

# 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
  - 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.

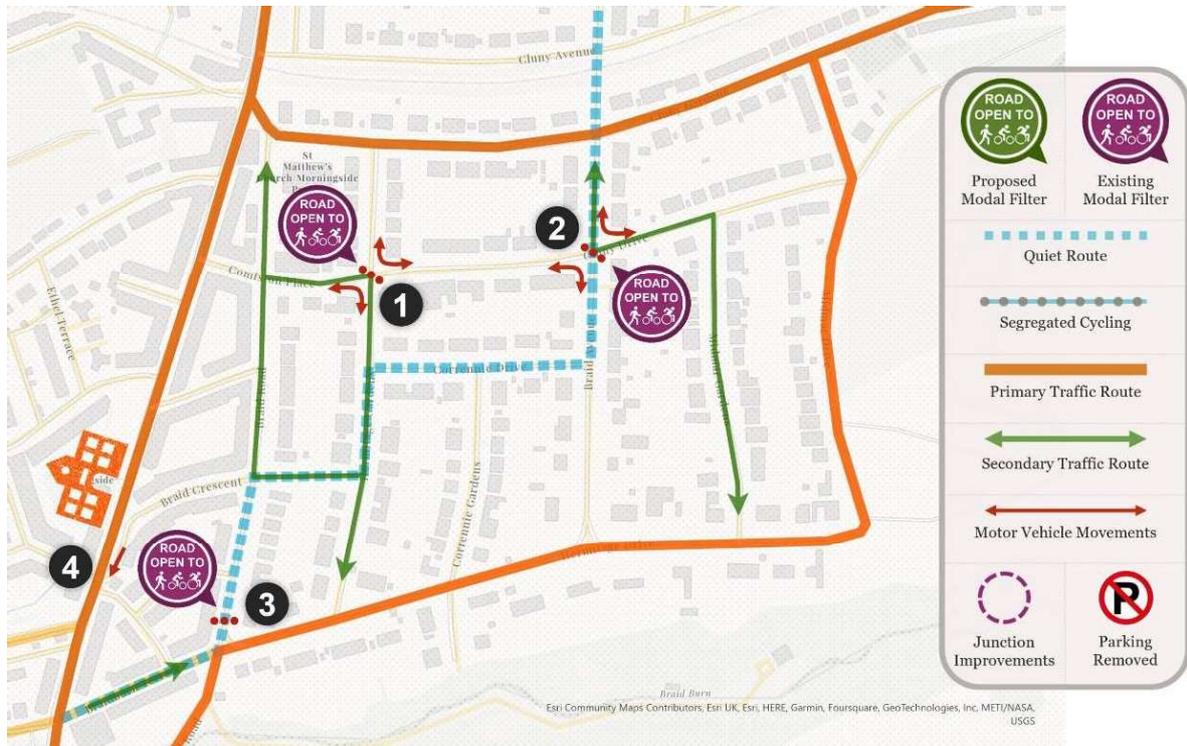


A vehicle exiting Braid Crescent at a “No Entry Except Cycles” sign which restricts traffic entering Braid Crescent from Comiston Road.

