

# Transport and Environment Committee

10.00am, Thursday, 11 November 2021

## Active Travel Measures – Travelling Safely Update

Executive/routine Wards Council Commitments	Executive All 16, 18
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### 1. Recommendations

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- 1.1 Transport and Environment Committee is asked to:
  - 1.1.1 Note the updates in this report, including details on the existing measures (as detailed in Appendix 1);
  - 1.1.2 Consider the feedback received on the Comiston Road and Braid Road schemes and agree the recommendations in paragraph 4.4 and in Appendix 2;
  - 1.1.3 Note the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8; and
  - 1.1.4 Note and approve the approach described in paragraph 5.4 for the consultation, advertising and making of ETROs for Travelling Safely measures.

**Paul Lawrence**

Executive Director of Place

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# Report

## Active Travel Measures – Travelling Safely Update

### 2. Executive Summary

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- 2.1 This report provides an update on the Travelling Safely programme and includes details of the engagement undertaken for the Comiston Road and Braid Road schemes. The report also provides an update on the review of disabled parking measures at the Arboretum Road crossing point.

### 3. Background

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- 3.1 In 2020 and 2021, the Council introduced a series of measures across the city in response to the public health emergency (Coronavirus (COVID-19)). Transport and Environment Committee has been regularly updated on progress with implementation.
- 3.2 On [24 June 2021](#) the Council considered proposals to use Experimental Traffic Regulation Orders (ETROs) for some existing schemes which facilitate walking, wheeling and cycling around the city. In addition to the approved recommendations, it was requested that further engagement with residents and Community Councils be undertaken for Comiston Road and Braid Road and to further address resident parking pressures along the Longstone Corridor.
- 3.3 On [19 August 2021](#) and [14 October 2021](#) Transport and Environment Committee received updates on progress with the actions agreed in June 2021.
- 3.4 In order to complete all of the engagement with residents and Community Councils agreed by Council in June 2021, the programme was phased to ensure that the engagement could be completed in a managed way. Engagement results, options and recommendations for Braid Road and Comiston Road are included in this report.

### 4. Main report

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- 4.1 Scheme reviews continue to be undertaken for existing measures in place. An update on existing schemes and next steps for each is set out in Appendix 1, with changes since last Committee highlighted.

#### **Options for Comiston Road and Braid Road**

- 4.2 At the Council meeting on 24 June 2021 officers were asked to bring a report to the August 2021 Transport and Environment Committee (revised to November 2021)

on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents, and for Braid Road, with options for reopening of the road in both directions (including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling).

4.3 Following the Council meeting officers have:

- 4.3.1 Engaged with local Community Councils, undertaken a short survey with local residents, undertaken traffic analysis and considered resident connectivity;
- 4.3.2 Developed options for minor revisions to the Comiston Road scheme which aim to improve journey times for public transport operators and mitigate the impact on local residents; and
- 4.3.3 Developed options for changes to the Braid Road scheme which aim to improve resident connectivity whilst maintaining a safe route for vulnerable road users.

4.4 Appendix 2 summarises the outcomes of the engagement, provides details of the survey results and sets out officer recommendations as summarised below:

**Comiston Road recommendations**

- 4.4.1 Removal of loading prohibitions throughout the scheme (except at junctions) to make deliveries easier and provide residents with better access for picking up or dropping of passengers. This would include targeted removal of a small number of 'cycle lane defenders'; and
- 4.4.2 Removal of the northbound cycleway on the approach to Comiston Springs Avenue, to be replaced with a peak time Bus Lane to improve public transport journey times on the corridor.

**Braid Road recommendations**

- 4.4.3 Following analysis of the survey responses, officers recommend that option 2 is approved, to open Braid Road in both directions and to introduce a modal filter immediately north of the Braidburn Terrace junction. Although this option was the second preference of survey respondents, it is suggested as a balance between improving resident connectivity and protecting vulnerable road users at this historically busy junction. This option also protects the Meadows to Greenbank Quiet Route and partially mitigates the impact of intrusive traffic in the local community.

**Review of Disabled parking measures on Arboretum Road Crossing Point**

- 4.5 A detailed review of the scheme at the Arboretum Road crossing point was considered at the Design Review group on 1 November 2021 to consider the provision and layout of temporary blue badge parking in the area.
- 4.6 During the scheme review the position, dimensions and accessibility of the current provision was considered. Nine on-street disabled bays have been provided adjacent to the pedestrian priority and crossing point.

