



COMMUNITY ENGAGEMENT

Informing the scope of a Low Traffic Neighbourhood in East Craigs

INTRODUCTION

- Why are we consulting?
- Map of Area

BACKGROUND

- Current Status and Next Steps
- What is a Low Traffic Neighbourhood?
- Benefits of a Low Traffic Neighbourhood
- Opportunities of a Low Traffic Neighbourhood

PROJECT DETAILS

- Why a Low Traffic Neighbourhood in East Craigs?
- Walking and Cycling Routes and the West Edinburgh Link
- Timeline
- ETRO Process
- Monitoring

CONTACT

- Your Feedback
- Community Reference Group
- How to Respond

WHY ARE WE CONSULTING?

We are aiming to create a safer and more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of East Craigs. To meet these objectives the Council is considering the development of a Low Traffic Neighbourhood in the area.

This is part of a programme of Low Traffic Neighbourhoods that the Council are developing across the city. The first batch of these are in East Craigs, Leith and Corstorphine.

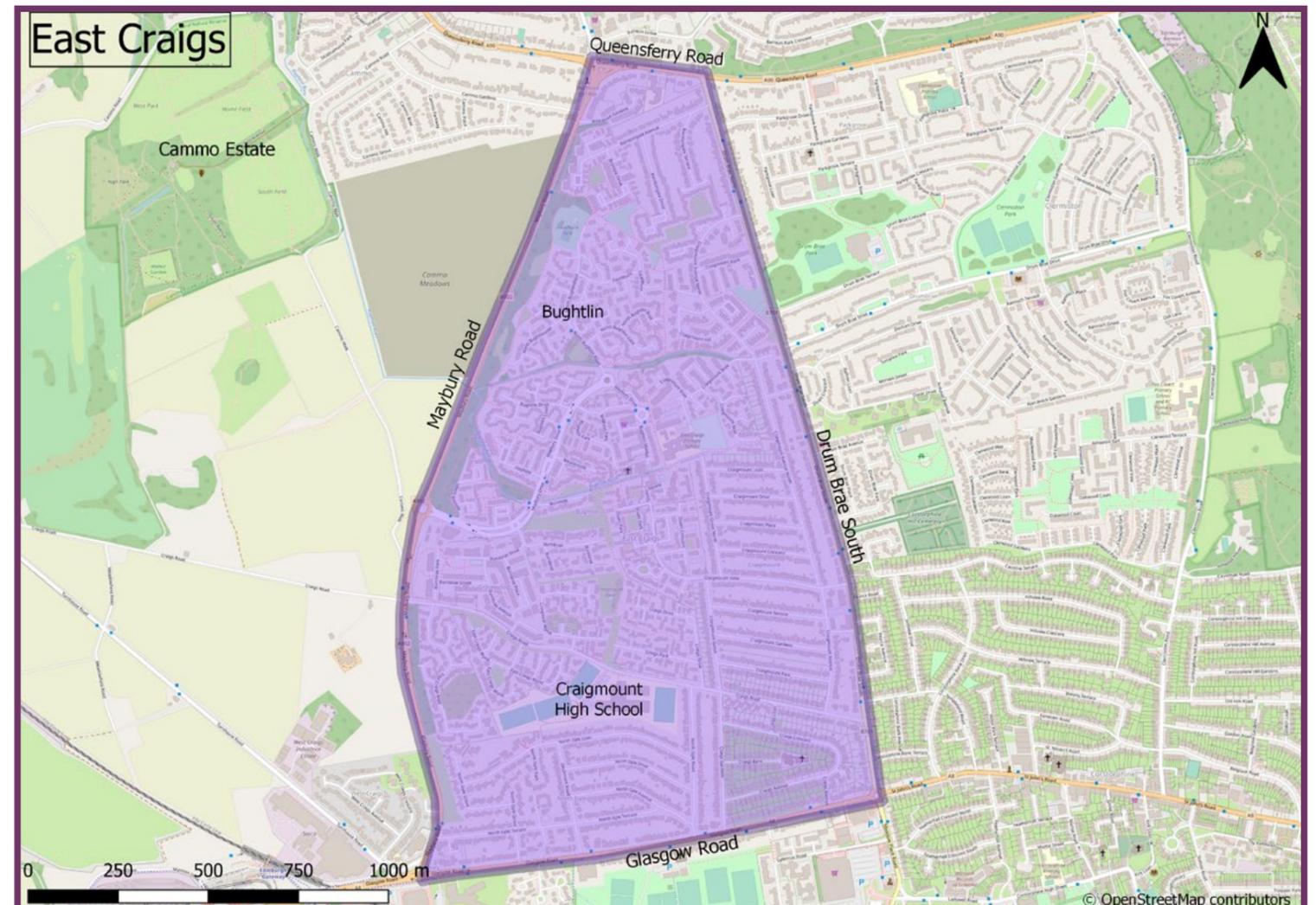
The need for change is based on the following points, which are detailed in pages overleaf

