impact in terms of equality and

poverty. The benefits of these options are primarily felt by motorists. Car access and use is higher among higher income households and lower among lower income households. While benefits to motorists may also benefit people with mobility and visual impairments, the benefits of re-opening through roads in this regard are considered to be small as all premises on affected streets are still able to be accessed by private vehicles with fairly minor diversions required.

- 7.3 On the other hand, the negative impacts of re-introducing through traffic onto streets which are currently closed include additional risk to pedestrians and cyclists, and additional pollution with potential impact on local air quality and greenhouse gas emissions. These negative impacts affect everyone who uses affected streets, but disproportionately affect those who do not have access to private vehicles – such as young people and lower income households.
- 7.4 The options which maintain closures on those streets which are currently closed to through traffic may have some negative impacts to motorists in terms of convenient vehicular access and to all street users on parallel routes which have seen or could see traffic increases. Mitigations have been identified which could help to ameliorate these negative impacts, such as revised options, or the introduction of speed control measures.
- 7.5 The benefits to those options which maintain closures on affected streets would be seen by all users of those streets, and especially by those who do not have access to private vehicles – such as young people and lower income households.

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.
- 8.2 The recommendations in this report include choosing between options, some of which involve re-opening various roads to general traffic. Following the principle of induced demand, if these options are selected this could encourage additional car use which could increase the production of greenhouse gas emissions associated with transport in the city.

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

- 9.1 The recommendations in this report respond to concerns raised by local residents and Ward Councillors and seek to mitigate any negative impacts of these schemes while retaining their benefits.
- 9.2 No risks have been identified associated with the recommendations in this report.
- 9.3 The Council's City Mobility Plan includes a target of a 30% reduction in car use. The recommendations in this report include choosing between options, some of which

involve re-opening various roads to general traffic. Available evidence suggests that, with these road closures in place overall traffic through some affected areas has reduced by around 40%. Following the principle of induced demand, if options which re-open these roads are selected this reduction may disappear and this could be expected to result in increased car use.

- 9.4 The Council's proposed circulation plan outlined in 'Our Future Streets' ([reported](#) to Committee on 1 February 2024) identifies the route of the Greenbank to Meadows Quiet Connection as forming part of the city's Primary Cycle Network. All of the options presented in this report are considered to be consistent with this allocation in the context of a trial scheme being delivered via an Experimental Traffic Regulation Order. Nonetheless, it is possible that the Council may opt to consider further enhancements to the level of service that this route provides to people cycling in the future as part of consideration of any permanent changes to this corridor, in line with this designation.
- 9.5 There are no compliance issues related to the contents of this report.

10. Background reading/external references

- 10.1 [Minute](#) of Transport and Environment Committee, 1 September 2022

11. Appendices

- Appendix 1 Greenbank to Meadows Quiet Connection Re-design Options – Public Engagement Report

Job Name: CEC Travelling Safely

Job No.: 330610712

Date: February 2024

Subject: Greenbank to Meadows Travelling Safely Quiet Connection: Engagement Report

1. Introduction

- 1.1. In 2020 and 2021, the City of Edinburgh Council (the Council) made changes to the roads between Greenbank and the Meadows to provide safer walking, wheeling and cycling conditions in response to the COVID-19 pandemic. The changes included the introduction of the Greenbank to Meadows Quiet Connection.
- 1.2. Greenbank to Meadows is one of a number of schemes that, having been introduced during the pandemic, was retained under the Travelling Safely programme.
- 1.3. As shown in **Figure 1.1**, the Quiet Connection extends along the full length of Whitehouse Loan from the A702 (Bruntsfield Place) to Newbattle Terrace before navigating south and west via Newbattle Terrace, Canaan Lane, Woodburn Terrace, Braid Avenue, Corrennie Drive, Hermitage Gardens, Braid Crescent, Braid Road and finally along Braidburn Terrace to link back to the A702 (Comiston Road).
- 1.4. The route navigates along a number of quiet, residential streets, allowing cyclists to avoid the busy A702 corridor and links to the off-street cycle network from Whitehouse Loan in the north, and to the Comiston Road Travelling Safely scheme from Braidburn Terrace in the south.
- 1.5. The route is characterised by a series of modal filters which restrict vehicular access while remaining permeable for those walking, wheeling and cycling. This limits vehicular through traffic, resulting in a low-traffic environment.

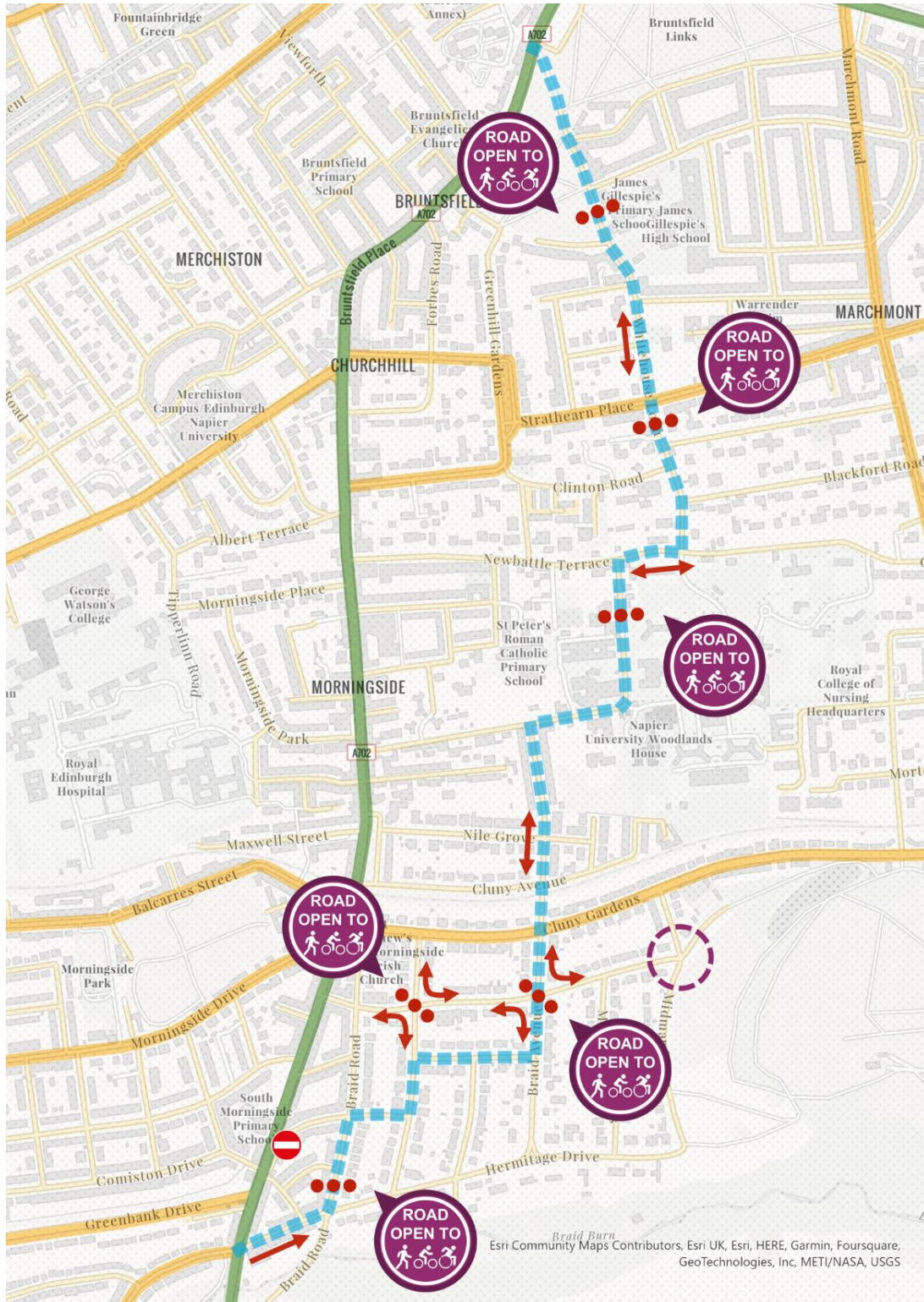


Figure 1.1: Greenbank to Meadows Route as Existing

1.6. In June 2023, councillors in the Transport and Environment Committee (TEC) agreed that the Greenbank to Meadows Quiet Connection should have its own Experimental Traffic Regulation Order (ETRO), separate from the ETROs covering other Travelling Safely

schemes. As such, councillors agreed that it was necessary to review parts of the scheme, considering feedback from local residents.

1.7. Feedback from local residents highlighted the following concerns:

- Increased volume of traffic on Midmar Gardens, Hermitage Gardens and Clinton Road, with the extra concern of vehicles driving on the pavement of Clinton Road due to limited street space
- The choice of materials used for the modal filters
- Ease of wayfinding along the route

1.8. In light of this feedback, various options were developed to address these concerns, while retaining a safe route for walking, wheeling and cycling. These options were thereafter consulted on. This report summarises the consultation process and outlines the findings.

2. Consultation Methodology

2.1. Options were developed for two locations within the wider scheme area, namely: the Braid Estate (south of Cluny Gardens) and Clinton Road / Whitehouse Loan. In total, three options were proposed for the Braid Estate and four for Clinton Road / Whitehouse Loan. All seven options were presented during consultation.

2.2. An online public survey was live on the Council's Consultation Hub for a period of 7 weeks between 4th September 2023 and 22nd October 2023. In addition, the following public drop-in sessions were held at Morningside Library:

- 2pm – 7pm on the 12th September
- 2pm – 7pm on the 26th September

2.3. In total, over 100 people confirmed to have attended the public drop-in events. At the drop-in events, paper copies of the survey were available for those wishing to complete the survey in a non-digital format. The print version of the questionnaire, which mirrors the online questionnaire, is attached as **Appendix A**.

2.4. To raise awareness of the consultation, a leaflet drop was carried out in September 2023 across the local area, as shown in **Appendix B**.

3. Geographic Response Analysis

3.1. The results of the online survey were analysed geographically using postcode data provided by respondents. The purpose of this was to identify any potential differences in the responses from those geographically closer to the scheme.

3.2. The following areas are referred to consistently throughout the report:

- EH10 postcodes
- Leaflet Area
- Braid Estate postcodes
- Whitehouse Loan postcodes on or in the immediate vicinity of Whitehouse Loan
- South Morningside Primary School (SMPS) catchment area postcodes
- Canaan Lane Primary School (CLPS) catchment area postcodes
- James Gillespie Primary School (JGPS) catchment area postcodes

- 3.3. **Appendix B** shows the boundaries of each of these areas.
- 3.4. **Figure 3.1** shows a heatmap of responses to the online questionnaire, based on the postcode entered by respondents. This shows that there was a high density of responses from those living within the Leaflet Area.

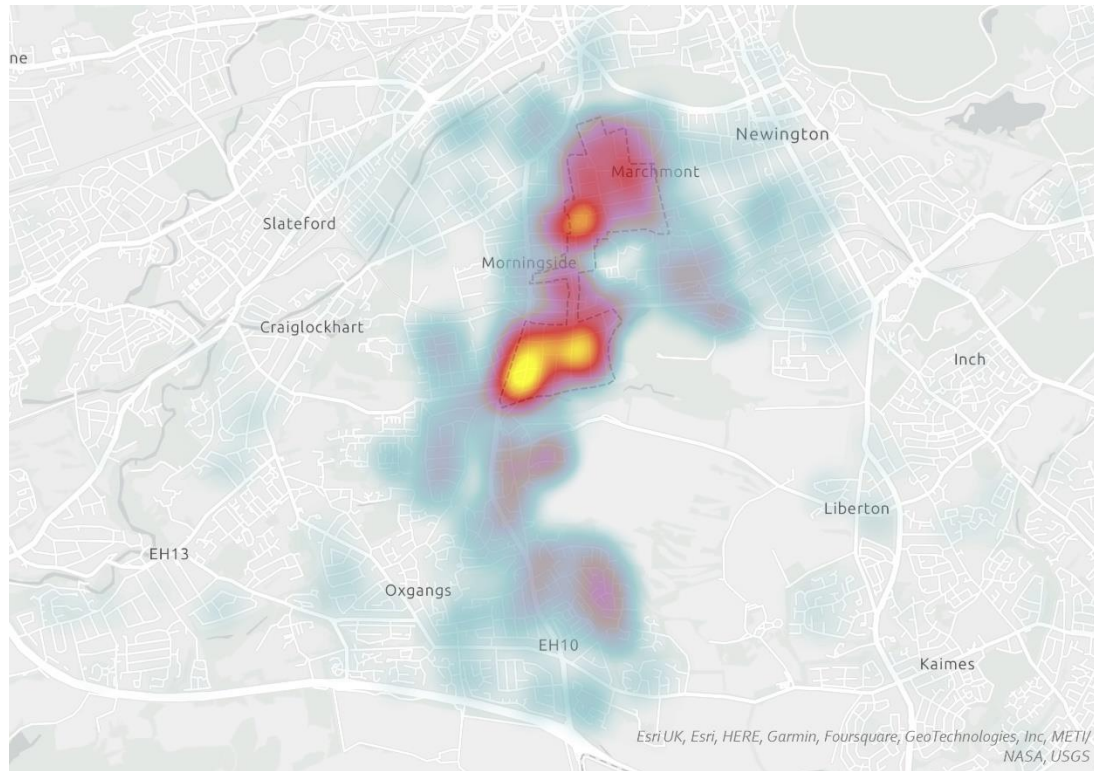


Figure 3.1: Heatmap of Questionnaire Respondent Postcodes Showing Leaflet Area

4. Survey Findings

- 4.1. In total, there were 1,867 responses to the survey. The table below shows the number of responses from each of the key geographies identified in **Section 3**. Note that a number of the geographical areas overlap, and the boundaries can be found in **Appendix B**.

Table 1: Number of Responses by Geography

Location / Area	Number of Responses	% of Total
EH10	1,177	63%
Leaflet Area	744	40%
Braid Estate	396	21%
Whitehouse Loan	285	15%
South Morningside PS	344	18%
Canaan Lane PS	447	24%
James Gillespie PS	335	18%
All Responses	1,867	100%

- 4.2. For questions that asked respondents to rank options based on their preference, the online questionnaire allowed incomplete rankings (e.g., only selecting the most or least preferred options); however, it did not allow duplicate rankings for multiple options. To ensure consistency, the same restrictions were applied to completed paper questionnaires during the digitisation process.

5. Existing Greenbank to Meadows Route

- 5.1. The survey asked respondents to identify whether they regularly use any of the following modes of transport to travel along part or all of the Greenbank to Meadows Quiet Connection route:

- Cycling (including bicycles, e-bikes and other types of cycle)
- Walking
- Wheeling (including in a wheelchair or using a mobility scooter)
- Driver in a car or a van
- Passenger in a car or a van
- Taxi or minicab

- 5.2. **Figure 5.1** shows the survey results of this question. The responses from EH10 and the Leaflet Area are shown separately.

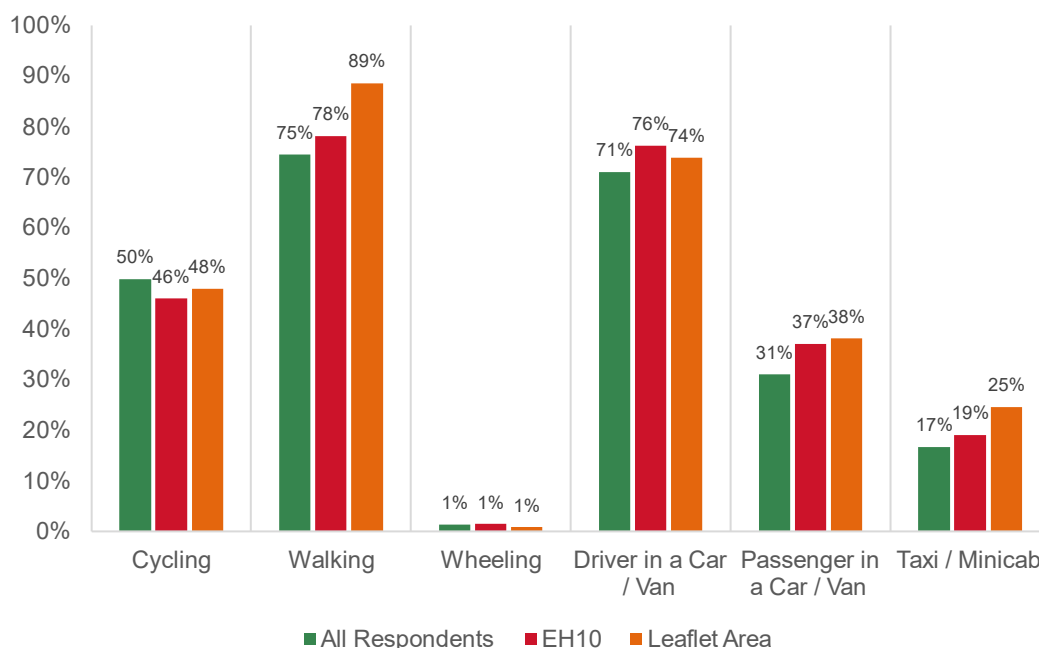


Figure 5.1: Do you regularly use any of the following modes of transport to travel along part or all of the Greenbank to Meadows Quiet Connection route?