- 4.7 In recognition of comments received from a disabled visitor to the Royal Botanical Gardens, officers have considered and suggested revisions to increase the available road space for wheelchair or mobility scooter transfer.
- 4.8 Proposed measures include:
- 4.8.1 Widening the hatched buffer areas between the traffic lane and the on-street disabled parking bays;
  - 4.8.2 Laying new road markings throughout the scheme to narrow the traffic lanes which should make the pedestrian crossing area look narrower and reduce vehicle speeds;
  - 4.8.3 Proposing the introduction of additional speed reduction measures on the approaches to the scheme, including reinstatement of 20mph roundels, slow and hazard bar markings on the road to warn drivers of the disabled parking and pedestrian crossing area ahead; and
  - 4.8.4 Scheme monitoring through site visits to observe driver behaviour, disabled driver access and user feedback.
- 4.9 Subject to the outcome of a proposed site meeting with a local Councillor, these proposed improvements could be introduced in early December following the necessary design work.

## 5. Next Steps

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### Next Steps - ETROs

- 5.1 As outlined in the report to Committee on 14 October 2021, Scottish Ministers are making changes to the ETRO process by means of new regulations. At that time, Committee noted the intention to follow the current process for ETRO advertising and reporting objections. We understand the new regulations will come into force on 26 November 2021 and following that date the process for making an ETRO will be in line with the new regulations.
- 5.2 However, should the initial consultation exercise commence before 26 November 2021 the existing regulations should be followed.
- 5.3 At the time of writing this report, preparation work for the formal ETRO process is on-going for the Travelling Safely programme. Consultation with statutory bodies will commence shortly, with the intention to undertake the public advertising stage in early December.
- 5.4 In line with previous commitments and considering the implementation date for the revised regulations, the following actions are considered appropriate:
- 5.4.1 In November 2021, a high level First stage consultation exercise will commence with statutory bodies, (objections are not sought at this stage);

5.4.2 In December 2021 (following the expected introduction of new regulations), the Public Advertising exercise will commence, in line with the previous regulations; and

5.4.3 At a future meeting of this Committee (expected 27 January 2022), representations or comments will be considered prior to the making of ETROs.

5.5 Permanent Traffic Regulation Orders (TROs) may be considered appropriate in the future and made in line with the new regulations.

5.6 If Committee approve the recommendations in this report for Comiston Road and Braid Road, these modifications will be progressed as part of the ETRO process.

#### **Engagement with Residents on Longstone Road, Inglis Green Road and Murrayburn Road (East end)**

5.7 A survey of local residents and community representatives on options to increase parking provision along the Longstone Corridor is planned to further address concerns about resident parking pressures.

5.8 The outcome of this survey will be used to develop plans to slightly increase the number of on-street parking places where possible. This will be reported to a future Committee.

## **6. Financial impact**

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6.1 Sustrans have agreed the carryover of unspent funds from the 2020/21 funding allocation can be used to fund activities and services required to either remove, retain or modify existing schemes in 2021/22.

6.2 A summary of the current budget allocation has been provided in previous reports. Discussions are ongoing with Sustrans regarding additional budget availability in this financial year and in 22/23 to continue and develop the Travelling Safely Programme.

## **7. Stakeholder/Community Impact**

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7.1 As requested, officers have engaged with local community councils and residents near the Comiston Road and Braid Road schemes. Results from local surveys have been included on Appendix 2.

7.2 At the time of writing this report arrangements are under way to engage with local residents and businesses on the Longstone Road corridor to consider if on-street parking provision can be increased or improved.

## **8. Background reading/external references**

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8.1 Regular updates on Spaces for People Measures were presented to [Policy and Sustainability Committee](#) and [Transport and Environment Committee](#) between May 2020 and April 2021.

