

# EAST CRAIGS & NORTH GYLE – LOW TRAFFIC NEIGHBOURHOOD

## 1. WHAT IS A LOW TRAFFIC NEIGHBOURHOOD?

A “Low Traffic Neighbourhood” is where “through traffic” or “rat running” is removed from a group of residential streets to create a safer environment for all. HGVs and non-local traffic use the main or strategic roads instead.

The main way to create a low traffic neighbourhood is by reducing the ability of vehicles to travel through certain streets, **whilst maintaining local access for residents and deliveries**. Non-local traffic cannot travel through the neighbourhood and so has to use the main or strategic roads.

## 2. WHY A LOW TRAFFIC NEIGHBOURHOOD?

- Reduced air and noise pollution due to less “through traffic” or “rat running”.
- Make it easier and safer for people to travel through the area on foot, wheeling or by bike.
- Residential streets become quieter and can be used for children to play and for community activities.
- Vehicle closures can be used to introduce art or plants.

## 3. WHY A LOW TRAFFIC NEIGHBOURHOOD HERE?

**Spaces for People and COVID-19 Emergency Response:** COVID-19 has significantly changed the way residents are using the road network, and we want to make sure we are supporting local people to access their local open spaces and amenities by creating safe, accessible routes for walking, wheeling and cycling. This is particularly the case around Craigmount High School, where by reducing through traffic we can create a safer and quieter street that is easier for people to maintain social distancing.

**Development:** There is a lot of development happening in west Edinburgh. This could mean more people wanting to drive to and from these developments and through the East Craigs and North Gyle estates.

**‘Rat Running’ / Through Traffic:** From our previous consultations, we know residents are already concerned with the levels of traffic that cut through East Craigs and North Gyle to avoid the busy junctions at Maybury, Barnton and Drum Brae. If the number of vehicles travelling through these junctions increases, more people may be tempted to try to save time by driving through these neighbourhoods.

**Surveys:** Traffic in East Craigs and North Gyle was surveyed in June 2019. This told us the number and speed of vehicles using residential streets in this area. The survey showed that large numbers of vehicles were using many of the streets in these areas, which were not local traffic. It also told us that many of these vehicles were speeding.

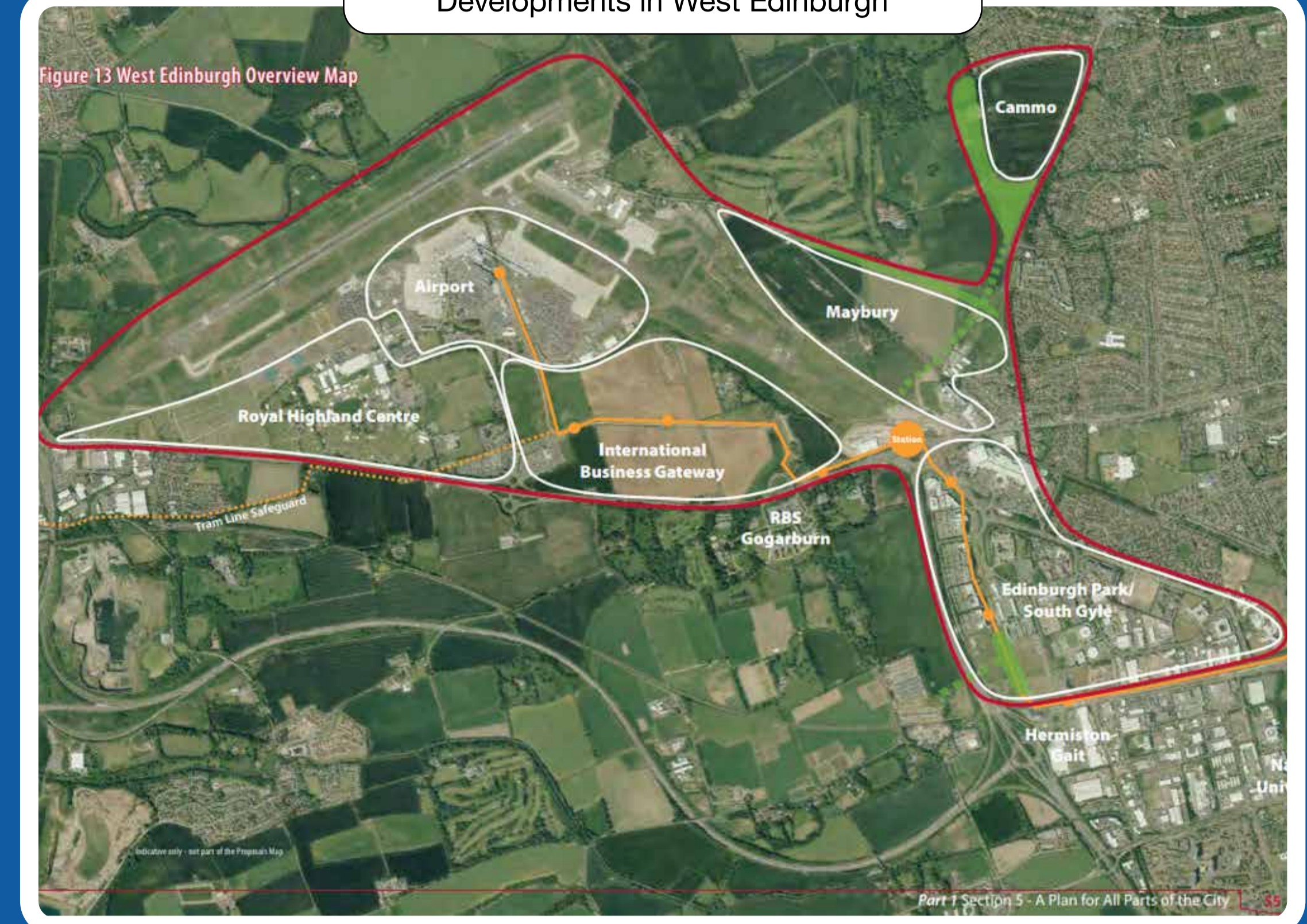
**School Travel Plans:** From school travel plans we know that most pupils travel to school on foot. However, a significant proportion of pupils are dropped off by car. The East Craigs Primary School travel plan and Edinburgh Bike Life 2019 report indicate that improving conditions for people walking and cycling, and reducing vehicle speeds, would encourage more pupils to walk or cycle to school.

