

CIMT Monday 10 August 2020 – Spaces for People Project Approval

Notification sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 7 July 2020. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

Project Proposal

Location	Justification	Recommendation
East Craigs	<p>Creation of a low traffic neighbourhood in the East Craigs/Craigmount Area will help the local residents to travel safely and easily by active travel whilst maintaining social distancing. This will be particularly important as lockdown eases, meaning that rat running through the area will increase without this intervention.</p> <p>The West Edinburgh Link (WEL) and Commonplace consultation feedback clearly show that residents have identified issues of rat running and there are calls for many of the measures being proposed. This is further confirmed by vehicle speed and volume surveys undertaken by the WEL team.</p> <p>The key complaint around a lack of consultation stems from the notification process which was agreed by Council Committee for all SfP to follow. The project team plans to undertake further community engagement in mid-Autumn, once the Low Traffic Neighbourhood is established and residents have got used to its functioning. Feedback from the engagement and monitoring would then be used to inform the configuration of the LTN for the rest of the Temporary Traffic Regulation Order (TTRO) period. When the project progresses to the Traffic Regulation Order (TRO) stage, as part of WEL, a further public consultation would be undertaken as required by the TRO process.</p>	<p><u>As set out in the responses below, there is a robust case for taking forward this scheme. It is recommended for implementation.</u></p>

Feedback

Comment from	Comment	Response
Councillors		
Robert Aldridge article in Evening	https://www.edinburghnews.scotsman.com/news/opinion/c	Considering each of the points raised in the opinion piece in turn:

CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>News Monday 13/7/20</p>	<p>olumnists/part-edinburgh-be-virtually-sealed-robert-aldridge-2910656</p>	<ul style="list-style-type: none">• The proposal is ‘out of the blue’. <p>The proposal is informed by:</p> <ol style="list-style-type: none">1. Detailed public consultation that was carried out as part of the West Edinburgh Link project (WEL). Feedback from the consultation highlighted that many residents felt that certain streets in this area did not feel safe enough to cycle on due to rat running and vehicle speeds.2. Vehicle volume and speeds surveys carried out by the WEL team which confirmed the issues highlighted by the consultation.3. The SfP commonplace website, where the public left comments also highlighting rat running, vehicle speeds, unsafe conditions for cycling and walking, and requests for certain roads to be closed.4. Detailed feedback from an advisory group of local residents about where the modal filters should be located to best address the rat running and vehicle speed issues.5. Recognition, backed up by modelling data, that once the new developments in West Craigs and Cammo are completed the volumes of traffic moving through East Craigs, particularly Craigs Road and Craigmount, greatly increase making the area feel more unsafe and unattractive for walking and cycling.6. Analysis of census data showing that, compared to the rest of Edinburgh, a higher proportion of people in this area travel by car to work and that these journeys are typically between 1 and 3km, which is a fairly walkable and very cyclable distance for most people. Tallied with this is the BikeLife Edinburgh research which clearly indicates that more people would like to cycle and that the biggest barrier to this feeling unsafe on the roads because of traffic speeds and volumes. This scheme would help address this barrier and thereby unlock a potential latent demand for cycling.7. The East Craigs Primary School Travel Plan indicates that there are a number of existing issues in the area with rat running and high vehicle speeds which make parents and pupils feel less safe to travel to school either walking, cycling or wheeling. Our proposals address these issues and will encourage more people to walk, cycle and wheel to school safely. <p>The Council has always intended to, and still will, inform the local residents directly, via a letter, map, leaflet, website and social media about the scheme, and its rationale, prior to it being launched. These materials will clearly explain:</p> <ol style="list-style-type: none">1. why the project has been brought forward, based around the above feedback and data, as well as the response to Covid-19
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		<ol style="list-style-type: none"> 2. that it is a temporary configuration. As part of this, the project team plans to undertake further community engagement in mid-Autumn, once the LTN is established and residents have got used to its functioning. Feedback from the engagement and monitoring would then be used to inform the configuration of the LTN for the rest of the Temporary Traffic Regulation Order (TTRO) period. When the project progresses to the Traffic Regulation Order (TRO) stage, as part of WEL, a further public consultation would be undertaken as required by the TRO process. 3. that the council will monitor and review the scheme 4. when and what will be happening <p>We do however acknowledge that by certain Councillors going public with the proposal alone and none of this background rationale and context, it does now seem out of the blue to the residents.</p> <ul style="list-style-type: none"> • The proposal will virtually seal off the communities. All residents in the area can still access all the same facilities that they could previously. Indeed, since rat running will be removed and vehicle speeds and volumes greatly reduced, all the roads in the local area feel safer and more pleasant for walking and cycling. This will then open up accessibility for local people to move around and make trips to local destinations without feeling that the only option they have is to use a car. It should also be noted that local trips by walking and cycling will become even more convenient during later stages of the temporary TTRO configuration when new pedestrian and cycle priority junctions and active travel routes are delivered by local developments along Maybury Road, and the WEL project (due to start construction in 2021). The feedback from where such Low Traffic Neighbourhoods (LTNs) have been implemented elsewhere in UK, such as London, is that, overall, once in place residents tend to prefer having safer, quieter streets which allow them to walk and cycle at ease even when it means some trips by car take longer. • Proposals force all car traffic from the area to use one single dangerous junction (which they are intending to reduce from two lanes to one lane). The proposals will ensure the vast majority of non-resident car traffic does not enter the area. Residents making a car trip out of the area will have the option of two junctions, the one with the A8 and the other with the A90. We are not proposing to reduce the approach lanes at the A90 junction to one. Instead we will retain two lanes from the pedestrian crossing near Parkgrove Drive. This should ensure the junction operates as currently.
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		<ul style="list-style-type: none">• The measures affect the local secondary school, From feedback on LTNs in London and the BikeLife research studies in Edinburgh there is a clear message that the greatest barrier to more people walking and cycling is feeling unsafe on the roads due the volume and speed of vehicles. It is also clear that more people would like to walk and cycle if they were given the right road conditions to do so and when the right conditions are provided, they do walk and cycle more. A very clear indication of this was the significant rise in cycling during the lockdown when very few motor vehicles were on the streets. This scheme provides this change in street conditions making it viable for many more people to use active travel to get to school. Leading up to the school, Craigs Road already has double yellow lines for a long stretch, so no drop off by car is permitted at or near the entrance. As such there should not be an increased risk from vehicles turning in the road here, this is important as the entrance is also the location where there will be the highest concentrations of pupils. Furthermore, as there will also be significantly fewer vehicles on the road, due to no rat running, it will also make social distancing much easier and safer for the people walking and cycling who are trying to avoid close proximity to others at peak times. Similarly, as there may be fewer car drop offs, because more people can walk and cycle, and less incentive to illegally drop off by the school, as there is no through road, the concentration of pupils all arriving at the school gate at one time will be reduced, which again will significantly help social distancing. When these plans were shared with the Council’s Education team, who are trying to manage the safe reopening of the schools, they commended them as a useful proposal that will be beneficial to their work, both during COVID-19 and in the future for making a better and safer school environment.• People who normally shop at the Gyle who live near the school will have a detour of around two miles adding to pollution and congestion. Connecting local residents to the Gyle by active travel is one of the key aims of the WEL. This LTN temporary configuration is the first step in that process, by making the whole neighbourhood active travel friendly. We recognise that during the first phase of the LTN temporary configuration the full connection to the Gyle is not released, however with the new active travel infrastructure due during 2020 and 2021, via the new developments along Maybury Road and the WEL, it will not be long till access by foot and bike will be quick, safe and attractive.
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CIMT Monday 10 August 2020 – Spaces for People Project Approval