## **9. Appendices**

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- 9.1 Appendix 1 – Scheme Updates and Review Schedule
- 9.2 Appendix 2 – Comiston Road and Braid Road – Engagement feedback and recommendations
- 9.3 Appendix 3 – Sketch of extended bus lane on Comiston Road and proposed Option 2 on Braid Road

## Appendix 1 – Travelling Safely Programme Update (Update at November 2021)

### Measures Currently Introduced Under TTRO

Location	Intervention	Latest Scheme Update (Internal review and ETRO position)
<b>CITY CENTRE</b>		
Waverley Bridge	Pedestrian area with limited servicing access	Review undertaken August 2021 Progress towards ETRO
Forest Road	Cycle segregation	Review undertaken August 2021 Remove segregation and reinstate
George IV Bridge	Cycle segregation	Scheme removed
The Mound	Cycle segregation	Review undertaken August 2021 Installation of replacement segregation units planned No ETRO required as existing restrictions apply
Princes Street East End	Bus gate on Princes Street and South St David St	Review undertaken August 2021 Retain and progress towards ETRO Traffic modelling to be undertaken to consider private hire car use
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Review undertaken – August 2021 Progress towards ETRO
Cockburn Street	Pedestrianised area with limited servicing access from High Street	Review undertaken August 2021 Progress towards ETRO
<b>TOWN CENTRES</b>		
Queensferry High Street	Pedestrian space	Review undertaken October 21 Retain experimental scheme as proposed Queensferry High Street project has similar layout. Progress towards ETRO and consider mitigation on diversion route.
Stockbridge	Pedestrian space	Scheme removed
Gorgie / Dalry Road	Pedestrian space	Scheme to be removed - programmed late November due to CoP 26 embargo. Retain widened footway section opposite Murieston Crescent.
Bruntsfield	Pedestrian space	Scheme removed

Tollcross	Pedestrian space	Scheme removed
Morningside	Pedestrian space	Scheme removed Widened footway on west side north of The Merlin Bar retained
Portobello	Pedestrian space	Scheme removed Retain two minor sections on High Street: 1. Brighton Place to Windsor Place 2. West of Bridge Street
Corstorphine (St Johns Road)	Pedestrian space	Scheme removed Retain local footway widening at Templeland Road

<b>CYCLE SEGREGATION</b>		
Meadowplace Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Ladywell Road	Cycle segregation	As above
Ferry Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Fountainbridge Dundee St	Cycle segregation	Review completed June 2021 Progress towards ETRO
Teviot Place / Potterow	Cycle segregation	Review completed June 2021 Progress towards ETRO
Buccleuch St / Causewayside	Cycle segregation	Review completed August 2021 Progress towards ETRO
Gilmerton Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Duddingston Road	Cycle segregation	Review completed – June 2021 Progress towards ETRO
Craigmillar Park corridor	Cycle segregation	Review completed – June 2021 Progress towards ETRO
Crewe Road South	Cycle segregation (segregator units to be installed)	Review completed June 2021 Extend TTRO and progress towards ETRO
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review completed June 2021 Extend TTRO and progress towards ETRO. Consider revisions as part of proposed Cameron Toll to Bioquarter project
Comiston Road	Cycle segregation	Options noted in Appendix 2 of this Committee report
Pennywell Road & Muirhouse/Silverknowes Parkway	Cycle segregation	Review completed August 2021 Progress towards ETRO with minor revisions to improve delivery access



Mayfield Road	Cycle segregation	Review completed July 2021 Progress towards ETRO
Quiet Corridor - Meadows / Greenbank	Various closures	Review completed June 2021 Progress towards ETRO
A90 Queensferry Road	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO
A1 Corridor	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO
Lanark Road	Cycle segregation	Options considered at Committee on 14 October 2021 Retain cyclelane near Spylaw Park and relocate parking bays near Dovecot Park. Progress towards ETRO
Longstone Road	Cycle segregation	Action to engage with local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor. (Local businesses will also be contacted prior to promoting an ETRO) An update following engagement will be offered to a future Committee
Inglis Green Rd	Cycle segregation	See note above on Longstone Road
Murrayburn Road (short section at Longstone)	Cycle segregation	See note above on Longstone Road
Slateford Road (A70)	Cycle segregation	Review completed August 2021 Progress towards ETRO
Orchard Brae Roundabout	Road markings	Review completed June 2021 Retain scheme - No ETRO required
<b>SCHEMES DEVELOPED FROM LTN PROPOSALS</b>		
Craigs Road	Crossing improvements at Craigmount High School	Subject to School Travel Plan Review Give and Go features removed
Drum Brae North	Cycle segregation	Review completed July 2021 Remove segregation at southern end (Northbound section)
Corstorphine High Street	Widened pavements leading to Primary School	Review to be undertaken Progress towards ETRO as part of Corstorphine LTN project (not included in Traveling Safely Programme)