This is one of the emergency projects the Council is taking forward to help pedestrians and cyclists travel safely and follow government advice on physical distancing. This is being done by re-designating key parts of the road network.

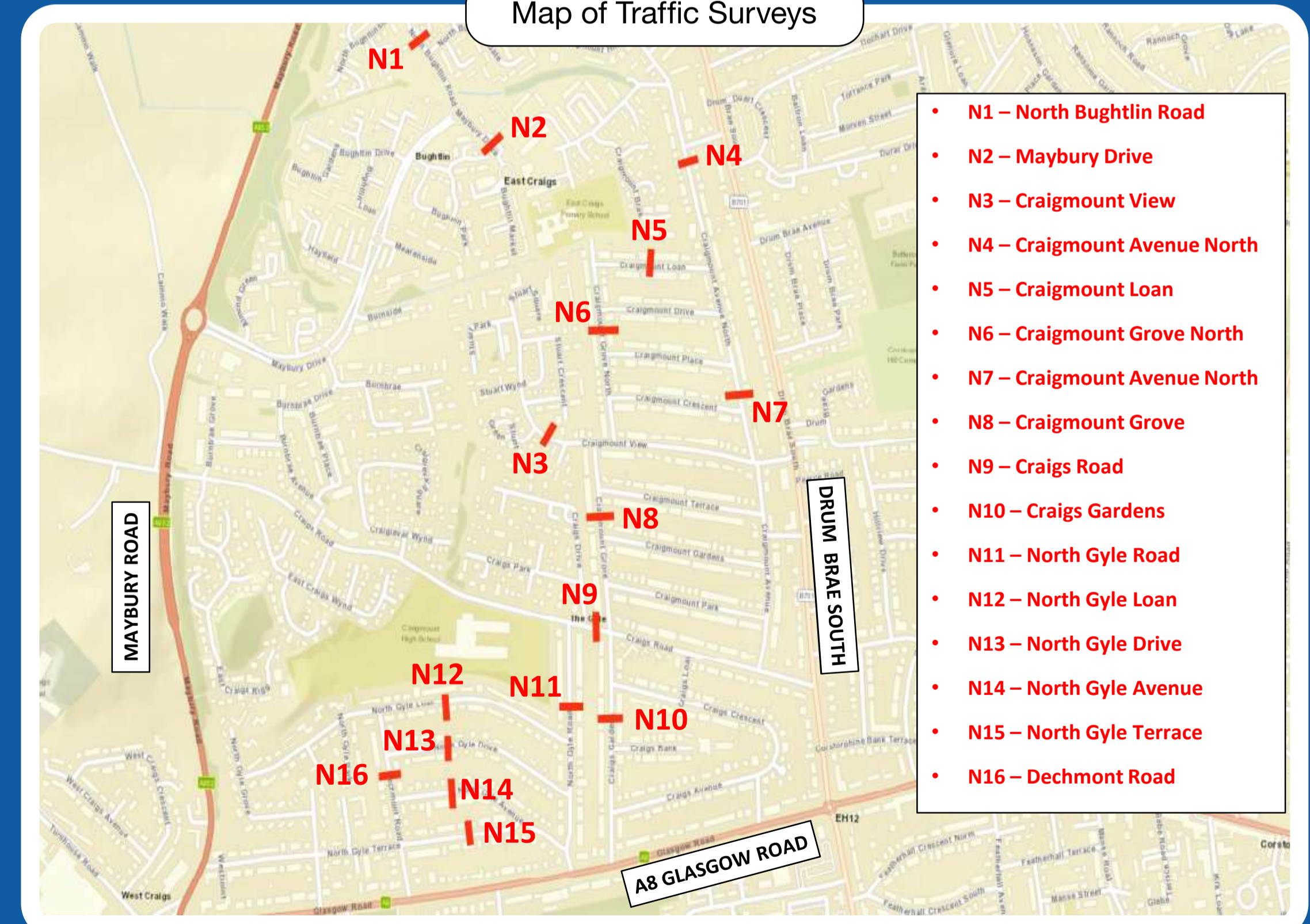
We will monitor the impact of the measures and based on this monitoring we will consider any other measures that we may need to be implement. The project will be kept under review with results shared via the Council’s website.

Due to the uncertainty over how long the current situation and related guidance will last, we’re not able to say how long the measures will be in place. Please check the Council website at [www.edinburgh.gov.uk/spaceforeveryone](http://www.edinburgh.gov.uk/spaceforeveryone) for updates.