- 5.3. Walking was consistently noted as the most common mode of travel along part or all of the Greenbank to Meadows route. The percentage of respondents reporting they regularly walk along the route was even higher for the Leaflet Area at 89%.
- 5.4. Sustrans' Walking and Cycling Index (2021) reported that 91% of surveyed residents in Edinburgh walked or wheeled at least once a week, similar to the number of people in the Leaflet Area who reported walking along the route regularly.
- 5.5. Approximately 50% of respondents reported they regularly cycle along all or part of the route.
- 5.6. Sustrans' Walking and Cycling Index (2021) reported that 26% of surveyed residents in Edinburgh cycled at least once a week.
- 5.7. Respondents were also asked about the extent to which they think the current measures make it safer to walk, wheel and cycling along the Greenbank to Meadows Quiet Connection. Responses were based on a 5-point scale from 'strongly agree' to 'strongly disagree'.
- 5.8. **Figure 5.2** shows the responses to this question, highlighting those from EH10 and the Leaflet Area.

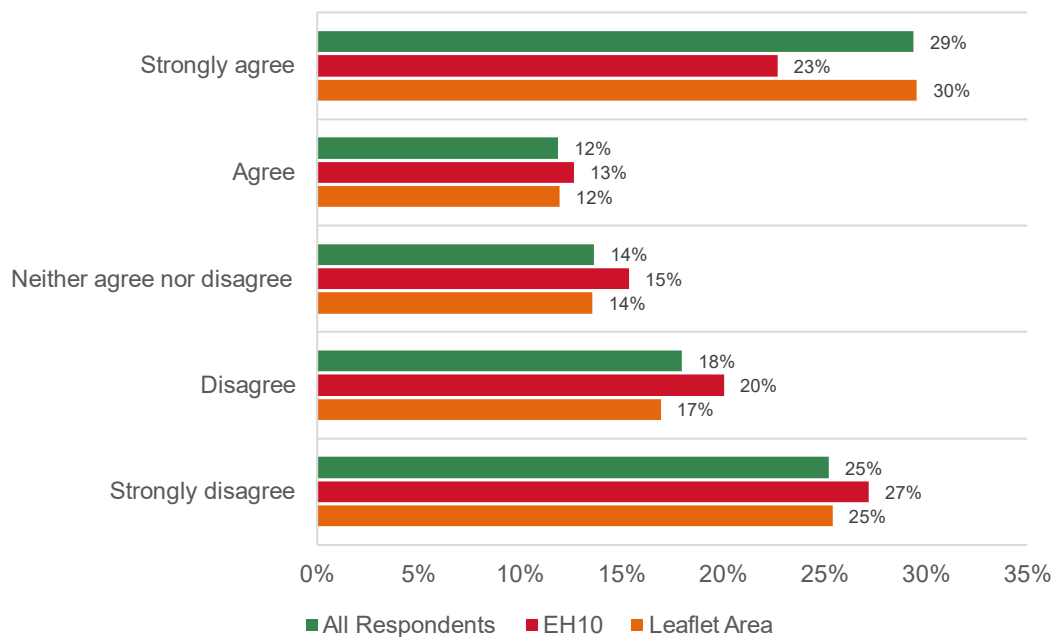


Figure 5.2: To what extent do you agree or disagree that the current measures make it safer to walk, wheel and cycle along the Greenbank to Meadows route?

- 5.9. 29% of respondents strongly agreed that the measures have made it safer to walk, wheel and cycle along the route. The results were similar for the Leaflet Area. However, only 23% of respondents within EH10 indicated that they strongly agreed.
- 5.10. The overall positive, neutral and negative sentiment of respondents towards the safety benefits of the scheme was calculated by aggregating the responses. These results are shown in **Figure 5.3**, which includes the responses from the three local primary school catchment areas (see **3.2**).

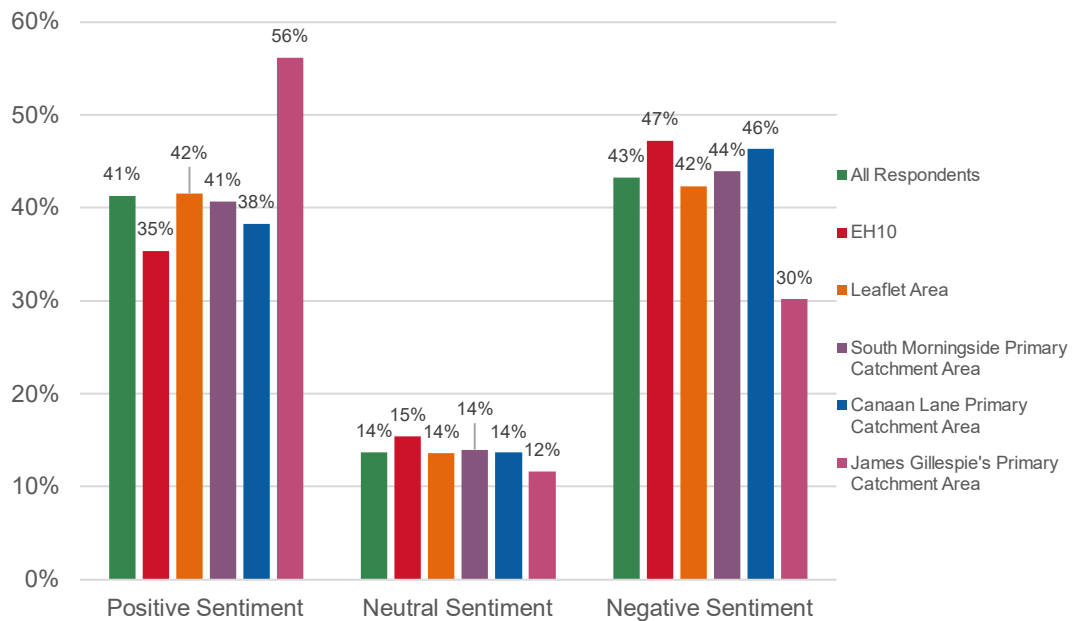


Figure 5.3: To what extent do you agree or disagree that the current measures make it safer to walk, wheel and cycle along the Greenbank to Meadows route? – Aggregated positive, neutral, and negative sentiment.

- 5.11. The results show that, excluding the JGPS catchment area, respondents across different geographies share similar levels of positive, neutral, and negative sentiment. Moreover, the level of positive and negative sentiment is broadly similar, with far fewer respondents remaining neutral.
- 5.12. The results also show that among respondents who reported cycling regularly along part or all of the route, 64% shared positive sentiment, with 49% strongly agreeing and a further 15% agreeing that the measures have made it safer to walk wheel and cycle. Only 28% shared negative sentiment.

6. Braid Estate Options

- 6.1. The questionnaire asked respondents to rank the three options presented for amendments to the measures within the Braid Estate. The options presented in the questionnaire are included in **Appendix A**.
- 6.2. **Figure 6.1** shows the percentage of respondents who selected each option as their first preference, broken down into the most relevant geographies.

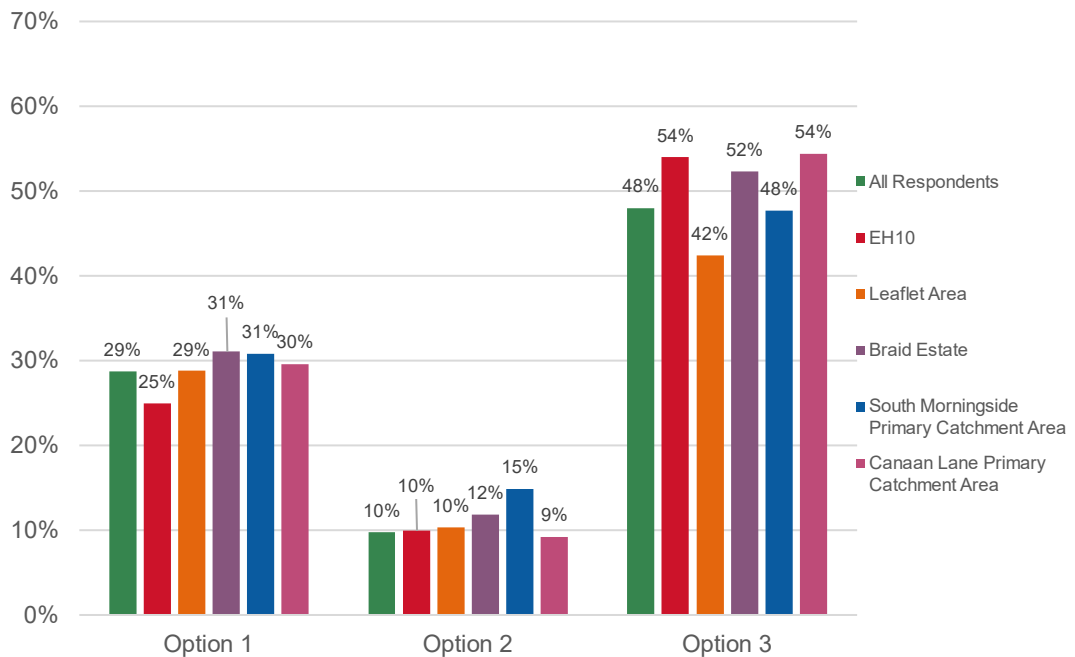


Figure 6.1: Please rank the 3 options for amendments to the Greenbank to Meadows Quiet Connection within the Braid Estate in order of your preference (where 1 is your preferred option). – First preference.

- 6.3. The results show that Option 3 was selected most often as a first preference, followed by Option 1, then Option 2. These were selected by 48%, 29%, and 10% of all respondents respectively.
- 6.4. First preferences were generally consistent across geographies; however, support for Option 3 was marginally higher among respondents in EH10 and the CLPS catchment area compared to other areas (54%). Meanwhile, support for Option 1 was marginally higher among respondents in the Braid Estate and the SMPS catchment area (31%), and support for Option 2 was also notably higher among respondents in the SMPS catchment area (15%).
- 6.5. Within the Braid Estate itself, the results demonstrated differing first preference responses when considering the area on a street-by-street basis. This is shown in Figure 6.2.

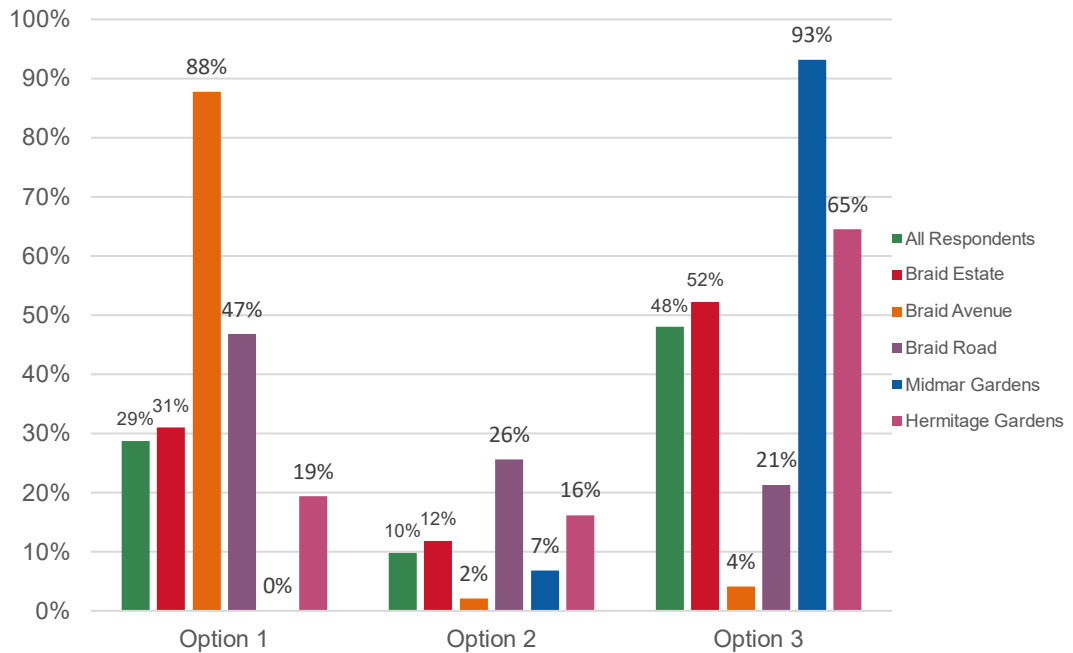


Figure 6.2: Please rank the 3 options for amendments to the Greenbank to Meadows Quiet Connection within the Braid Estate in order of your preference (where 1 is your preferred option). – First preference.

6.6. **Figure 6.3** shows the percentage of respondents who ranked the options as their second preference.

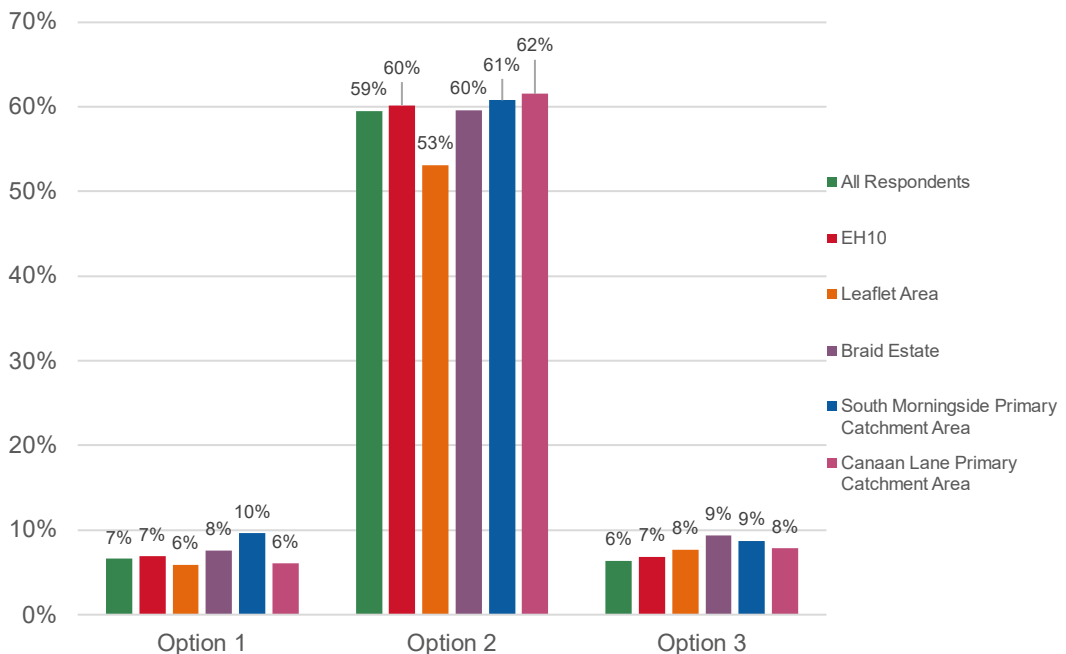


Figure 6.3: Please rank the 3 options for amendments to the Greenbank to Meadows Quiet Connection within the Braid Estate in order of your preference (where 1 is your preferred option). – Second preference.

- 6.7. 59% of all respondents ranked Option 2 as their second preference. This was reasonably consistent across geographies, ranging from 53% of those in the Leaflet Area to 62% of respondents in the South Morningside Primary School catchment area.
- 6.8. Support for Option 1 and Option 3 also increased, albeit very slightly, when considering the first or second preference of respondents.

Open-Ended Responses

- 6.9. Overall, there were 1,078 open-ended comments regarding the Braid Estate. Of these comments, 327 were from those living within the Braid Estate, representing 83% of all the respondents within the Braid Estate. These comments have been thematically analysed below. Example responses have also been included to evidence the key points highlighted.

Existing Measures

- 6.10. There were **56 positive comments about the existing road layout**. Respondents noted that, since the introduction of the measures, traffic volume and speed had reduced. In turn, this was highlighted to have created a safer environment for pedestrians and cyclists, particularly for vulnerable users.