SPACES FOR EXERCISE		
Silverknowes Road (North section)	Bus Gate	Review to be undertaken Progress towards ETRO
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Scheme approved for retention at Committee on 14 October 2021 Progress towards ETRO
Braid Road	One-Way (South-bound)	Options presented in Appendix 2 of this Committee report
Braidburn Terrace	One-way (East-bound)	Options presented in Appendix 2 of this Committee report
Links Gardens	Road closure	Scheme removed
Cammo Walk	Road closure	Approved for retention. Progress towards ETRO <i>Current closure to be monitored in partnership with the proposed experimental closure of Cammo Road (expected Early 2022). Longer term future of Cammo Walk under review with regard to the new Craigs Road junction and active travel route.</i>
Stanley Street/ Hope Street	Road closure	Review completed June 2021. Progress towards ETRO
Seafield Street	Cycle segregation	Review to be undertaken Progress towards ETRO (an ETRO is required)
Kings Place	Link between Proms	Review to be undertaken Progress towards ETRO (subject to future public realm project)
Maybury Road	Temporary traffic lights	Scheme revised in July 2021 to increase southbound network capacity following discussions with the Police. Temporary signals to be removed when appropriate (construction of the proposed Craigs Road junction)
Arboretum Place	Crossing point	Review undertaken regarding on-street disabled parking Progress towards ETRO
West Shore Road and Marine Drive	Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive	Review to be undertaken Progress towards ETRO

<b>Public Proposals – Commonplace Consultation</b>	<b>Various</b>	<b>Scheme updates</b>
Broughton Street	Pavement widening and uphill cycle lane	Review to be undertaken Progress towards ETRO
Broughton St Roundabout	Improvements for pedestrian crossings	As above update on Broughton Street
Bellevue to Canonmills	Cycle segregation	Reinstatement of the original road layout to the north of the Rodney Street junction planned in November 2021
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Review to be undertaken Progress towards ETRO
<b>Removal of Street Clutter</b>		
Various priority locations	Schedule of prioritised street clutter removal undertaken in partnership with Living Streets	Works complete.
Pedestrian Priority Improvements at Controlled Crossings	Project to scope and implement improvements to controlled pedestrian crossings. Introducing improved infrastructure and reduce waiting times.	Works complete.
<b>Schools</b>	Various measures introduced at schools to create car free areas and increased space for parents, carers and children near school gates.	Planters installed in May 2021 to prohibit or restrict traffic. School Travel Plan review underway for schools with temporary measures. Conclusions and decisions expected in early 2022 to consider appropriate permanent features.
<b>Additional Schemes</b>		
Cramond Glebe Road	Introduction of temporary waiting restrictions leading to the Cramond Car Park.	Double yellow lines installed following discussions with the Cramond & Barnton Community Council as a temporary Public Health and Emergency access response. Recommendation to retain TTRO and consider appropriate time for removal. Separate TRO under consideration for this location pre-dates the Pandemic.

## Appendix 2

# Comiston Road and Braid Road: Feedback from Engagement and Review Recommendations

### Summary

At the meeting of the Council on 24 June 2021 it was agreed to review the Comiston Road scheme to mitigate impacts on residents and public transport, and to consider options for re-opening Braid Road in both directions.

Officers have now reviewed these schemes, and carried out engagement with local residents and Community Councils to seek feedback on proposals to amend both schemes.

### Recommendation

#### Comiston Road

For Comiston Road, it is recommended to remove the loading prohibitions throughout the scheme (except at junctions) alongside targeted removal of a small number of 'Cycle Lane Defenders' only where this is required to enable deliveries to be made and provide easier access for picking up or dropping of passengers.

It is recommended to remove the northbound cycleway on the approach to Comiston Springs Avenue and instead implement a peak time Bus Lane to improve northbound public transport journey times on the corridor.

#### Braid Road:

It is recommended that 'Option 2' from the recent engagement exercise is implemented. This will involve opening Braid Road in both directions alongside the introduction of a modal filter immediately north of the Braidburn Terrace junction.

