A702 Traffic Signals Enquiries Summary

A total of 225 enquiries have been received relating to the new traffic signals installed on the A702.

Enquiries by Type & Category

Enquiry Type	Count
GE – email (General public)	185
TS Ministerial	9
GE – TCCL call	8
MSP/MP/MEP – Info/works/info in public domain	4
TS Officials	4
GE – call	4
TS Official req – EIR	3
GE – TCCL email	3
MSP/MP/MEP – F/P/SP	2
Cllr direct to BEAR – Ops/actions/decisions	1
Local Authority	1
Cllr direct to BEAR – F/P/SP (TS reply)	1

Category	Number of Enquiries
Traffic signals	**186**
Road Safety	**20**
Congestion	**13**
Traffic signs	**6**
Total	**225**

Interpretation:
The vast majority (over 80%) relate directly to traffic signal issues, almost all arising from the new A702/A703/Old Pentland Road signalised junction and the interaction with the Hillend ski centre lights.

2. Key Trends & Themes Identified

A. Traffic Signal Issues (Majority Theme)

Appears in over 180 enquiries.

Recurring concerns:

Signal phasing
– Green times too short for A702 flow
– Excessive red time when no traffic is present on A703/Old Pentland Road
– Signals regularly triggering without demand (especially Hillend ski centre lights)

Synchronisation
– A702/A703 junction not aligned with Hillend ski slope lights
– Vehicles passing one green only to stop immediately at another red
– Causing "lockup" conditions between the two junctions-up" conditions between the two junctions

Rightturn blockage (a major subtheme)
– Northbound A702 vehicles turning right into Old Pentland Road or A703 block all following traffic
– No dedicated rightturn lane or filter
– Frequent suggestions raised by the public:**-turn blockage**-theme)-turn lane or filter

- Ban the right turn
- Add a filter light
- Create a dedicated turning lane

B. Severe Congestion & Journey Time Increases

Raised in 100+ enquiries (often bundled within traffic signal complaints).

Most frequently reported impacts:

- 20–40 minute delays at peak times
- Queues back to Fairmilehead, the A720 slip roads, and sometimes to Bush

- Queues extending onto the city bypass, raising serious safety concerns
- Bus service disruption and unreliable timetables
- Increased emissions and idling concerns

Patterns are consistent:
Morning = northbound worst
Evening = southbound worst

C. Road Safety Concerns

Appearing in 20+ enquiries, with many more referencing safety indirectly.

Key issues reported:

- Rearend collision risks due to queues forming in highspeed areas-end collision risks due to queues forming in high-speed areas
- Confusion between A703 signals being visible to A702 drivers
- Frustrationdriven behaviour:
  – Uturns in unsafe locations
  – Drivers running amber/red signals
  – Aggressive merging
  – Illegal use of side roads such as Burnside Road as ratruns-driven behaviour:-turns in unsafe locations-runs
- Cyclist vulnerability
  – Narrow lanes with long static queues
  – Near misses due to impatient drivers
  – Requests to clear/upgrade the shared path for cycle bypassing

D. Knockon Effects on Local Roads-on Effects on Local Roads

Frequently mentioned:

- Burnside Road heavily overloaded, deteriorating surface
- Traffic diverting through:
  - Bush estate
  - Bilston / A701
  - Frogston / Mortonhall to bypass A702

- Local community reporting:
  – Noise
  – Speeding
  – Safety concerns for pedestrians and school transport

E. Suggestions Repeated Across Many Enquiries

These appear across dozens of submissions:

1. Ban rightturns from A702 northbound → A703/Old Pentland Road-turns from A702 northbound → A703/Old Pentland Road
2. Extend green time for A702 traffic during peak periods
3. Enable or fix detection loops at Hillend ski centre
4. Improve synchronisation between junctions
5. Review MOVA settings after beddingin period-in period
6. Reconsider permanent solution – signals vs. roundabout
7. Engage local community councils more proactively

Summary

In short, the data show:

- A702 enquiries are overwhelmingly about the new signalised junction at Hillend/Damhead.
- The public response has been largely negative, especially immediately after switchon (late March 2025).-on (late March 2025).
- Congestion, poor signal timings, safety risks, and rightturn issues dominate the correspondence.-turn issues dominate the correspondence.
- Many respondents acknowledged the need for safety improvements at the junction, but believe the current implementation has created new operational and safety issues.