“The introduction of the modal filter for Braid Road has been a game changer as it has hugely reduced the traffic using Braid Road as a through road and the speed of the remaining traffic has hugely reduced. The ability to walk and cycle safely throughout the Braid estate has changed dramatically and the air quality is also substantially improved as a result”

“Once the quiet route was implemented, my 10 year old son was able to walk to school and could even cycle himself up to Greenbank Church to go to afterschool lessons there, something which I would never have approved when the measures were not in place. The measures added about 30 seconds to my ability to drive from Cluny Gardens round to Braid Road via Hermitage Drive and was inconsequential and not a problem”

- 6.11. There were **163 negative comments about the existing road layout**. The main reasons included increased volume of traffic, with associated safety implications for pedestrians and cyclists, increased pollution from circuitous routes, and notable lack of aesthetically pleasing infrastructure which negatively impacts the visual amenity of the area. It was also noted that the measures are confusing, leading to driver frustration.

“I think the problem at Midmar Drive/Cluny Gardens is self-evident. Both of these pinch points would be addressed by removal of the modal filter on Braid Avenue, which in itself is another hotspot due to continued confusion between road users as to who has priority.”

“I live in the Braid Estate and have witnessed first hand the impact of new rat runs that have been created as a result of the current arrangements (loss of amenity for children playing in street, road rage, damage to parked cars in narrow streets etc) . Hermitage Drive, Midmar Gardens, Midmar Drive are now shouldering the volume of traffic that was previously (and much more equitably) dispersed from Braid Road in multiple directions.”

Option 1

6.12. In total, there were **36 explicitly positive comments** regarding Option 1. These respondents felt that Option 1 was the only option that would retain the Quiet Connection and reduce traffic on residential roads to the benefit of pedestrians and cyclists. It was also noted that this option would address safety issues at the Braid Crescent and Hermitage Gardens junction.

6.13. Some of the respondents who supported Option 1 noted that while they supported the option, they would appreciate the following additional amendments:

- Additional measures to ensure pedestrian safety at the Comiston Terrace / Braid Road junction
- Additional measures to improve safety at the Midmar Drive / Cluny Gardens junction
- Restrict access from Cluny Gardens to Hermitage Gardens to discourage rat running through the Braid Estate

“I have chosen Option 1 as my preferred and only choice, not because I believe it effectively addresses the most pressing safety issues that need tackling within the Braid Estate, but because it is the only option out of the three that genuinely protects the quiet route and does not encourage additional traffic into this residential area.”

“I strongly favour Option 1 as it reduces road traffic along the narrow and short streets between Braid Road and Comiston Road. However if it is to be implemented then there will need to be other measures taken to ensure pedestrian safety at the junction of Comiston Terrace and Braid Road”

6.14. There were **84 comments opposing the implementation of Option 1**. The vast majority of these comments related to longer, more circuitous routes for residents. Many of these comments were from those living in the south west of the Braid Estate. There were also comments noting that this option would displace traffic elsewhere, and not resolve the current issues.

“Under Options 1 and 2 it would be much more difficult to access our home on Braid Crescent by car on approach from the south or west...Both alternatives entail a considerable detour through a residential area and cause additional pollution.”

“As a GP I need to use a car for work. Option 1 leaves us only able to exit the estate by having to drive up the road. All these modal filters and road closures will affect emergency access to the area and surely also regular services such as refuse collection. I have seen nothing to suggest anything to increase safety since changes have been made if anything I think the area has become more dangerous for cyclist especially due to poor signage.”

6.15. 10 of these 84 respondents explicitly noted that the rotation of the modal filter at Cluny Drive / Hermitage Gardens would likely introduce a rat run for those avoiding the Morningside Clock junction.

“I particularly object to the rotating or removal of the existing modal filter on Cluny Drive/Hermitage Gardens which is a key feature of all 3 of the proposed options. Prior to the implementation of the existing modal filter at Cluny Drive/Hermitage Gardens, all traffic heading northbound on the A702 at Comiston Road, who intended to travel east on Cluny

Gardens, would cut through Cluny Drive and Hermitage Gardens to access Cluny Gardens, thereby avoiding having to wait at the traffic lights at the Morningside Clock junction. This was the same in reverse such that all eastbound traffic on Cluny Gardens, who intended to travel north on the A702 at Comiston Road, would cut through Hermitage Gardens and Cluny Drive, again, to avoid the traffic lights at the Morningside Clock junction.”

Option 2

- 6.16. In total, there were **41 comments supporting Option 2**. Respondents noted that this option was a good compromise as it would continue to discourage through traffic while supporting safe cycling. It also reopens Braid Avenue which respondents noted would more evenly spread traffic throughout the Braid Estate and reduce traffic on the most affected roads. There were also specific comments highlighting the safety benefits of introducing segregated cycling.
- 6.17. Respondents who supported the reopening of Braid Avenue regularly highlighted the safety benefits of utilising the traffic signal at the junction with Cluny Gardens instead of the current layout.

“Option 2 makes the most sense as Braid avenue is a wide boulevard with traffic light regulation and would allow some uptake of volume from Hermitage Drive yet preserve and protect the existing quiet route whilst preserving a safe walking a cycling route. It reduces modal filters to the least harmful extent possible and the addition of safety bollards at Braid avenue will be a great extra safety factor for children and other cyclists of which I am one. Braid Road on the other hand is too near the school for safe traffic management”

“Opening Braid Avenue would make joining Cluny Gardens from the Braid Estate easier, via a traffic-light regulated junction. At present the Midmar Avenue - Cluny Gardens junction is not safe (limited visibility) and gets congested at busy times. This favours Option 2.”

- 6.18. In total, there were **83 comments opposing Option 2**. The reasons stated by respondents were mixed and included:
- Maintaining modal filters could increase traffic on some roads in the area and increase journey times for residents
 - The rotation of the modal filter at Cluny Drive / Hermitage Gardens could introduce a rat run between Cluny Gardens and Comiston Road
 - The reopening of Braid Avenue could increase traffic, negatively impacting the safety of pedestrians and cyclists, especially vulnerable road users
 - The removal of parking could make it more difficult for residents to park in the area and put pressure on the streets where parking is retained
- 6.19. Many of these comments were also applicable to the other options.

“Removal of parking on Braid avenue/hermitage drive in options 2&3 will increase ‘commuter parking’ on the residential streets - I would request further permit parking at the east end of Corrennie drive to allow residents to park for those that don’t have private driveways. Parking availability has been improved since the changes came in. I think full reopening of Braid Avenue in addition to the proposed removal of parking would make it worse again.”

“Strongly disagree with any proposals which increase the traffic flow on braid avenue. This becomes a “rat run “ and unsafe for our children walking to and from school , increased congestion at the lights , noise pollution , speeding , restricted parking . All of these things causing great detriment to braid avenue residents. Strongly object to braid avenue being reopened.”

Option 3

- 6.20. There were **65 comments supporting the implementation of Option 3**. Those who supported Option 3 noted that it would be more convenient for residents in the area to access their homes, and the wider area, by motor vehicle, while also supporting safe cycling through the introduction of segregated cycle lanes.

“The third option is the only one, in my opinion, that permits residents who need to drive to access their local streets adequately.”

“The only option acceptable to me is Option 3. Option 3 is the only option that will make a significant difference for cyclists, and is the option I have previously proposed. It needs to be coupled with cycle-priority traffic lights to cross or join Cluny Gardens and probably some physical speed control measures on the motor carriageway. The cycleways should also be extended northwards into Woodburn terrace, as road-marked lanes, with the speed pillows repositioned.”

- 6.21. In total, **73 comments opposed Option 3**. The vast majority of these comments opposed the removal of modal filters and the dilution of the Quiet Connection. These respondents felt that this option would increase through traffic, making the area unsafe for pedestrians and cyclists. Several respondents also specifically opposed the implementation of segregated cycling. This is detailed separately below.

“Creating more road capacity increases traffic. The council’s priorities are to create good places to live and work and deliver a net zero city by 2030. Encouraging additional traffic through residential areas does not align with these priorities. Local councillors should be working for the whole area and not pitting residents of one road against another. I’d like to know why option 3 was included when it wasn’t approved at the transport committee ”

“Options 2 & 3 both suggest that Braid Avenue would become the 'Secondary Traffic Route', but this is highly likely to become the 'Primary Traffic Route' for accessing Cluny Gardens when travelling North, as the junction has traffic lights so is easier to turn right. While I prefer the existing layout to any of the alternatives, Option 1 is significantly preferable to either of the other proposals, as the reopening of Braid Avenue to through traffic will significantly increase traffic volumes & vehicle speeds right through the middle of the Braid Estate, endangering children walking to school & cyclists”

Segregated Cycling

- 6.22. There were mixed opinions regarding the implementation of segregated cycling. **17 respondents specifically noted their support for segregated cycling**, noting that it would increase safety for all users and encourage cycling uptake.

“I have found the segregated cycle lanes introduced during the pandemic and which are still present on some major roads to be the safest and feel the most protected for cycling. It would also allow for traffic to pass safely in both directions on the wide Braid Avenue which is not possible when cars are parked in either Hermitage Gardens or Midmar Gardens.”

“Having one clear cycle route with segregated cycling would be safer for those of us on bikes. It would provide clarity and distance from cars. Segregated cycling lanes are a far superior option to quiet street.”

- 6.23. On the other hand, there were **16 comments opposing the implementation of segregated cycling** in the Braid Estate. The reasons for this included high implementation and maintenance costs, and appropriateness for the given route. Respondents noted that families who currently use the Quiet Connection, cycling side-by-side, may not be able to do so if segregated cycle lanes were to be introduced. There were also concerns regarding the impact of floating parking.

“Currently families cycle up and down Braid Avenue without a problem. They usually go side by side, teaching the children to ride independently. It is marvellous. They could not do this within a narrow segregated lane with hideous bollards that reduce all flexibility.”

“We are STRONGLY AGAINST options 2 and 3 with the introduction of segregated cycle lanes and floating parking. It would make it dangerous and difficult to get the baby in and out of the car due to the cycle lanes and additional traffic.”

Other Options

- 6.24. In total, **41 respondents noted that their preference would be to remove all of the measures and return to the pre-COVID road layout.**

“My preference would be that all measures are removed. They are unnecessary and ugly. As someone who cycles, I don't think the measures are at all effective in making cycling safer or promoting it. It was already a safe area to cycle in.”

- 6.25. **40 respondents noted that their preference would be to retain the existing road layout.** These respondents felt that the existing layout was the best option to facilitate safe walking and cycling, and that the options presented would either severely impact resident access or reintroduce through traffic.

“To be honest, I would prefer to leave things the way they are at the moment in the Braid Estate. Most roads are quiet, and it is very safe to cycle and walk. It would be awful to go back to the way things were before the quiet way was installed. Our street, Cluny Drive was used as a rat-run, and there was far more traffic, going at higher speeds, within the roads of the estate.”

“Existing layout is the best and cheapest solution. Why is that not an option? Any change from the present scheme will exchange one set of undesirable consequences for another.”

- 6.26. **Traffic calming measures were also highlighted to be important.** In total, there were 30 comments from respondents highlighting that traffic speed is an issue and calling for the

introduction of speed bumps, or other equivalent measures, and enforcement of the 20mph speed limit.

“In all these proposals please can you consider the extreme speed of vehicles on Hermitage Drive, especially in late evening when it is quieter. The only reason there is less speed at the moment is that there are parked cars to weave in and out of. Remove them and speeds will increase. Can a permanent speed camera or other traffic calming measures be imposed...”

6.27. Several respondents also suggested alternative options.

“As one of the smallest, narrowest streets in the area, Braidburn Crescent should be open to one-way traffic only...As a resident of the street, I see daily issues with traffic entering from both ends and meeting in the middle with nowhere to pass.”

“Also consider no right turn from Braid Road into Cluny Gardens, this turn is over-used at present and often in a quite risky way given the complexity of that junction and limited vision”

“Consider part-time traffic lights at the Hermitage Drive/Braid Road junction, with advanced green light for cyclists.”

“I suggest putting the Braid Crescent Modal filter at the top end of Hermitage Gardens so residents of the Cluny estate can access Braid Road to join Comiston Road and the west.”

“As my main mode of local transport is walking, I would normally have favoured Option 1 or Option 2. I still would support a model nearer to Option 1 or Option 2 but not without some modifications. Option 3 is presently my preferred choice. However, I believe that Option 3 is a backward step and will open most back roads to the heavy traffic avoiding the A702 corridor because it suggests the removal of the modal filters, all of which have been doing a good job to stem the control of traffic flow. ”

7. Clinton Road and Whitehouse Loan

7.1. The questionnaire asked respondents to rank the four options presented for amendments to the measures on Clinton Road and Whitehouse Loan. The options presented in the questionnaire are included in **Appendix A**.

7.2. **Figure 7.1** shows the percentage of respondents who selected each option as their first preference, broken down into the most relevant geographies.

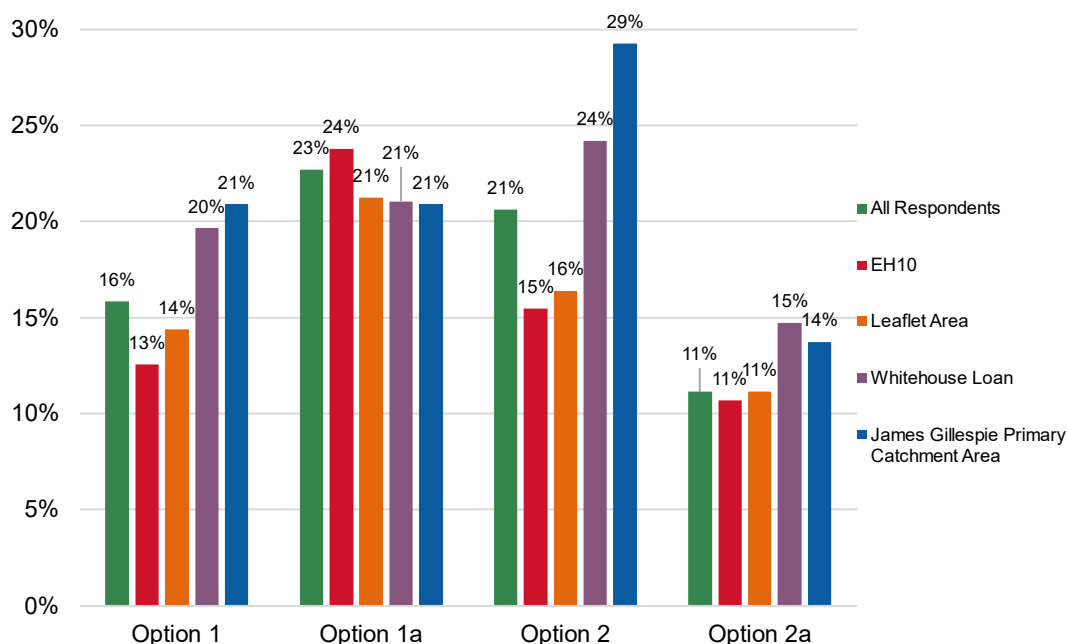


Figure 7.1: Please rank the 4 options for amendments to the Greenbank to Meadows Quiet Connection on Clinton Road and Whitehouse Loan in order of your preference (where 1 is your preferred option). – First preference.

- 7.3. The results for this question were mixed. Among all respondents, Option 1a was most often selected as the first preference, with 23% choosing this option. However, Option 2 came a close second, with 21% of all respondents choosing this option as their first preference. Moreover, the first preference was different for respondents in different areas.
- 7.4. When considering the responses of those living in the immediate vicinity of Whitehouse Loan (see **Appendix B**) and those living in the JGPS catchment area, Option 2 was the clear winner. 24% and 29% of respondents in both areas respectively ranked this option as their first preference.
- 7.5. For respondents in the immediate vicinity of Whitehouse Loan, the second most popular first preference was Option 1a with 21% choosing this as their first preference. 21% of respondents in the JGPS catchment area selected both Option 1 and Option 1a as their first choice.

Open-Ended Responses

- 7.6. In total, 743 respondents left an open-text response in relation to Clinton Road and Whitehouse Loan. Of these comments, 178 were from those living within the Whitehouse Loan area. This represented 62% of all the survey respondents from the Whitehouse Loan area.

Existing Measures

- 7.7. **27 respondents left general positive comments regarding the existing road layout**, citing increased safety, particularly for vulnerable road users. Responses also cited reduced traffic and an improved local environment. Some respondents noted that the existing modal filters had made a noticeable difference to the number of people walking and cycling in the area.

“I use Whitehouse Loan daily to take my young daughter to school via active transport. It is a safe and quiet walk to/from school for young children (and also their even younger siblings). The relatively calm walk to school is important for her wellbeing. There are high numbers of children using this route twice a day.”

“We live at [house number] Whitehouse Loan & appreciate the peaceful existing traffic arrangements particularly during heavily used rush hour periods. The increase in foot and cycle traffic because of the existing arrangement has been most noticeable over the last couple of years and of course the route serves a number of neighbourhood schools and is consequently much used by junior cyclists.”