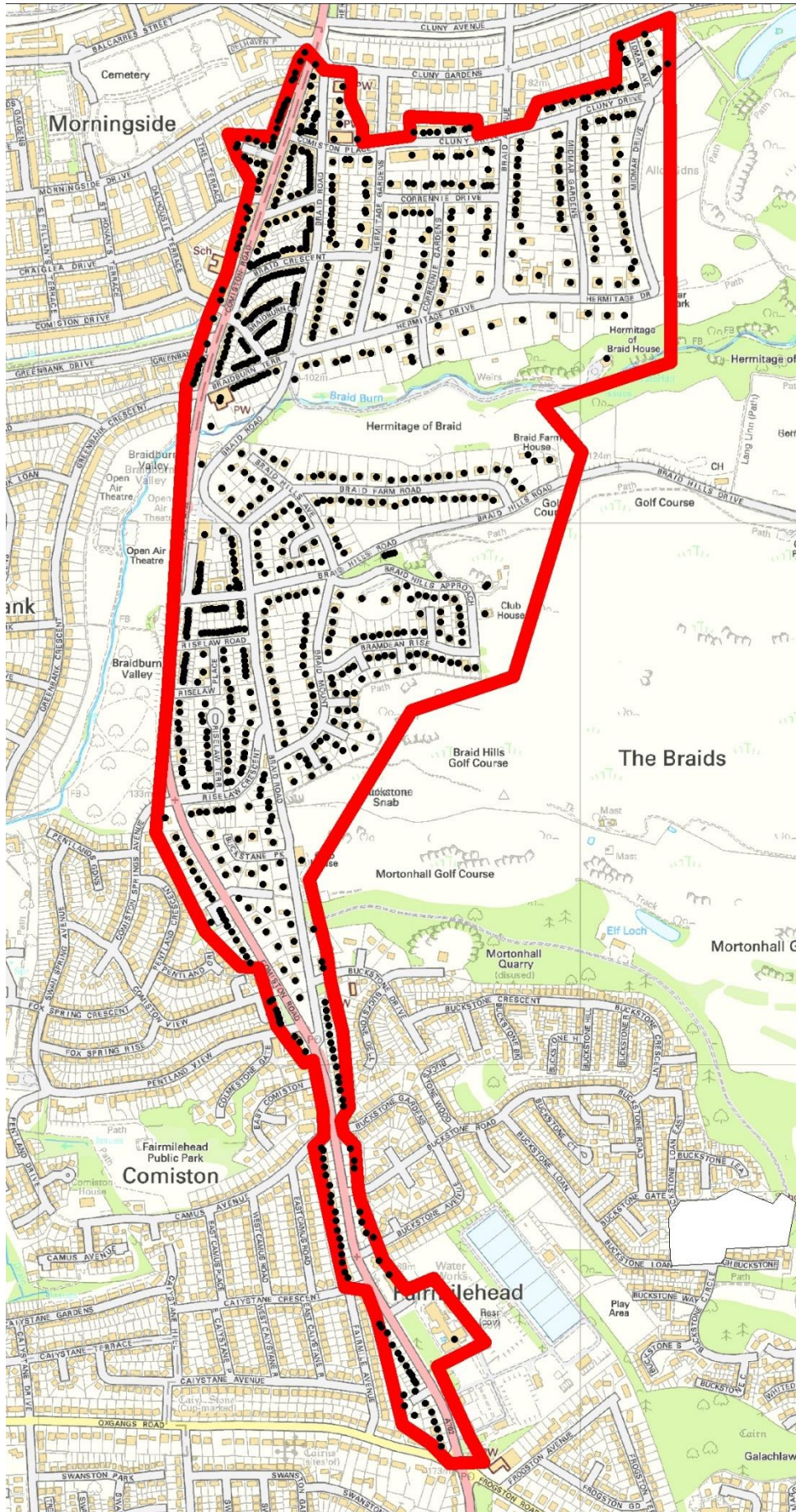
This option was the second preference from the engagement survey, however, it is suggested as a balance between improving resident connectivity and protecting vulnerable road users at this historically busy junction. This option also protects the Meadows to Greenbank Quiet Route and partially mitigates the impact of intrusive traffic in the local community.

### Engagement Results

The proposed revisions to Comiston Road, alongside several options for Braid Road, were presented to representatives of Morningside Community Council and Fairmilehead Community Council. Following this, a survey was carried out with local residents.

