

## Road Safety in Braid Road - responses to comments raised during the consultation period

At an initial Public Meeting on 28 October 2016, residents shared concerns regarding speed and road safety in Braid Road. It was agreed to hold a follow-up workshop with a group of residents who volunteered to attend. It was recognised that Braid Road had 3 distinct sections, identified as North, Middle and South. The circumstances and types of collisions varied in each area and the local knowledge of residents would be helpful in informing a fuller picture.

In principle, three things were asked for at the initial meeting;

- 1 Speed bumps
1. Vehicle Activated Speed Signs (VASS)
2. Raised junctions/tables

and ACTIONS were noted as;

### **North section**

(Short term) Review each junction with regard to radius of corners, sightlines and parking control.

(Short term) Explore the possibility of altering traffic flows/priority.

### **Middle section**

(Short term) Are there sufficient parking restrictions or enough parking facilities?

(Longer term) A scheme already being proposed for Braidburn Terrace should be integrated into the desire to improve Braid Road. The scheme should include crossing facilities.

(Longer term) Potential cycling scheme.

### **South section**

(Short term) Consider design improvements to the junction of Braid Road and Braid Hills Road

(Short term) Undertake Pedestrian Crossing Assessments at Braid Hills junction

(Short term) Consider further Speed Surveys

(Short term) Assessment for VASS

(Medium term) Riselaw Crescent junction improvements

(Medium term) Provision of extra Crossing facilities

(Longer term) Provision of Footway to east of road in area of Golf Course

Drawings were produced of potential Short, Medium and Long term proposals to address the issues raised and Actions noted. These were presented to the community for comment at a Progress Meeting on 31 January 2017.

Those who attended were asked to consider the drawings and give their opinion of the proposals; using self adhesive labels, to indicate –

- Green – a positive response
- Blue – a poor response
- Orange – where there may be a missed opportunity (any detail behind that opinion was hand written onto the drawing).

Totals				
	Green Dots	Blue Dots	Orange Dots	Overall
	99	18	19	136

This demonstrates 85% support for the proposals from those present.

To ensure opinion and comment could be captured from a wider audience, a 4-week online consultation was carried out, which generated a further 77 responses to the proposals.

**Summary tables of opinions and comments made at the Progress Meeting held on 31 January are shown below; the following terms apply to a timetable for the proposals -**

ST = Short term, 0 to six months

MT = Medium term, six to twelve months

LT = Long term, twelve to eighteen months

**The starting point for the timetable will be June 2017**

Table 1

<b>North Section</b>						
<b>Timescale</b>	<b>Location</b>	<b>Measure</b>	<b>Green Dots</b>	<b>Blue Dots</b>	<b>Orange Dots</b>	<b>Comments</b>
ST	Cluny Gardens	Potential removal of guardrail		1		
ST	Cluny Place	Proposed tightening of radii		4		
MT	Cluny Place	Proposed one way	2	1		
ST	Cluny Drive	Proposed STOP lines and signs	7			
LT	Cluny Drive	Proposed raised junction and change of priority	7			
ST	Outside number 25	Proposed speed Survey	6			
MT	Braid Crescent	Proposed tightening of radii at junction				
ST	Outside number 102	Proposed speed Survey	1	1		
<b>Missed opportunities</b>						
	Outside Cluny Church Centre				1	Extend Double Yellow
	Opposite number 110 & to south				2	Re-instate parking to slow traffic
	Opposite number 110				1	Remove single yellow line - allow free or limited parking to slow down traffic