Developments in West Edinburgh

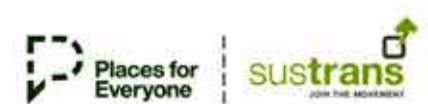
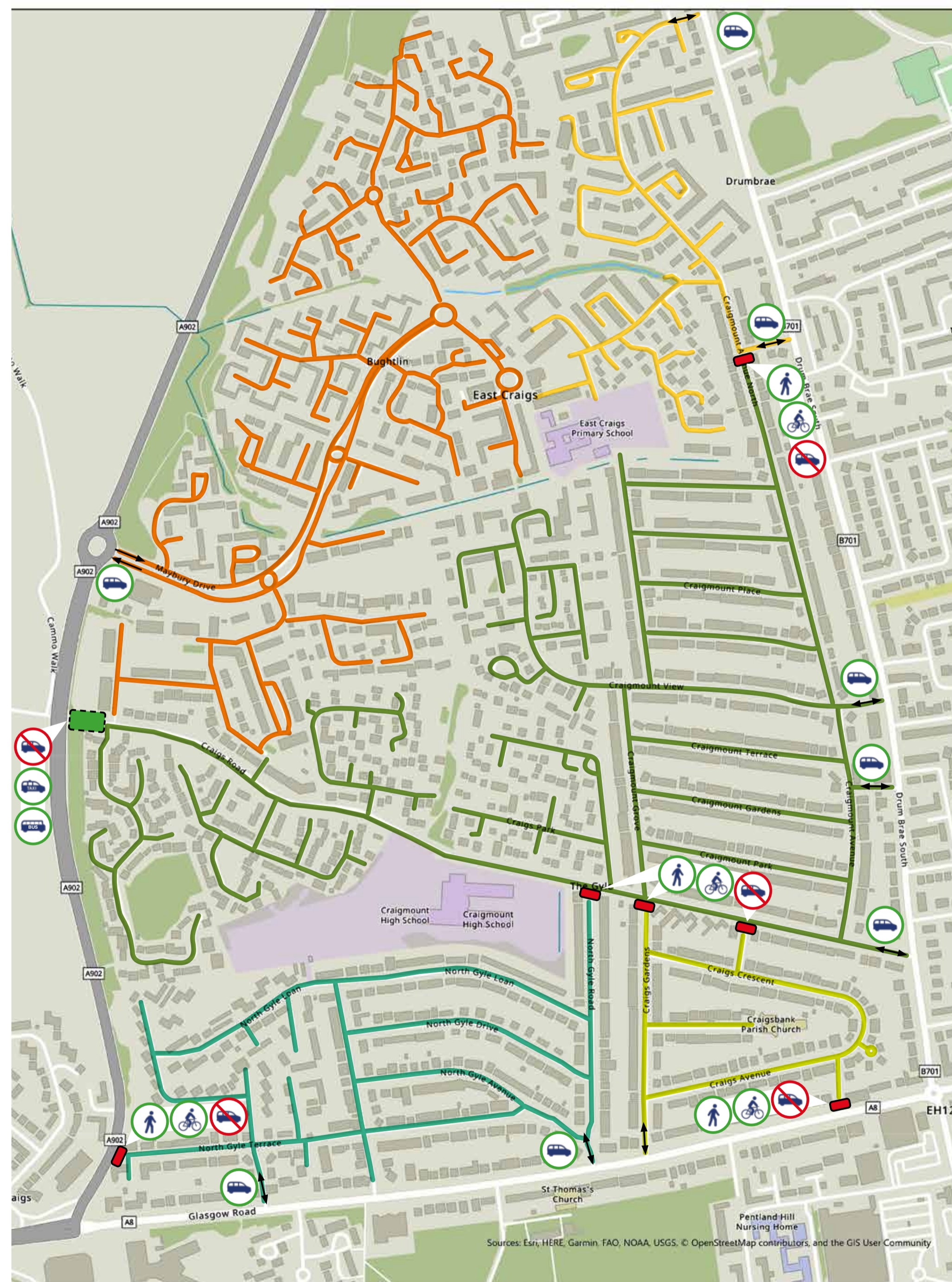


Map of Traffic Surveys



# EAST CRAIGS & NORTH GYLE – LOW TRAFFIC NEIGHBOURHOOD

## LOW TRAFFIC NEIGHBOURHOOD MAP



- █ Proposed Full-Time Modal Filter
- █ Proposed Full-Time bus gate
- ↔ Entry/exit
- Pedestrian access
- Cycle access
- No vehicle access
- Vehicle access
- Bus access
- Taxi access

## 1. WHAT IS A MODAL FILTER?

A “modal filter” prevents access by motorised vehicles in both directions. People travelling on foot, wheeling or by bike will be able to travel through the closure.

It will be a row of objects such as bollards or planters with space for bicycles to pass through. These closures could include places for art, planting or seating.

They can also be designed so that emergency service vehicles can pass through them.

Below are some examples of how it could look.

Temporary



Permanent



## 2. WHAT IS A BUS GATE?



A “bus gate” is a section of road that only buses or other authorised vehicles can travel through. Signs are used to tell drivers what vehicles are allowed to travel through the bus gate and to give them advanced warning.

It is proposed that the bus gate at the western end of Craigs Road would operate 24 hours a day and would only allow buses, black cab taxis and bicycles to pass through.

An enforcement camera would be erected and drivers illegally travelling through a bus gate would receive a penalty charge.

## 3. IMPACTS ON TRAFFIC

The objective of the Low Traffic Neighbourhood is to reduce the number of vehicles on the residential streets in this area. The changes will mean “rat-running” vehicles have to use the main or strategic roads instead of the residential streets. This will make them safer for people of all ages to enjoy, whether on foot, wheeling or by bike.

We recognised that the closures and bus gate could impact upon how local residents travel to and from their houses. That is why we have included improvements to the key junctions on A8 Glasgow Road and Drum Brae that would be used to access East Craigs and North Gyle. These changes aim to make turning into and out of these junctions easier and safer.

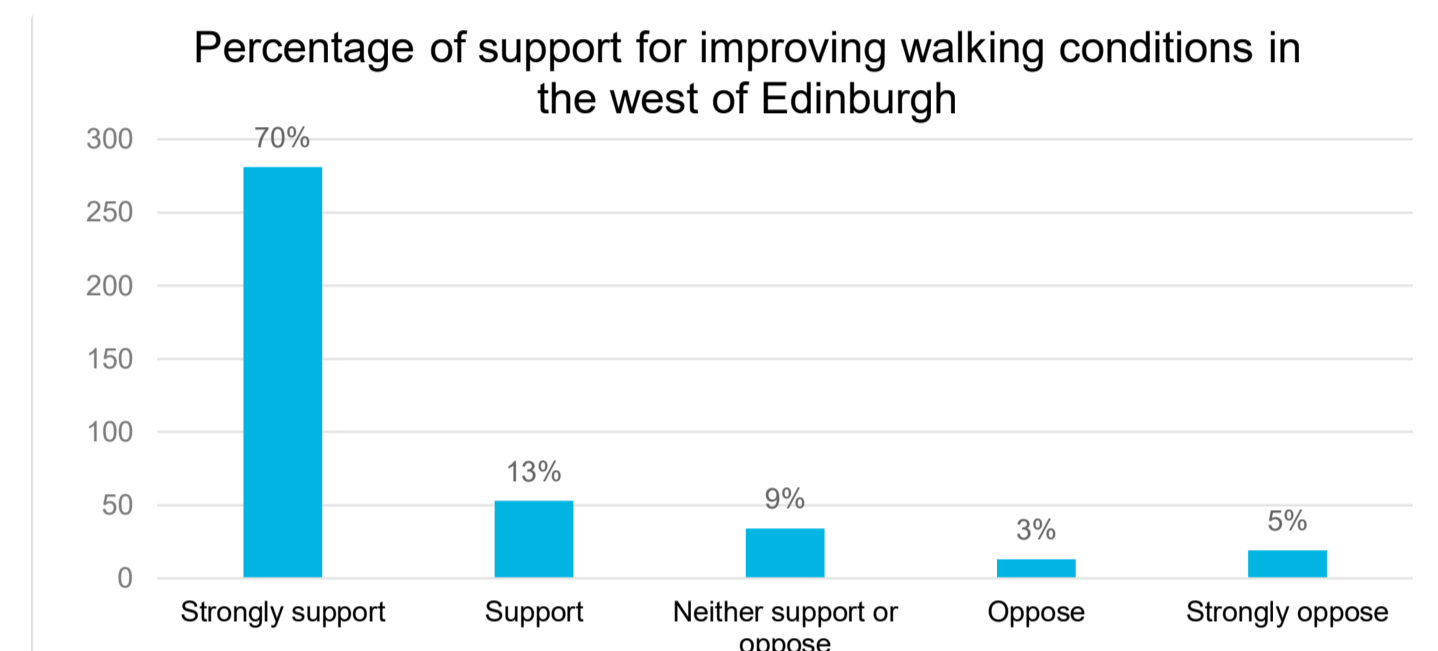
We have undertaken modeling of traffic routing in the area. This indicates that overall, once the project has become established, the resultant impact on congestion and traffic flow in the wider area, such as Drum Brae, Barnton and Maybury junctions, will be very minor.