- 7.8. On the other hand, **54 respondents left general negative comments in relation to the current scheme**. The majority of concerns related to convenience for local residents, in addition to circuitous traffic, increases in traffic on some streets and poor traffic management. Some respondents specifically noted that the current measures have led to longer routes for motorists, increasing journey length, time and emissions.
- 7.9. Common with the responses to the Braid Estate open-text question, some respondents expressed dissatisfaction with the aesthetics of the current modal filters, noting that they look temporary in nature and generally messy or unsightly.

“We live on Greenhill Place and find the closures on Whitehouse Loan extremely inconvenient. We have to take a much longer route to get onto the main road and it adds 10 minutes onto our journey not to mention the additional emissions. We would like to see all barriers removed on Whitehouse Loan not just the ones mentioned.”

“We are 31-year residents of Hope Terrace. We are both retired, non-cyclists but we do a great deal of walking. The closure of Whitehouse Loan to traffic has been a major inconvenience to us when using cars or taxis to travel to and from our home. Of more significance is the increase in traffic along Clinton Road and resultant damage to the pavements.”

Reopening of Whitehouse Loan

- 7.10. The majority of the open-text responses focussed on whether Whitehouse Loan should be reopened to traffic in its entirety or partially, or not at all. In total, **51 respondents left a comment against the removal or alteration of the modal filter to reopen Whitehouse Loan** to through traffic in either direction. Many of these respondents highlighted the need to retain the road closure to avoid the dilution of the Quiet Connection and provide a safe environment, particularly for vulnerable road users.
- 7.11. Further to this, several respondents highlighted issues related to current national and local policy, including addressing the climate emergency and reducing demand for less sustainable modes of transport. Moreover, respondents were concerned about diluting the aims of the scheme as agreed by the Transport and Environment Committee (TEC).

“Again, it’s bewildering to me that we are considering removing modal filters. It’s absolutely vital to reduce car traffic - not only because of the climate emergency, but also because people need to be able to get around the city effectively and safely, and cars make this impossible to achieve. I’m sure councillors are already keenly aware of how opening roads to cars can create demand, and how increased car traffic makes all the other forms of transport less appealing to use. We need to be encouraging active travel and public transport AND discouraging car travel. I don’t see how removing the modal filter on Whitehouse Loan could possibly be compatible with this”

“I am completely against re-opening Whitehouse Lane. The street is very large and with its downward slope will make it for cars driving at very high speed. This small low traffic area is ideal, calm, low population. If anything it should be made larger, definitely not re-opened. This will ruin the quiet route.”

7.12. On the other hand, **55 respondents expressed that they would like Whitehouse Loan to be fully reopened in both directions**. Respondents noted that Whitehouse Loan is a wide street, capable of accommodating all road users and reopening it will alleviate current rat running issues. 16 of these respondents suggested the introduction of dedicated provision for cycling (e.g., segregated cycling) on Whitehouse Loan in addition to the road being opened to through traffic.

7.13. The majority of those who supported the re-opening of Whitehouse Loan supported the full reopening, in both directions. Only 3 respondents who left an open text comment specifically indicated that they supported the reopening of Whitehouse Loan southbound, as presented in Option 1a and Option 2a.

“Whitehouse Loan is one of the widest streets in Edinburgh stretching from Grange Loan all the way past James Gillespies and connecting into the existing Meadows cycle way. The street is wide enough to remain open to all road users and to accommodate each users individual requirements including at James Gillespies school where the roadway has been closed altogether. Why has no option been proposed that keeps Whitehouse Loan open to 2-way motor vehicles along its length been offered.”

“My primary proposal would be to return Whitehouse Loan / Clinton Road to its original layout - the modal filters on Whitehouse Loan do not prevent traffic flowing up Whitehouse Loan (North), and the modal filters cause confusion to drivers when cyclists cross the crossroads North as drivers do not expect cyclists crossing so turn right, across the path of cyclists.”

Options 1 and 1a

7.14. There were **8 comments explicitly supporting the removal of parking on Clinton Road** as proposed in Option 1 and Option 1a. The majority of these comments highlighted that the majority of residents on Clinton Road do not require on-street parking.

“There are no properties on Clinton Road are affected by traffic on Clinton Road as they are well screened from the road. If parking spaces were removed from Clinton there are dozens of alternative spaces in Whitehouse Loan, Hope Terrace and Blackford Road.”

“Your Option 1 involving the banning of parking on Clinton road could be easily implemented to alleviate the situation and address the resident’s concerns.”

- 7.15. On the other hand, there were **22 comments opposing the removal of parking**. Some respondents noted that the parked cars act to slow traffic and the removal of parking would increase traffic speeds. Others noted that removing parking would not solve the current issues identified.

“Options 1 and 1a do not address the core issue of through traffic on Clinton Road. It is likely that removing all parking would make matters worse as drivers in both directions would have nothing to impede them. I do not support either proposal. The proposal to remove parking on Clinto Road is a retrograde step as parking is is required and used.”

“Removal of parking from Clinton Road would be ludicrous. It would just encourage speeding and more cars and lorries using it as a short-cut.”

Options 2 and 2a

- 7.16. Regarding the introduction of an additional modal filter, as per Option 2 and Option 2a, there were **19 supportive comments**. The main reasoning for support was increased safety, with comments noting that it was the only option of those presented that would strengthen the Quiet Connection. There were some comments noting that the position of the additional filter should be reconsidered and that it would be preferable to retain access to Pitsligo Road.

“Only the options which include additional modal filters and don’t weaken existing ones, will keep children safe...We support option 2 for Whitehouse Loan, to keep the existing filter on Whitehouse Loan and to add a new one on Clinton Rd. This will protect and enhance the multiple benefits of this small low traffic neighbourhood”

“A modal filter placed at the mid point of Clinton Road (east of Woodcroft Road) would be preferable as it a) prevents through traffic along a cobbled residential street b) maintains access for residents and service vehicles to Clinton Road (east) from Whitehouse Loan and to Fairholm Mews and Woodcroft Road from Church Hill c) maintains north/south traffic along Pitsligo Road instead of Whitehouse Loan”

- 7.17. On the other hand, there were **20 comments explicitly expressing discontent with regards to the proposed modal filter**. Most of these comments highlighted the resultant inconvenience for those living in the surrounding area. There were also concerns that traffic would increase elsewhere including some respondents raising concerns around more traffic needing to turn right at the Newbattle Terrace/Morningside Road junction which is considered difficult and dangerous already by some respondents.

“We strongly oppose further barriers closing off Pitsligo Rd and Clinton Rd. We already feel trapped with the existing barriers! Adding more will mean a labyrinth to get to our home. Local cars will be forced onto other roads - particularly church hill and greenhill gardens and the main roads will be chock a block with traffic.”

“I am definitely not in favour of cutting access to Church Hill which will have the effect of pushing traffic onto Newbattle. In contrast to Church Hill there are no traffic lights at Newbattle Terrace to help when turning right onto Morningside Road where visibility is limited by a rise in the road, which is less safe.”

Other Options

- 7.18. In total, **35 respondents explicitly noted that they didn't agree with any of the options presented.** Additionally, **39 respondents expressed their support for the Whitehouse Loan Group's proposition ("Option 3").** These respondents felt this proposition to be a better compromise for all road users. Another 5 respondents highlighted that their preference would be to retain the existing road layout.

"Instead I would prefer Option 3 as suggested by the Whitehouse Loan Group (to include a segregated cycle lane along Whitehouse Loan, remove the modal filter at the Whitehouse Loan / Strathearn Road junction and allow southbound vehicles only, keep Clinton Road open but introduce traffic calming measures). The Whitehouse Loan Group has suggested an option 3 – to include a segregated cycle lane along Whitehouse Loan, remove the modal filter at the Whitehouse Loan / Strathearn Road junction and allow southbound vehicles only, keep Clinton Road open but introduce traffic calming measures. This is definitely an improvement and a good compromise for everyone."

"The current system works well. You always hear more from protesters than people who are happy I'm happy as it is."

9. Option Development

- 9.1. Following the completion of the engagement activities described within this report, the presented options were developed further to both alleviate some of the main concerns raised during engagement and solve any constraints identified through design development.
- 9.2. The key revisions made to the Braid Estate options in response to engagement were:
- Junction improvements at the junction of Midmar Avenue and Cluny Gardens to alleviate safety concerns associated with increased traffic using the junction (Option 1)
 - Partial removal / modification of existing scheme at the junction of Midmar Avenue and Cluny Drive due to poor visibility / high vehicle speeds (Option 1, 2 and 3)
 - Modifications of modal filter layout / position and removal of some vehicle restrictions to address concerns regarding the severity of road closures and difficulties accessing residential properties (Option 1)
- 9.3. In relation to Clinton Road and Whitehouse Loan, consultees raised issues with vehicle access to properties on Pitsligo Road. As such, the revised Option 2 proposes the relocation of the modal filter east of the junction with Pitsligo Road to retain access.
- 9.4. Illustrations of the revised options can be found in **Appendix C**.

Greenbank to Meadows Quiet Connection

Background

In 2020 and 2021, we made changes to the roads between Greenbank and the Meadows. This was in response to the COVID-19 pandemic and to provide safer walking, wheeling and cycling. It included the Greenbank to Meadows Quiet Connection.

We also closed Braid Road to vehicles in both directions between Hermitage Drive and Braid Hills Hotel. We re-opened it to southbound traffic in May 2021 and in November 2021 councillors agreed to reopen it to traffic in both directions.

In September 2022, councillors agreed to keep these changes for another 18 months using an Experimental Traffic Regulation Order (ETRO). This allowed us to test them over a longer period when traffic had returned to 'normal' levels as part of the Travelling Safely project.

In June 2023, councillors agreed that the Greenbank to Meadows Quiet Connection should have its own ETRO. Councillors agreed that we should review parts of the scheme, taking in to account feedback from local residents.

Concerns you have raised

- Volume of traffic on
 - Midmar Gardens
 - Hermitage Gardens
 - Clinton Road, combined with vehicles driving on the pavement due to the limited available street space
- Choice of materials used throughout the scheme
- Ease of wayfinding along the route

Next steps

We have developed options to address these concerns while retaining a safe route for walking, wheeling and cycling. We will also improve wayfinding and materials throughout the scheme.

We now want to hear your views on the proposed amendments to help us identify options for further technical design work prior to the 18-month ETRO trial.

There are two locations within the wider scheme area where we are proposing specific amendments:

- Braid Estate
- Clinton Road and Whitehouse Loan

There are several principles which have influenced the development of these options:

- Reduction in the volume of traffic on

APPENDIX A

- Midmar Gardens
- Hermitage Gardens
- Removing conflict between vehicles on Clinton Road
- Retaining a safe walking, wheeling and cycling route

Existing measures

Modal filters

The Greenbank to Meadows Quiet Connection uses modal filters to create safe walking, wheeling and cycling.

A modal filter restricts access for vehicles but allows access for those walking, wheeling and cycling. There are several types of modal filter on the Greenbank to Meadows route.



A cyclist travelling through a modal filter restricting motorised traffic from entering or exiting Whitehouse Loan south of Strathearn Road.



A modal filter restricting motorised traffic from travelling east / west on Cluny Drive and north / south on Hermitage Gardens through the junction of Cluny Drive and Hermitage Gardens.



A modal filter implemented using planters restricting motorised traffic from entering or exiting Braid Road north of Hermitage Drive.

Vehicle access restrictions

The Greenbank to Meadows Quiet Connection also uses “No Entry Except Cycles” at junctions to prevent vehicles turning into some streets. The restriction only applies one-way, allowing vehicles to exit. Two-way operation is maintained along the rest of the street.

APPENDIX A



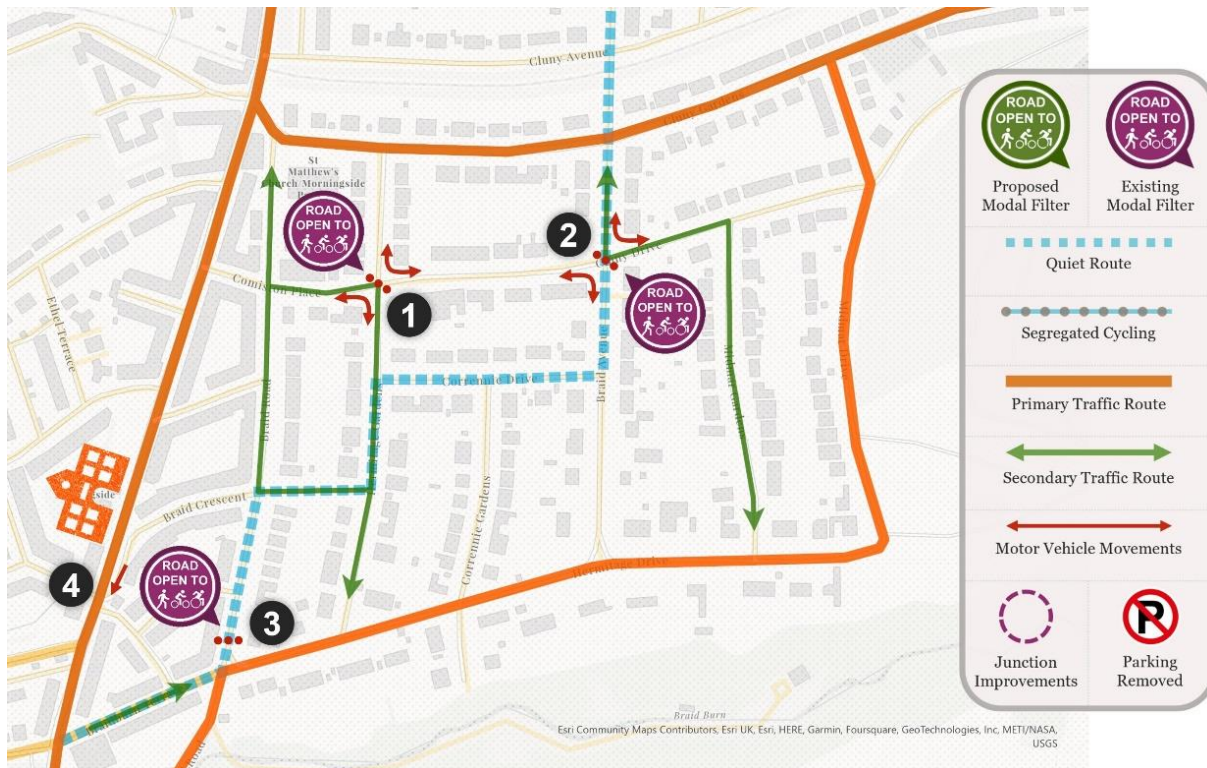
A vehicle exiting Braid Crescent at a “No Entry Except Cycles” sign which restricts traffic entering Braid Crescent from Comiston Road.

APPENDIX A

Braid Estate proposed amendments

Existing Layout

The existing layout of measures in the Braid Estate is shown on the map.