1. Protect the streets from traffic impacts of the new development sites in the West of Edinburgh
2. Safer routes to school
3. Issues highlighted with speed and volume of traffic in residential streets
4. Improved cycling routes and access in the area including the West Edinburgh Link project

We are now engaging with residents to understand the issues and needs within the area to inform the two phases above. This will be followed up by further engagement on design proposals of the LTN in the future.

The engagement is in two parts, with information on each provided and how to respond in this document. The proposals in this scheme are being developed in co-ordination with the strategic review of parking which the Council is undertaking in the area.

MAP OF THE AREA



CURRENT STAGE AND NEXT STEPS

This project is separate and distinct from the temporary measures which are being considered as part of the Council's Spaces for People response to the pandemic.

The new Low Traffic Neighbourhood (LTN) project scope is not defined yet, however, we will need to meet the objectives of creating a safer and more comfortable street environment for residents, businesses and visitors walking, cycling, wheeling and spending time.

This current initial stage of engagement is aimed at gathering feedback from residents to inform the design proposals of the LTN project so it can further meet the needs of the local area and residents.

The initial stage of engagement is open from 8th Feb to 28th Feb 2021. Click [here](#) on how to respond.

Following your feedback, which we will summarise and share with you in March/April, a scope will be agreed and concept designs developed for further community engagement during May 2021. Any final designs will be subject to Traffic Orders consultation and Council committee approval.

WHAT IS A LOW TRAFFIC NEIGHBOURHOOD?

One way of creating a LTN is by stopping motor vehicles from being able to travel between certain streets. **This means that local people can still drive onto their street and get deliveries**, however non-local traffic cannot travel through the neighbourhood and instead has to use the main or strategic roads.

Other measures include:

- One-way streets
- Traffic Calming
- Creating new pocket parks and community spaces

For more information, visit <https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-low-traffic-neighbourhood/>



BENEFITS OF A LOW TRAFFIC NEIGHBOURHOOD?

- Potential reduced air and noise pollution due to less “through traffic” or “intrusive traffic”
- Make it easier and safer for people to travel through the area on foot, wheeling or by cycle
- Promotes active travel and sustainable transport choices for everyday journeys
- Promotes health benefits through increased uptake of active travel
- Residential streets become quieter and have the potential to be used by children for play and for community activities / social interactions
- Potential to create new public realm areas that can be used as community spaces for artworks and landscaping
- A reduction in “through traffic” will also support wider place making principles
- Safer journeys to/from school

For further reading, please see:

1. [Scottish Parliament Information Centre briefing, Low Traffic Neighbourhoods](#)
2. [Sustrans, Making the case for a low traffic neighbourhood](#)



OPPORTUNITIES FROM A LOW TRAFFIC NEIGHBOURHOOD

Local Play Areas

There may be the opportunity to enhance the public realm and attractiveness within neighbourhood streets.

These pockets of space could allow for the creation space to play, gather and spend time.

Pocket Parks and Planting

The creation of new spaces can also provide opportunity for the introduction of trees, planting and community growing spaces.

Seating and Resting Places

We know that providing places for resting and seats is important in creating an accessible neighbourhood for people of all ages.

Creative School Safety Schemes

Opportunity to engage with young people in improving safe routes to school through linked learning with schools.

This can often offer creative opportunities in changing the feel of streets and space through measures such as painting, street art or planting and encourage more walking and cycling to school.

Safety and Connectivity

Safer and more attractive streets for walking, cycling and wheeling to key local places. Encourages active travel.



WHY A LOW TRAFFIC NEIGHBOURHOOD IN EAST CRAIGS?

