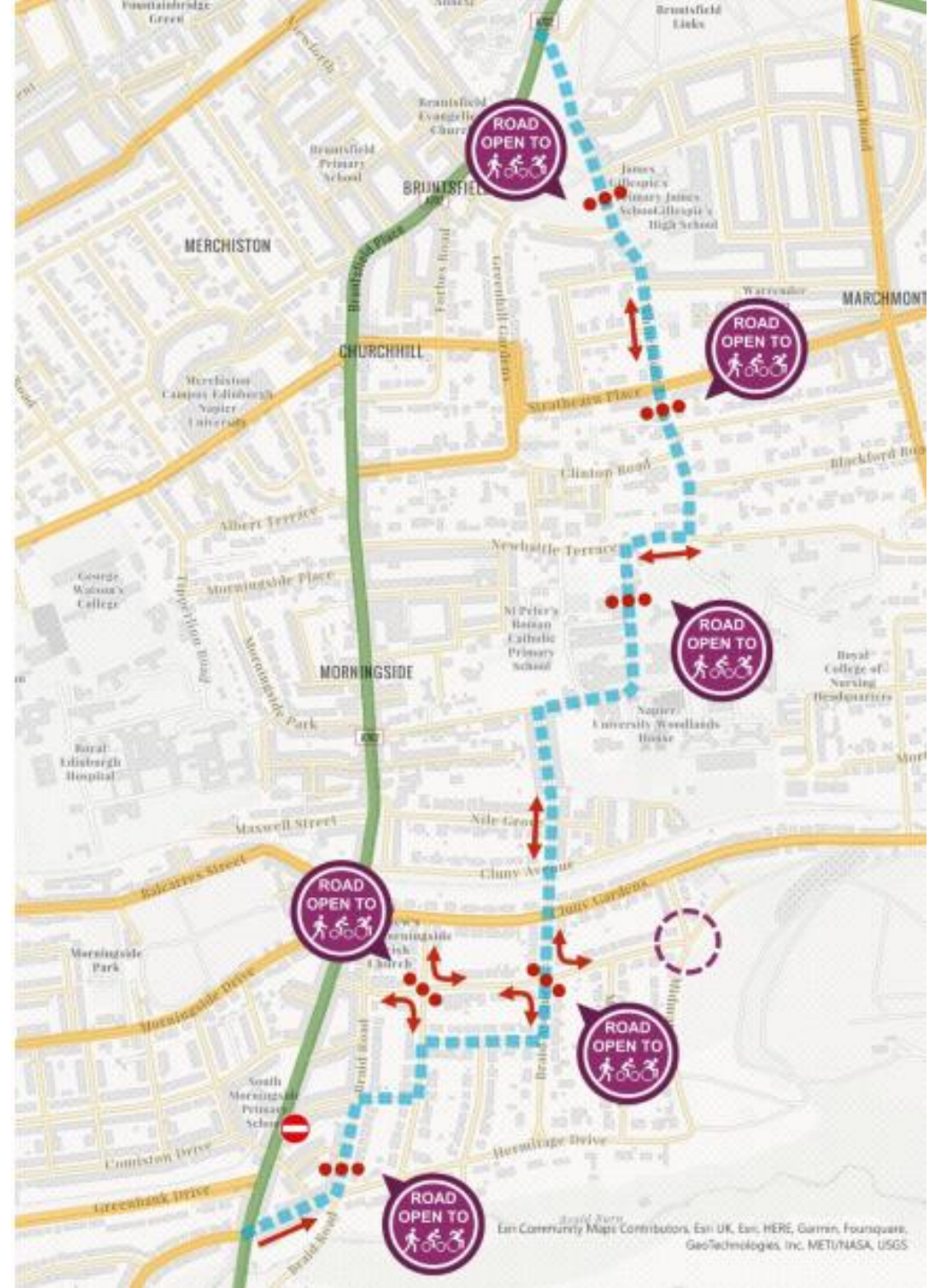


Greenbank to Meadows Quiet Connection

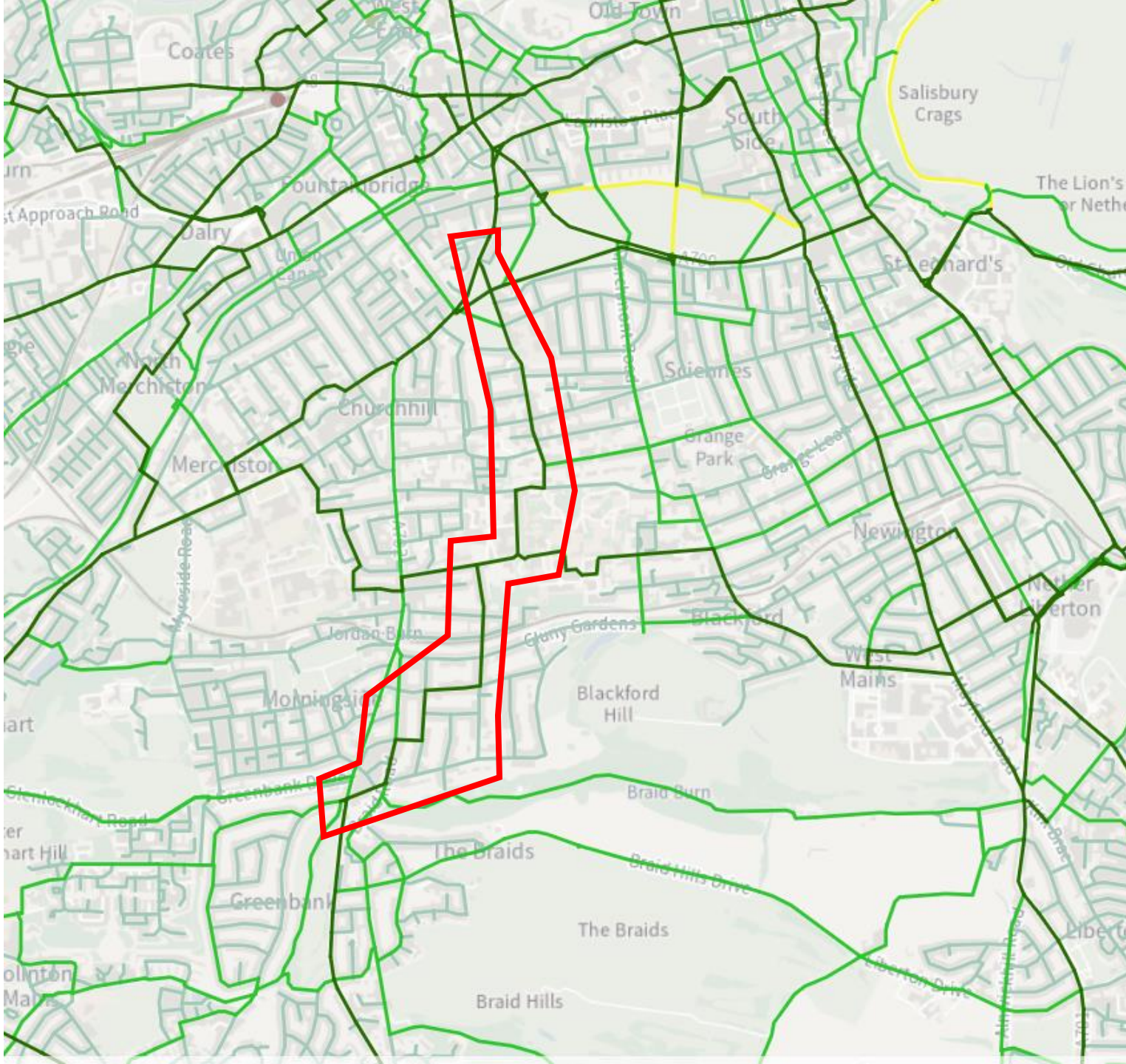
Morningside Community Council

21 May 2025



Scheme Context

- Introduced in 2021 as part of the Council's Spaces for People programme, in response to the COVID-19 pandemic
- The Council decided to consider retaining the Spaces for People schemes on an experimental basis as they supported our Transport Policy in relation to sustainable and active travel
- In particular, the Greenbank to Meadows Quiet Connection forms part of the proposed Primary Cycle Network, connecting residential areas with schools, workplaces and other services
- The development of the City's cycling network is an important part of our commitment to reduce car travel and encourage more walking, cycling and public transport uptake



Map Layers

Turn off the Integrated Networks layer before viewing the Individual Networks.

Integrated Network Map



Individual Networks

Cycling



Walk



Bus



Tram



General Traffic



Individual Networks

Cycling

- Primary
- Secondary
- Local
- Primary off-street

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



Scheme Context – Change to Design

- In June 2023 the Council decided to consider re-designs for the Quiet Connection in response to concerns raised by affected residents.
- Particular concerns related to additional traffic being routed down certain streets in the 'Braid Estate' due to closures elsewhere.
- Although traffic through the area was down overall, some streets were experiencing increases.
- Officers worked with Local Councillors to develop three re-design options for the Braid Estate which were presented to the public for feedback in Autumn 2023.
- These options ensured that the core aims of the scheme – ie: the establishment of a safe cycling route through the area – were retained.

Scheme Context – Change to Design

- Opinions were split within the affected communities but the option with the most support was ‘Option 3’ which removes the modal filters in the Braid Estate and introduces protected cycleways on Braid Avenue and Hermitage Drive instead.
- This was the option selected for implementation.