		<p>With no increase in trips or volumes of traffic we expect negligible impact on traffic levels at the key surrounding junctions. In addition, with the exception of Maybury Road, the main traffic corridors have bus lanes which will ensure bus journey times are not impacted by the proposals. Furthermore, by making car journeys less attractive this scheme should encourage more people to use the buses, whilst at the same time it may reduce the number of cars on the road which could help bus service operations.</p>
<p>Mark Brown Claire Bridgeman Robert Aldridge</p> <p>Joint response</p>	<p>As the three local Councillors for Drum Brae / Gyle ward, we are submitting a joint response to the proposals which underline the strength of feeling and the unanimity of the local community and its representatives about these proposed measures.</p>	
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>Despite no community engagement, we have received an unprecedented number of responses from concerned constituents who were made aware of these proposals initially through social media.</p>	
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>We are collectively very supportive of active travel in the area including improving conditions for pedestrians and cyclists in addition to reducing pollution, given that two of the most</p>	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	congested roads in Scotland - Glasgow / St John's Road and Queensferry Road - are in our wards.	
Cllr Aldridge, Cllr Bridgman and Cllr Brown	<p>However, we are concerned that the proposals are trying to fix a problem which simply does not exist in the North Gyle and Craigmount areas.</p> <p>Even as we enter Phase 3 of the pathway to recovery from Covid-19, there has been no clamour from the community or any community representatives for the measures which are being put forward to improve social distancing on the sleepy pavements of the area which expands beyond simply East Craigs.</p>	<p>Issues of rat-running, vehicle speeds, narrow pavements and calls for the closure of some streets in the area were all registered on the SfP commonplace website. Furthermore, issues of rat running and vehicle speeds preventing people from feeling able to walk and cycle on these streets were highlighted during the WEL public consultation.</p> <p>This scheme will directly address these issues, which is especially important during COVID-19. A quieter safer street environment makes it easier to social distance. For example, people can more easily and safely step into the road, or cross the road, if they need to pass another person on footway at the recommended social distance. Cyclists can feel confident enough to ride further away for the pavement, in the recommended 'primary cycling position', because there are far less and slower vehicles. This means cyclists can be further away from the pedestrians they pass and can pass other cyclists at the correct social distance.</p>
Cllr Aldridge, Cllr Bridgman and Cllr Brown	Cyclists do not face heavy traffic within the North Gyle or Craigmount areas, even more so during lockdown with traffic levels significantly reduced	As set out above, issues of vehicle numbers and speeds have been fed back at consultation, including during lockdown. Vehicle numbers and speeds were recorded, prior to lockdown, showing that rat-running was an issue in the area. With lockdown starting to ease, we are already seeing traffic levels rising quickly so implementing this scheme now is important. The need for this will only become greater once the developments in West Craigs are delivered, the modelling data from which indicates significantly more rat running through this area.
Cllr Aldridge, Cllr Bridgman and Cllr Brown	These proposals are likely to increase standing traffic and will most certainly add to congestion and air	We have undertaken traffic modelling which shows that impacts on congestion should be negligible. Impacts on air pollution will also therefore be very minor. The scheme is fully in line with the council's policies to prioritise active travel and public transport whilst trying to reduce the number private car trips, which are a key source of congestion and pollution.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>pollution, especially at the Drum Brae roundabout, the junction between Craigs Road and Drum Brae South, queuing down Drum Brae North and on the Glasgow Road. This is counter-productive to the Council's objectives on air pollution and the environment.</p>	
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>It is agreed that there may be some mileage in the concept of a Quiet Neighbourhood model. The development of plans around this need careful consideration and should only be undertaken with the community and its representatives at the heart of any discussions under a full and inclusive consultation process.</p>	<p>Careful planning and consideration has been given to the formation of the LTN. The proposal is informed by:</p> <ol style="list-style-type: none"> 1. Detailed public consultation that was carried out as part of the West Edinburgh Link project (WEL). Feedback from the consultation highlighted that many residents felt that certain streets in this area did not feel safe enough to cycle on due to rat running and vehicle speeds. 2. Vehicle volume and speeds surveys carried out by the WEL team which confirmed the issues highlighted by the consultation. 3. The SfP commonplace website, where the public left comments also highlighting rat running, vehicle speeds, unsafe conditions for cycling and walking, and requests for certain roads to be closed. 4. Detailed feedback from an advisory group of local residents about where the modal filters should be located to best address the rat running and vehicle speed issues. 5. Recognition, backed up by modelling data, that once the new developments in West Craigs and Cammo are completed the volumes of traffic moving through East Craigs, particularly Craigs Road and Craigmount, greatly increase making the area feel more unsafe and unattractive for walking and cycling. 6. Analysis of census data showing that, compared to the rest of Edinburgh, a higher proportion of people in this area travel by car to work and that these journeys are typically between 1 and 3km, which is a fairly walkable and very cyclable distance for most people. Tallied with this is the BikeLife Edinburgh research which clearly indicates that more people would like to cycle and that the biggest barrier to this feeling unsafe on