Development

There is a high level of committed and ongoing development happening in west Edinburgh. This will mean more people wanting to drive to and from these developments including through the East Craigs and North Gyle estates.

Intrusive Traffic / Through Traffic

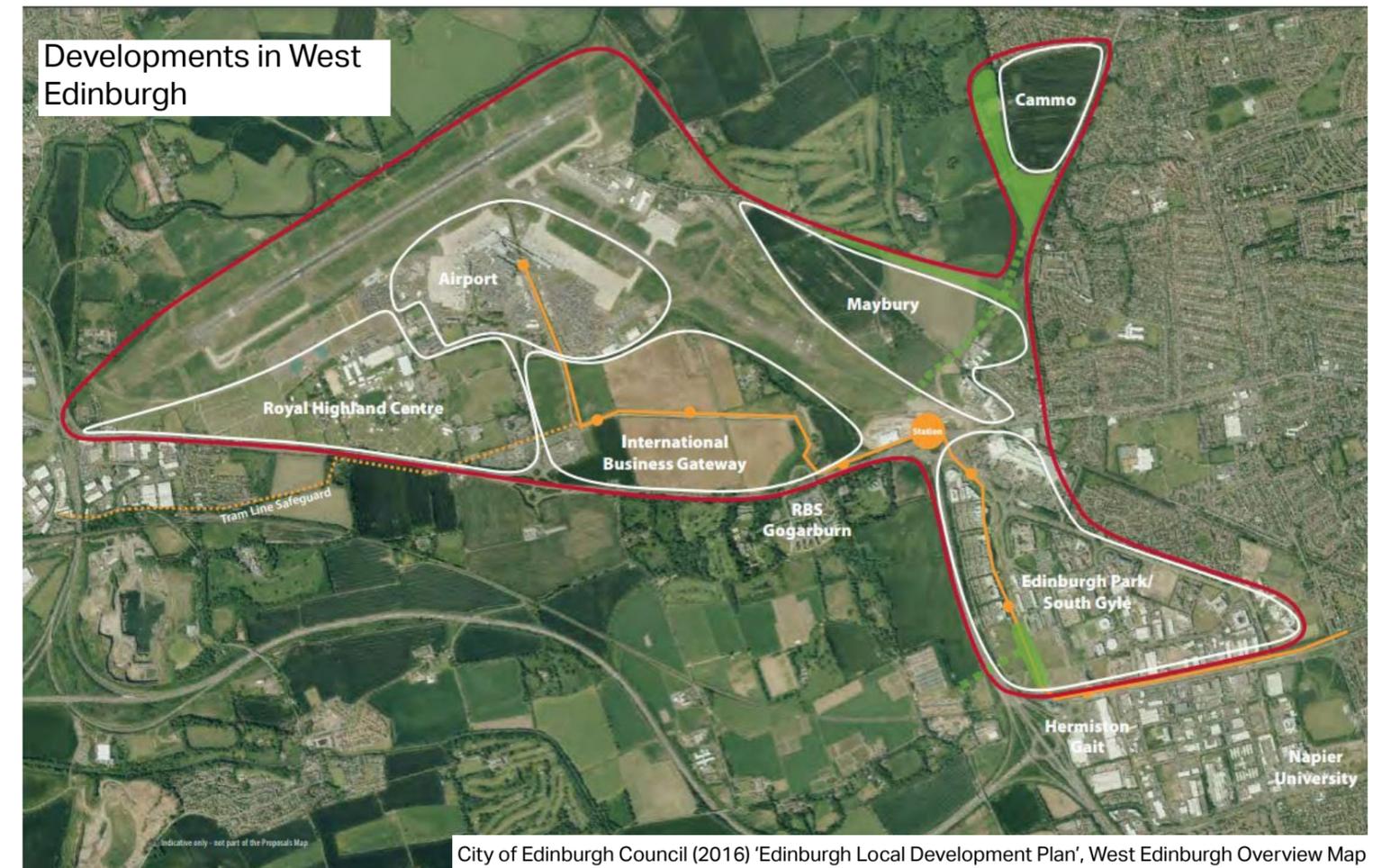
From our previous consultations, we know residents are already concerned with the levels of traffic that cut through East Craigs and North Gyle to avoid the busy junctions at Maybury, Barnton and Drum Brae. If the number of vehicles travelling through these junctions increases, more people may be tempted to try and save time by driving through these neighbourhoods. Potential intrusive traffic has been identified at Craigs Crescent, North Gyle Terrace and Craigs Road.