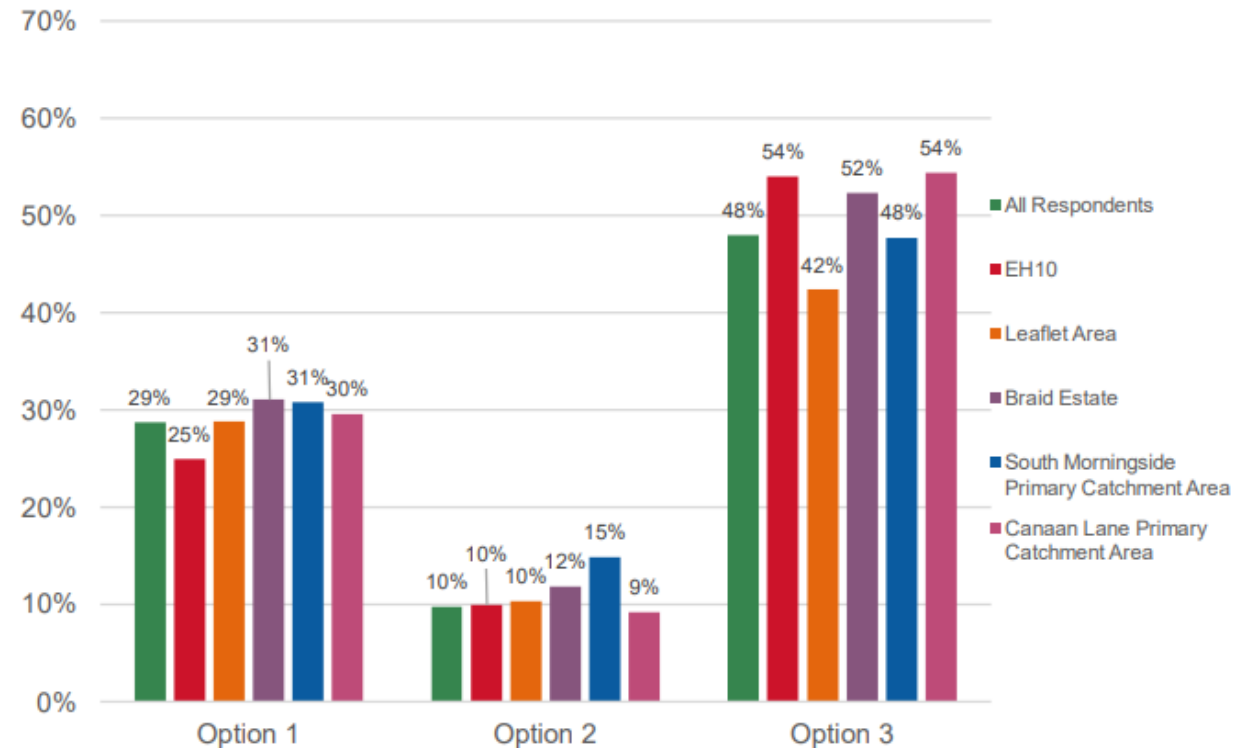


Figure 6.1: Please rank the 3 options for amendments to the Greenbank to Meadows Quiet Connection within the Braid Estate in order of your preference (where 1 is your preferred option). – First preference.

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



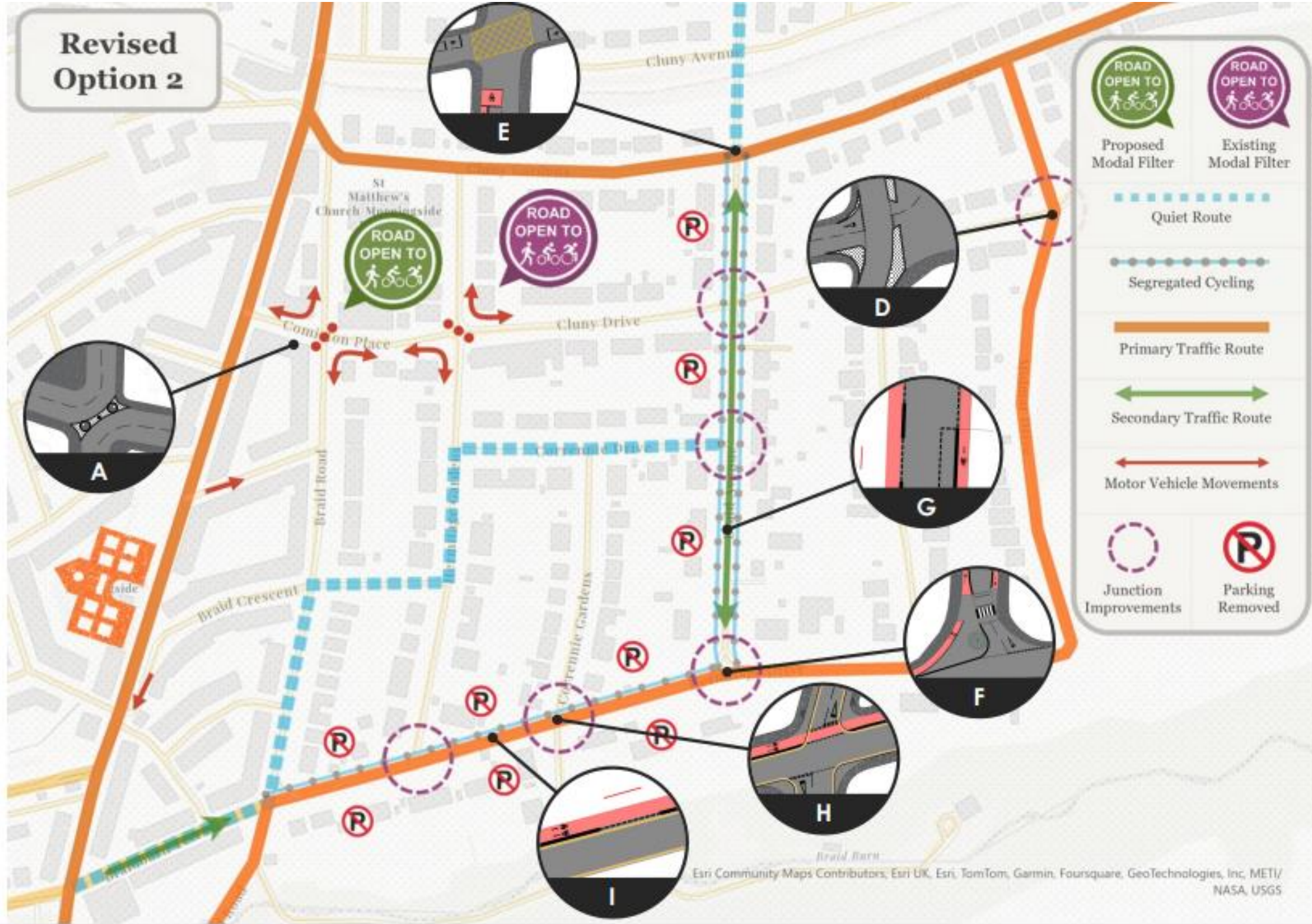
Scheme Context – Change to Design

- The Council also developed a Revised version of Options 1 and 2 which retain the benefits of the modal filters, but address some of the concerns raised about these options during engagement
- The Council decided to include the option to ‘switch’ to the revised Option 1 or 2 during the ETRO period should this be required.
- The council will be monitoring the impact of these changes to inform any decision on a switch.