Leaflets were sent to 1,496 properties within the area shown on the map below, providing information on how to complete the survey on the Council's Consultation Hub website. The survey was open to anyone who wished to complete it, but these residents were targeted due to their proximity to the affected streets and the impact of the changes.





## Responses

1,888 responses were received. 755 of these were submitted from within the leafleted area. 898 were submitted from the wider EH10 area, and a further 235 were submitted from further afield.

Within the leafleted area, 408 were submitted from addresses to the north of the Hermitage of Braid, and 347 were submitted from addresses to the south of the Hermitage of Braid.

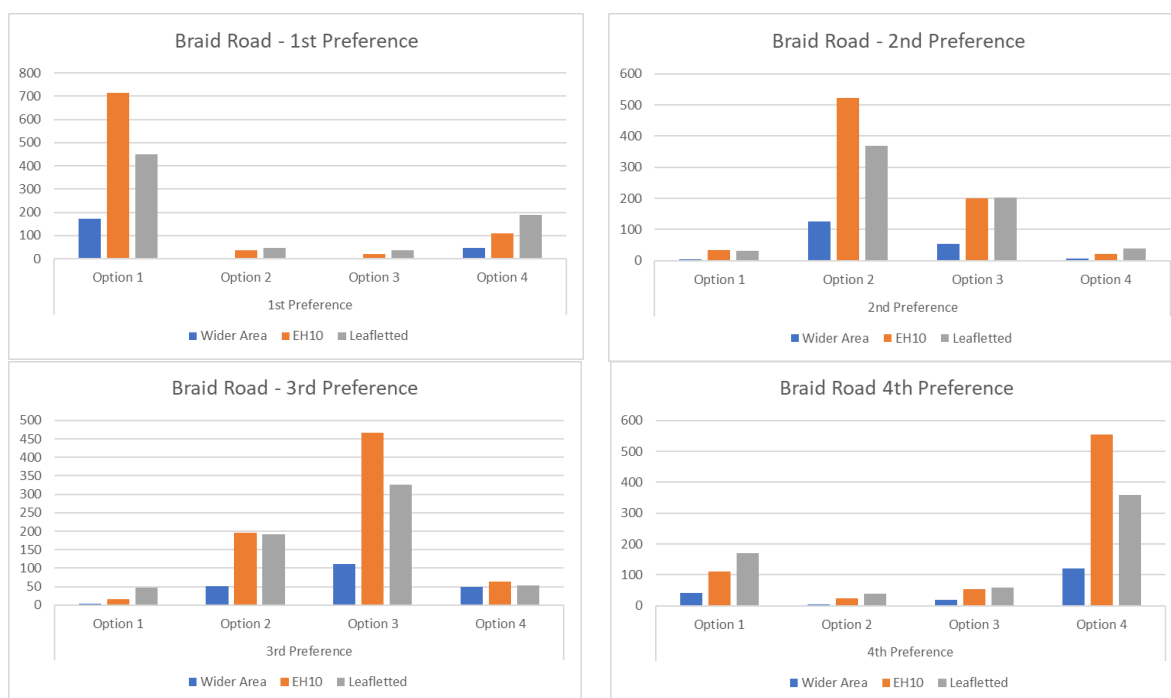
## Engagement

### Braid Road

Survey participants were asked to rank the following four options for Braid Road in order of preference:

- Option 1: Braid Road fully open in both directions;
- Option 2: Braid Road open in both directions with a Modal Filter located north of Braidburn Terrace;
- Option 3: Braid Road fully open northbound, southbound restriction at Hermitage Drive; and
- Option 4: Braid Road open southbound only with the road closed to motor vehicles ('a Modal Filter') at Hermitage Drive.

## Survey Results



Option 1 was the most popular first preference, Option 2 was the most popular second preference, Option 3 was the most popular third preference, and Option 4 was the most popular fourth preference.

However, it is notable that many respondents – especially within the leafleted area – chose Option 4 as their first preference. Meanwhile, many respondents – especially within the leafleted area – chose Option 1 as their fourth preference.

## Proposal

In line with the Council's strategic policies for transport infrastructure, and the transport hierarchy, it is proposed to implement Option 2.

It is recognised that this was not the most preferred option from the engagement exercise, however it is considered a reasonable compromise position, which retains benefits for vulnerable road users at this location and safeguards the Meadows to Greenbank Quiet Route.