CIMT Monday 10 August 2020 – Spaces for People Project Approval

		<p>the roads because of traffic speeds and volumes. This scheme would help address this barrier and thereby unlock a potential latent demand for cycling.</p> <p>7. The East Craigs Primary School Travel Plan indicates that there are a number of existing issues in the area with rat running and high vehicle speeds which make parents and pupils feel less safe to travel to school either walking, cycling or wheeling. Our proposals address these issues and will encourage more people to walk, cycle and wheel to school safely.</p> <p>The Council has always intended to, and still will, inform the local residents and engage with them during this temporary configuration of measures. Specifically, we always planned to:</p> <ol style="list-style-type: none"> 1. inform the residents directly, via a letter, map, leaflet, website and social media about the scheme, its rationale and how they will be able to respond. 2. undertake a further public engagement during the temporary configuration comprising a survey and, socially distanced, events (if permitted under COVID restrictions at that time). Through this process every resident will have the opportunity to give their feedback and help inform the final layout of the scheme. <p>Due to the agreed notification process we were committed to informing Councillors and other stakeholders prior to the public. This has made it appear, initially that we had not intended to undertake consultation or inform residents.</p>
Cllr Aldridge, Cllr Bridgman and Cllr Brown	A medium-term traffic management approach to deal with the impending housing developments at West Craigs and Cammo should fall part of a wider review however this is neither the right time and most certainly not the right process.	As stated above this proposal will deal with the potential traffic impacts that would have occurred in East Craigs due to these developments. Also as stated above the Council has and will be following a process fully engages and consults with the local community.
Cllr Aldridge, Cllr Bridgman and Cllr Brown	It is completely unacceptable to seek to impose such radical and far reaching 'solutions' at one	The rationale for the changes is clear (as set out above) and meets the justification for why the powers to implement such schemes under TTRO have been granted.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>week's notice, without having ever intimated to local elected representatives or community groups that they were even under consideration.</p>	
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>Nobody knows where the idea has come from and we have not detected any real local support for it. This practice is frankly outrageous, the Council's modus operandi is unclear and seems designed to provoke the widest possible outrage in the community (which it has most certainly succeeded in doing and we thank constituents for their invaluable contributions).</p>	<p>As set out above, careful planning, data, research and consultation feedback has been used to form the basis of this proposal.</p>
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>When finances are limited, we believe it is important for the Council to spend those limited resources where they will have the greatest benefit. With one or two very minor exceptions, these proposals would not represent a good use of resources.</p>	<p>The cost of the proposals is low when you consider the size of the area and number of people who will have considerably safer and more attractive streets to make trips on foot and by bike. When considered in conjunction with future active travel developments proposed in the area, during the time of the temporary LTN configuration, it will then become even more useful for local residents and even greater value for money.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>We would rather finance was spent in areas such as local town centres where there are likely to be known issues for pedestrians and cyclists where a suitable project would benefit from such investment.</p>	<p>All the town centres are already covered within the SfP programme,</p>
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown</p>	<p>After extensive review of the proposals and taking on board the unprecedented levels of feedback from constituents, we conclude that the proposals are not appropriate to be put in place under the auspices of the 'Covid emergency' and reject any idea that they will enhance the experience for cyclists and pedestrians. With our knowledge of the area as Ward Councillors, feel that they will make it considerably worse.</p>	<p>As set out clearly above, and in the response to Cllr Aldridge's opinion piece above, there is a strong rationale for these proposals and little to no basis for concluding that they would make the area worse or walking and cycling.</p>
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0002</p>	<p>North Gyle area: Sheet Number: 60579456-SHT-C-EC-LTN-0002 We support the proposed closure of North Gyle Terrace at the western</p>	<p>We appreciate the support for this closure, however it should be clearly noted that in implementing a single road closure you are very likely to increase rat running on a neighbouring street. In this case closing just N Gyle Terrace would likely further increase rat running on Craigs Road. By far the best way to address rat running is by treating the area as a whole, hence the LTN approach. This is why the LTN approach is favoured by many cities and consider best practice in urban design guides. They are being widely used in many cities across the world, including the UK, who are leading the way on reducing private car use and creating safer more attractive neighbourhoods for walking and cycling. Furthermore, the data gathered by the WEL team clearly shows that there are multiple streets in the area which have issues with rat running.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>intersection with Maybury Road.</p> <p>This is a long established “rat run” used by locals and others, particularly at rush-hour, to access the Gyle and Edinburgh Park businesses, and would have great benefit particularly to pupils, staff and the wider community accessing Craigmount High School from the south gate.</p>	
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0001</p>	<p>We do not support the proposed bus gate at Maybury / Craigs Road The proposed bus gate at Maybury / Craigs Road is going to necessitate that all residents wishing to travel West to access the city bypass, M8, M9 etc are going to have to initially travel East on Craigs Road.</p>	<p>As set out clearly above, and in the response to Cllr Aldridge’s opinion piece above, the bus gate has significant benefits for walking and cycling.</p>
	<p>This will increase the traffic from the western end of Craigs Road as residents living to the west of the school gates will now have no option but to travel past the school to access the area. In addition, it will</p>	<p>As set out clearly above, and in the response to Cllr Aldridge’s opinion piece above, the road will be significantly quieter and safer for all to use, particularly at peak times during school drop off.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>make the road more hazardous for pupils who walk or cycle to Craigmount High School. Whilst we do not wish people to undertake the “school run” many still do. If Craigs Road is closed by the bus gate, they will have to undertake 3-point turn, or U turns, near the school’s entrance, whilst pupils are walking and cycling past them.</p>	
	<p>When combined with the other proposed changes, this adds to the volume of traffic that is being routed onto Drum Brae South. The pressure on this junction will be further exacerbated by the closure of North Gyle Road, Craigs Gardens and Craigs Loan as they will no longer be an option for traffic to exit onto the Glasgow Road.</p>	<p>We have undertaken traffic modelling which shows that impacts on congestion should be negligible.</p>
	<p>All of this will result in an increased volume of traffic, increased pollution and longer journey times so provides no benefits to cyclists, pedestrians or motorists.</p>	<p>We have undertaken traffic modelling which shows that impacts on congestion should be negligible. Impacts on air pollution will also therefore be very minor. As set out clearly above, and in the response to Cllr Aldridge’s opinion piece above, the benefits to people walking and cycling will be substantial.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	Indeed, the recent installation of temporary traffic lights on Maybury Road next to the junction of Craigs Road, which we collectively supported, have ensured further enhancements have already been made which support pedestrian and cyclist use.	The LTN will further enhance the benefits that local residents can gain from the new crossing, as they will now be able to reach the crossing on safe quiet roads, perfect for walking and cycling.
Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Numbers 60579456-SHT-C-EC-LTN-0003, 60579456-SHT-C-EC-LTN-0004, 60579456-SHT-C-EC-LTN-0005 and 60579456-SHT-C-EC-LTN-0006	We do not support the proposed road closures at North Gyle Road, Craigs Gardens and Craigs Loan on Craigs Road	As stated above, for LTNs to work it requires a comprehensive set of modal filters which complement each other. Otherwise rat running simply moves from one street to another.
	The proposed road closures at North Gyle Road, Craigs Gardens and Craigs Loan on Craigs Road will result in all traffic within the North Gyle area having to enter and exit via the Glasgow Road.	That is correct

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>The width of the streets means that only a single lane of traffic will be able to exit at any time. This will cause tailbacks and increased pollution as traffic will have to sit whilst waiting to make a right turn. The additional traffic, which previously had exited the area via Craigs Road, will negate any perceived benefits of the planned scheme.</p>	<p>The number of vehicles exiting at any one time is unlikely to be high enough to cause any air pollution concerns, indeed the reduction in the number of rat running vehicles could improve the air quality conditions.</p>
	<p>Similarly closing off Craigs Avenue (which is already no entry from Glasgow Road) will funnel all traffic to enter and exit Craigs Loan, Avenue, Crescent and Gardens from the south end of Craigs Gardens causing further tailbacks, longer journey times and more pollution. As a result, this will not offer any meaningful benefits to pedestrians or cyclists.</p>	<p>The number of vehicles exiting at any one time is unlikely to be high enough to cause any air pollution concerns, indeed the reduction in the number of rat running vehicles could improve the air quality conditions.</p>
	<p>We have additional concerns that having only one entry and exit point for this area would impede</p>	<p>We have consulted with emergency services who have raised no concerns.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	access for emergency vehicles.	
Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Numbers: 60579456-SHT-C-EC-LTN-0008 and 60579456-SHT-C-EC-LTN-0009	We support the painting of the yellow boxes on Glasgow Road at North Gyle Grove & Craigs Gardens	
	We support the painting of the yellow boxes on Glasgow Road at North Gyle Grove & Craigs Gardens to make it easier for everyone who uses these junctions, however the increased volume of traffic accessing these junctions will still result in tailbacks (particularly from traffic entering from the east) which will again increase journey times and pollution	The number of vehicles exiting at any one time is unlikely to be high enough to cause any air pollution concerns, indeed the reduction in the number of rat running vehicles could improve the air quality conditions.
	It is clear that these markings are not well maintained. Unless they are going to be maintained and repainted on a regular basis it's completely pointless painting them in the first place. Due to the Council's	The internal council teams have raised no concerns about the maintenance of these markings