Revised Option 1



Revised Option 2



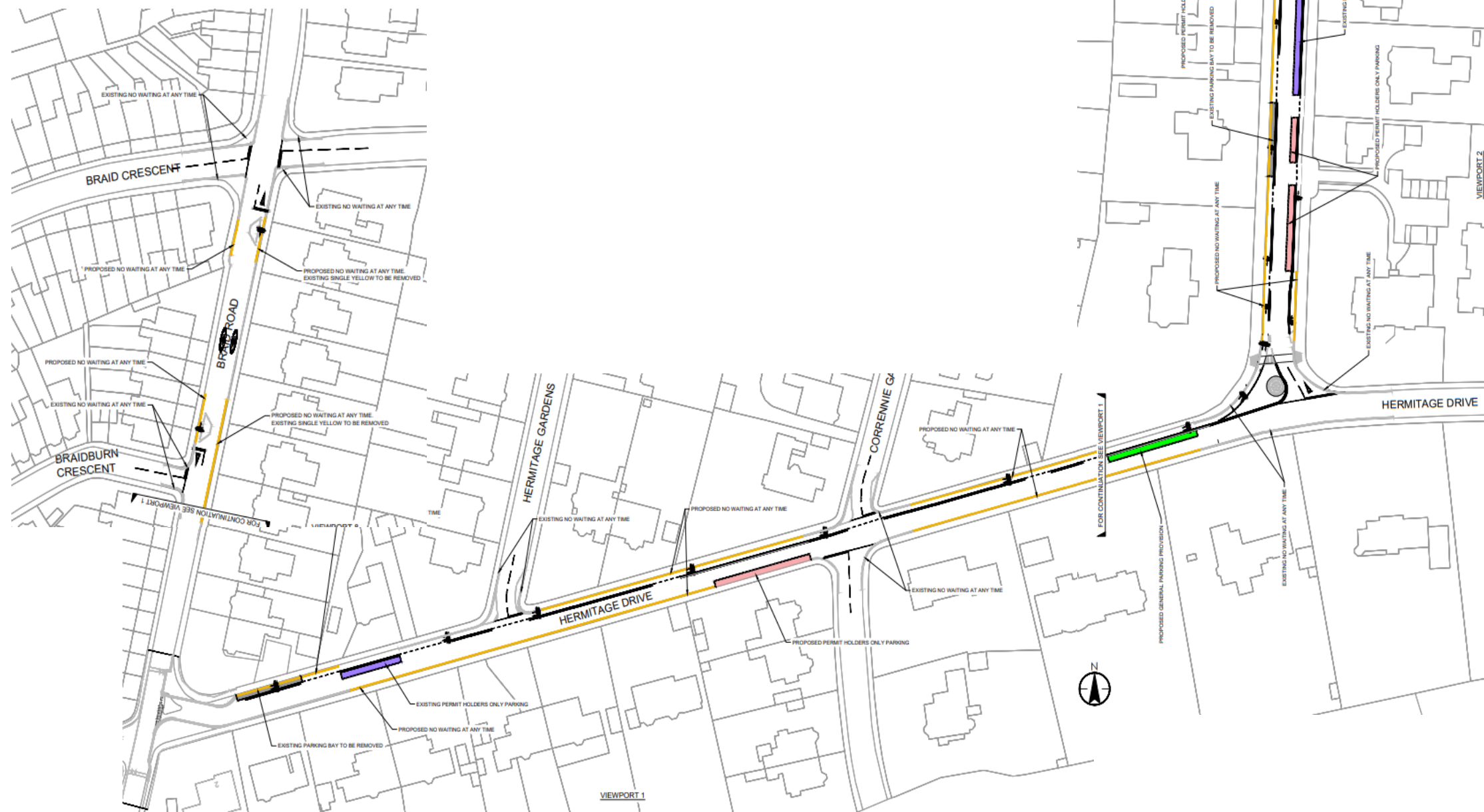
The Current Plans

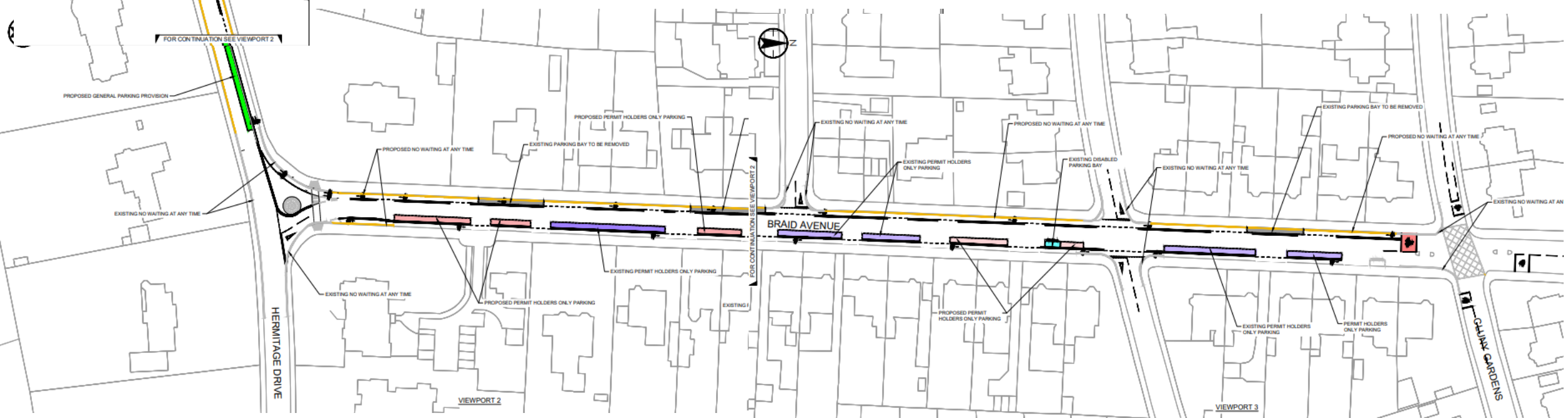
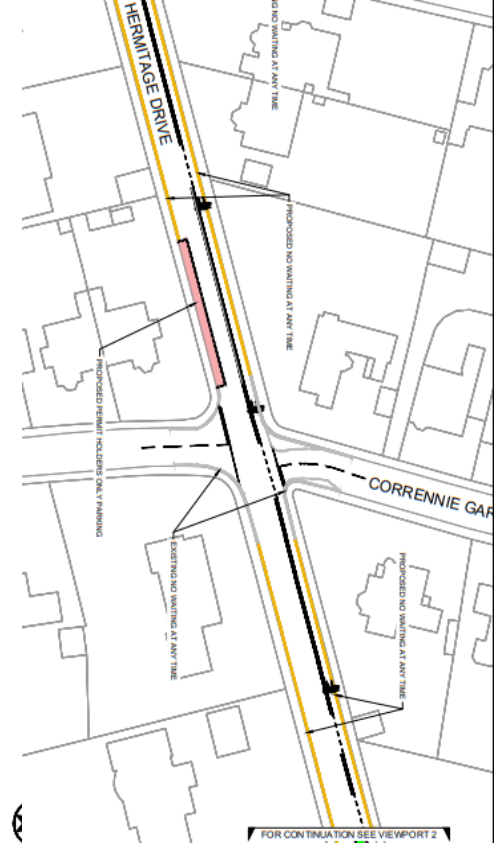
The designs include:

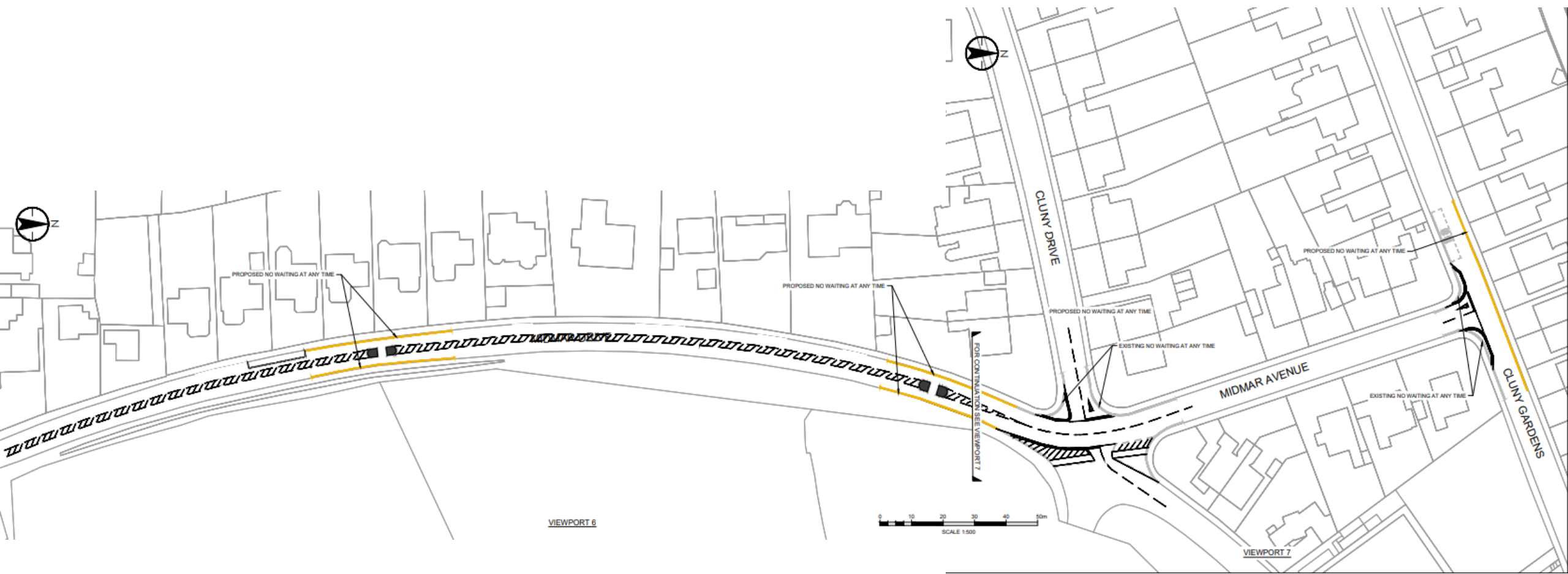
- Speed reduction measures on Braid Road, Hermitage Drive, Braid Avenue and Midmar Avenue
- Protected cycleways on Hermitage Drive and Braid Avenue
- Removal of most of the parking on Hermitage Drive between Braid Road and Braid Avenue
- Removal of all the parking on the west side of Braid Avenue
- Removal of all modal filters in the Braid Estate