Summary of existing measures

1. Modal filter at the junction of **Cluny Drive** and **Hermitage Gardens**
2. Modal filter at the junction of **Cluny Drive** and **Braid Avenue**
3. Modal filter on **Braid Road** north of **Hermitage Drive**
4. No vehicle access to **Braid Crescent** from **Comiston Road**

APPENDIX A

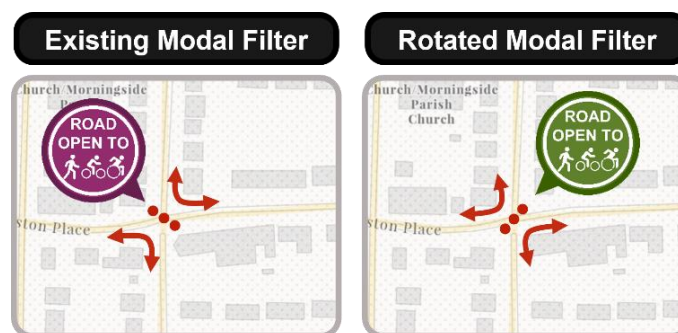
Proposed amendments

Option 1 – additional measures to reduce traffic volumes within the Braid Estate



Summary of amendments

1. Rotate the modal filter at the junction of **Cluny Drive** and **Hermitage Gardens**



2. Introduce a modal filter on **Braid Crescent** between **Hermitage Gardens** and **Braid Road**
3. No vehicle access to **Comiston Place** and **Comiston Terrace** from **Comiston Road**

APPENDIX A

4. No vehicle access to **Braidburn Crescent** from **Greenbank Place**
5. No vehicle access to **Braid Avenue** from **Cluny Gardens**
6. No vehicle access to **Midmar Gardens** from **Hermitage Drive**

Key outcomes

- Reduced traffic volumes on **Midmar Gardens** and **Hermitage Gardens**
- Quiet Connection through the **Braid Estate** is maintained
- Access routes to individual residential streets maintained



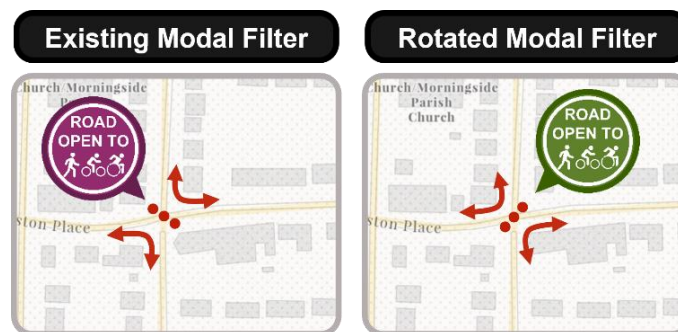
APPENDIX A

Option 2 – Remove the Braid Avenue modal filter and introduce segregated cycling



Summary of amendments

1. Remove the modal filter on **Braid Avenue**
2. Remove parking on one side of **Braid Avenue** and **Hermitage Drive**
3. Rotate the modal filter at the junction of **Cluny Drive** and **Hermitage Gardens**



4. Introduce a modal filter on **Braid Crescent** between **Hermitage Gardens** and **Braid Road**
5. Introduce measures to improve safety for cyclists at a number of junctions

APPENDIX A

6. Introduce segregated cycling on **Hermitage Drive** and **Braid Avenue** between **Braid Road** and **Cluny Gardens**

Key outcomes

- Reduced traffic volumes on **Midmar Gardens** and **Hermitage Gardens**
- Increased traffic volumes on **Braid Avenue**
- Retention of a safe walking, wheeling, and cycling route

APPENDIX A

Option 3 – Remove all existing measures within the Braid Estate and introduce segregated cycling



Summary of amendments

1. Remove all existing modal filters in the **Braid Estate**
2. Remove parking on one side of **Braid Avenue** and **Hermitage Drive**
3. Introduce measures to improve safety for cyclists at a number of junctions
4. Introduce segregated cycling on **Hermitage Drive** and **Braid Avenue** between **Braid Road** and **Cluny Gardens**

Key outcomes

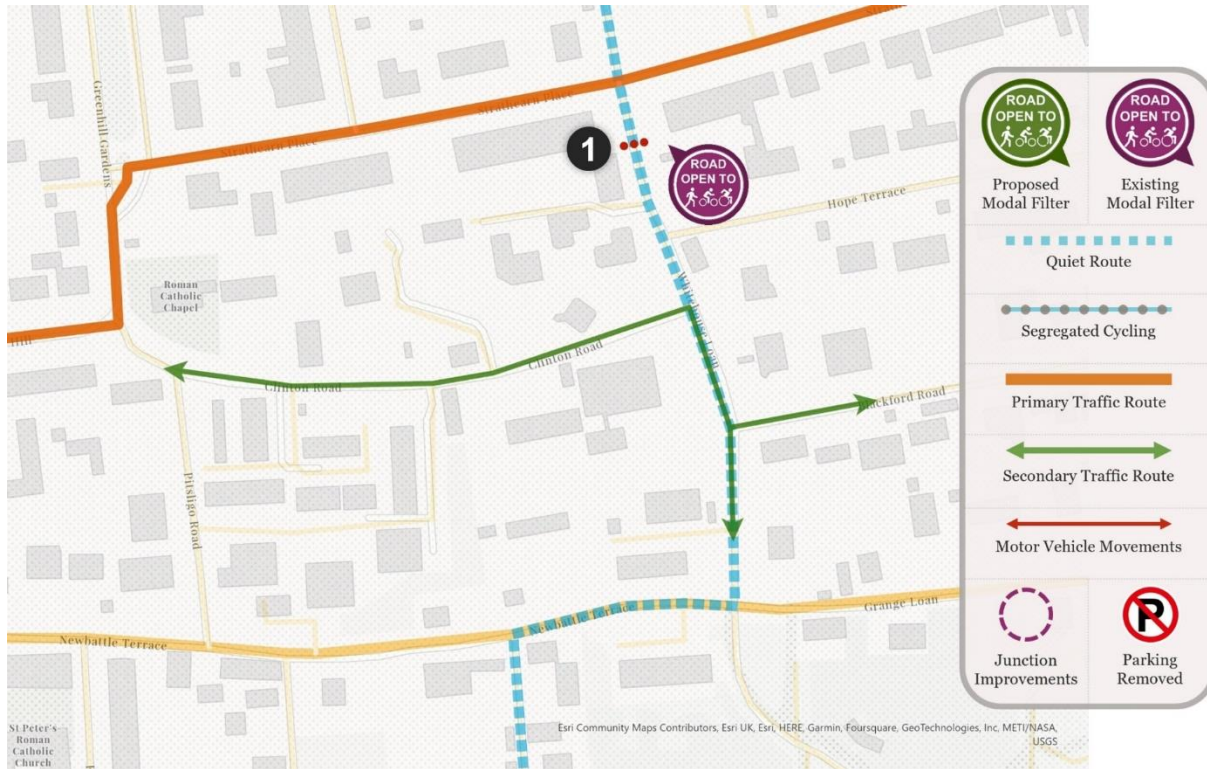
- Reduced traffic volumes on **Midmar Gardens** and **Hermitage Gardens**
- Increased traffic volumes on **Braid Road** and **Braid Avenue**
- Retain a safe walking, wheeling, and cycling route

APPENDIX A

Clinton Road and Whitehouse Loan Proposed Amendments

Existing layout

Existing measures on Clinton Road and Whitehouse Loan.



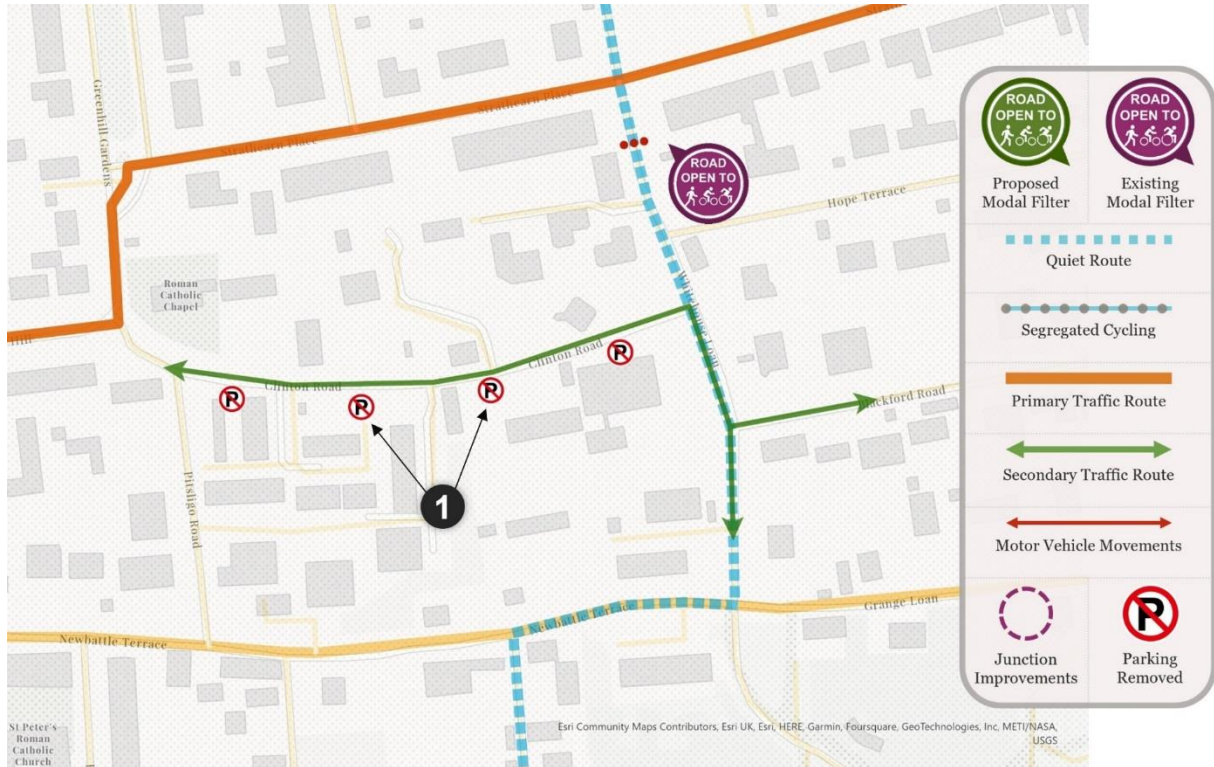
Summary of existing measures

1. Modal filter on **Whitehouse Loan** south of **Strathearn Road**

APPENDIX A

Proposed amendments

Option 1 – remove all parking on Clinton Road



Summary of amendments

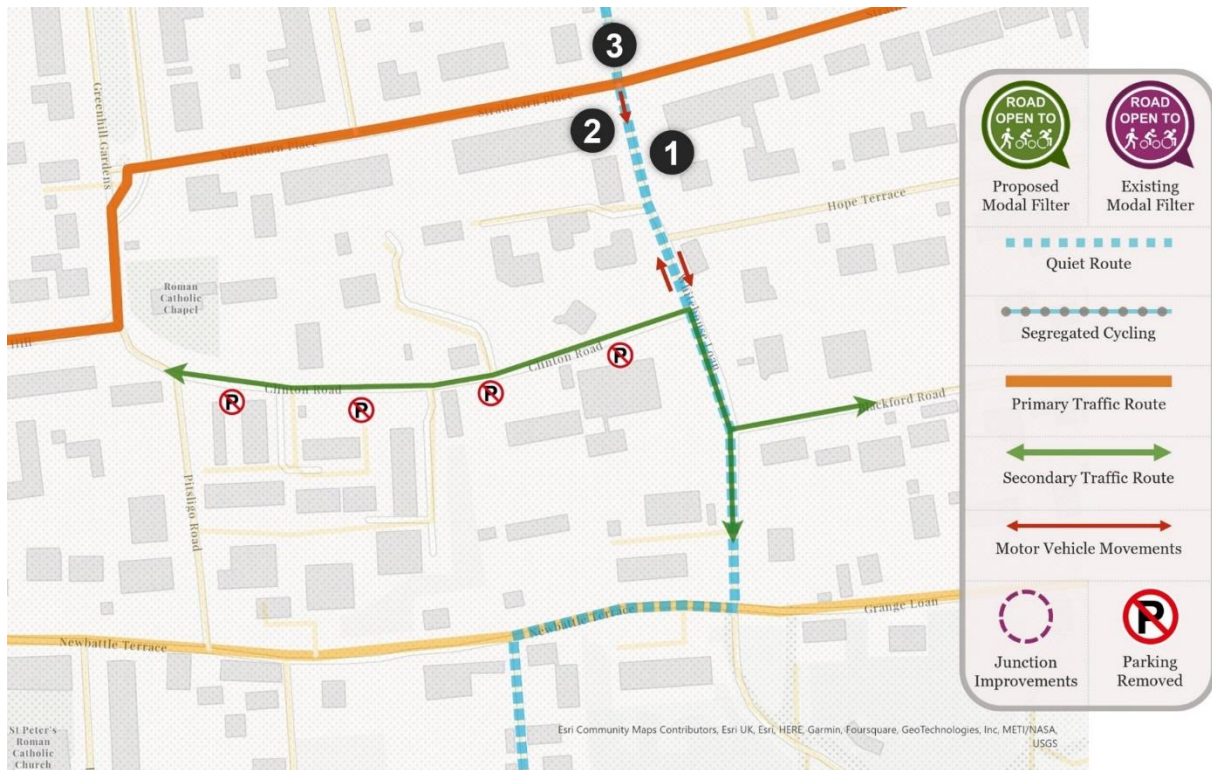
1. Remove all parking on **Clinton Road**

Key outcomes

- Reduce vehicles driving on the footway on **Clinton Road**

APPENDIX A

Option 1a – remove all parking on Clinton Road and reopen Whitehouse Loan to southbound traffic



Summary of amendments (in Addition to Option 1)

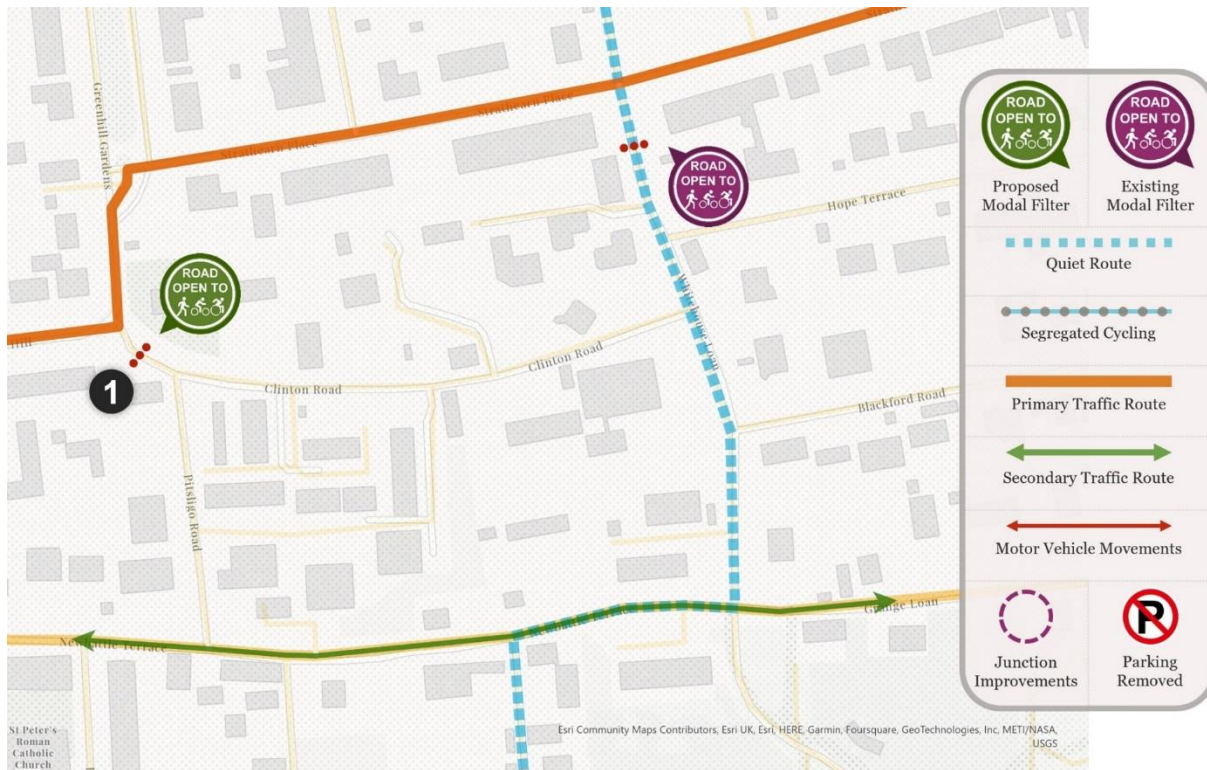
1. Remove the modal filter on **Whitehouse Loan** south of **Strathearn Road**
2. Reintroduce southbound traffic on **Whitehouse Loan** south of **Strathearn Road**
3. No exit for vehicles from **Whitehouse Loan** north of **Hope Terrace**

Key outcomes (in Addition to Option 1)