### Comiston Road

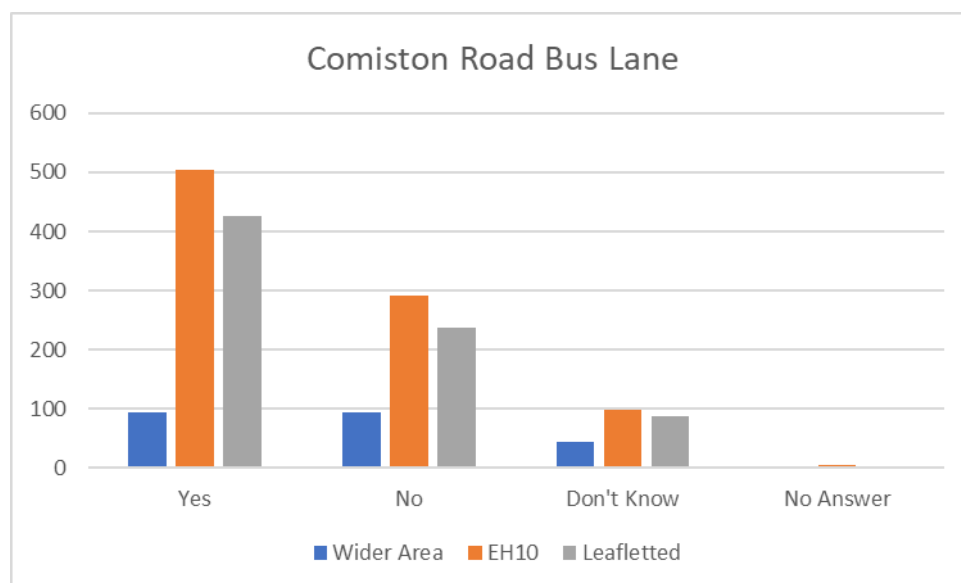
Survey participants were asked their opinion on two proposed revisions to the Comiston Road scheme layout.

The first is the introduction of a Bus Lane, replacing the cycleway, on the northbound approach to Comiston Springs Avenue, to ease public transport journey times on this corridor.

The second is the removal of Loading Restrictions throughout the scheme to provide improved access for deliveries.

## Survey Results

### Bus Lane

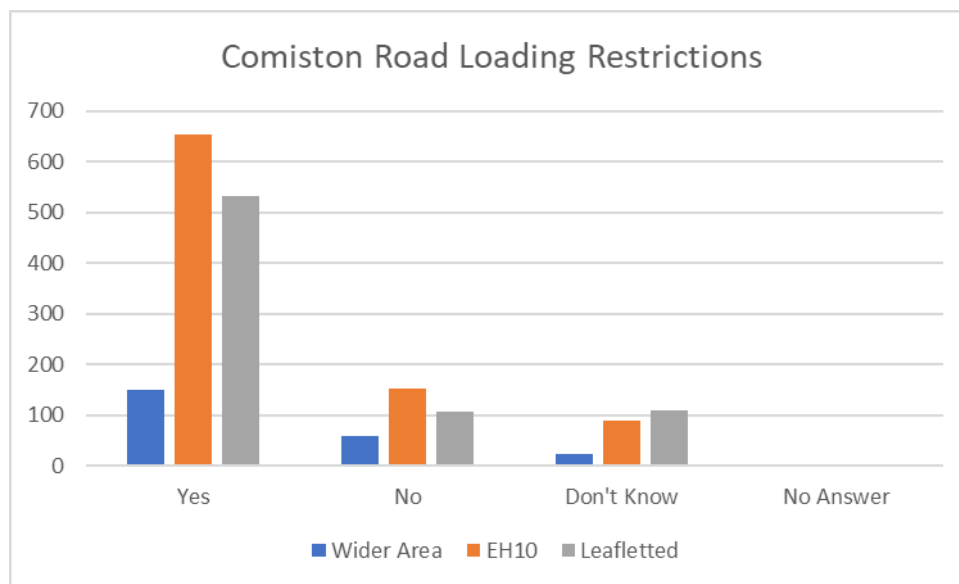


A majority of respondents supported the introduction of Bus Lanes at this location.