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











BRAID R

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 4 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED BI-DIRECTIONAL SEGREGATED CYCLE LANE TO BE A MINIMUM WIDTH OF 2m

PROPOSED MAXIMUM SPEED LIMIT MARKING (DIA. 1065)

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO ALIGN ALONG THE EXISTING KERB LINE

HERMITAGE DRIVE

PROPOSED CYCLEWAY DIRECTION SIGN (REF. 2) SIGN TO BE MOUNTED ONTO EXISTING TIGER CROSSING BEACON.

SEE CONSTRUCTION DETAIL DRAWING 330610712-STN-HGN-XX-DR-H-0125 FOR FURTHER DETAILS

PROPOSED ARROW MARKING (DIA. 1059) TO ALIGN TO NEW LAYOUT

PROPOSED CYCLE SYMBOL MARKING (DIA. 1057) TO ALIGN TO NEW LAYOUT

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO TIE INTO EXISTING ROAD MARKING LAYOUT

PROPOSED PARKING BAY (DIA. 1028.6) TO ALIGN TO NEW LAYOUT

PROPOSED CYCLE LANE THROUGH A JUNCTION MARKING (DIA. 1010) TO ALIGN TO NEW LAYOUT

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 3 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED CENTRE LINE MARKING (DIA. 1004) TO ALIGN TO NEW LAYOUT

EXISTING GIVE WAY MARKING (DIA. 1003A) AND EDGE OF CARRIAGEWAY MARKING (DIA. 1009A) TO BE RESTORED

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO ALIGN ALONG THE EXISTING KERB LINE

1003A	GIVE-WAY MARKING	BOUNDARY LINE, 200mm WIDE, 150mm GAP
1009A	EDGE OF CARRIAGEWAY AT ROAD JUNCTION	600mm LONG, 300mm GAP, 150mm WIDE
1004	CENTRE LINE	4000mm LONG, 2000mm GAP, 150mm WIDE. TO EXTEND 16m FROM JUNCTION
1010	CYCLE LANE THROUGH A JUNCTION MARKING	1000mm LONG, 1000mm GAP, 200mm WIDE
1018.1	DOUBLE YELLOW LINES - 75mm THICKNESS ASSUMED - MATCH EXISTING	TIE INTO EXISTING. 75mm WIDE, 250mm GAP FROM KERB
1057	DIRECTIONS IN WHICH PEDAL CYCLES SHOULD TRAVEL ALONG A CYCLE LANE, TRACK OR ROUTE	1215mm LONG, 750mm WIDE
1059	DIRECTION ARROW FOR CYCLE LANE ROUTE	2000mm LONG, 350mm WIDE
1049B	BOUNDARY OF MANDATORY CYCLE LANE	150mm THICKNESS
1065	MAXIMUM SPEED LIMIT 20 ROUNDEL	4300mm HEIGHT, 1500mm WIDE, 1600mm TEXT SIZE

EXISTING CENTRE LINE MARKING (DIA. 1004) TO BE RESTORED

FOR DEFENDER KERB LAYOUT AT JUNCTION WITH DROP KERB CROSSING SEE DRAWING 330610712-STN-HGN-XX-DR-H-0123 TYPICAL DETAIL 6 FOR FURTHER DETAILS

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO TIE INTO EXISTING ROAD MARKING LAYOUT

FOR CONTINUATION SEE SHEET 7 (BOTTOM)

SHEET 7 (TOP)



EDGE OF CARRIAGEWAY AT ROAD JUNCTION OR LAYBY	1000mm GAP, 200mm THICKNESS
DOUBLE YELLOW LINES - 75mm THICKNESS ASSUMED - MATCH EXISTING	TIE INTO EXISTING. 75mm WIDE, 250mm GAP FROM KERB
GIVE WAY TRIANGLE	3750mm HEIGHT, 1250mm WIDE AT TOP OF TRIANGLE, 600mm THICKNESS AT THE TOP OF TRIANGLE, 150mm THICKNESS
PARKING BAY	1800mm WIDTH, 50mm THICKNESS
BOUNDARY OF MANDATORY CYCLE LANE	150mm THICKNESS
DIRECTIONS IN WHICH PEDAL CYCLES SHOULD TRAVEL ALONG A CYCLE LANE, TRACK OR ROUTE	1215mm LONG, 750mm WIDE
DIRECTION ARROW FOR CYCLE LANE ROUTE	2000mm LONG, 350mm WIDE 2000mm LONG, 500mm WIDE (RIGHT TURN)
MAXIMUM SPEED LIMIT 20 ROUND	4300mm HEIGHT, 1500mm WIDE, 1600mm TEXT SIZE