Table 2

Middle Section						
Timescale	Location	Measure	Green Dots	Blue Dots	Orange Dots	Comments
LT	Braidburn Terrace	Proposed re-modelling of junction by South East Locality	4			
MT	south of mini-roundabout	Extend Double Yellow Lines	4			
ST	south of Hermitage	Proposed Parking Bays		1		Parking bay much too short; will cause parking issues. Extend to provide weekend parking.
ST	south of Hermitage	Proposed speed Survey	1			
ST	south of Hermitage	Remove Centre Line	1			
LT	Hermitage to north of Hotel	Proposed Cycle Lane	8	1		
ST	double bend	Proposed new signs and lines				
ST	north bend	Proposed speed Survey	2	1		
MT	outside Hotel	Proposed parking bays with build outs	1	1		
MT	north of Braid Farm Road	Proposed Pedestrian Island	1			
MT	at Braid Farm Road	Proposed Double Yellow Lines				
ST	south of Braid Farm Road	Proposed new warning signs and lines	1			

Table 2 – continued

Timescale	Location	Measure	Green Dots	Blue Dots	Orange Dots	Comments
MT	south of Braid Farm Road	Upgrade to Pedestrian Island	2			
ST	Outside number 148	Proposed speed Survey	3			
<b>Missed opportunities</b>						
	south of Hermitage				1	More parking for visitors to park
	south of mini-roundabout				1	Zebra crossing please
	Outside number 177				1	Create parking bays and designate parking to re-enforce slower speed on both sides
	Outside number 181				1	Speed bumps

Table 3

<b>South Section - one</b>						
<b>Timescale</b>	<b>Location</b>	<b>Measure</b>	<b>Green Dots</b>	<b>Blue Dots</b>	<b>Orange Dots</b>	<b>Comments</b>
MT	Braid Hills Road	Proposed Double Yellow lines	1			
MT	about Braid Hills Road	upgrade to Pedestrian Islands	9	1		
MT	Braid Hills Road (east)	Proposed STOP line and sign	4			
MT	Braid Hills Road (east)	Tighten junction radii to ONE LANE				
MT	Braid Hills Road (east)	Tighten junction radii to TWO LANES	6			
MT	Riselaw Road	Proposed Double Yellow lines				
ST	Outside number 200	Proposed speed Survey	4	1		
MT	north of Riselaw Crescent	Upgrade to Pedestrian Island	3			
MT	Riselaw Crescent	Proposed Build outs to tighten radii	10			
MT	Riselaw Crescent	Proposed STOP line and sign		1		
MT	Braid Mount	Proposed Double Yellow lines		1		
<b>Missed opportunities</b>						
	Braid Hills Road (E)				1	change 'Give Way' to 'STOP' sign
	Outside number 189		1		1	Speed bumps

Table 3 – continued

<b>Missed opportunities</b>						
<b>Timescale</b>	<b>Location</b>	<b>Measure</b>	<b>Green Dots</b>	<b>Blue Dots</b>	<b>Orange Dots</b>	<b>Comments</b>
	Braid Hills Road (W)				1	change 'Give Way' to 'STOP' sign both sides of junction
	Braid Hills Road (E)				2	Speed on Braid Hills Road is too fast
	to south of Braid Hills Road				1	Speed Bumps
	Outside number 189				1	Speed bumps
	Outside number 194/188				1	Flashing speed sign can help

Table 4

<b>South Section - two</b>						
<b>Timescale</b>	<b>Location</b>	<b>Measure</b>	<b>Green Dots</b>	<b>Blue Dots</b>	<b>Orange Dots</b>	<b>Comments</b>
MT	Braid Hills Trail	Proposed area of footpath and Pedestrian Island	4			
ST	south of hill crest	Proposed solid white line/hatching and signs	2			
LT	In area of golf course	Footway on east verge	4	1		
ST	Outside number 216	Proposed speed Survey		2		
<b>Missed opportunities</b>						
	Outside number 226				1	Parking restrictions
	Buckstone Terrace				1	Reduce speed limit to 30mph; this is a busy shopping/turning area
	Buckstone Terrace				1	Lack of Park and Ride at Hillend

## **Comments and suggestions raised through further online consultation**

### **North Section**

#### **Cluny Gardens – 17 respondents made comments and suggestions as follows;**

- Improve this junction regarding pedestrian and vehicle safety, beyond the proposed measures. Railings should be retained and there should be better pedestrian crossing provision, such as a Zebra crossing.