- Reduced traffic on **Clinton Road**
- Increased traffic on **Whitehouse Loan**

APPENDIX A

Option 2 – additional measures to prevent through traffic on Clinton Road



Summary of amendments

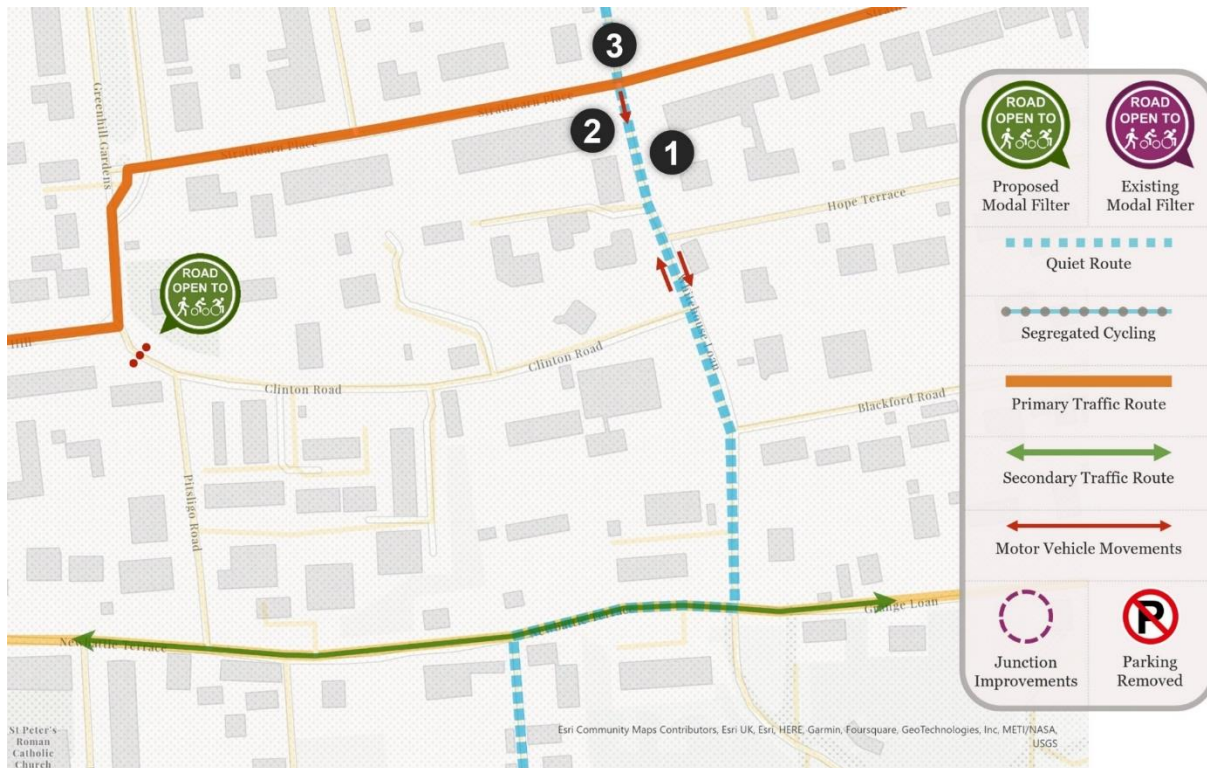
1. Introduce a modal filter on **Clinton Road** between **Church Hill** and **Pitsligo Road**

Key outcomes

- Removal of through traffic on **Clinton Road**
- Reduced traffic on **Blackford Road**
- Increased traffic on **Newbattle Terrace** and **Grange Loan**

APPENDIX A

Option 2a – additional measures to prevent through traffic on Clinton Road and reopen Whitehouse Loan to southbound traffic



Summary of amendments (in addition to Option 2)

- Remove the modal filter on **Whitehouse Loan** south of **Strathearn Road**
- Reintroduce southbound traffic on **Whitehouse Loan** south of **Strathearn Road**
- No exit for vehicles from **Whitehouse Loan** north of **Hope Terrace**

Key outcomes (in addition to Option 2)

- Increased traffic on **Whitehouse Loan**

APPENDIX A

Questionnaire

Please complete the questionnaire below and return to Morningside Library by October 22nd 2023.

Introduction

1. Your details

First name:

.....

Surname:

.....

Email address:

.....

Postcode:

.....

Yes, I consent to being contacted about this consultation

APPENDIX A

Greenbank to Meadows Quiet Connection - existing measures

2. Do you regularly use any of the following modes of transport to travel along part or all of the Greenbank to Meadows Quiet Connection route?

(Please tick all that apply)

- Cycling (e.g., bicycle, e-bike, or other type of cycle)
- Walking
- Wheeling (e.g., wheelchair or mobility scooter)
- Driver in a Car/Van
- Passenger in a Car/Van
- Taxi or Minicab

3. To what extent do you agree or disagree that the current measures make it safer to walk, wheel and cycle along the Greenbank to Meadows route?

(Please tick one)

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

APPENDIX A

Braid Estate

4. Please rank the 3 options for amendments to the Greenbank to Meadows Quiet Connection within the Braid Estate in order of your preference (where 1 is your preferred option).

(Please circle one rank per option)

Option 1 – additional measures to reduce traffic volumes within the Braid Estate	1	2	3
--	---	---	---

Option 2 – Remove the Braid Avenue modal filter and introduce segregated cycling	1	2	3
--	---	---	---

Option 3 – Remove all existing measures within the Braid Estate and introduce segregated cycling	1	2	3
--	---	---	---

Please use the space below for any comments relating to the proposed options for the Braid Estate.

APPENDIX A

Clinton Road and Whitehouse Loan

5. Please rank the 4 options for amendments to the Greenbank to Meadows Quiet Connection on Clinton Road and Whitehouse Loan in order of your preference (where 1 is your preferred option).

(Please circle one rank per option)

Option 1 – remove all parking on Clinton Road	1	2	3	4
Option 1a – remove all parking on Clinton Road and reopen Whitehouse Loan to southbound traffic	1	2	3	4
Option 2 – additional measures to prevent through traffic on Clinton Road	1	2	3	4
Option 2a – additional measures to prevent through traffic on Clinton Road and reopen Whitehouse Loan to southbound traffic	1	2	3	4

Please use the space below for any comments relating to the proposed options for Clinton Road and Whitehouse Loan.

APPENDIX A

Feedback about the consultation process

6. To what extent do you agree or disagree with the following statements about this consultation activity?

(Please tick one per row)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
I was given all the information that I needed to have my say	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This activity was clear and easy to understand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I was given the opportunity to have my say	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any other comments or suggestions you may have about the consultation process.

Once complete, please return this questionnaire by October 22nd 2023 to:

Morningside Library, 178-182 Morningside Rd

Morningside

Edinburgh EH10 4PU

APPENDIX B

Geographic Boundaries

1. EH10

1.1. **Figure 1-1** shows the EH10 postcode district boundary. Postcodes within this area were isolated to understand the responses to those within EH10.

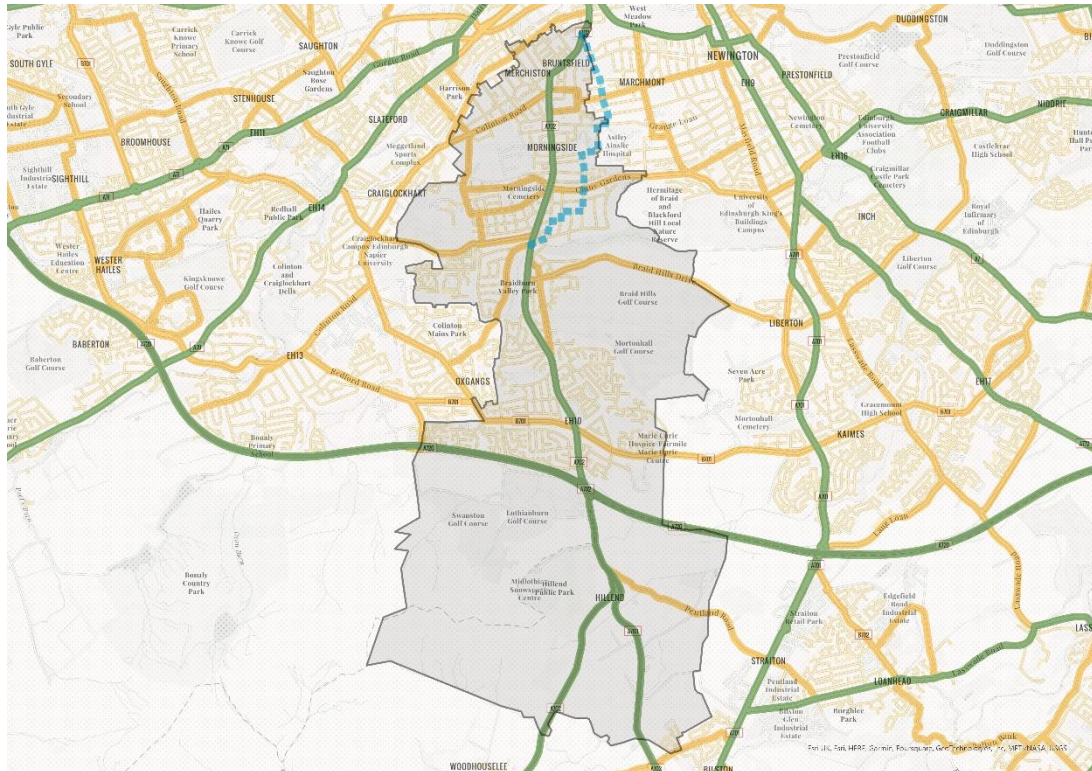


Figure 1-1: EH10 Boundary

2. Leaflet Area

2.1. **Figure 2-1** shows the leaflet drop area. Postcodes within this area were isolated to understand the responses to those within the leaflet area.

Geographic Boundaries

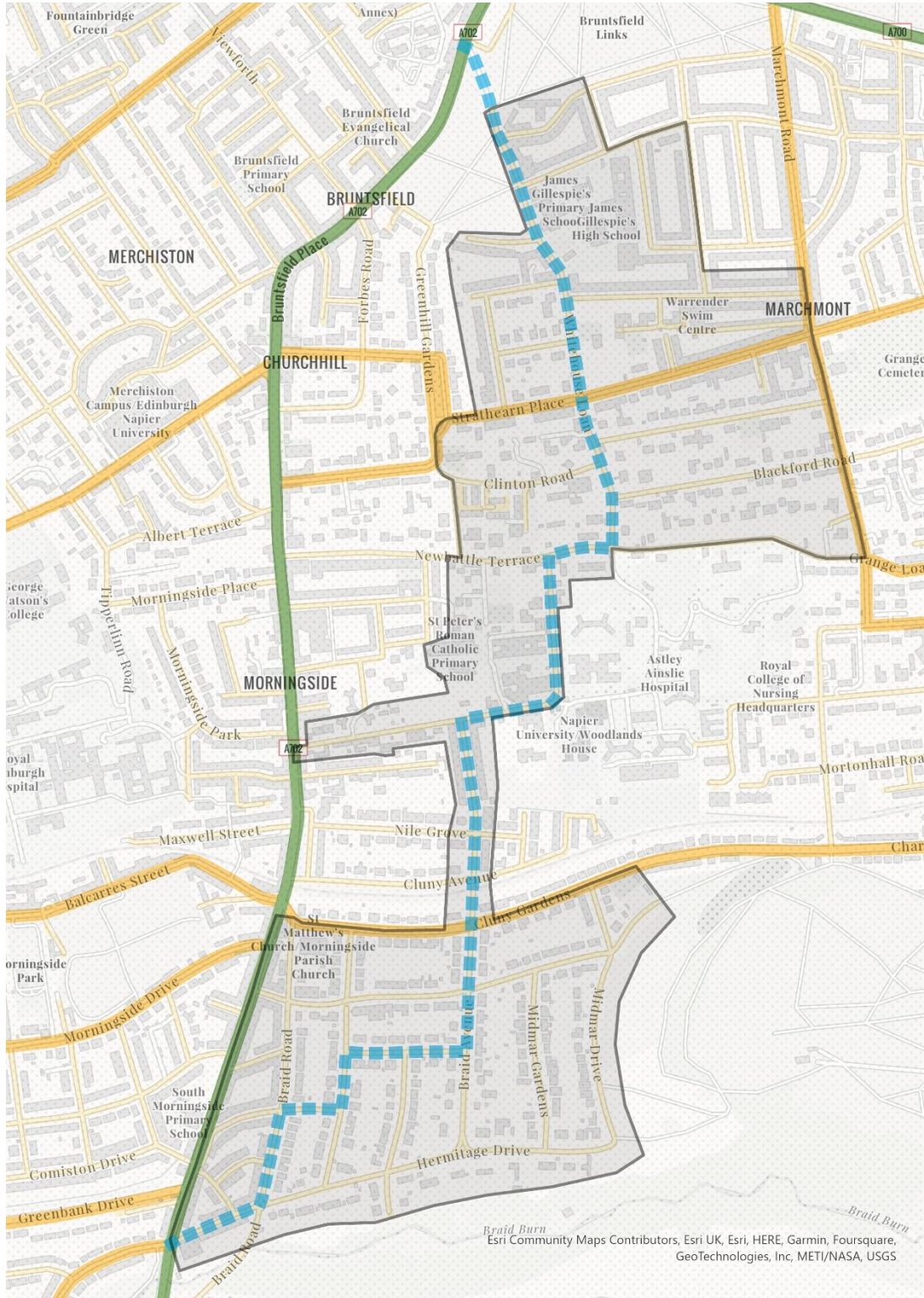


Figure 2-1: Leaflet Drop Area Boundary

Geographic Boundaries

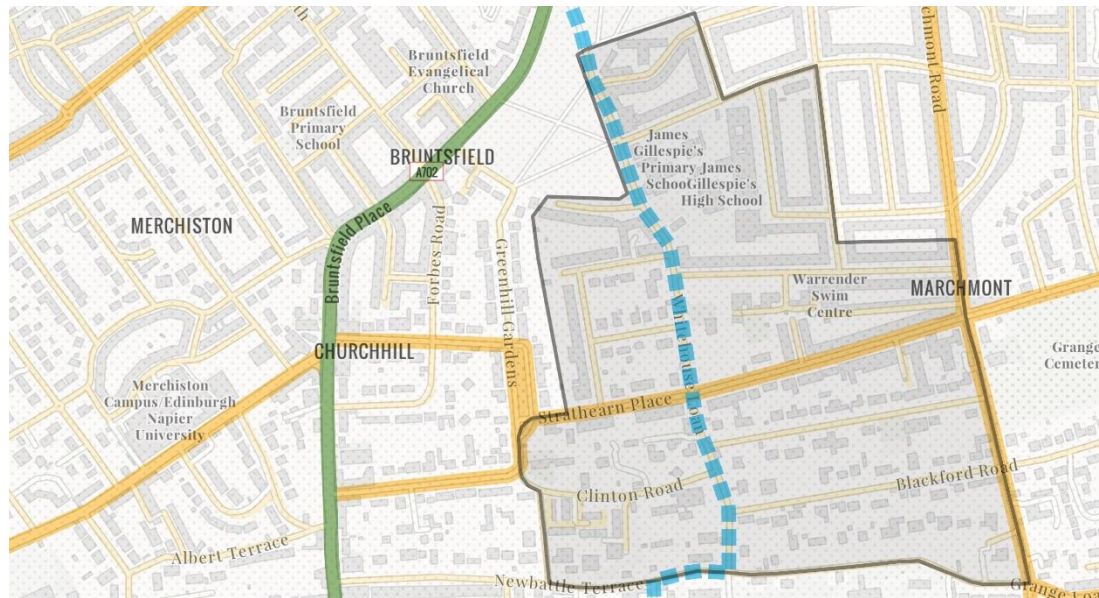


Figure 4-1 Whitehouse Loan Area Boundary

5. South Morningside Primary School

- 5.1. **Figure 5-1** shows the South Morningside Primary School (SMPS) catchment area. Postcodes within this area were isolated to understand the responses to those within the SMPS catchment area.

Geographic Boundaries

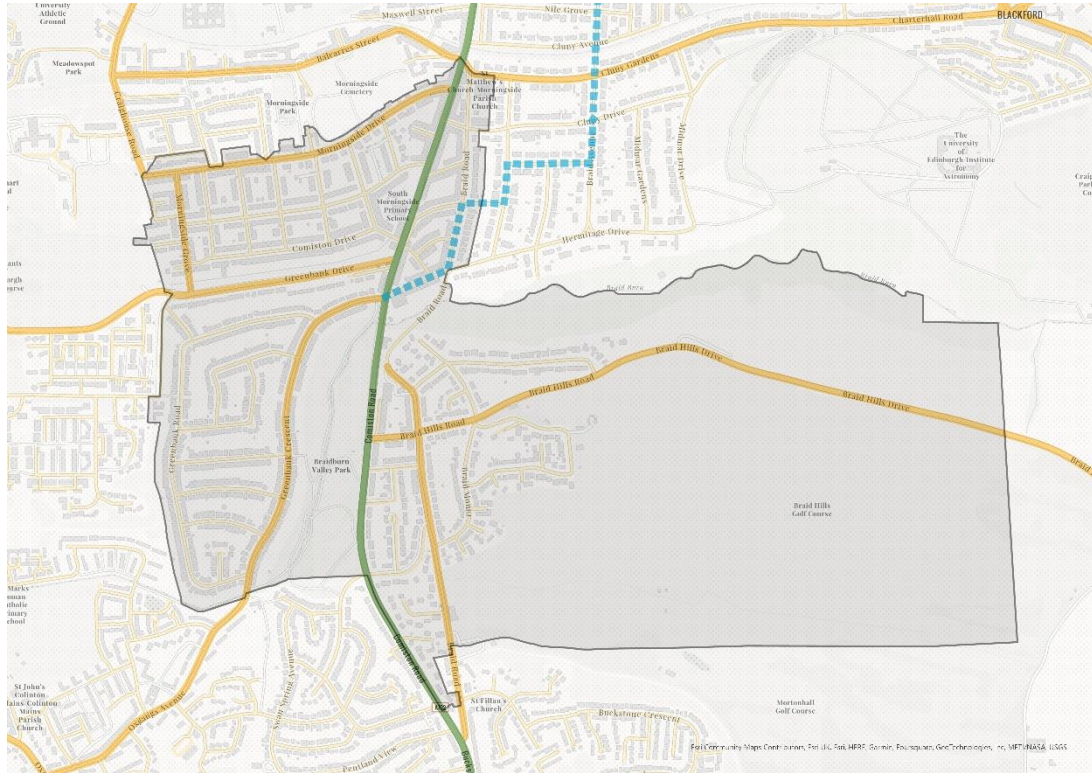


Figure 5-1: South Morningside Primary School Catchment Area

6. Canaan Lane Primary School

- 6.1. **Figure 6-1** shows the Canaan Lane Primary School (CLPS) catchment area. Postcodes within this area were isolated to understand the responses to those within the CLPS catchment area.

