

# Edinburgh City Council, Spaces for People

## East Craigs Low Traffic Neighbourhood

### Spokes response, July 2020

Spokes strongly welcomes the Low Traffic Neighbourhood plans for East Craigs. It will help create an environment which encourages and supports walking and cycling, will remove the severe rat-running on Craigs Road and will improve conditions for cycling to Craigmount High School. Only today, Cabinet Secretary for Transport Michael Matheson again [urged people](#) to resist the “*obvious temptation*” to return to car use, and to work from home or to “*walk or cycle where possible*” - with the Spaces for People scheme intended to assist this.

The proposals create a number of cul-de-sacs not that dissimilar to the 40-hectare Bughtlin estate which all exits via Maybury Drive. With the building work having started on new homes at Cammo fields & West Craigs (the latter to exit onto Craigs Road west of Maybury Road) the traffic is only going to get worse.

Whilst we are aware of calls for a widespread consultation on the proposals, we support this programme being under *Spaces For People*, taking account of stakeholder comments, with rapid implementation on a “try then modify” basis. This approach has proved successful so far with a wide range of smaller schemes and should be continued for this temporary area-wide scheme. Furthermore, a major consultation could delay the proposals to the extent that they could not be funded under Spaces for People and therefore might well never be attempted in any form.

### General comments

For reasons of safety it is vital that temporary cycle lanes which cross junction mouths are as prominent as possible. They absolutely must be red-screeded (as is already planned in some but not all schemes) and where possible they should also be widened at the junction. The example at the West Woods junction on Crewe Road South, with just white dots delineating the cycle lane across the junction is unacceptable. Furthermore, the stop line of the side road should be slightly before the cycle lane – it should not be combined with the inner-edge line of the cycle lane, to reduce the risk of cars encroaching whilst waiting to enter the main road.

Secondly, all stretches of unsegregated cycle lane should be either red-screeded or red-chipped. This should also be done on segregated sections, as long as this does not delay the scheme.

### Specific comments

#### 1. Drum Brae South / Craigs Road Junction

(a) Consideration should be given to signalising the junction & widening pavements to allow for an East-West cycleroute (avoiding Drumbrae Roundabout) to connect Craigs Road to Templeland Road

(b) If the above is not agreed, then the Northbound Drum Brae South should have a continuous painted cycle lane over the junction recognising that anyone on a bike will be travelling uphill and merging into 30mph traffic.

## **2. Drum Brae North**

- (a) The segregated uphill bike lane is much welcomed. We are not clear what the “temporary kerb” comprises – it may be helpful to incorporate wands as well as kerbs, to make the lane more obvious and less easy to enter
- (b) The downhill bike lane is welcomed particularly for the less experienced and new cyclists who the Council wishes to encourage
- (c) The red markings across the Craigmount Avenue North junction are most welcome as there is a risk of cyclists heading north (downhill) not being looked for by turning traffic
- (d) The north end of the cycle lane should not end with a “*Dismount & use crossing*” sign. Access to the crossing of Queensferry Road (& on to Barnton Grove) is key. If the cycle lane can’t be extended, the footway should be converted to segregated shared use.
- (e) We are concerned about the drop off & pick up at the Leaps & Bounds Nursery at 56 Drum Brae South as it usually attracts inconsiderate parking. A solution should be investigated.

## **3. Craigs Road Bus Gate**

We strongly welcome the bus gate, but how will it be enforced? As far as we aware there is no enforcement of the new East Princes Street bus gate, and it appears to attract some illegal use. Can temporary camera surveillance be provided?

For the future, once the Craigs Road / Maybury Road junction is redesigned (as part of the house building), this would permit right turns exiting Craigs Road. At that time the bus gate could be moved further East towards the school.