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 4 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO ALIGN ALONG THE EXISTING KERB LINE

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 2 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO TIE INTO EXISTING ROAD MARKING LAYOUT

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE MARKING (DIA. 1049B)

EXISTING DOUBLE YELLOW MARKING (DIA. 1018.1) TO BE RESTORED

PROPOSED CYCLE SYMBOL MARKING (DIA. 1057) TO ALIGN TO NEW LAYOUT

PROPOSED ARROW MARKING (DIA. 1059) TO ALIGN TO NEW LAYOUT

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 2 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 14 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO TIE INTO EXISTING ROAD MARKING LAYOUT

PROPOSED PARKING BAY (DIA. 1028.6) TO ALIGN TO NEW LAYOUT

PROPOSED BOUNDARY OF MANDATORY CYCLE LANE BUFFER MARKING (DIA. 1049B) WITH APPROX 7 DEFENDER KERBS LAID IN THE CENTER. SPACING TO BE AGREED ON SITE. SEE DRAWING 330610712-STN-HGN-XX-DR-H-0122 FOR FURTHER DETAILS

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO ALIGN ALONG THE EXISTING KERB LINE

PROPOSED RIGHT TURN ARROW MARKING (DIA. 1059) TO ALIGN TO NEW LAYOUT

PROPOSED CYCLE SYMBOL MARKING (DIA. 1057) TO ALIGN TO NEW LAYOUT

PROPOSED CYCLISTS GIVE WAY MARKING (DIA. 1003B) TO ALIGN TO NEW LAYOUT

PROPOSED DOUBLE YELLOW MARKING (DIA. 1018.1) TO TIE INTO NEW LAYOUT

CARRIAGEWAY WIDTH TO BE A MINIMUM OF 6m

PROPOSED CENTRE LINE MARKING (DIA. 1004) TO ALIGN TO NEW LAYOUT

EXISTING DOUBLE YELLOW MARKING (DIA. 1018.1) TO BE RESTORED

PROPOSED GIVE WAY MARKING (DIA. 1003A) TO ALIGN WITH NEW LAYOUT

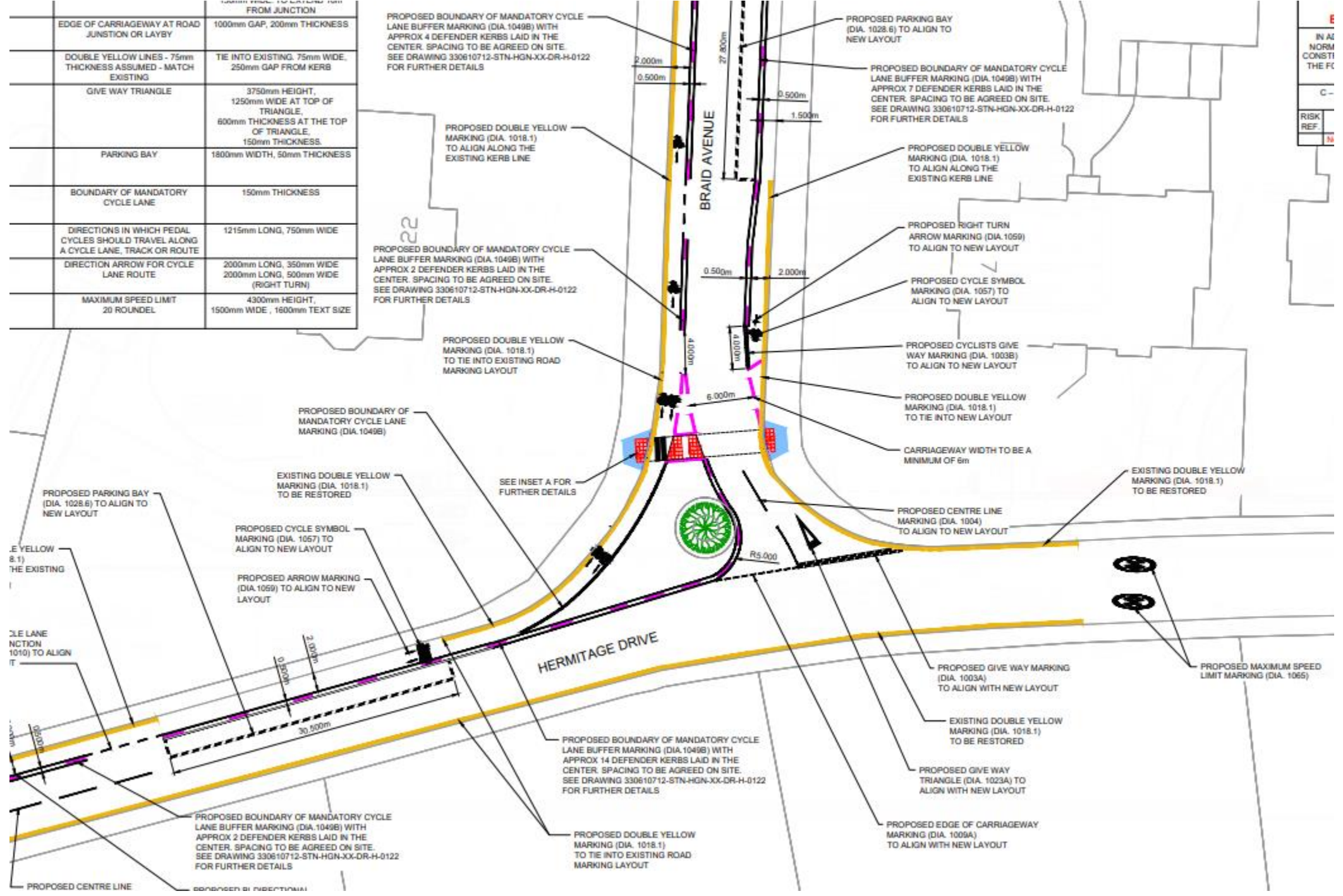
EXISTING DOUBLE YELLOW MARKING (DIA. 1018.1) TO BE RESTORED