Geographic Boundaries

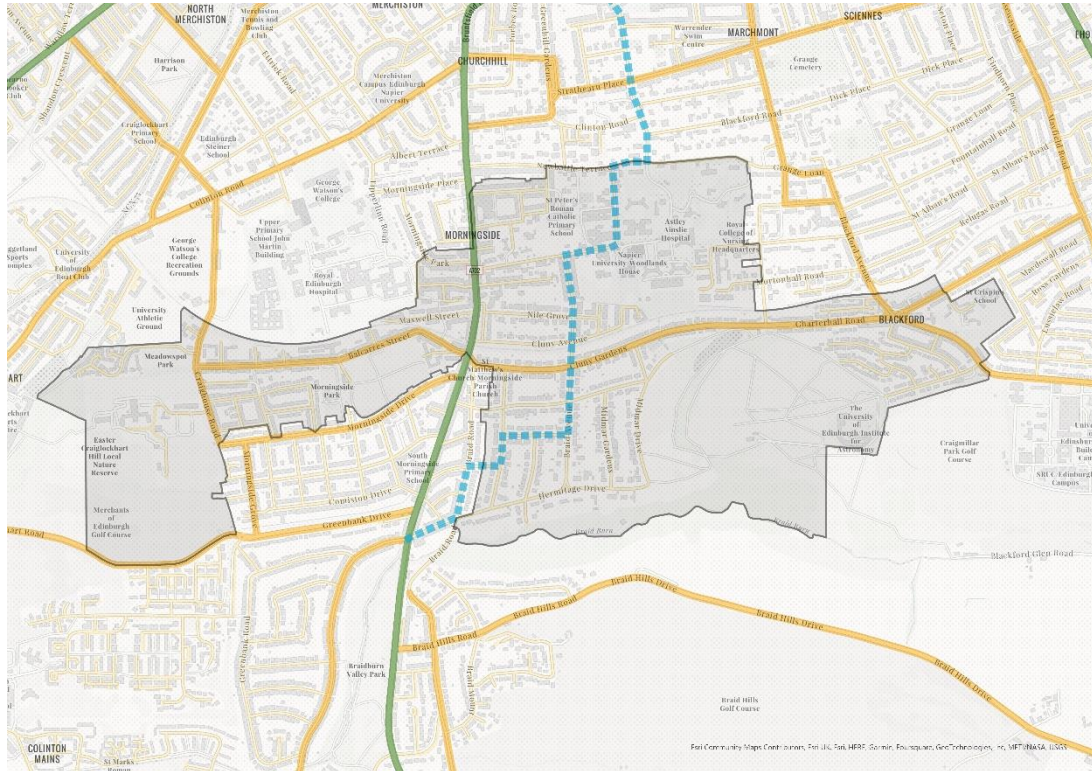


Figure 6-1: Canaan Lane Primary School Catchment Area

7. James Gillespie Primary School

7.1. **Figure 7-1** shows the James Gillespie Primary School (JGPS) catchment area. Postcodes within this area were isolated to understand the responses to those within the JGPS catchment area.

APPENDIX B

Geographic Boundaries

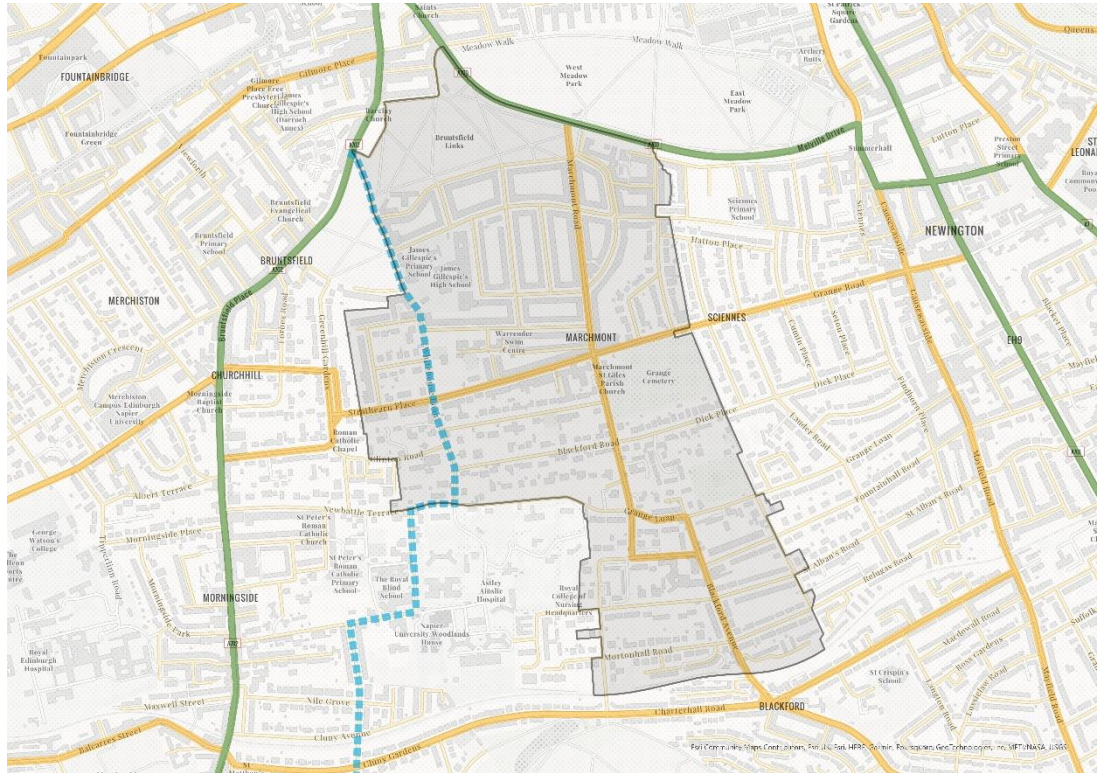
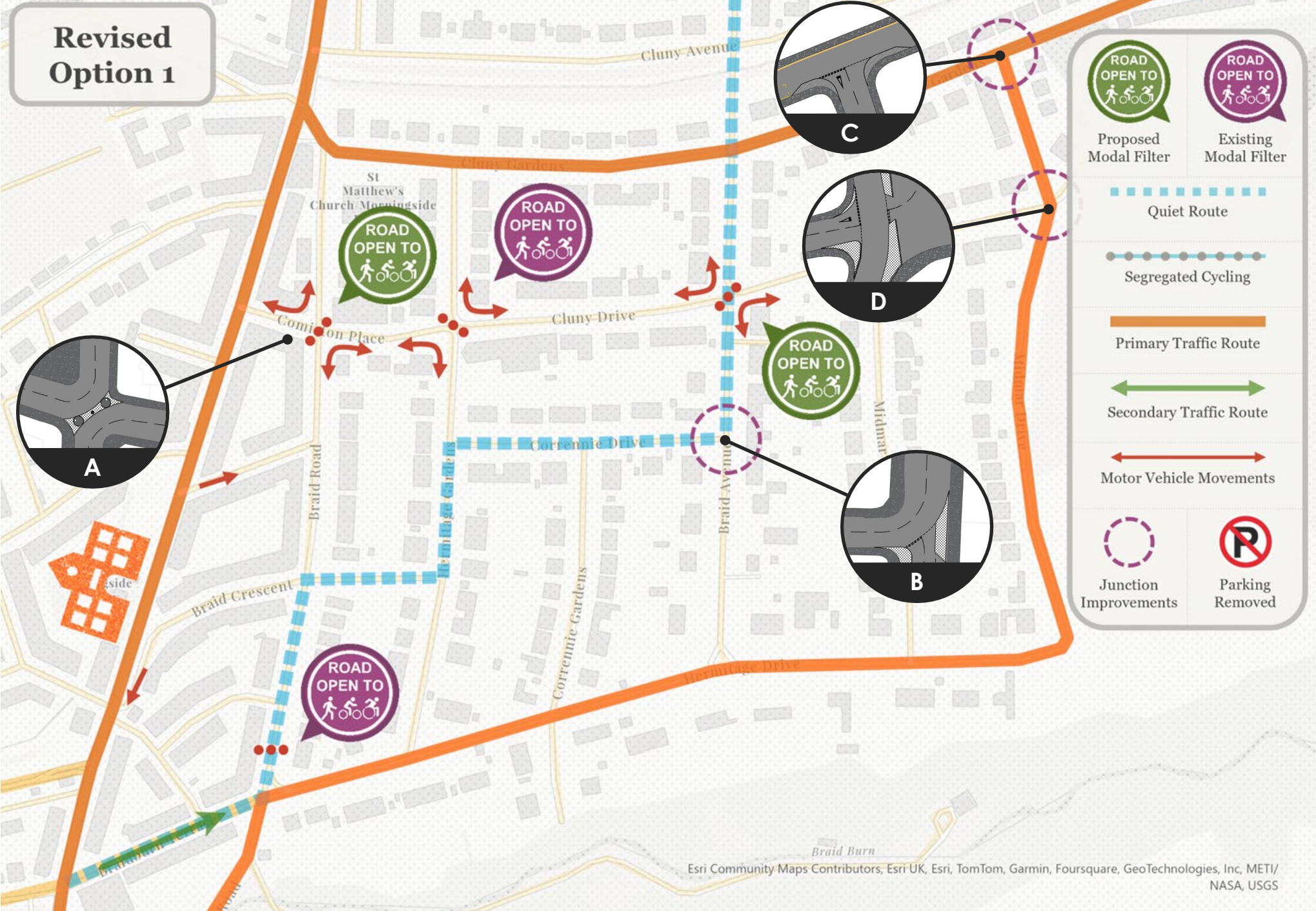


Figure 7-1: James Gillespie Primary School Catchment Area

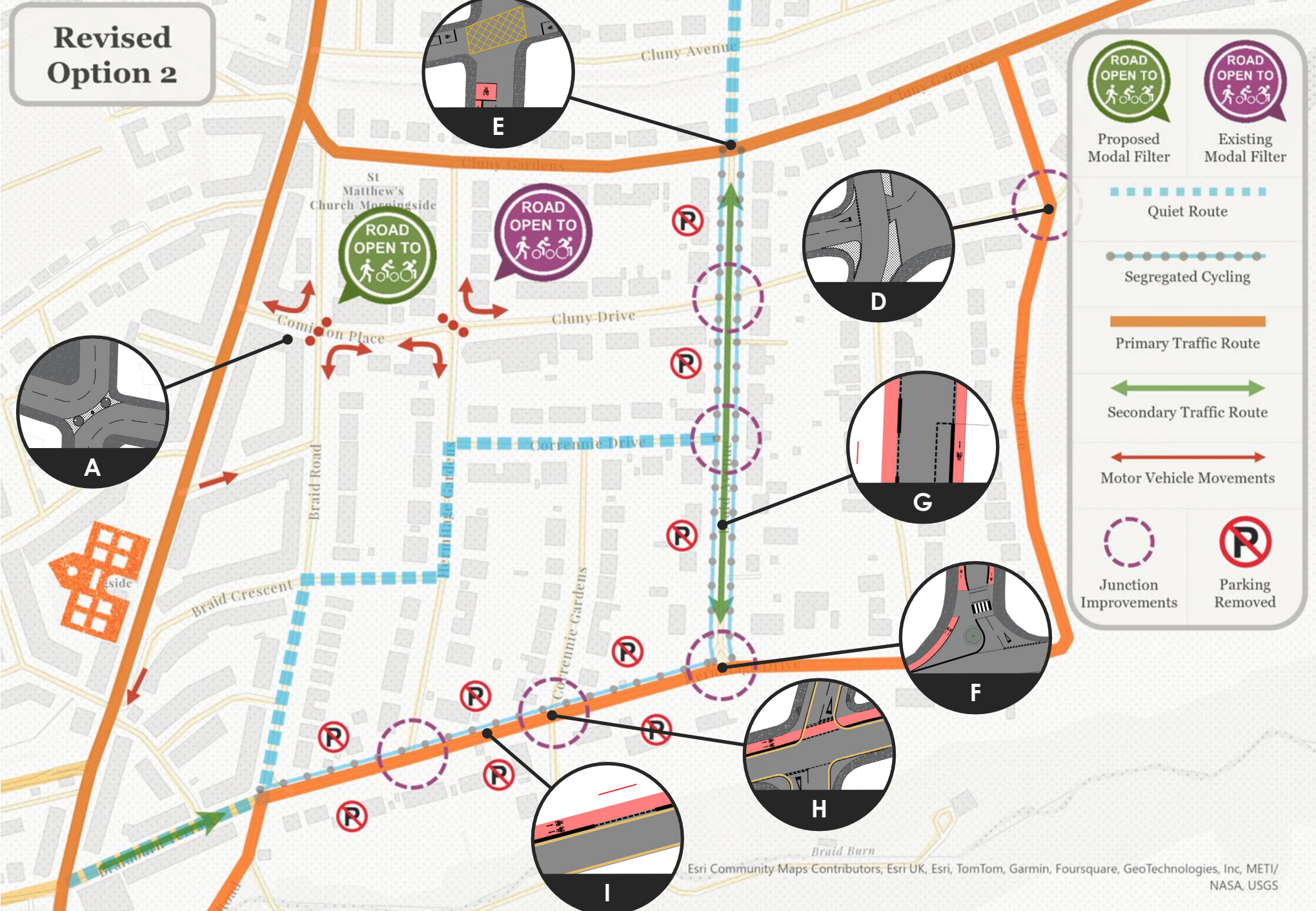
APPENDIX C – Option Development

Revised Option 1

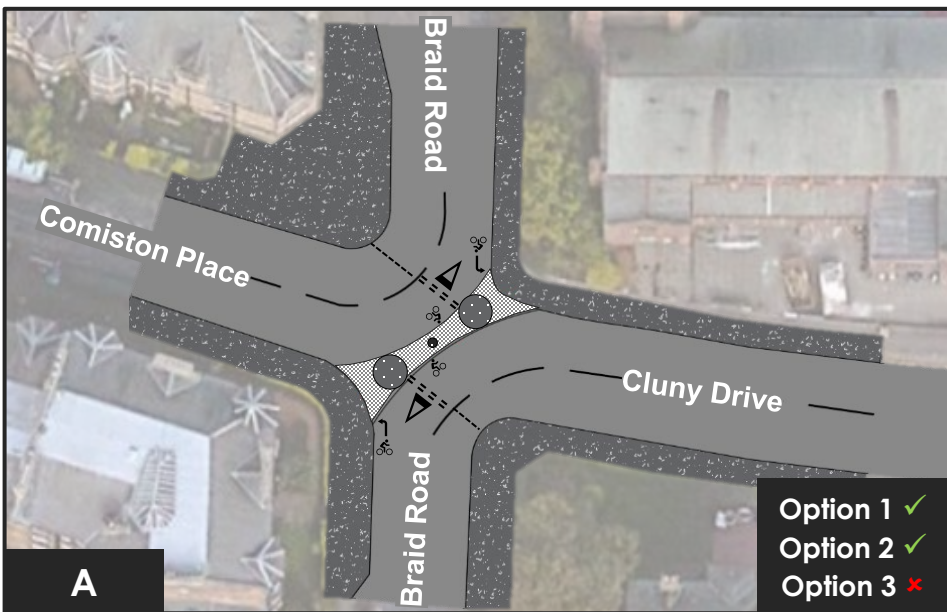


Proposed Modal Filter	Existing Modal Filter
Quiet Route	
Segregated Cycling	
Primary Traffic Route	
Secondary Traffic Route	
Motor Vehicle Movements	
Junction Improvements	Parking Removed