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## RESULTS FROM PREVIOUS ENGAGEMENT

### Survey Question

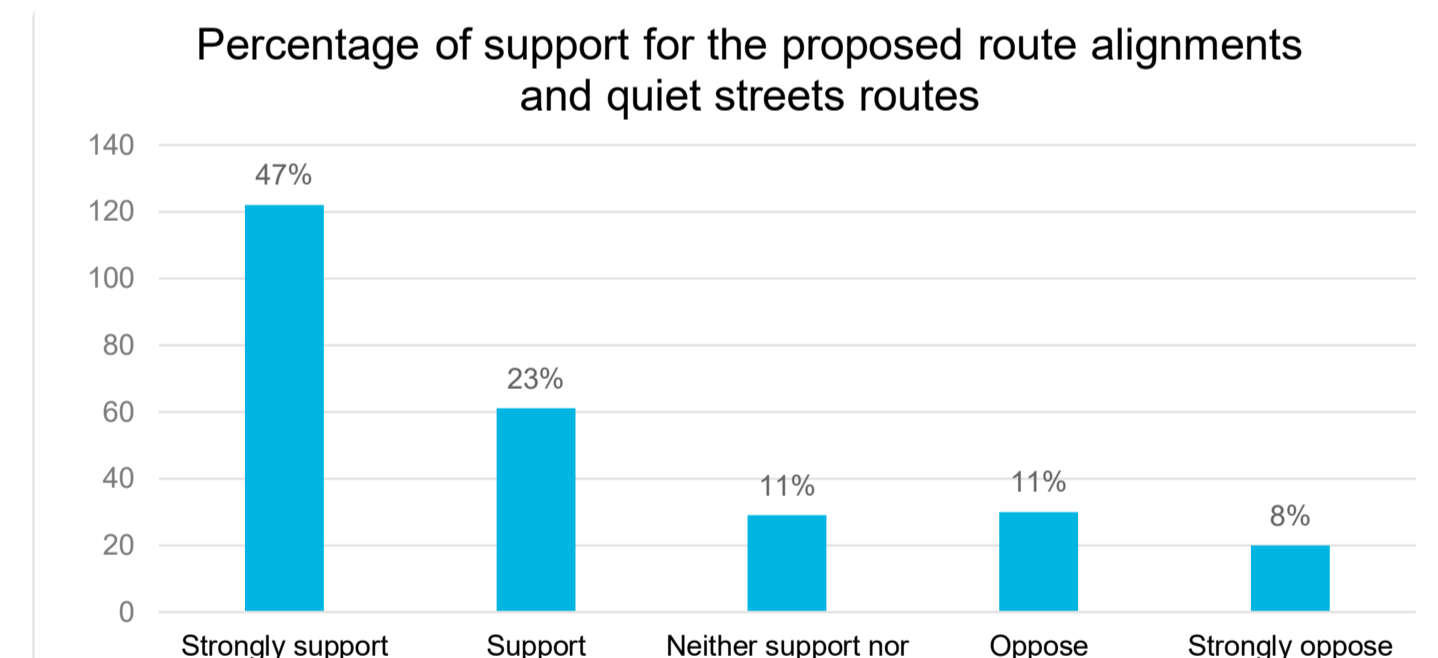
To what extent do you support the aim of improving conditions for people walking in the west of Edinburgh (East Craigs, Corstorphine, South Gyle, Sighthill, Broomhouse, Wester Hailes)?



The figure above shows that the vast majority of respondents (83%) support or strongly support improving walking conditions in the west of Edinburgh.

### Survey Question

To what extent do you support the proposed route alignments and quiet street routes?



The figure above shows that the vast majority of people (78%) either strongly support or support the proposed route alignments and quiet streets routes.

The figures and tables are excerpted from the **West Edinburgh Link Consultation Summary Report** (published 11th June 2019). The full report can be downloaded here:

<https://westedinburghlink.info/consultation/>

### Neighbourhood-wide Traffic Counts

One of the key actions following the engagement was to conduct traffic survey work to ascertain the extent of traffic volumes on the residential streets we had identified as being "quiet".

"Traffic surveys will be undertaken to ascertain volumes and speeds on streets which are being considered for on-road cycle routes. This includes alternative route alignments to those originally proposed. Final route choice will be based on the results of the traffic surveys and shared in the next stage of engagement."

### Support by preferred travel mode

Preferred travel modes	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	TOTAL	Proportion of total responses
Walk	118	10	4	2	0	134	29%
Bicycle	87	8	1	1	0	97	21%
Bus	53	11	8	2	3	77	17%
Car (as driver)	35	25	17	5	12	94	20%
Car (as passenger)	5	4	7	0	4	20	4%
Taxi	3	1	0	0	0	4	1%
Tram	14	0	1	0	0	15	3%
Train	14	2	1	1	0	18	4%
Other mode	1	1	2	1	1	6	1%
<b>TOTAL</b>	<b>330</b>	<b>62</b>	<b>41</b>	<b>12</b>	<b>20</b>	<b>465</b>	<b>100%</b>

The table above shows that there is a positive level of support for the project proposals over all the main modes of travel (walking, cycling, bus and car). People walking showed a high level (96%) of support for the project, cycling (98%) and using public transport (85%). Respondents who noted driving a car as preferred mode of transport showed 65% support and 18% opposition.

### Drum Brae Community Council feedback

- Consideration must be given to planned developments and associated traffic impacts.
- Group emphasised the need for a holistic and joined up approach from the Council on developments in the west of Edinburgh.
- General concerns with traffic congestion in the local residential areas.
- Articulated vehicles are planned to be using Craigs Road as result of the planned Maybury/Cammo developments.