## Proposal

It is proposed to replace the existing northbound cycleway on the approach to the junction with Comiston Springs Avenue with a Bus Lane.

## Loading Restrictions



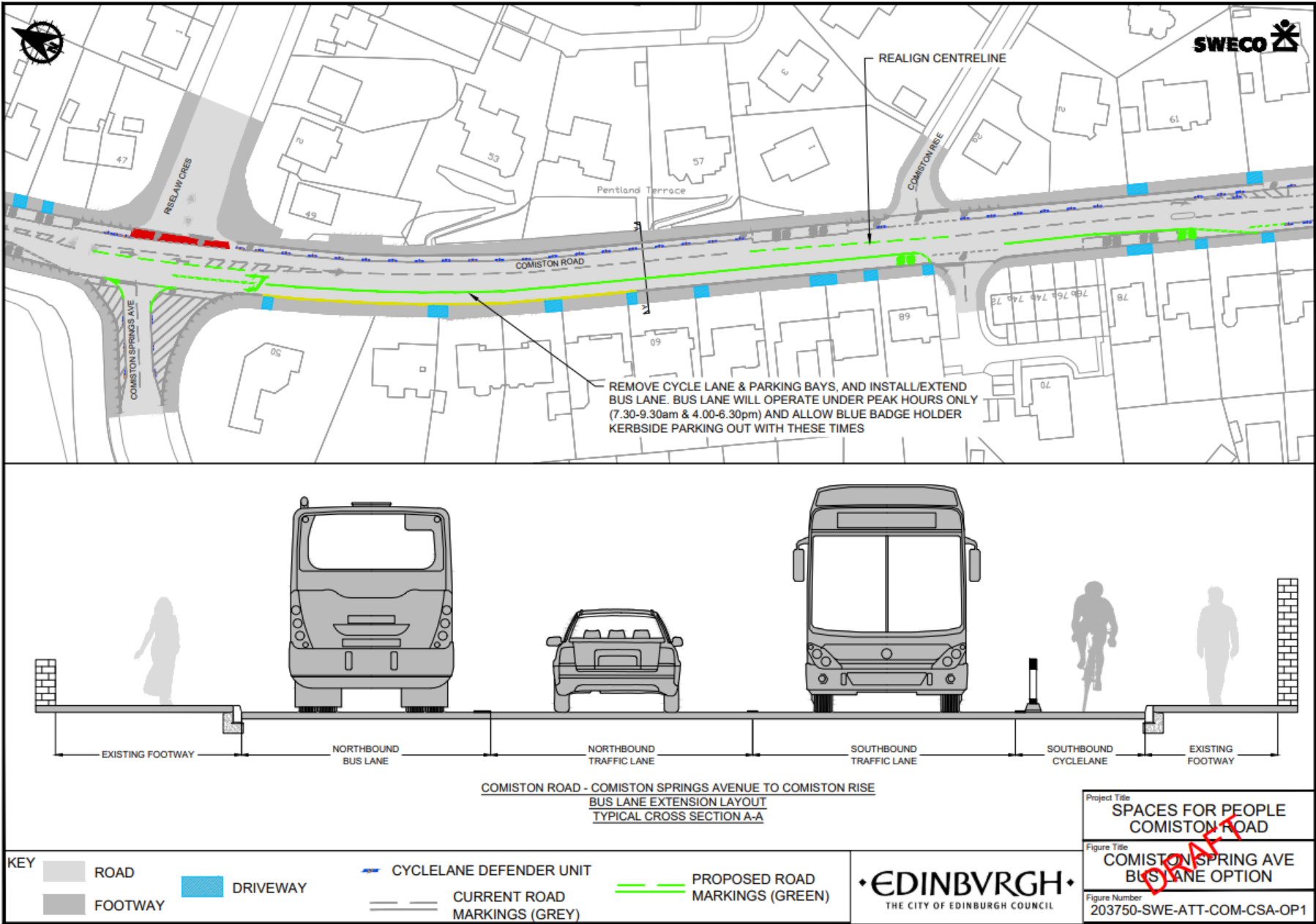
A clear majority of respondents supported the removal of Loading Restrictions throughout the route.

### Proposal

It is proposed to remove Loading Restrictions throughout the route wherever possible.



Comiston Road



Appendix 3 – Proposed Plans Comiston Road and Braid Road  
Braid Road