#### City of Edinburgh Council (CEC) response:

The Council's policy is to remove Guard Rail where it is deemed unnecessary and there is an Assessment Process used to determine whether this is appropriate.

An At-grade-crossing is already in place to aid crossing, with a raised table and tactile surfaces; we will undertake a Pedestrian Crossing Assessment to determine if more facilities are required.

- There were suggestions to restrict access to Braid Road, to prevent rat-running, as well as conflicting opinion about the Yellow Box junction and whether that permitted ease of access to Braid Road or egress from Braid Road which encouraged rat-running.

#### CEC response:

We will undertake turning counts at the junction, which will record the movement and volume of vehicles negotiating Cluny Gardens/Braid Road to assess this proposition and this would then be subject to formal consultation.

- There was a suggestion to introduce a right-hand filter to assist traffic turning right from Comiston Road into Cluny Gardens and promote this manoeuvre over vehicles going through side roads off Comiston Road to Braid Road and onto the Hermitage area.

#### CEC response:

The question of a right-turn filter has been examined by the Traffic Signals team and has been discounted; a separate right turn provision is only justified at junctions when there is an identifiable accident trend (involving right turning vehicles), or the number of vehicles wishing to turn right is so great that it is difficult for them to turn in natural gaps in traffic flow, resulting in excessive queues. In this case, neither of the above criteria are met.

#### **Comiston Place / Cluny Drive – 14 respondents made comments and suggestions as follows;**

- A one-way priority may help.
- If Comiston Place becomes one way then a contraflow cycle lane should be included, in line with existing Council policy.



CEC response:

We will undertake turning counts at the junction, which will record the movement and volume of vehicles negotiating Comiston Place. This will inform any decision upon one-way and if so, which way. Council policy is to exclude cyclists from new one-way restrictions, if possible.

- A suggestion was made to close Comiston Place.

CEC response:

This will be considered as an option following completion of turning counts but would require provision of a 'turning head' with possible loss of parking as well as the need to maintain access and undertake necessary consultation.

- Traffic lights were suggested to provide pedestrian crossing facilities and to introduce a priority for Comiston Place / Cluny Drive that would interrupt progress on Braid Road.

CEC response:

The junction of Comiston Place / Cluny Drive does not meet the National criteria for traffic signals.

- There was support for a raised table – but not only at this junction, consistently across the area.

CEC response:

The Road Safety team will liaise with the South East Locality regarding raised tables at junctions; each will have to be considered on an individual basis.

**Braid Crescent – 15 respondents made comments and suggestions as follows;**

- No provision was made for Braid Crescent which required traffic calming; various measures were suggested including speed bumps, revising radii, parking restrictions and making Braid Crescent one-way.
- These concerns were compounded by Braid Crescent being popular to drop school pupils due to the stair access to Comiston Road leading to the pedestrian crossing opposite the school.

CEC response:

This is out with the scope of this project – the concerns expressed will be passed to the South East Locality and Road Safety will liaise with them and South Morningside Primary School with regard to their School Travel Plan.

Note; The 20mph roll out will introduce new speed limits in Edinburgh over 18 months, between June 2016 and February 2018. Large 20mph signs will mark the entrance and exit of a 20mph area where the speed limit changes, followed by smaller repeater signs or road markings indicating the 20mph speed limit.

Braid Road sits within two zones; the boundary being an imaginary line along Braidburn Terrace/Hermitage Drive. This provides;

- Zone 3, the Central and South West Edinburgh area to the north of that boundary, in which the speed limit will apply from 28 February 2017, and
- Zone 6, the South Edinburgh area to the south of that boundary in which the speed limit will apply from 31 January 2018.

Consequently, roads about Braid Road will have a revised 20mph speed limit, without the requirement for vertical speed reducing measures to do so. The new 20mph speed limits will rely on a shift in driver behaviour which will take time to embed. We will be working to achieve this with the Police through road safety education, awareness raising and prevention activities.