### Summary

It was found that the majority of consultees were generally supportive or strongly supportive of the West Edinburgh Link project.

Of the 166 people who commented at the drop-in events 83% strongly supported the project, 14% supported the project, 2% were neutral and only 1% opposed to the project.

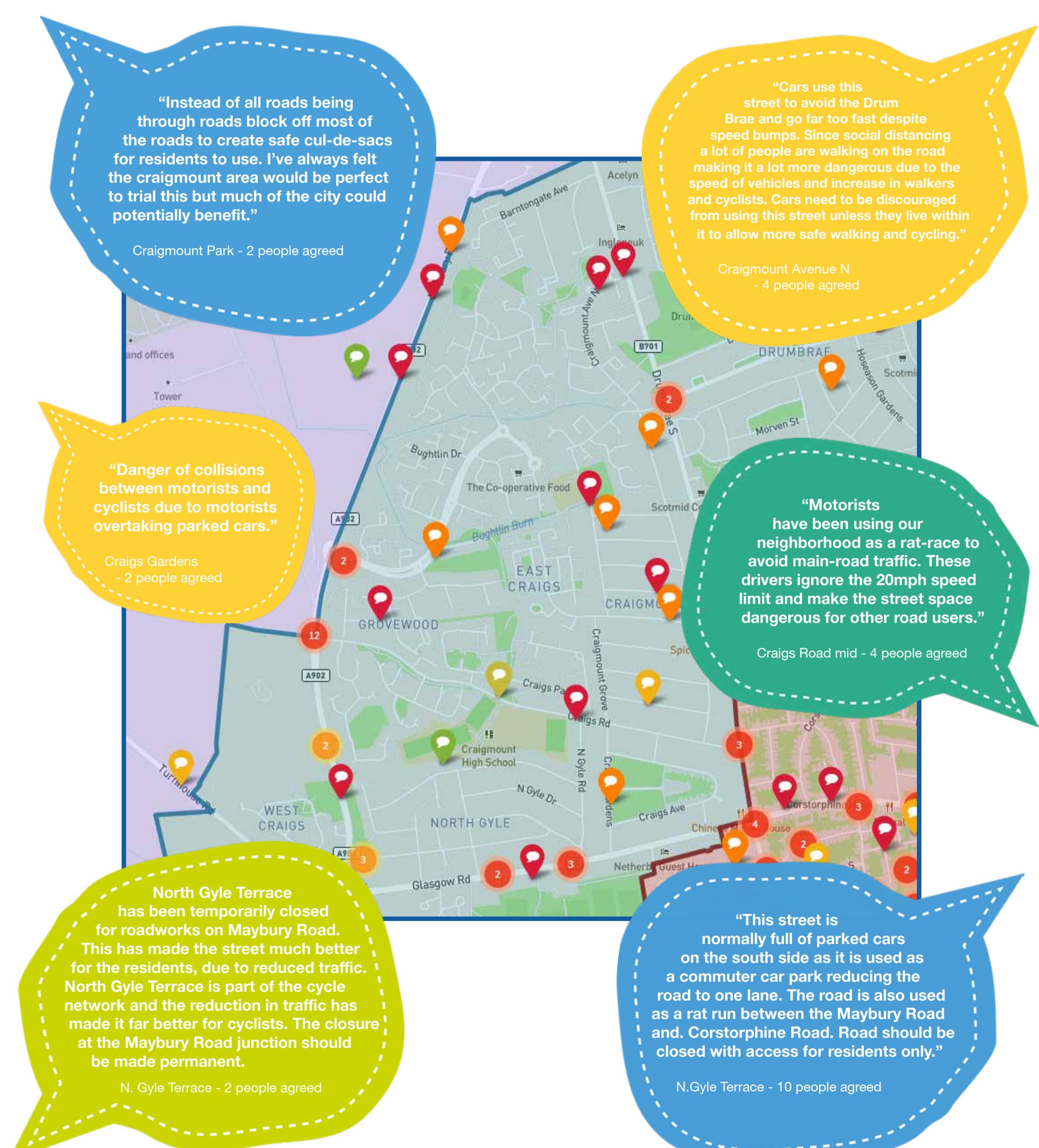
In the online survey of 432 responses, 68% of respondents strongly support the aim of improving conditions for people cycling and walking in the west of Edinburgh and 13% support it, 8% are neutral, while 5% oppose and 6% strongly oppose.

The respondents are generally supportive of the proposals for the different sections, with 83% (Northern), 68% (Central) and 80% (Southern) noting support or strong support.

After conducting the traffic counts it became clear that we needed to undertake an area wide approach in order to reduce traffic volumes coherently and fairly across the East Craigs neighbourhood.

As a result we conducted traffic counts across East Craigs. Please see the map on the first sheet for these locations. The next sheet shows which streets are affected the most by 'rat-running' according to the counts.