School Travel Plans

From school travel plans, we know that most pupils travel to school on foot. A significant proportion of pupils are dropped off by car. We know that improving conditions for people walking and cycling, and reducing vehicle speeds, would encourage more pupils to walk or cycle to school.

New and improved walking and cycling connections in west Edinburgh

As outlined on the next page, the LTN will compliment lots of new walking and cycling links that are being made around the East Craigs area over the next couple of years. Taken in conjunction with these, the LTN will create much better connectivity by foot and bike for local people.



City of Edinburgh Council (2016) 'Edinburgh Local Development Plan', West Edinburgh Overview Map

CYCLING ROUTES AND WEST EDINBURGH LINK

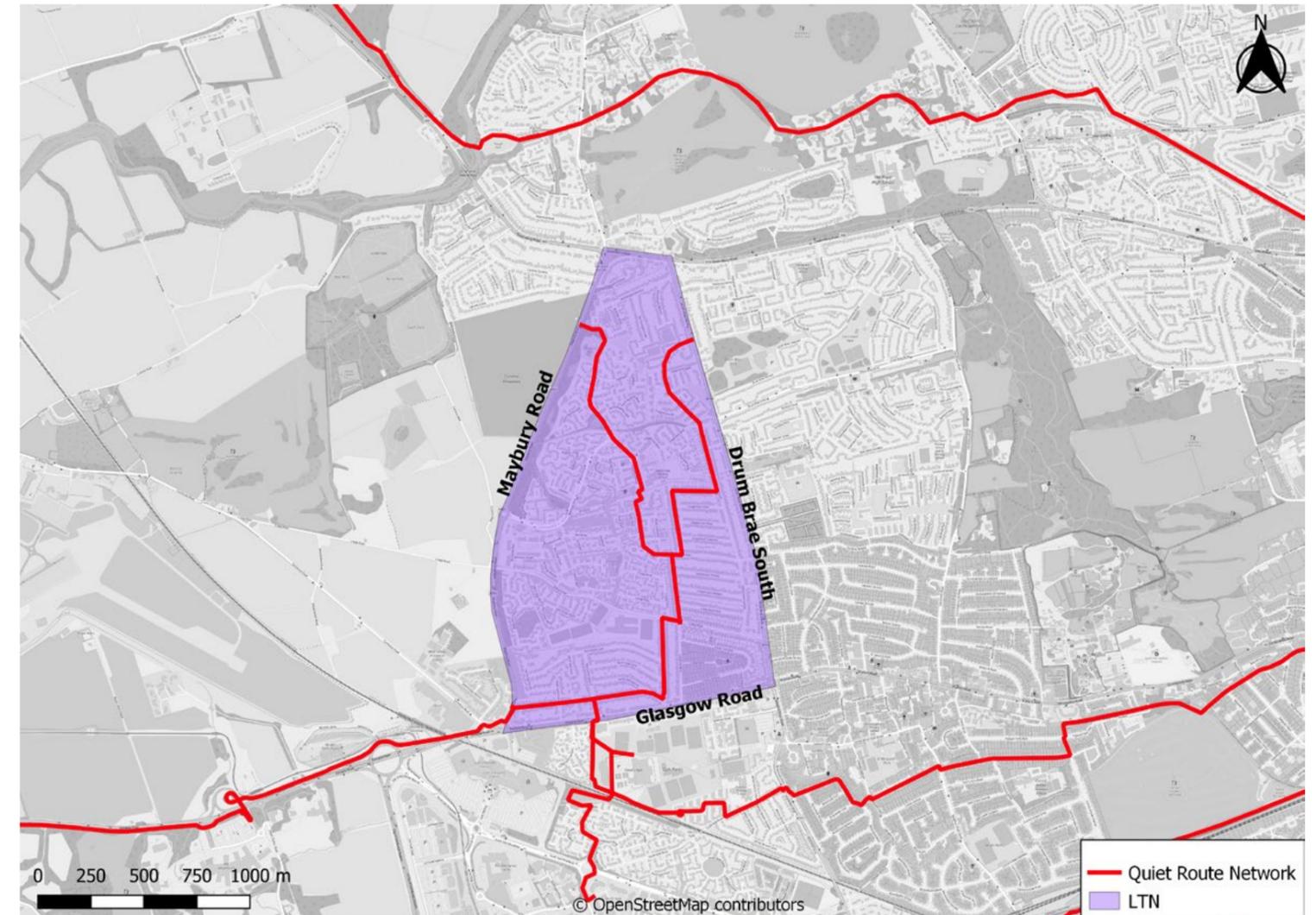
West Edinburgh Link project

The Council's plan to deliver a major walking and cycling project from 2022 in the area, the West Edinburgh Link. This will create a high quality and coherent network of cycling routes in the area connecting East Craigs, the Gyle and Wester Hailes/ Clovenstone and established routes into and out of the city.

The routes connecting in East Craigs propose to use the residential streets and it is important conditions are improved by the safety for people walking and cycling. These are fundamental requirements of a LTN in the area. Through the West Edinburgh Link and the new developments in West Craigs, new walking and cycling routes connecting East Craigs to key locations: Gyle shopping centre, Edinburgh Park and the gateway station.

Full details are available on the project website: www.westedinburghlink.info

The Council's expanding QuietRoute network will provide a practical choice for everyday journeys by walking and cycling. The map to the right shows the planned routes in the area and how this fits with the long-term vision.



TIMELINE

FEBRUARY



**8th to 28th Feb:
Community Engagement:
Information Gathering**

MARCH-APRIL



**March to April: Design
Development. Feedback
on results from February
engagement**

MAY



**May: Community
Engagement on
design proposal**

JUNE



**June: Design updates
considering community
feedback**

**17th June: Transport &
Environment Committee
approval of final designs
and permission to start
Experimental Traffic
Regulation Order (ETRO)**

JULY- AUGUST



**July – August:
Commence
ETRO and its
engagement**

SEPTEMBER



**September:
Transport and
Environment
Committee for
consideration of
ETRO results and
consideration
on whether to
implement the LTN**

OCTOBER



**October:
Implementation as a trial
layout. Further stages of
review and consultation
to be undertaken during
the trial (dates tbc)**