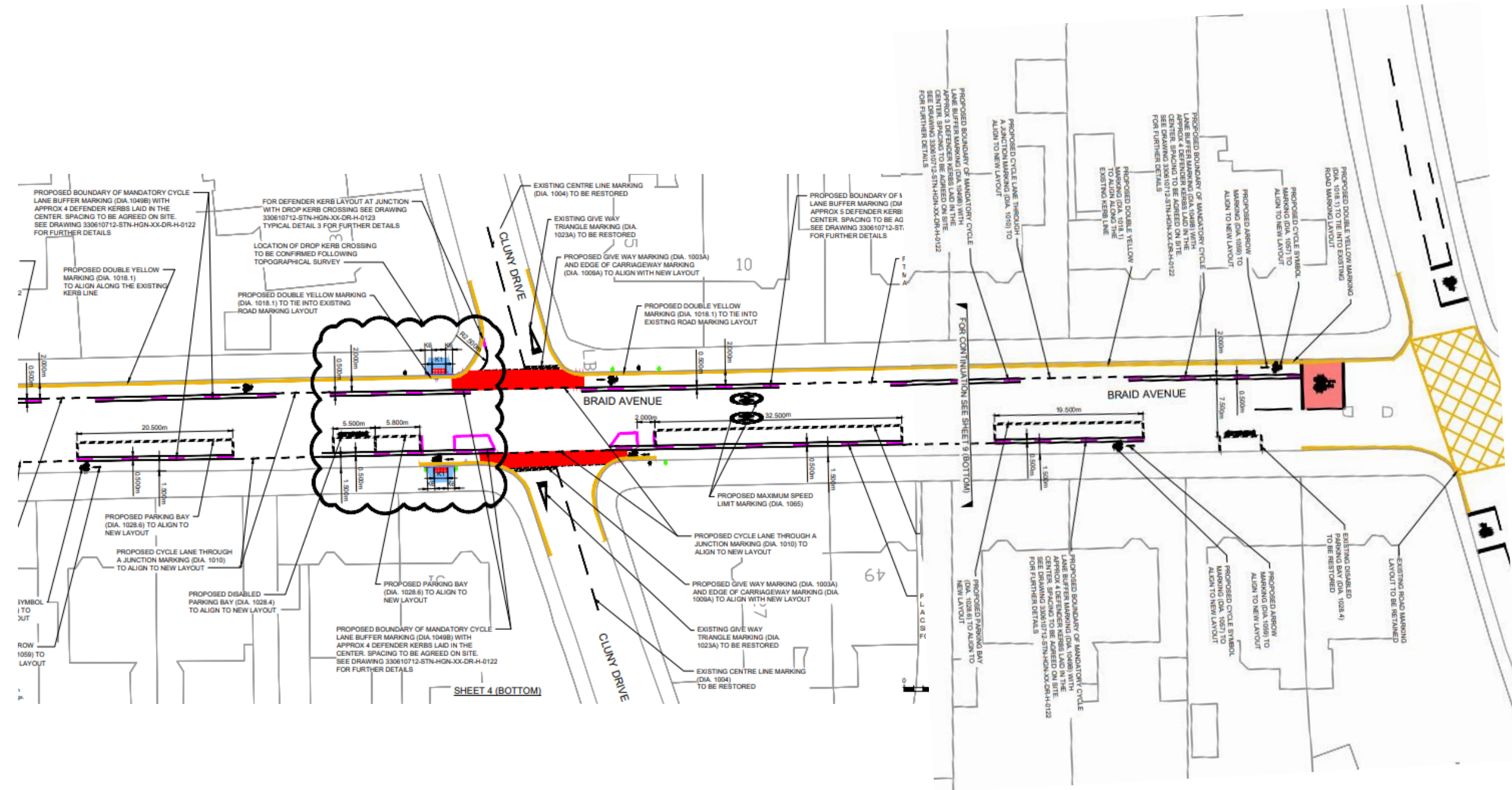
PROPOSED GIVE WAY TRIANGLE (DIA. 1023A) TO ALIGN WITH NEW LAYOUT

PROPOSED EDGE OF CARRIAGEWAY MARKING (DIA. 1009A) TO ALIGN WITH NEW LAYOUT

PROPOSED MAXIMUM SPEED LIMIT MARKING (DIA. 1065)

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Progress

- The designs are complete and the relevant Traffic Orders (ETRO) are in the process of being drafted.
- Still facing delays getting started with implementation due to procedural hold ups and competing priorities.
- Unlikely to start work before the end of the summer, now targeting commencement in Autumn.
- Once the work is implemented the ETRO will be 'live' and there will be a 6 month period for feedback.
- Monitoring will be undertaken before and after implementation with the results presented to the Council's Transport and Environment Committee who will consider whether to retain permanently or make further changes.

Questions?