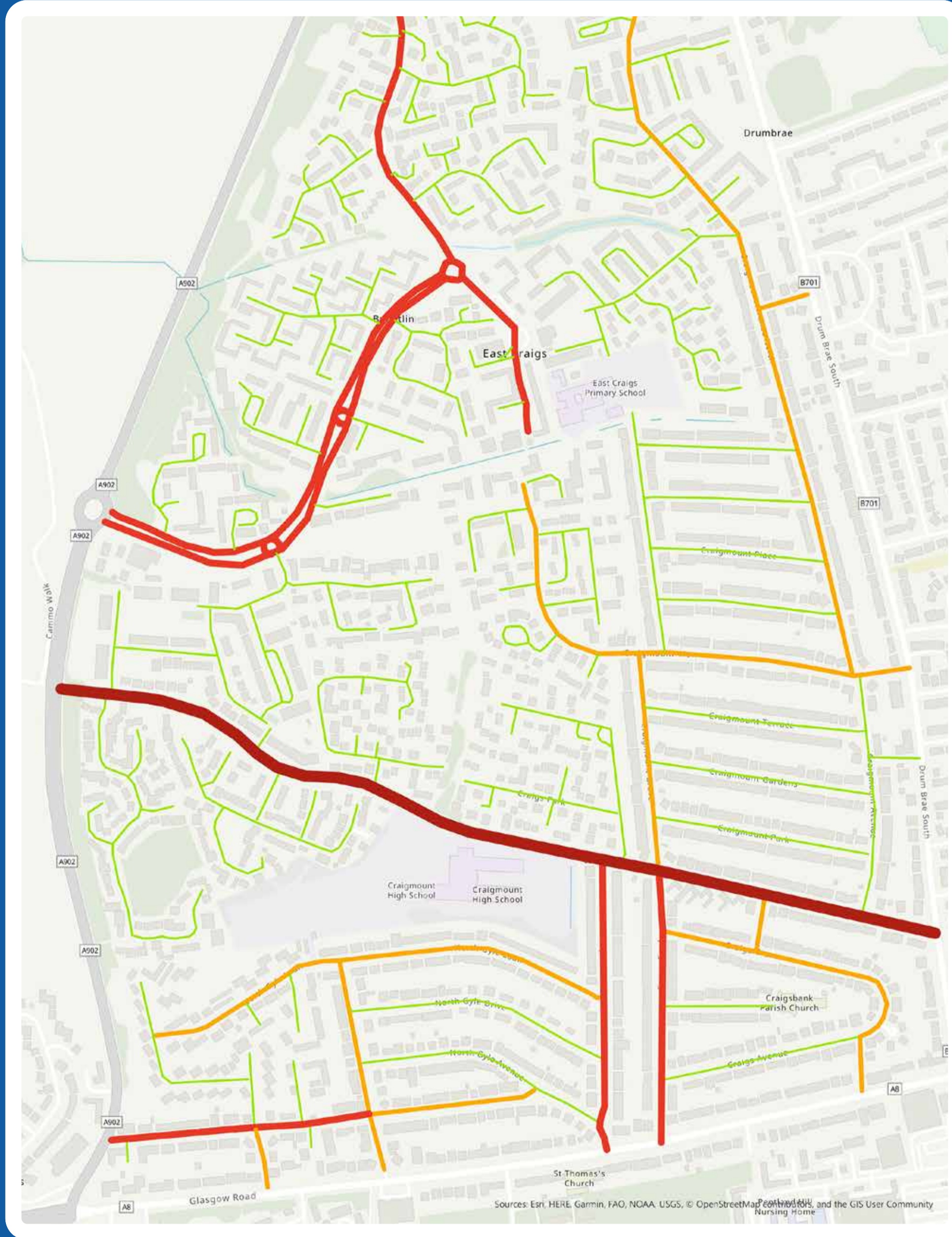
## SPACES FOR PEOPLE COVID-19 RESPONSE - COMMONPLACE COMMENTS



<https://edinburghspacesforpeople.commonplace.is/comments>

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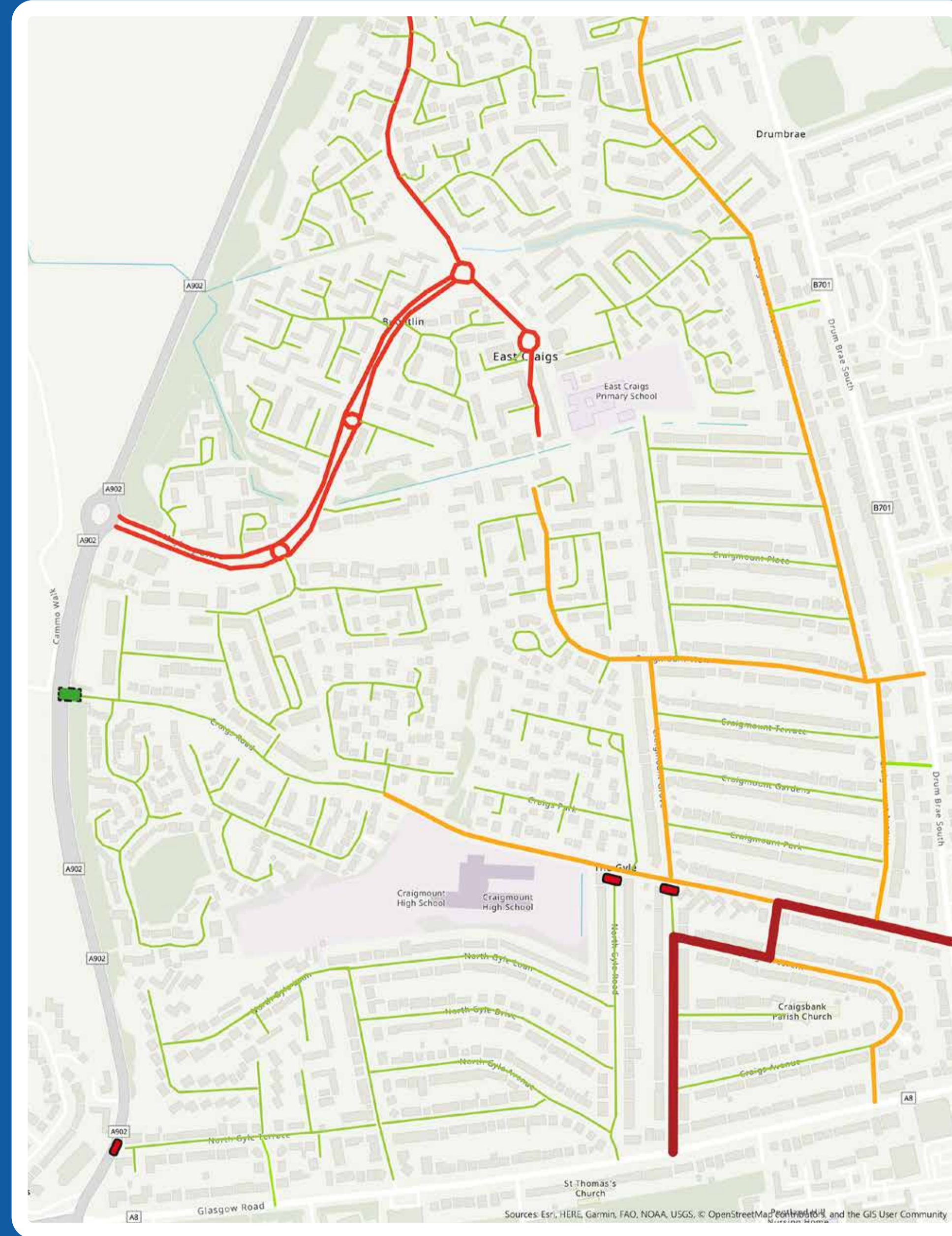
CURRENT TRAFFIC SCENARIO