# 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**

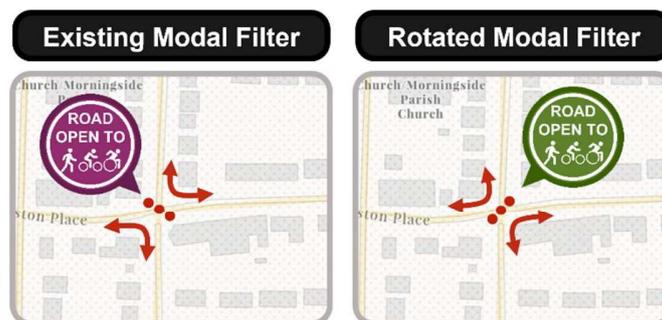
## Proposed amendments

### 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**
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

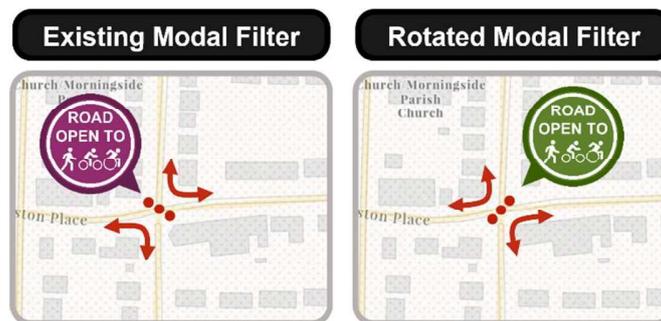


## Option 2 – Remove the Braid Avenue modal filter and introduce segregated cycling



### 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

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

## 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**

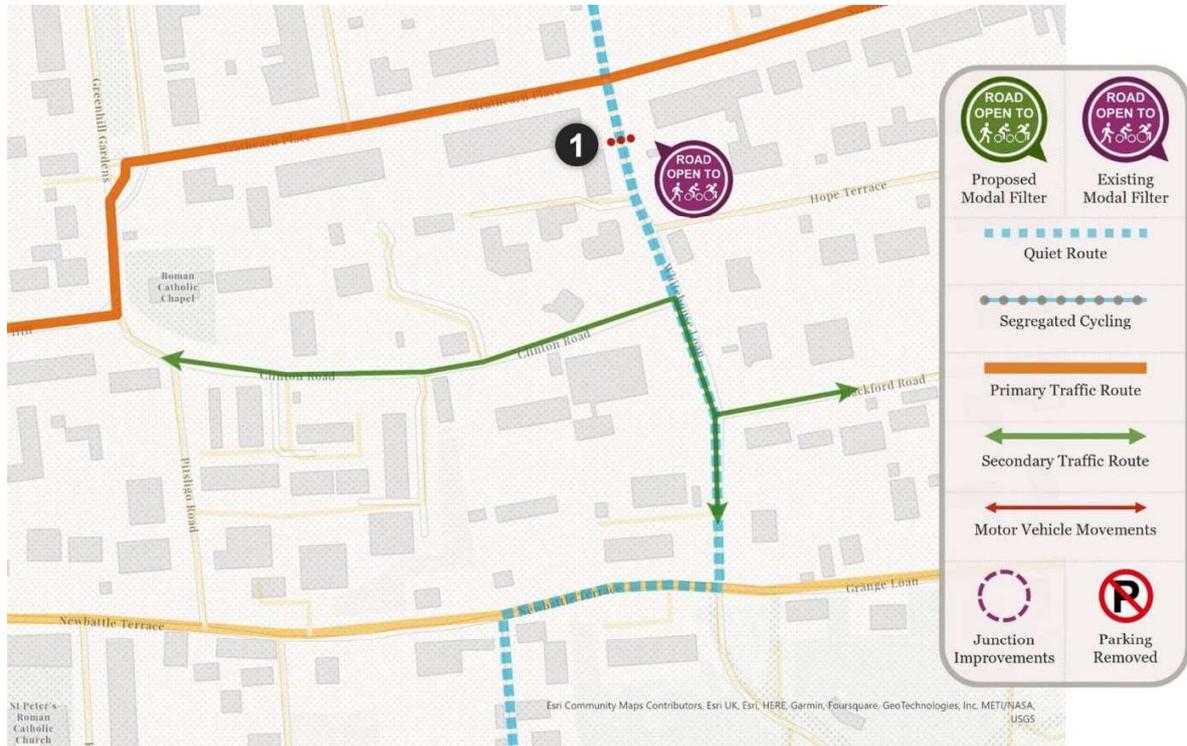
### Key outcomes

- 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

# Clinton Road and Whitehouse Loan Proposed Amendments

## Existing layout

Existing measures on Clinton Road and Whitehouse Loan.