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	current financial situation, it is unlikely that this is feasible.	
Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0007	We do not support the proposed road closure at Craigmount Avenue North	
	By closing off Craigmount Avenue North at Craigmount Way you are moving the residents who drive, back down towards Craigmount View increasing the volumes of traffic, pollution and journey times for those wishing to travel north – this the most direct way to access the shops of Drum Brae South, the local leisure centre and the amenities at Bugtlin Market.	The number of vehicles exiting at any one time is unlikely to be high enough to cause any air pollution concerns, indeed the reduction in the number of rat running vehicles could improve the air quality conditions. By providing safer, quieter streets residents will be able to travel more easily to these destinations by foot or bike.
	Any traffic survey will show that this area is not particularly busy, even during a rush hour, therefore this proposal seems ill-thought out and unnecessary	As set out clearly above, and in the response to Cllr Aldridge’s opinion piece above, traffic surveys have been undertaken which do show that rat running, vehicle volumes and speeds is an issue in this area.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0013</p>	<p>We agree with the proposed yellow box being painted at the junction with Craigmount Way and Drumbrae Road South</p>	
	<p>We oppose the build outs on Drum Brae South</p>	
	<p>It is an area with a lot of junctions on both sides of the road which already makes it quite a complicated section for motorists, buses and cyclist to navigate therefore we would not support any further narrowing of the carriageway. These proposals do not take cognisance of the light controlled pedestrian crossing which is a few steps to the north. The build outs would force cyclists either into the path of traffic, so they can navigate around them or to stop because they can't merge into the traffic safely. There would not be enough space for vehicles to pass safely and cyclists would feel</p>	<p>These build outs follow the Edinburgh Street Design guidance, which is based on best practice design from across the UK and abroad, for making junctions safer for walking and cycling. By narrowing the road it puts the cyclist in the primary position, where cars cannot, or are much less likely to pass a cyclist. This reduces the likelihood of a car passing and then turning left in front of a cyclist and potentially causing a collision. The build outs and tightening will considerably slow down vehicles and narrow the crossing distance for pedestrians. Vehicles travelling too fast on entry to junctions such as these in this area was highlighted to the WEL team during consultation.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	under pressure from the traffic that would form behind them.	
Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0010 – Craigs Road	Drumbrae South and junctions: We oppose the narrow of the junction of Craigs Road and Drum Brae South and the removal of the bollards.	
	With the additional proposals all traffic wishing to enter or leave the community will be funnelled through a single junction between Craigs Road and the junction with Drum Brae South. This will result in an increase in traffic volume, increased pollution and longer journey times so provides no benefit at all to cyclists, pedestrians or motorists. By blocking the proposed routes increased volumes of traffic will be displaced to other neighbouring residential streets. This will have a negative impact on cyclists and pedestrians on these streets	Traffic volumes will be lower due to reduced rat running and by tightening the junction we will significantly increase safety for cyclists and pedestrians. This is supported by the Edinburgh Street Design guidance, which is based on best practice design from across the UK and abroad, for making junctions safer for walking and cycling. The number of vehicles exiting at any one time is unlikely to be high enough to cause any air pollution concerns, indeed the reduction in the number of rat running vehicles could improve the air quality conditions.
	The proposed build outs at the end of Craigs Road with	Traffic volumes will be lower due to reduced rat running and by tightening the junction we will significantly increase safety for cyclists and pedestrians. This is supported by the Edinburgh

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>Drum Brae South are not going to assist cyclists, pedestrians or motorists. The existing layout of the road / junction works well. The two lanes on Craigs Road enable cyclists and vehicles wishing to turn left to do so easily whilst cyclists and vehicles wishing to turn right are able to queue until it is safe for them to join Drumbrae South. There is already a lowered kerb and pedestrian paving to enable pedestrians to cross Craigs Road at the junction. When cycling northbound on Drum Brae South to Craigs Road the current layout of the junction works well when cycling, adding the build outs will mean you have to cycle slightly further uphill and make a sharper turn than is currently required.</p>	<p>Street Design guidance, which is based on best practice design from across the UK and abroad, for making junctions safer for walking and cycling.</p>
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0011</p>	<p>– narrowing east end of Craigs road</p> <p>We oppose the proposed vehicle priority system on Craigs Road</p>	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>The road is currently wide and free flowing and the numerous speed bumps already in place ensure the speed of the traffic is well managed. Cycling along Craigs Road currently is a relatively safe due to the light volume of traffic. The road is very wide and vehicles can pass safely, providing plenty of space. The current speed bumps enable cyclist to pass between them. Vehicles straddle them so they slow down in short, the current infrastructure works well. The proposed system will make the worse. Cyclists and motorists will be forced into closer proximity at the proposed sites as they will be required to use the same piece of road which is not currently the case.</p>	<p>Vehicles speeds here was already highlighted as an issue via consultation feedback and in speed surveys. Furthermore, such interventions are a common and recommended feature of LTNs to clearly indicate to drivers that you are entering a low speed environment. This is particularly important given the proximity to the school. Cyclists would be able to by-pass through the build out, so no conflict with vehicles would exist.</p>
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Number: 60579456-SHT-C-EC-LTN-0012</p>	<p>We agree with the proposed yellow box being painted at the junction with Craigmount Approach and Drumbrae Road South</p>	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>However, we have concerns regarding maintenance as per the proposal at Craigmount Way.</p>	<p>The internal council teams have raised no concerns about the maintenance of these markings</p>
	<p>We oppose the build outs on Drum Brae South</p>	
	<p>The northbound carriageway is narrow, and space is already limited for cyclists, buses and motorists. There is already restricted visibility akin to a “blind summit”. The build outs would force cyclists either into the path of traffic, so they can navigate around them or to stop because they can't merge into the traffic safely. Given the gradient of this road it is already a challenge for cyclists who will be travelling slowly without adding to this. There would not be enough space for vehicles to pass safely and cyclists would feel under pressure from the traffic that would form behind them. This is locally regarded as one of the main reasons that cyclists don't like cycling on the roads alongside vehicles and why</p>	<p>These build outs follow the Edinburgh Street Design guidance, which is based on best practice design from across the UK, and abroad, for making junctions safer for walking and cycling. By narrowing the road it puts the cyclist in the primary position, where cars cannot, or are much less likely to pass a cyclist. This reduces the likelihood of a car passing and then turning left in front of a cyclist and potentially causing a collision. The build outs and tightening will considerably slow down vehicles and narrow the crossing distance for pedestrians. Vehicles travelling too fast on entry to junctions such as these in this area was highlighted to the WEL team during consultation.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>many people are put off from traveling by bike in the first place. Due to lack of information offered in this proposal, it is unclear what impacts there would be to emergency and other essential vehicles accessing the medical centre and sheltered housing development.</p>	
<p>Cllr Aldridge, Cllr Bridgman and Cllr Brown Sheet Numbers: 60579456-SHT-C-EC-LTN-0014 and 60579456-SHT-C-EC-LTN-0015</p>	<p>Drumbrae North and junctions We oppose the proposed narrowing of Drum Brae North.</p>	
	<p>There is an existing issue with traffic queuing up the hill during peak times and this will only exacerbate the situation, having an impact on air quality. It will also significantly increase journey times for local residents, who do not wish this. There is not a huge volume of bus traffic on this route generally, however this is the preferred diversion route when work</p>	<p>See above response to your feedback on this junction. We have assessed it with our traffic management team who do not think that the proposals will have significant adverse effects on the junction's performance.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	occurs on the surrounding roads. Currently Clermiston Road North is closed in 1 direction and traffic is being diverted along this route.	
	The junction at Barnton Gate Avenue is already particularly complicated and problematic and these proposals will simply make the junction even harder to navigate for pedestrians, cyclists and local residents.	The proposal follow the Edinburgh Street design guidance principles for the making the such junctions safer for cycling and pedestrians.
Susan Webber	I write to express my continued concern at the most recent iteration of the Spaces for People proposals for East Craig Road	
Susan Webber	At the outset of lockdown, temporary measures to boost safety would have likely been more broadly welcomed, had they been consulted on and implemented in a timely manner. However, the fact is time has now moved on and it is clear that proposals that would have been more suitable for Phase 1 of lockdown now look decidedly out of step with	Social distancing criteria still currently applies and these designs will help facilitate this, particularly at the school (see response above to Cllr Alridge concerning schools). Furthermore, if a second wave of the pandemic occurs, this area will already be prepared to cope with it.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	the country now that we are in phase three.	
Susan Webber	Further it seems the consultation sought out feedback from particular lobby groups but deemed it appropriate to ignore and not engage with local residents. This is a constant theme across all the recent consultations and this should be raising alarm bells across the city. Indeed I am aware of the level of community engagement in East Craigs through conversations with the local ward members and I know they have submitted the attached response.	See responses above to Cllr Alridge's opinion piece which clearly set out the public consultation and research which has gone into forming these plans and the proposed approach for further consulting with the residents during the temporary configuration under the TTRO.
Susan Webber	It would be remiss to ignore this. The community has clearly expressed concerns and is objecting through unprecedented contact with the three local cllrs to ensure their collective views are represented. Again, they seem to be conveniently excluded from the consultation. The proposals are disproportionate to the	See responses above to Cllr Alridge's opinion piece which clearly sets out how we have always intended to engage with the local residents.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	challenges faced by cyclists in this area and are leaving us bemused by the extent of the measures, and at what cost?!	
	I implore you to consider the local community views, these are after all the people we are elected to represent	See above
Robert Aldridge	Has issued replies to 15 residents assuring that he will ask for the proposal to be withdrawn.	
Claire Miller	Thank you for sharing these plans, I would like to express full support for these changes.	
Alex Cole Hamilton MSP	Publicised link to online petition against the measures for East Craigs/Craigmount area 1275 signatures as of 15/07/20 https://www.edinburghlibdem.org/spaces_for_people?fbclid=IwAR0RNOMuGI7xd-1k6DOFNr1EMh6tj-okMhjDtypdWeUQ2yxtx004JKcix4	See responses above to Cllr Aldridge's opinion piece which clearly sets out how we have always intended to engage with the local residents.
Community Councils		

CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>Please see the following comments we currently have from Drum Brae Community Council in response to the proposals Why is this process being done under the umbrella of Covid 19 emergency measures ... i.e. what has Covid 19 got to do with this and will it change back after the pandemic?</p>	<p>The context of the scheme is that the layout of the LTN concept was formed through the feedback to the West Edinburgh Link (WEL) project's public consultation. This called for addressing rat running, traffic volumes and speeds on certain roads in East Craigs. However, it is now proposed to bring this forward for as temporary configuration under the response to the COVID-19 emergency for the following reasons:</p> <ol style="list-style-type: none"> 1. Safety and social distancing around the secondary school. The modal filters and bus gate will result in significantly fewer vehicles on Craigs Road. This will make social distancing much easier and safer for the people walking and cycling who are trying to avoid close proximity to others at peak times as they will not have to contend with also having to avoid heavier levels and speeds of traffic. Through making the streets safer and more attractive for walking and cycling there should be less school drop offs by car. There may also be less incentives to illegally drop off by the school, as there is no through road. Together this means that the concentration of pupils all arriving at the school entrance at one time may be reduced, which again will significantly help social distancing. When these plans were shared with the Council's Education team, who are trying to manage the safe reopening of the schools, they commended them as a useful proposal that will be beneficial to their work, both during COVID-19 and in the future for making a better and safer school environment. 2. The modal filters and bus gate will create quieter and safer street environments making it easier to social distance. For example, people can more easily and safely step into the road, or cross the road, if they need to pass another person on footway at the recommended social distance. This is important as feedback on the commonplace website highlighted narrow footways in some places being an issue. Cyclists can feel confident to ride further away for the pavement in the recommended 'primary cycling position' because there are far less vehicles. This means they are further away from the pedestrians they pass and can pass other cyclists at the correct social distance. <p>The scheme is a temporary configuration and its final layout will be informed by the consultation with local residents and a review of monitoring data gathered during this period. It is currently planned that a final implementation of road changes (as informed by the above process) would be carried out under the WEL project in 2021/22. This implementation would require a TRO that would also involve public consultation.</p>
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CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>Why is this being pushed through without appropriate time for community consultation and engagement?</p>	<p>The Council has always intended to, and still will, inform the local residents and consult with them during this temporary configuration of measures.</p> <p>Specifically, we shall be:</p> <ol style="list-style-type: none"> 1. informing the residents directly, via a letter, map, leaflet, website and social media about the scheme, its rationale and how they will be able to respond 2. undertaking further community engagement in mid-Autumn, once the Low Traffic Neighbourhood is established and residents have got used to its functioning. Feedback from the engagement and monitoring would then be used to inform the configuration of the LTN for the rest of the Temporary Traffic Regulation Order (TTRO) period. When the project progresses to the Traffic Regulation Order (TRO) stage, as part of WEL, a further public consultation would be undertaken as required by the TRO process. <p>As such, the community will have the opportunity to shape and alter the configuration of the Low Traffic Neighbourhood (LTN).</p> <p>Due to the agreed notification process we were committed to informing Councillors and other stakeholders prior to the public, which has given the impression that the council never intended to inform or consult with residents.</p> <p>It should also be recognised that whilst we had not yet consulted on the LTN, the concept for the LTN came out of the public consultation feedback for WEL, traffic surveys and the feedback from the SfP commonplace website.</p>
<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>Where are the supportive statistics for these proposals?</p>	<p>The proposal is informed by:</p> <ol style="list-style-type: none"> 1. Detailed public consultation that was carried out as part of the West Edinburgh Link project (WEL). Feedback from the consultation highlighted that many residents felt that certain streets in this area did not feel safe enough to cycle on due to rat running and vehicle speeds. 2. Vehicle volume and speeds surveys carried out by the WEL team which confirmed the issues highlighted by the consultation. 3. The SfP commonplace website, where the public left comments also highlighting rat running, vehicle speeds, unsafe conditions for cycling and walking, and requests for certain roads to be closed.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