Post-implementation surveys will provide robust, citywide data to measure changes in relation to the new 20mph limits after a longer period. Should these evidence that the new limits have not been effective in reducing speeds on certain roads, consideration will then be given to the most suitable measure(s) to address this.

### **Middle Section**

**Braidburn Terrace – 24 respondents made comments and suggestions as follows;**

- Various suggestions were made, from re-modelling the junction to removing the roundabout and/or the installation of traffic lights. This is compounded by a lack of pedestrian facilities, dropped kerbs and that there are no pedestrian crossings - especially as pedestrians wanting to cross the road are unable to see approaching vehicles and that drivers cannot see the pedestrians.
- It was commented that some motorists cannot achieve turning from Braidburn Terrace to Braid Road and have to reverse to complete the turn. If a crossroads junction were considered, priority should be given to traffic on Braid Road (north to south) to assist cyclists negotiate the incline on approach to the junction, although it was recognised that a significant volume of traffic turns right into Hermitage Drive from Braid Road.
- Making Braidburn Terrace one-way was thought to compound issues encountered there but one-way was also seen as good idea with differences of opinion about the direction of travel. There was comment the roadway is not sufficient for two-way traffic plus parked cars. Although resident and visitor parking is required, it was suggested that prohibiting parking on either the north or south side would make the road available for two lanes of traffic meaning there is no need for a one-way system. Consideration could also be given to banning large commercial vehicles. If there were a case to make Comiston Place one-way, it was suggested that there is an even stronger case to make Braidburn Terrace one-way.
- It was recognised that making the road one-way would also give scope for widening the pavement opposite the Greenbank church hall/nursery.

- There was some awareness of proposals by South East Locality for revision to Braidburn Terrace – there was a desire to see and be involved in their development.

**CEC response:**

Significant revisions to Braidburn Terrace are being considered by the South East Locality in conjunction with local Councillors. Road Safety will liaise closely with the South East Locality, to ensure that comments are considered and that proposals for Braidburn Terrace complement those for Braid Road.

**Hermitage - 24 respondents made comments and suggestions as follows;**

- Requests were made for measures like rumble strips or a speed-operated sign which might be helpful to keep speeds in check.

**CEC response:**

Rumble strips may generate unwarranted problems of noise and vibration near residential properties.

- A pedestrian crossing was suggested immediately adjacent to the Hermitage of Braid access driveway; getting across the road was said to be hazardous.

**CEC response:**

We will undertake a Pedestrian Crossing Assessment for this location.

- Appropriate parking regulation is required to allow for a suitable number of parking spaces although Double Yellow Lines near the mini roundabout to the north of the entrance to the park are supported.
- There was suggestion to create of a new car park area inside the Hermitage.

**CEC response:**

The location and design of any proposed parking will require formal consultation. Proposals will be limited to on-road facilities.

- The condition of the road surface was criticised. If it could be improved, this would enable motorists to pass using the full width of available road.

**CEC response:**

Concerns regarding road conditions will be passed to the South East Locality, who are responsible for the routine maintenance of the road surface.

- It was thought the proposed cycle lane should be extended to the junction with Hermitage Drive and further up the hill (southbound) and any cycle lane should be outside of parked cars (as in Leith Walk) as a cycle lane could be rendered ineffective if vehicles were allowed to park. It was suggested that instead of

removing the centre line and adding parking bays, the proposed cycle lane should be extended as there is significant parking provision elsewhere, while comment was made that cycle lanes on this section of Braid Road would be unnecessary if Comiston Road (from Greenbank Church to Fairmilehead junction) had a proper segregated cycle lane installed, which that road could easily accommodate due to its width.

CEC response:

The location and design of any proposed cycle lanes will be determined in the detailed design stage.