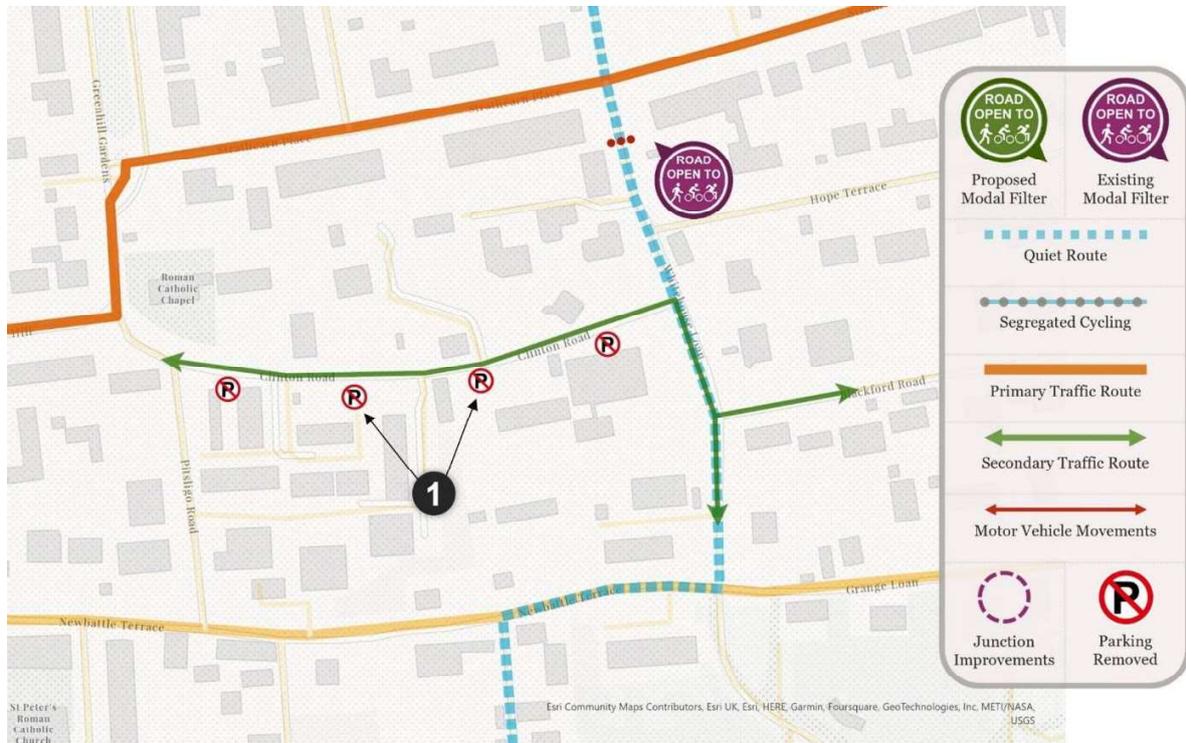


## Summary of existing measures

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

## 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**

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



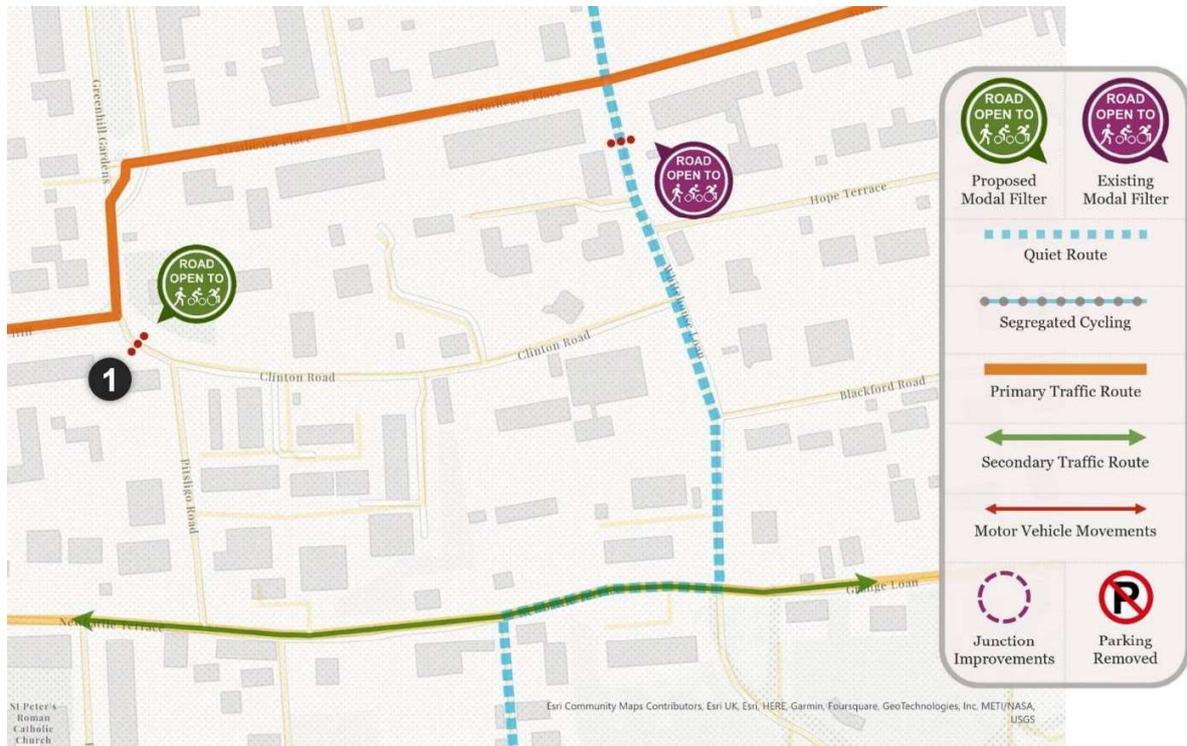
### Summary of amendments (in Addition to Option 1)