		<ol style="list-style-type: none"> 4. Detailed feedback from an advisory group of local residents about where the modal filters should be located to best address the rat running and vehicle speed issues. 5. Recognition, backed up by modelling data, that once the new developments in West Craigs and Cammo are completed the volumes of traffic moving through East Craigs, particularly Craigs Road and Craigmount, greatly increase making the area feel more unsafe and unattractive for walking and cycling. 6. Analysis of census data showing that, compared to the rest of Edinburgh, a higher proportion of people in this area travel by car to work and that these journeys are typically between 1 and 3km, which is a fairly walkable and very cyclable distance for most people. Talled with this is the BikeLife Edinburgh research which clearly indicates that more people would like to cycle and that the biggest barrier to this feeling unsafe on the roads because of traffic speeds and volumes. This scheme would help address this barrier and thereby unlock a potential latent demand for cycling. 7. The East Craigs Primary School Travel Plan indicates that there are a number of existing issues in the area with rat running and high vehicle speeds which make parents and pupils feel less safe to travel to school either walking, cycling or wheeling. Our proposals address these issues and will encourage more people to walk, cycle and wheel to school safely.
<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>What were the timescales for residents being made aware of these statistics and proposals?</p>	<p>The Council has always intended to, and still will, inform the local residents directly, via a letter, map, leaflet, website and social media about the scheme, and its rationale, prior to it being launched. These materials will clearly explain:</p> <ol style="list-style-type: none"> 1. why the project has been brought forward, based around the above feedback and data, as well as the response to Covid-19 2. that it is a temporary configuration, which will comprise a full engagement process a survey and, socially distanced, events. Through this process every resident will have the opportunity to give their feedback and help inform the final layout of the scheme. 3. that the council will monitoring and reviewing the scheme 4. When and what will be happening <p>Before informing the residents, in the way set out above, the scheme was committed to first going through the agreed notification period, as per all SfP schemes. This notification process is due to complete on Friday 17th July. If the scheme is approved to go forward then we will be releasing all information about the scheme to the public in w/c 20 July.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>Have all the residents whose roads are being closed been contacted individually / mail dropped asking or advising them of the changes? How many for example are still unaware of these potential changes to the streets that they live in.</p>	<p>As set out above, we are planning to be contacting residents in w/c 20 July.</p>
<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>Do these proposals take into account and are they consistent with the existing proposals for the new and extensive works on the Cammo (West side) of Maybury Road from Maybury to Barnton junctions? Are these proposals consistent with the change proposals there, for the future?</p>	<p>The proposals have been developed in full cognisance of the planned developments in the areas around East Craigs. Indeed, the traffic modelling done in this area has highlighted that within the LTN, the developments to the west of Maybury Road would significantly increase rat running and traffic volumes in East Craigs. As such, part of the rationale of the LTN is to future proof the area against these increases in traffic. The WEL team is also feeding into the development of the Maybury and Barnton junctions to help ensure a coherent development of transport infrastructure in the area.</p>
<p>Response from Kenneth Wright on behalf of Drumbrae Community Council</p>	<p>How is the proposed 'bus gate' on Craigs Road (West side) to be controlled / managed? Who issues fines for misuse and is it accessible for use by residents and emergency services?</p>	<p>The council has an existing network of ANPR enforcement cameras and contract for implementing them. These can be installed on a temporary basis as well and would be used for the scheme. Emergency services are permitted through the gate, however residents would not be.</p>
<p>Response from Kenneth Wright on behalf of Drumbrae</p>	<p>Why is the already failed work of widening pavements at junction</p>	<p>These build outs follow the Edinburgh Street Design guidance, which is based on best practice design from across the UK, and abroad, for making junctions safer for walking and cycling. By narrowing the road it puts the cyclist in the primary position, where cars cannot, or are much less</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

Community Council	Craigs Road (East side) and Drum Brae South being repeated ... we tried that 4 or 5 years ago and this work was subsequently removed.	likely to pass a cyclist. This reduces the likelihood of a car passing and then turning left in front of a cyclist and potentially causing a collision. The build outs and tightening will considerably slow down vehicles and narrow the crossing distance for pedestrians. Vehicles travelling too fast on entry to junctions, such as these in this area, was highlighted to the WEL team during engagement.
Response from Kenneth Wright on behalf of Drumbrae Community Council	Why is Craigmount Avenue North at Craigmount Way being closed, what is the purpose of this and how is this helping?	Through the data and feedback gathered during by WEL, Commonplace and traffic surveys of vehicles speed and volume, various rat runs were identified in the area. It is only by introducing complementary modal filters across an area that you can remove the rat running, otherwise you just move the rat running traffic for one street to another. The LTN proposed ensures that all rat running is removed.
Response from Kenneth Wright on behalf of Drumbrae Community Council	How many cyclists currently use Drum Brae South/North?	We do not have cycle count data for this road, however we do have feedback from WEL consultation and SfP commonplace that people would like interventions along the road to make it safer for cycling. Furthermore, the BikeLife Edinburgh research clearly indicates that more people would like to cycle, and that the biggest barrier to this feeling unsafe on the roads because of traffic speeds and volumes. This scheme would help address this barrier and thereby unlock potential latent demand for cycling.
Response from Kenneth Wright on behalf of Drumbrae Community Council	How is increasing traffic by forcing more vehicles to use the alternative routes of Glasgow Road, North Gyle Grove, North Gyle Road, North Gyle Avenue, Drum Brae South, Drum Brae North and Craigs Road a better option than the current situation?	The LTN moves traffic out of the residential heart of East Craigs and on to the larger roads of Drum Brae Road, Glasgow Road and Queensferry Road. It will significantly reduce the number of vehicles cutting through the residential area and particularly passed the school. This will create safer and more attractive streets for walking and cycling.
Response from Kenneth Wright on behalf of Drumbrae	Do we agree that these proposals have a high risk of far more 3 points turning	There may be more 3 point turns here initially, however what schemes like this have often seen is that overtime people choose to travel more by foot and bike, so overall cars trips to school decrease. Furthermore, by people dropping off further away from the school it disperses the drop

CIMT Monday 10 August 2020 – Spaces for People Project Approval

Community Council	and drop offs at blocked off streets nearest Craigmount High School e.g. North Gyle Road, Craigs Gardens etc?	offs rather than focusing them at the location where there are already the highest numbers of children (nearer to the school entrance). It should also be noted that by removing rat running and through trips the number vehicles and speeds will decrease making the streets safer, despite potential increases in 3 point turns at certain locations over the short term. Overall, therefore, it creates a safer street environment.
Corstorphine CC	No response	
Stakeholders		
Edinburgh Access Panel - Robin Wickes	While we are broadly supportive of the creation of low traffic neighbourhoods (LTNs), we would express the following caveats.	
Edinburgh Access Panel - Robin Wickes	Our understanding of an LTN is that it involves closing roads to THROUGH traffic, not to ALL traffic. Living Streets' definition is: "the main principle is that every resident can drive onto their street, get deliveries etc., but it's harder or impossible to drive straight through from one main road to the next". Yet in your email you refer to the "Introduction of six road closures, with filtered permeability for cycles and pedestrians in the East Craigs area".	
Edinburgh Access Panel - Robin Wickes	<ul style="list-style-type: none"> It's essential that residents can reach their homes by car or taxi even when their home is in one of 	All residents will be able to reach their homes by all modes of transport, is just that the route to their home by private car or taxi may be slightly longer.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	the six streets that you propose to close.	
Edinburgh Access Panel - Robin Wickes	<ul style="list-style-type: none"> Access and parking provision for blue badge holders must be at least equivalent to current access and parking provision. 	It will be retained
Edinburgh Access Panel - Robin Wickes	<ul style="list-style-type: none"> Pedestrians must be protected from cyclists with as much segregation as possible, especially in streets where traffic is restricted. 	No shared space is currently proposed
Edinburgh Access Panel - Robin Wickes	<ul style="list-style-type: none"> Can we assume you are not proposing floating bus stops in this area? If you are in fact proposing them, please ensure you put measures in place to slow cyclists right down as they approach - eg with chicanes, zebra crossings, rumble strips and signage. 	No floating bus stops are proposed in this scheme
Edinburgh Access Panel - Robin Wickes	<ul style="list-style-type: none"> Please ensure surfaces are safe and well maintained. 	Maintenance will be factored into the costing
Spokes	Spokes strongly welcomes the Low Traffic Neighbourhood plans for East Craigs. It will help	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>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.</p>	
Spokes	<p>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.</p>	
Spokes	<p>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.</p>	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