MAP KEY:

- Low traffic flows
- Moderate traffic flows
- High traffic flows
- Very high traffic flows

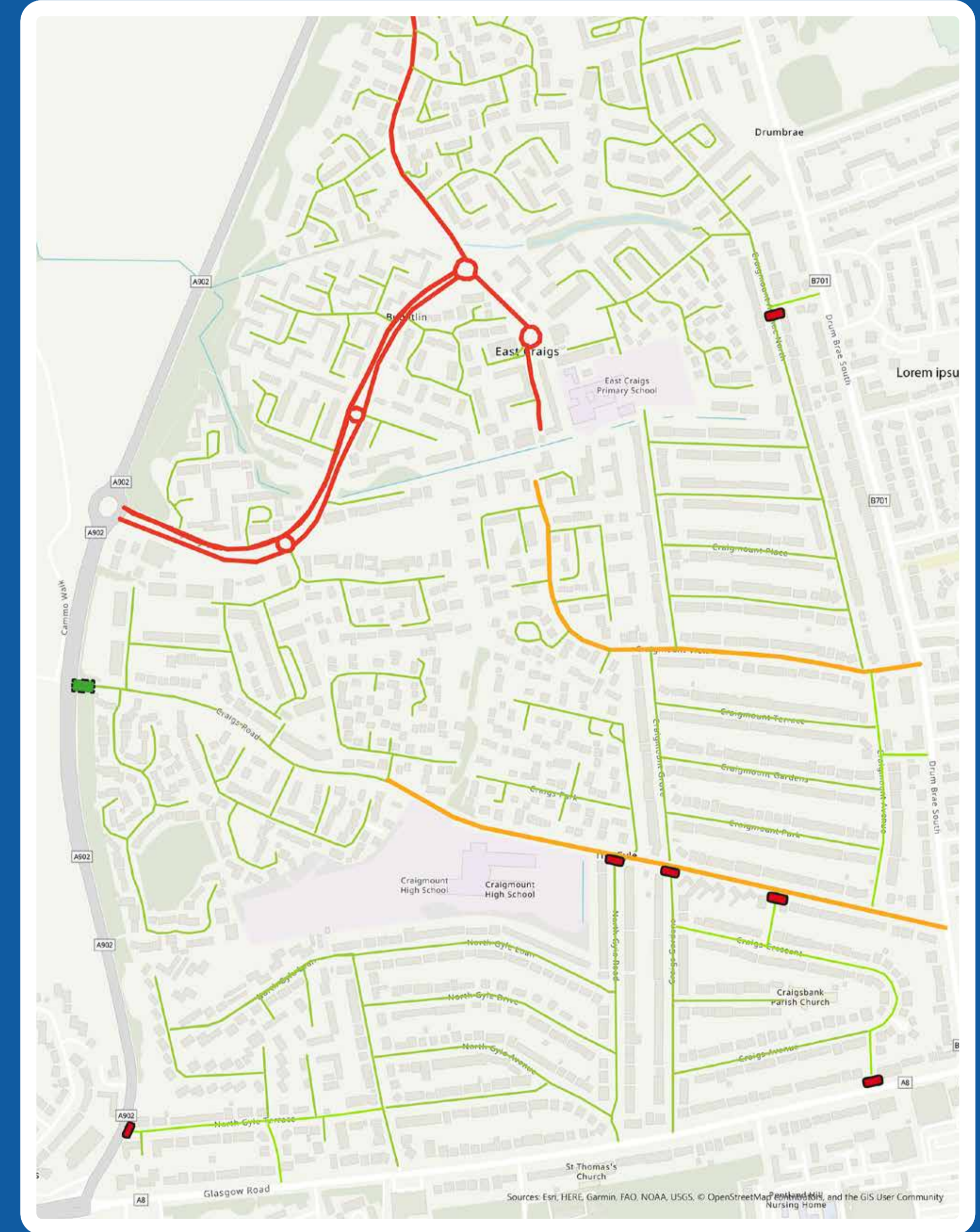
MINIMAL CLOSURES SCENARIO



MAP KEY:

- ▭ Proposed Full-Time closure.
- ▭ Proposed Full-Time bus gate
- Low traffic flows
- Moderate traffic flows
- High traffic flows
- Very high traffic flows