- It was requested that cycle lanes must not disappear at pinch points, such as the traffic island near the junction with Braid Hills Road; comment was made that the City of Edinburgh Council should follow the practice of East Lothian in making cycle lanes wider through pinch points, to reinforce to drivers that overtaking there is unacceptable.

CEC response:

The location and design of any proposed cycle lanes will be determined in the detailed design stage but the comment is noted.

- The proposed “slow down” sign at the bend south of the Braid Hills hotel should be located further south to give greater advanced warning and that the proposed upgrade to the pedestrian island was not required as others were located nearby.

CEC response:

The exact location of any signs will be determined in the detailed design stage. Due consideration will be given to the location, number and type of any pedestrian islands.

### **South Section – one**

**Braid Hills Road - 23 respondents made comments and suggestions as follows;**

- Traffic surveys and speed surveys were specifically mentioned here.

CEC response:

Speed and volume surveys will be carried out.

- Several proposals were made; that the junction requires a roundabout, speed bumps or traffic lights.

CEC response:

Speed surveys and turning counts will inform the detailed design.

- It was commented that the westbound approach permits three vehicles to wait alongside each other at the junctions, which should be restricted as well as changing the 'Give Way' priority to 'STOP'. However, comment was also made that Braid Hills Road should be restricted to a single lane of traffic in all places.

**CEC response:**

Speed surveys and turning counts will inform the detailed design. These will record the movement and volume of vehicles negotiating the junction to assess this proposition and this would then be subject to formal consultation.

- A sign on the approach to the junction highlighting there may be pedestrians crossing would help. Some expressed a critical need for zebra crossings or traffic light assisted crossings at the junction.

**CEC response:**

The location and type of signs will be determined in the detailed design.

- Double Yellow Lines were supported here.

**CEC response:**

Braid Road is out with the Controlled Parking Zone, therefore any revision to parking is primarily the responsibility of the South East Locality. We will liaise with them and take advice from the Council's Parking Team to achieve a balance between ensuring safety and necessary traffic flow with providing sufficient parking opportunities.

- It was said that these all contribute to Braid Farm Road being used as a 'rat run' to avoid the junction; it was suggested that NO RIGHT TURN into Braid Farm Road when approaching from Liberton would assist.

**CEC response:**

Speed surveys and turning counts will record the movement and volume of vehicles negotiating the junction to assess this proposition and this would then be subject to formal consultation.

- Cyclists were concerned that tightening kerb radii may narrow the junction with Braid Hills Road too much making it hard to pass queueing traffic and there was no detail in the proposals how changes here would link with the cycle lane lanes proposed elsewhere.
- It was commented that cycle lanes must not disappear at pinch points, such as the traffic islands near the junction with Braid Hills Road.

**CEC response:**

The location and design of any proposed cycle lanes will be determined in the detailed design stage but these comments have been noted.

**Riselaw Crescent - 5 respondents made comments and suggestions as follows;**

- Riselaw Crescent was considered to need speed restrictions.

CEC response:

This is out with the scope of this project; Riselaw Crescent lies within Zone 6 of the 20mph roll out and the revised speed limit will apply from 31 January 2018 (*please see page 9*).

- While Double Yellow Lines were supported at Riselaw Road, there was reservation that build outs and parking restrictions may crowd turning movements and will impose upon amenity of nearby houses.

CEC response:

Build outs will be checked at the design stage to ensure turning movements are not restricted.

#### **Braid Mount - 2 respondents made comments and suggestions as follows;**

- The speed of traffic using this route is reportedly similar to Braid Road and is becoming more dangerous as congestion on Braid Road increases; consequently, issues affecting Braid Mount were said to require to be addressed at the same time.

CEC response:

Concerns regarding Braid Mount will be passed to the South East Locality as they are not within the remit of this project. However, we will liaise with the South East Locality as the Braid Road scheme progresses.