Spokes	<p>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.</p>	
Spokes	<p>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.</p>	
Spokes	<p>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</p>	<p>Due to budget and maintenance constraints red screed is only being considered at busy or very wide junctions</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>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.</p>	
Spokes	<p>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</p>	<p>We will consider this.</p>
Spokes	<p>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.</p>	<p>Due to budget and maintenance constraints red screed is only being considered at busy or very wide junctions</p>
Spokes	<p>1. Drum Brae South / Craigs Road Junction (a) Consideration should be given to signalling the</p>	<p>Signalisation is not possible under this temporary scheme but can be considered under the permanent layout.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	junction & widening pavements to allow for an East-West cyclerooute (avoiding Drumbrae Roundabout) to connect Craigs Road to Templeland Road	
Spokes	(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.	We will consider this
Spokes	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	Wands will be part of the segregation unit used.
Spokes	(b) The downhill bike lane is welcomed particularly for the less experienced and new cyclists who	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	the Council wishes to encourage	
Spokes	(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	
Spokes	(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.	There will be no “Dismount & use crossing” sign. However, the footways are too narrow to be considered for shared use or white line segregation. We recognise the need for a better connection across Queensferry Road and we look to see how this could be delivered as part of a future scheme.
Spokes	(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.	We will consider this.
Spokes	3. Craigs Road Bus Gate	The council has an existing network of ANPR enforcement cameras and contract for implementing them. These can be installed on a temporary basis as well and would be used for the scheme.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	We strongly welcome the bus gate, but how will it be enforced	
Spokes	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?	As above
Spokes	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.	We will bear this in mind for the permanent scheme
Public Themes	407 objections– main concerns are	
Opposition	Lack of consultation with residents	<p>The Council has always intended to, and still will, inform residents before the temporary configuration and engage with residents during the temporary configuration.</p> <p>However, due to the agreed notification process the SfP team was committed to only informing Councillors and other stakeholders prior to informing residents.</p> <p>The planned information to residents will include a letter, map, leaflet, website and social media about the scheme, and its rationale, prior to it being launched. These materials will clearly explain:</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

		<p>1. why the project has been brought forward, based around the above feedback and data, as well as the response to Covid-19</p> <p>2. The project team plans to undertake further community engagement in mid-Autumn, once the Low Traffic Neighbourhood is established and residents have got used to its functioning. Feedback from the engagement and monitoring would then be used to inform the configuration of the LTN for the rest of the Temporary Traffic Regulation Order (TTRO) period. When the project progresses to the Traffic Regulation Order (TRO) stage, as part of WEL, a further public consultation would be undertaken as required by the TRO process.</p> <p>3. that the council will monitoring and reviewing the scheme</p> <p>4. When and what will be happening</p> <p>We acknowledge that by certain Councillors going public with the proposal alone and none of this background rationale and context, it currently appears that the council was not intending to consult or inform residents.</p>
	Perceived reduced access for emergency services.	We have consulted with emergency services who have raised no concerns.
	Increase in congestion for drivers	The purpose of the project is to re-route traffic within the wider area, therefore the overall volume of traffic will remain the same, though within the LTN the traffic levels will be much lower. The number of trips by car in the network, and through each of its junctions, will not increase but the routes which they take may change. Over time peoples' route choices will change to suit the available routes and the resultant impact on the junctions will be negligible. This has been tested by our traffic modelling.
Introduction of uni-directional segregated cycleways along Drum Brae North	Residents do not feel this is needed as there are many more cars than cyclists.	<p>The proposed cycleway on Drum Brea was proposed by local residents to the WEL team during consultation, and again during the SfP common place consultation, as such there is clearly a local desire for it.</p> <p>it is widely recognised in cycle design literature that hills are often the locations where segregated cycle facilities are most required, as they are the places where cyclists are moving the slowest (uphill) compared to traffic and are the least stable. As such this proposal has strong merits.</p> <p>The perceived lack of cyclists can also indicate the need for protected cycle facilities to ensure that the people feel safe enough to cycle here.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

<p>Introduction of six road closures, with filtered permeability for cycles and pedestrians in the East Craigs area -</p>	<p>No access to Maybury Road and routes to the Forth Road Bridge.</p>	<p>The LTN will provide improved access to Maybury Road for walking and cycling as the modal filters will make these connections safer and more attractive to use. The connections will become even more beneficial as new pedestrian and cycle priority junctions and active travel routes are delivered by local developments along Maybury Road, and new routes and junction improvements are implemented by the WEL project (due to start construction in 2021). Access to Forth Road Bridge route does remain, however access by car would be via Drum Brae North.</p>
	<p>Access to Craigmount High School will be difficult for parents dropping children off.</p>	<p>From feedback on LTNs in London and the BikeLife research studies in Edinburgh there is a clear message that the greatest barrier to more people walking and cycling is feeling unsafe on the roads due the volume and speed of vehicles. It is also clear that more people would like to walk and cycle if they were given the right road conditions to do so and when the right conditions are provided, they do walk and cycle more. A very clear indication of this was the significant rise in cycling during the lockdown when very few motor vehicles were on the streets. This scheme provides this change in street conditions making it viable for many more people to use active travel to get to school.</p> <p>Leading up to the school, Craigs Road already has double yellow lines for a long stretch, so no drop off by car is permitted at or near the entrance. As such there should not be an increased risk from vehicles turning in the road here, this is important as the entrance is also the location where there will be the highest concentrations of pupils.</p> <p>Furthermore, as there will also be significantly fewer vehicles on the road, due to no rat running, it will also make social distancing much easier and safer for the people walking and cycling who are trying to avoid close proximity to others at peak times. Similarly, as there may be fewer car drop offs, because more people can walk and cycle, and less incentive to illegally drop off by the school, as there is no through road, the concentration of pupils all arriving at the school gate at one time will be reduced, which again will significantly help social distancing.</p> <p>When these plans were shared with the Council's Education team, who are trying to manage the safe reopening of the schools, they commended them as a useful proposal that will be beneficial to their work, both during COVID-19 and in the future for making a better and safer school environment.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>This closure will increase in the distance residents will have to drive to access Glasgow road and all routes west.</p>	<p>We recognise this is the case, however we believe that, on balance, all the benefits set out above (in the responses to the notification), outweigh the longer car journeys times for some residents when heading west.</p> <p>The feedback from where such Low Traffic Neighbourhoods (LTNs) have been implemented elsewhere in UK, such as London, is that, overall, once in place residents tend to prefer having safer, quieter streets which allow them to walk and cycle at ease even when it means some trips by car take longer.</p>
	<p>Craigs Road being reduced to one lane on the approach to Drumbrae – right turn will be difficult to access Drumbrae roundabout</p>	<p>The significant decrease in traffic, through reduced rat running, should reduce any queuing to this junction due to people turning right toward the Drum Brae roundabout.</p>
	<p>An increase in traffic along Craigs Road causing congestion at Drumbrae</p>	<p>There should be significantly less traffic along Craigs Road. Our traffic modelling has indicated that there should be negligible increased congestion at any of the surrounding junctions due to this scheme.</p>
	<p>Increase in pollution due to backed up traffic on Craigs Road especially, with drivers unable to make the right turn towards the Drumbrae roundabout</p>	<p>As above, we do not expect any significant increased in queuing traffic and therefore no significant air pollution concerns.</p>
	<p>General inconvenience to residents in having to drive longer distances to exit East Craigs.</p>	<p>We believe that, on balance, all the benefits set out above (in the responses to the notification), outweigh the inconvenience on certain car trips.</p> <p>The feedback from where such Low Traffic Neighbourhoods (LTNs) have been implemented elsewhere in UK, such as London, is that, overall, once in place residents tend to prefer having safer, quieter streets which allow them to walk and cycle at ease even when it means some trips by car take longer.</p>
	<p>Turning the East Craigs estate into a large cul-de-sac</p>	<p>For LTNs to work it requires a comprehensive set of modal filters which complement each other. Otherwise rat running simply moves from one street to another. As such, it has to create a form something akin to a cul-de-sac.</p>
<p>Introduction of advisory cycle lanes on part of Drum Brae South</p>	<p>not seen as necessary by majority of respondents as it is too steep and too busy</p>	<p>The proposed cycleway on Drum Brae was requested by local residents to the WEL team during consultation, and again during the SfP Commonplace consultation, as such there is clearly a local desire for it.</p>