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**

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



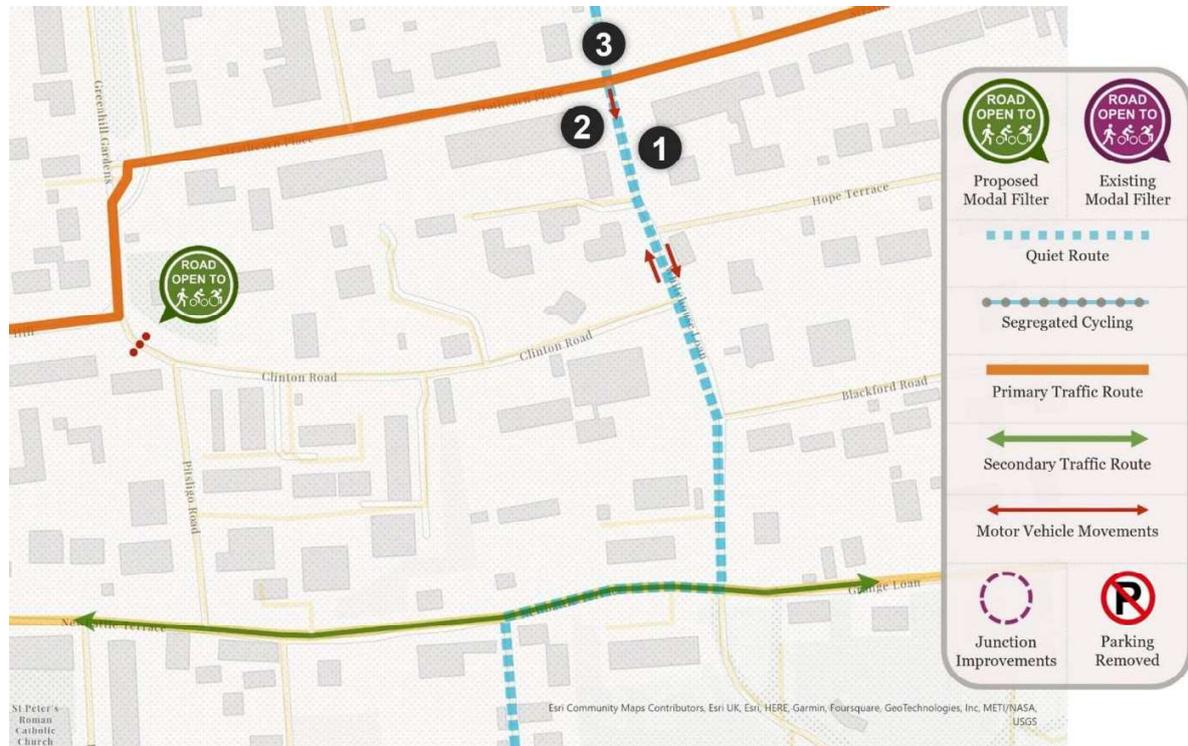
### Summary of amendments

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**

## 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**

# Questionnaire

## Introduction

### 1. Your details

First name:

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Surname:

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Email address:

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Postcode:

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Yes, I consent to being contacted about this consultation

## **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









## 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.

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