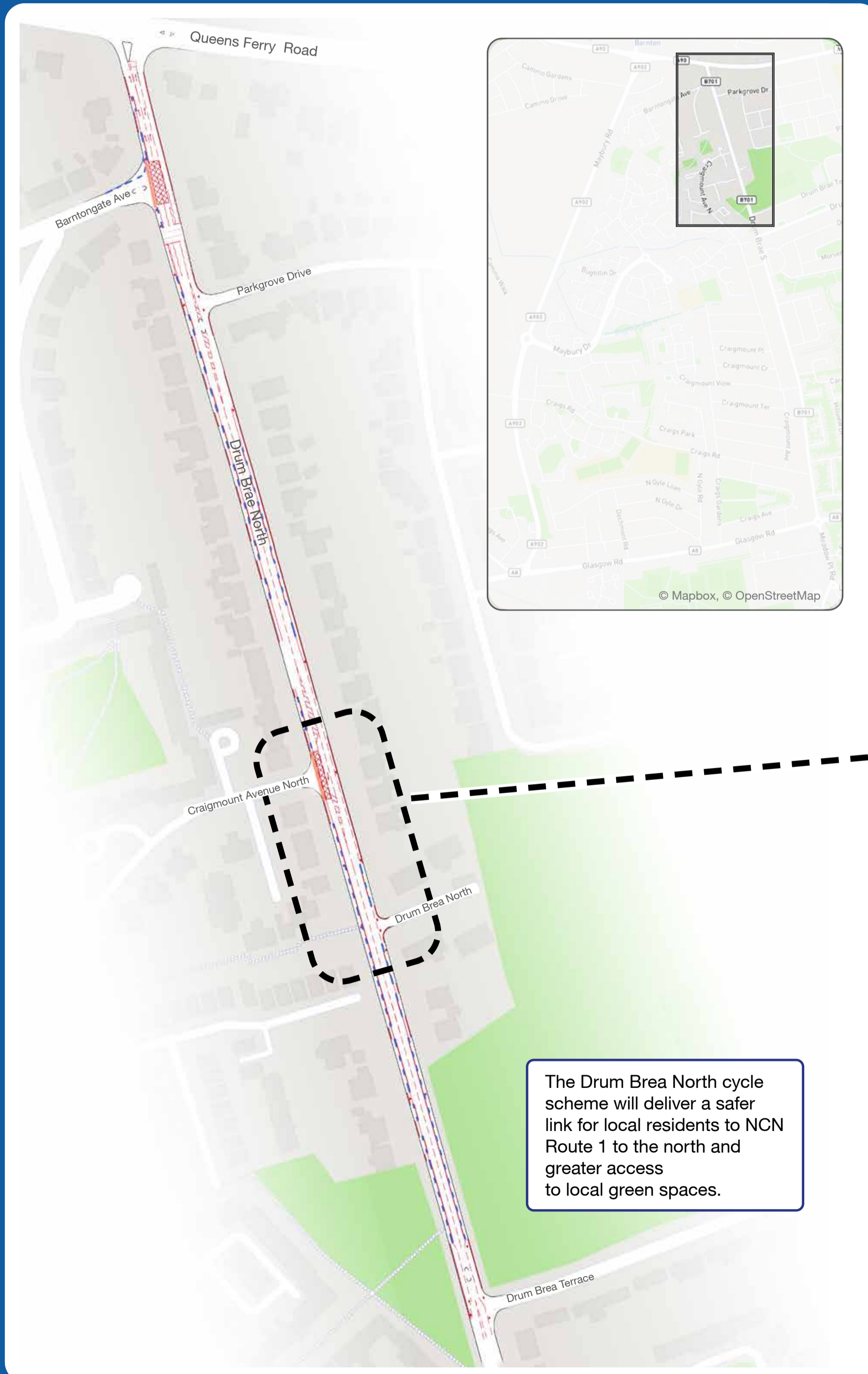
OPTIMAL CLOSURES SCENARIO - AS PROPOSED



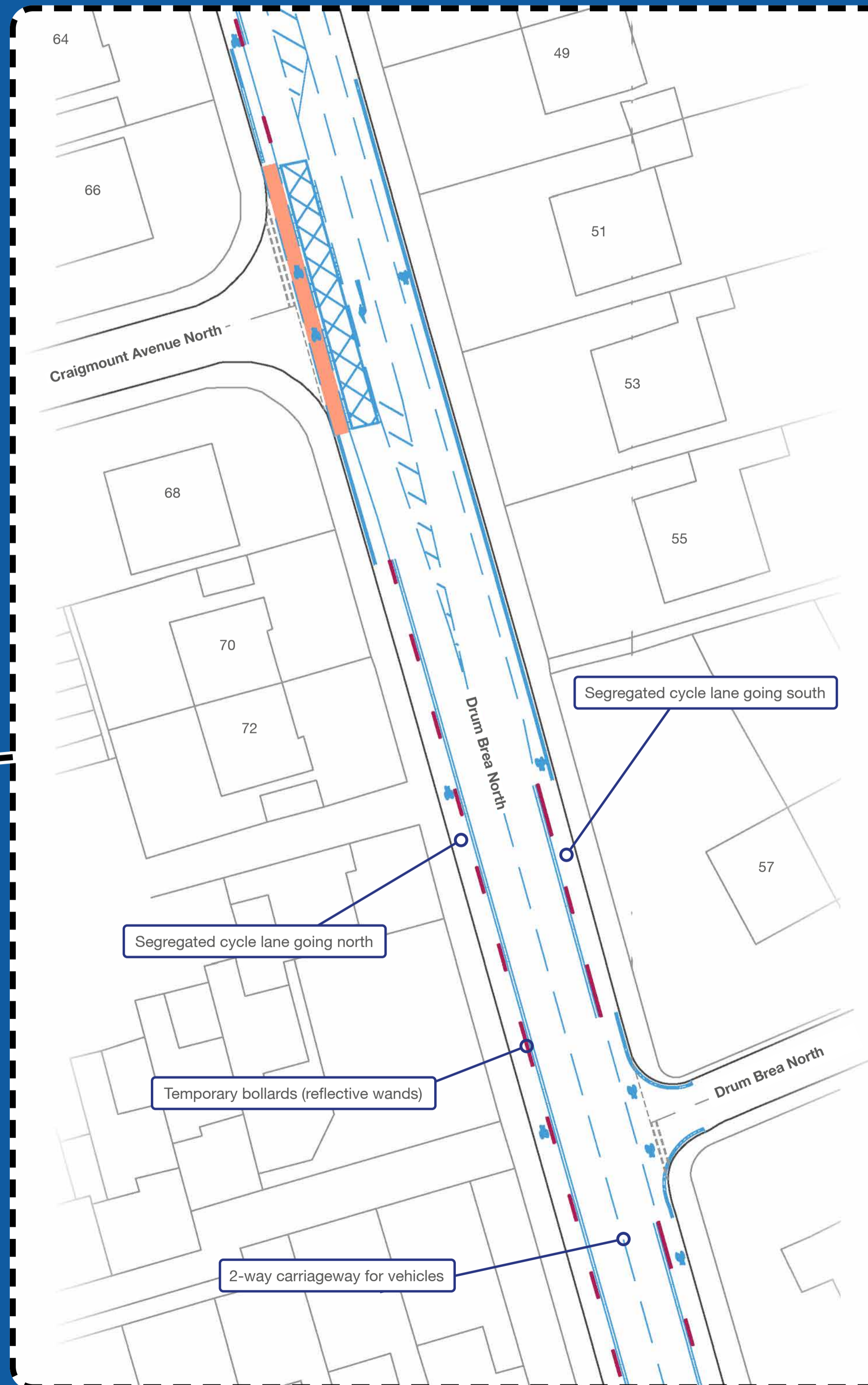
MAP KEY:

- ▭ Proposed Full-Time closure.
- ▭ Proposed Full-Time bus gate
- Low traffic flows
- Moderate traffic flows
- High traffic flows

## DRUM BRAE NORTH - PROPOSED NEW LAYOUT



## PROPOSED NEW LAYOUT - DETAILED SECTION



## SPACES FOR PEOPLE EXAMPLES

Example of initial intervention



Example of longer-term intervention



## WHAT'S NEXT?

- **Internal reviews** - will be undertaken once the scheme is in place, and feedback will be made available on the council website
- **Resident Engagement** - Autumn 2020 (Drop-in events subject to Council COVID-19 policy at the time)
- **TRO Process** - 20/21 dates for the formal TRO process have yet to be confirmed. Updates will be made available on the council website