#### **South Section – two**

#### **Braid Hills Trail - 9 respondents made comments and suggestions as follows;**

- Although provisions for pedestrians crossing Braid Road were considered to need improving, opinion expressed traffic islands don't stop traffic which can cause pedestrians to wait for several minutes in the middle of the road with fast moving traffic on either side during busy periods.

CEC response:

Traffic Islands will be fully upgraded to highlight these are crossing points.

- Cyclists were supportive of such islands subject to cycle lanes not “disappearing” at pinch points created by such islands.

CEC response:

The location and design of any proposed cycle lanes will be determined in the detailed design stage but these comments have been noted.

### **Hill crest - 8 respondents made comments and suggestions as follows;**

- There was a desire to make the approaches to the hill crest safe, especially for cyclists who requested space for a cycle lane uphill which they considered would also reduce vehicle speeds – it was thought a solid white line will not slow down drivers, although another comment was that double white lines were needed either side of blind summit.

#### **CEC response:**

White lining and the necessary space for cycle lanes will be determined at detailed design stage.

- However, an alternative suggestion was to close that section of road to create a “No Through Road” with an alternative route via Riselaw Crescent and Buckstone Drive.

#### **CEC response:**

This suggestion would depend upon traffic using other routes and the influence that will have elsewhere; this will be considered in the traffic surveys and turning counts to be undertaken but would require provision of ‘turning heads’ and must maintain access to properties within the closed section(s).

If practicable, this would be a matter to be progressed in liaison with the South East Locality.

- Once again, it was requested that cycle lanes must not disappear at pinch points, such as the traffic island near the junction with Braid Hills Road, or the narrow section of road just north of the golf club entrance and that Edinburgh should follow the practice of East Lothian in making cycle lanes wider.

#### **CEC response:**

The location and design of any proposed cycle lanes will be determined in the detailed design stage but comments have been noted.

### **Footway - 3 respondents made comments and suggestions as follows;**

- There was a suggestion to form a footpath on both sides of Braid Road from Buckstone Drive passing through the narrow section of the hill crest. However, comment was made that there is already a path on the grass verge here and this verge is private and not owned by the Council. There was concern the proposed island to the south of the hill crest was not required as there was another south of the junction which was well used.

#### **CEC response:**

This will require land ownership to be determined and detailed design must be considered; it is a long-term aspect of this project.

## Others

- A separate request was made for a review of appropriate speed reducing measures in the residential sections of Braid Hills Road.

### CEC response:

Braid Hills Road is not within the scope this project. To address issues on this road is a separate piece of work and we will liaise with the South East locality to explore these concerns separately. However, the current 50mph speed limit along Braid Hills Road is to be reduced to 40mph and there are long term aspirations to provide cycle lanes; each will contribute to lower vehicle speeds. The Liberton Drive scheme, a combination of white lines, pedestrian refuge islands and VASS have contributed to lower speeds as three, incremental elements of a long-term speed reduction measure.

- Concern was expressed regarding existing white lines/hatching not being aligned with the middle of the road which results in traffic travelling south being too close to parked vehicles causing collisions/damage.

### CEC response:

White lining in Braid Road will be reviewed as part of project.

## Others

### Missed opportunities in South Section - two

Outside number 226; Parking restrictions

### CEC Response

Braid Road is out with the Controlled Parking Zone, therefore any revision to parking is primarily the responsibility of the South East Locality. We will liaise with them and take advice from the Council's Parking Team to achieve a balance between ensuring safety and necessary traffic flow with providing sufficient parking opportunities.

- Buckstone Terrace; is currently a 40mph speed limit but opinion was expressed that should be reduced to 30mph; as this is a busy shopping/turning area

### CEC Response

This is out with the scope of this project; the Local Transport Strategy 2014 – 2019, Policy Safe5 states 'The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (e.g. pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly (see policy Safe7 below).' It is expected that a plan to implement this work will be developed later this year.



- Lack of Park and Ride at Hillend

CEC response:

This is out with the scope of this project. This proposal will be passed to Midlothian Council.