CIMT Monday 10 August 2020 – Spaces for People Project Approval

		<p>Across the city, use of e-bikes has been increasing and this makes even the hilliest roads accessible for the vast majority of users.</p> <p>Furthermore, it is widely recognised in cycle design literature that hills are often the locations where segregated cycle facilities are most required, as they are the places where cyclists are moving the slowest (uphill) compared to traffic and are the least stable., As such this proposal has strong merits.</p>
Improvements to junctions in East Craigs to make them safer for cyclists and pedestrians	Yellow lines outside properties on North Gyle Road mean residents will not be able to park outside their houses.	<p>Assessments of the streets indicated that the whilst a few residents may not be able to park directly outside their houses they will still be able to park very close by.</p> <p>The positioning of the yellow lining is something that can be feedback on during the engagement process and the project team will then consider what the best overall intervention is in final configuration.</p> <p>In addition, most homes in the area have driveways, so people will still be able to park at least one car, directly beside their home.</p>
Introduction of a bus gate on Craigs Road -	Objections to bus gate when there is only one very infrequent bus service	<p>The bus gate is proposed to stop rat running without hindering the bus service.</p> <p>Issues of vehicle numbers and speeds on Craigs Road have been highlighted by residents both during the WEL public consultation and on the SfP Commonplace website. This was also confirmed, prior to lockdown, by traffic surveys showing that rat-running was an issue along the street. With lockdown starting to ease, we are already seeing traffic levels rising in the city, so implementing this scheme now is important.</p> <p>Furthermore, the modelling data from the developments in West Craigs and Cammo indicates significantly more rat running along Craigs Road in the future. As such, the need for this bus gate will only become greater once the developments in West Craigs and Cammo are delivered.</p>
	Access for carers will be diminished	Access to all homes by all forms of road transport remains, though some journeys will take longer by car.
	There are many elderly residents who will not be able to walk and cycle.	For anyone who can not walk or cycle the choice to use a car or taxi remains. As there will be less vehicles on the road it may also be easier for these people to use their cars. The proposal has broad support from the Edinburgh access panel.
East Craigs Wynd Residents Association	59 families supported the letter (objection); 1 family supports the Council	

CIMT Monday 10 August 2020 – Spaces for People Project Approval

	<p>proposals; 15 families did not respond.</p>	
<p>Craigmount High School</p>	<p>We, as a school, have concerns regarding the proposed changes to Craigs Road. Our main concern is the proposal of a U-turn section close to the school gates. We feel that this could pose a significant danger to our students during the start and end of the day, when there is already severe congestion from pickup and drop-off of students.</p>	<p>This scheme will remove all rat running vehicles from Craigs Road. Rat running has been highlighted as a barrier to people walking and cycling on this street and safety concern for local people. School drop off co-insides with the rush hour traffic when rat running is generally at its worst. As such, notwithstanding the potential for some vehicles turning in the street, the overall safety and attractiveness for walking and cycling will be increased.</p> <p>Addressing the issue of drop off and vehicles turning specifically:</p> <ul style="list-style-type: none"> • Feedback on LTNs in London and the BikeLife research studies in Edinburgh gives a clear message that the greatest barrier to more people walking and cycling is feeling unsafe on the roads due the volume and speed of vehicles. It is also clear that more people would like to walk and cycle if they were given the right road conditions to do so. When the right conditions are provided, they do walk and cycle more. A very clear indication of this was the significant rise in cycling during the lockdown when very few motor vehicles were on the streets. The changes proposed in the LTN will provide these conditions meaning there should be less school drop offs by car. This will again make the area outside the school safer. • Leading up to the school, Craigs Road already has double yellow lines for a long stretch, so no drop off by car is permitted here. As the school entrance is the area where the highest numbers of in pupils are likely to be there should be no increased risk from vehicles turning in the road (since they are not allowed to drop off here). We recognise that some people may disregard the double yellow lining, so, as part of the temporary configuration, the project team would be happy to work with the school to consider additional measures to help enforce the restrictions. <p>We also envisage other benefits to the school:</p> <ul style="list-style-type: none"> • A quieter safer street environment makes it easier to social distance. For example, people can more easily and safely step into the road, or cross the road, if they need to pass another person on footway at the recommended social distance. Cyclists will feel confident to ride further away for the pavement in the recommended 'primary cycling position' because there are far less vehicles. This means they are further away from the pedestrians they pass and can pass other cyclists at the correct social distance.

CIMT Monday 10 August 2020 – Spaces for People Project Approval

		<ul style="list-style-type: none"> As there will likely be fewer car drop offs and less incentive to illegally drop off by the school, as there is no through road, the concentration of pupils all arriving at the school gate at one time will be reduced, which again will significantly help social distancing.
Craigsbank Church	<p>I write to you as a member of Craigsbank Church in Corstorphine. I request that the pending proposed change of the traffic / cycle lanes in and around our communities be suspended until proper community consultation has been carried out. We are, I understand, democratically entitled to such a fair and transparent process. Covid 19 has made such consultation impossible and indeed the detail of the changes have only recently been brought to public attention.</p>	<p>The Council has always intended to, and still will, inform residents before the temporary configuration and engage with residents during this period.</p> <p>However, due to the agreed notification process the SfP team was committed to only informing Councillors and other stakeholders prior to informing residents.</p> <p>The planned information to residents will include a letter, map, leaflet, website and social media about the scheme, and its rationale, prior to it being launched. These materials will clearly explain:</p> <ol style="list-style-type: none"> 1. why the project has been brought forward, based around the above feedback and data, as well as the response to Covid-19 2. The project team plans to undertake further community engagement in mid-Autumn, once the Low Traffic Neighbourhood is established and residents have got used to its functioning. Feedback from the engagement and monitoring would then be used to inform the configuration of the LTN for the rest of the Temporary Traffic Regulation Order (TTRO) period. When the project progresses to the Traffic Regulation Order (TRO) stage, as part of WEL, a further public consultation would be undertaken as required by the TRO process. 3. that the council will monitoring and reviewing the scheme 4. When and what will be happening <p>We acknowledge that by certain Councillors going public with the proposal alone, and with none of this background rationale and context, it currently appears that the council was not intending to consult or inform residents.</p>
Public Themes		
In Support	3 emails from the public in support of proposals	
Commonplace		
Est Craigs LTN Comments from the Public	Reduce speed/volume of traffic.	Many of these aspects will be addressed through the implementation of the LTN.

	<p>Segregated cycling needed.</p> <p>Comments relating to Drum Brae North/South:</p> <ul style="list-style-type: none">• Pavements too narrow. More space/markings needed for queuing outside shops/bus stops.• Add segregated cycle lane.• Reduce speed and volume of traffic.• Restrict/suspend vehicle parking.• Limited places to cross and extend 'green man' timings. <p>Comments for Craigs Road:</p> <ul style="list-style-type: none">• Pavements too narrow• Reduce speed of traffic.	
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	<ul style="list-style-type: none">• Improve wayfinding signage for walkers/cyclists at crossing.• Improve crossing points. <p>Comments for Craigs Gardens:</p> <ul style="list-style-type: none">• Close street to vehicles. <p>Comments for Glasgow Road:</p> <ul style="list-style-type: none">• Reduce pavement clutter.• Reduce speed/volume of traffic.• Add segregated cycle lane.• Improve crossings / increase 'green man' timings.• Restrict/suspend vehicle parking.	
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CIMT Monday 10 August 2020 – Spaces for People Project Approval