ETRO PROCESS

When the proposals are finalised, following further community consultation and Committee approval, the Council will make the changes on a trial basis using an Experimental Traffic Regulation Order, or ETRO.

An ETRO is a special form of TRO, which gives Local Authorities the opportunity to trial changes on a temporary basis.

Within 18 months, a decision must be made on whether to make the changes permanent.

MONITORING

In the first 6 months, we will monitor the effects of the Low Traffic Neighbourhood. During this time we can respond to local feedback and make modifications.

The effects of the changes will be monitored throughout the trial period. This will be done by surveying the number of vehicles using these streets and the speed that they are travelling at.

We will also be surveying residents' opinions during the trial through questionnaires and surveys.

Following the trial period, we will consider the data from the monitoring and community feedback. We will then report back to the local community on whether we intend to make the measures permanent and follow with a permanent scheme for TRO.

YOUR FEEDBACK

We are looking for feedback from residents, businesses and locals in the area on the following:

1. Travel behaviours
2. Issues and with transport and travelling in the area
3. Perceptions on walking, cycling and wheeling
4. Access to and use of greenspace space in the area
5. Where people want to travel to and from
6. Opportunities for improvement

COMMUNITY REFERENCE GROUP

To help develop consistent dialogue with local people throughout the development of the project, especially during these times when public meetings are restricted, it is proposed to form a reference group made up of representatives from community organisations.

This group will include the local Community Council and interest groups. It will offer further opportunity for residents to feedback views and be involved in the development of the project.

Whilst the group will be a touchstone for local feedback and views, it will not supersede the views of residents expressed during the consultation surveys. It is simply an additional way for the project team to create dialogue with the local community.

HOW TO RESPOND

People can respond in a number of ways to the consultation, with all materials available online at: www.westedinburghlink.info/consultation

This includes:

- Online Survey
- Email via : Kevin.Gauld@edinburgh.gov.uk and Martyn.Lings@edinburgh.gov.uk.
- Via the Community Reference Group

A leaflet with these details have also been posted to all residents and businesses in the project area. Please get in touch with the project team if you require further information or have any issues with access.