Revised Option 2



Amendment Option	Revised Proposal (* Amended based on consultation feedback and technical constraints)
Option 1	<ul style="list-style-type: none"> • *Remove the proposed vehicle access restrictions from Comiston Road, Cluny Gardens and Hermitage Drive • *Remove the proposed modal filter on Braid Crescent between Hermitage Gardens and Braid Road • *Retain the existing modal filter at the junction of Cluny Drive and Hermitage Gardens • *Rotate the existing modal filter at the junction of Cluny Drive and Braid Avenue • *Revise existing measures at the junction of Midmar Avenue and Cluny Drive (cutout C) • *Introduce a modal filter at the junction of Cluny Drive and Braid Road (cutout A) • *Introduce measures to improve safety for cyclists at the junction of Corrennie Drive and Braid Avenue (cutout B) • *Introduce measures to improve visibility at the junction of Midmar Avenue and Cluny Gardens (cutout D) • *No vehicle access to Comiston Road from Comiston Terrace
Option 2	<ul style="list-style-type: none"> • Remove the existing modal filter on Braid Avenue • Remove parking on one side of Braid Avenue • *Remove parking on both sides of Hermitage Drive (cutout I) • *Remove the proposed modal filter on Braid Crescent between Hermitage Gardens and Braid Road • *Retain the existing modal filter at the junction of Cluny Drive and Hermitage Gardens • *Revise existing measures at the junction of Midmar Avenue and Cluny Drive (cutout C) • *Introduce a modal filter at the junction of Cluny Drive and Braid Road (cutout A) • *Introduce segregated cycling on the one side of Hermitage Drive between Braid Road and Braid Avenue (cutout I) • Introduce segregated cycling on both sides of Braid Avenue between Hermitage Drive and Cluny Gardens (cutout G) • *Introduce measures to improve safety for cyclists at a number of junctions (cutout F & H)
Option 3	<ul style="list-style-type: none"> • Remove all existing modal filters in the Braid Estate • Remove parking on one side of Braid Avenue • *Remove parking on both sides of Hermitage Drive (cutout I) • *Revise existing measures at the junction of Midmar Avenue and Cluny Drive (cutout C) • *Introduce segregated cycling on the one side of Hermitage Drive between Braid Road and Braid Avenue (cutout I) • Introduce segregated cycling on both sides of Braid Avenue between Hermitage Drive and Cluny Gardens (cutout G) • *Introduce measures to improve safety for cyclists at a number of junctions (cutout F & H)



A

- Option 1 ✓
- Option 2 ✓
- Option 3 ✗

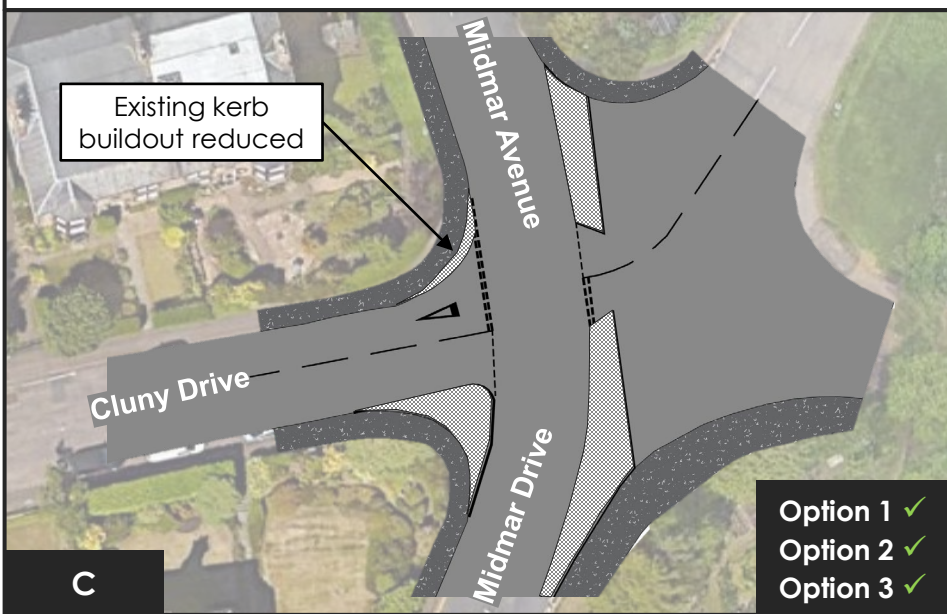
Modal filter at the junction of Cluny Drive and Braid Road enables cyclists to continue through the junction



B

- Option 1 ✓
- Option 2 ✗
- Option 3 ✗

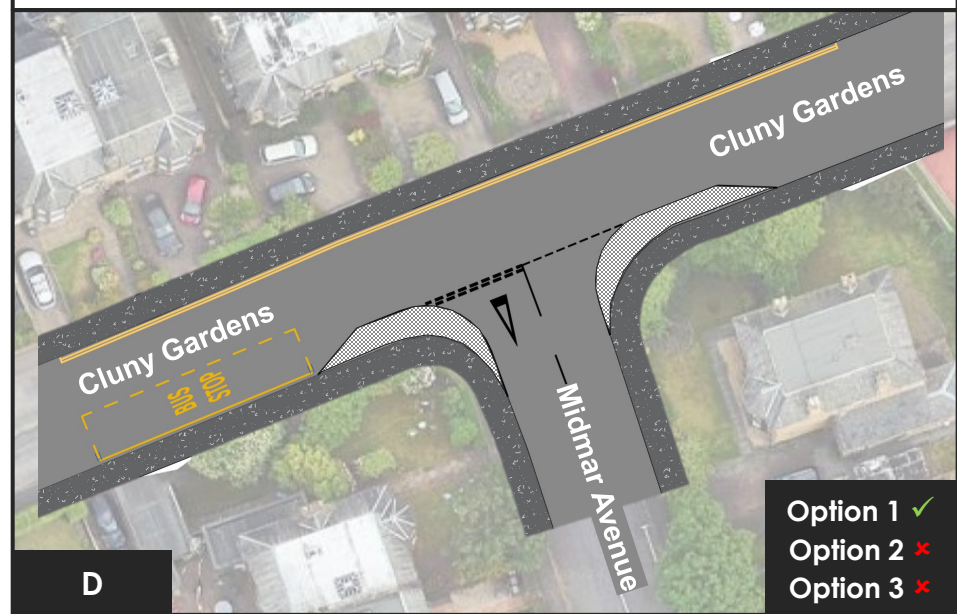
Kerb buildouts and adjusted give way line improve visibility and slow vehicles at the junction of Corrennie Drive and Braid Avenue



C

- Option 1 ✓
- Option 2 ✓
- Option 3 ✓

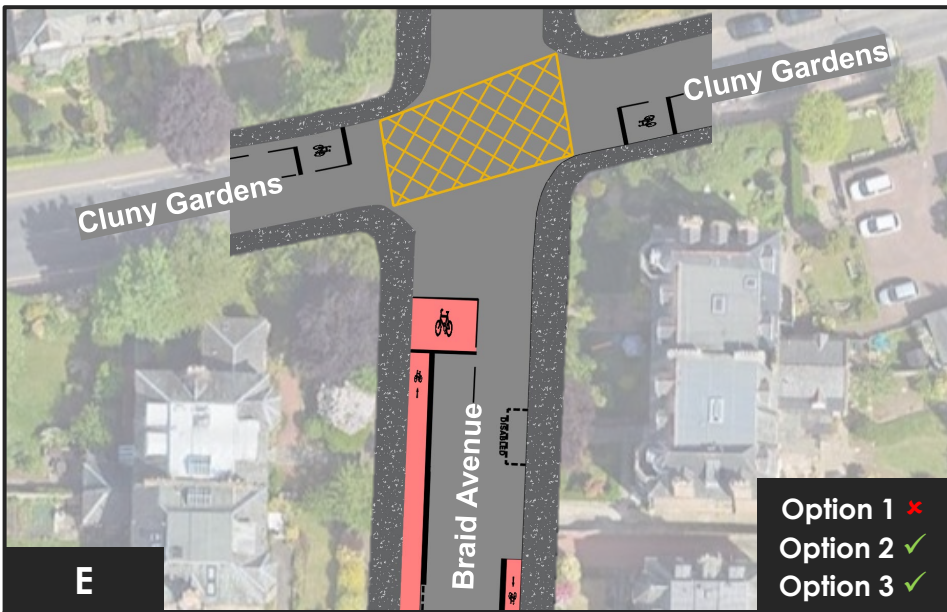
Adjusted kerb buildouts at the east end of Cluny Drive make it easier to turn left onto Midmar Avenue



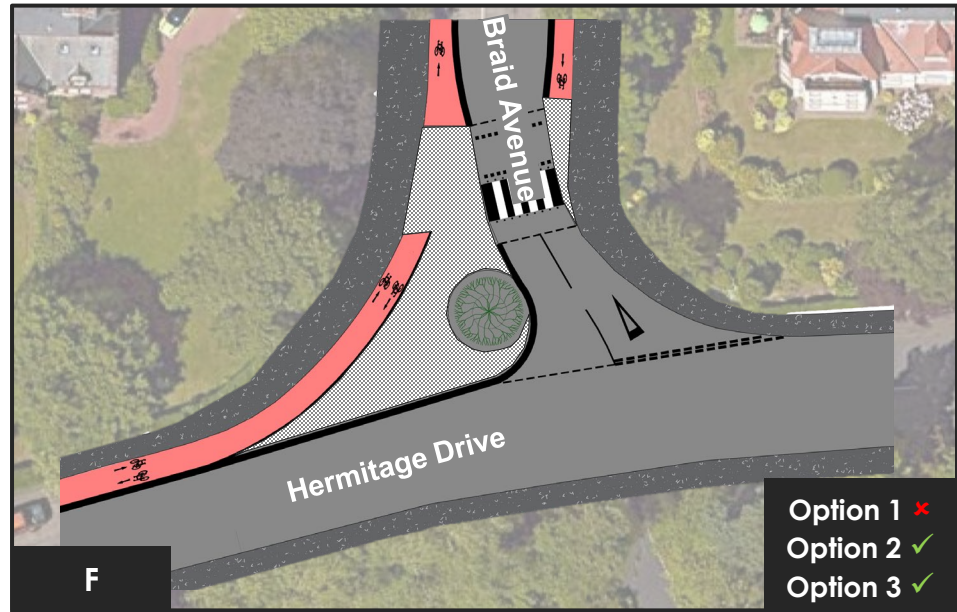
D

- Option 1 ✓
- Option 2 ✗
- Option 3 ✗

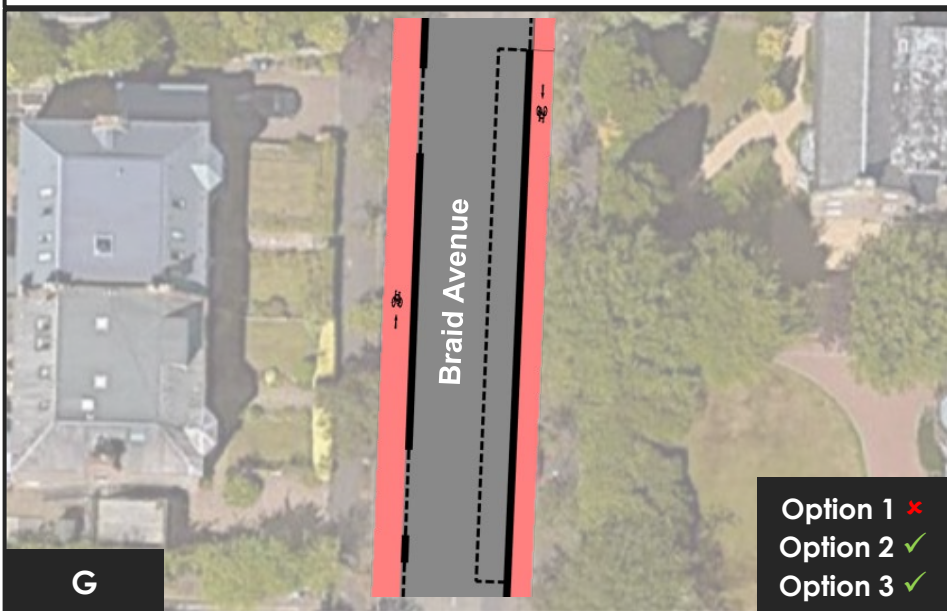
Kerb buildouts and adjusted give way line improve visibility at the junction of Cluny Gardens and Midmar Avenue



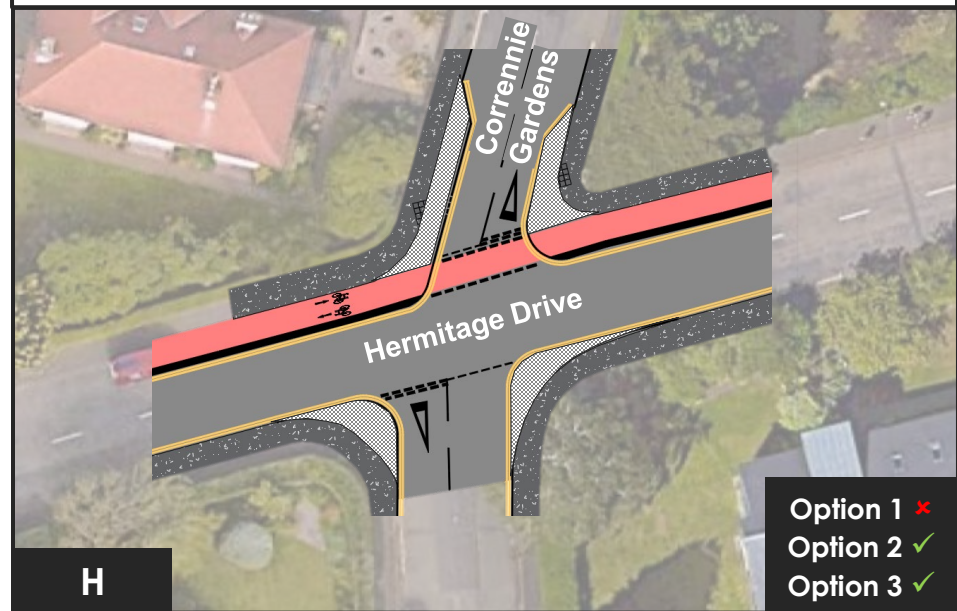
Segregated cycle lane feeds into the advanced stop line at the junction of Braid Avenue and Cluny Gardens



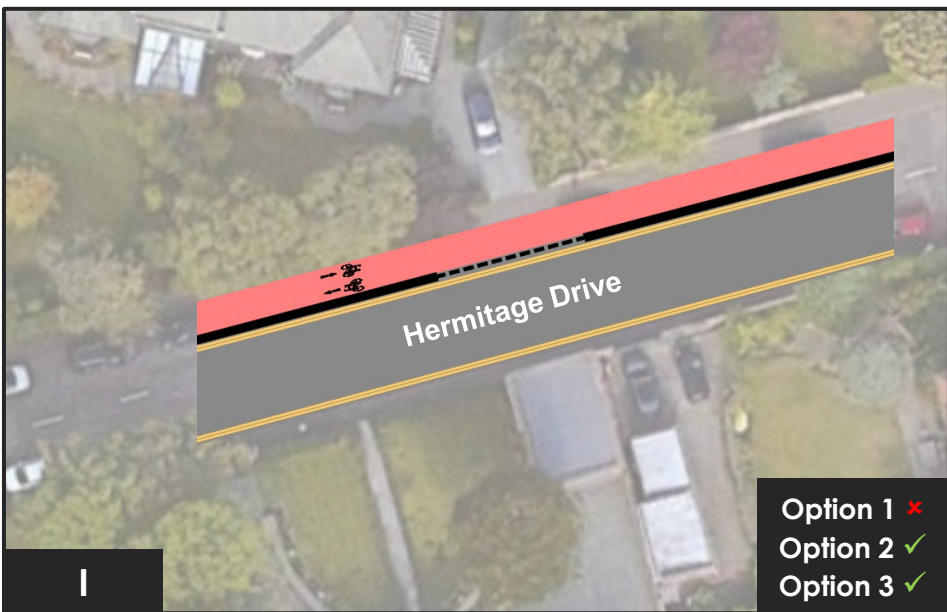
Uninterrupted segregated cycle lane around the corner between Hermitage Drive and Braid Avenue



Segregated cycling on both sides of Braid Avenue with permit parking retained at the same level as the existing provision



Kerb buildouts improve safety at side road junctions along Hermitage Drive and Braid Avenue to slow vehicles down



I

- Option 1 ✘
- Option 2 ✔
- Option 3 ✔

Segregated cycling on the north side of Hermitage Drive with parking removed on both sides due to narrow road width

Revised Option 2



Modal filter east of Pitsligo Road enables cyclists to continue between Clinton Road and Church Hill