

---

# East Craigs Better Choices (ECBC):

## Feasibility Study & Concept

---

A community-led report in partnership with:

Living Streets Edinburgh Group

Author: John Kennedy (Living Streets Volunteer and Resident)

Completed on: September 2021

Local Authority: Edinburgh Council  
Edinburgh Ward: Drum Brae / Gyle



## Table of Contents

<b>1</b>	<b>Background Summary</b>	<b>3</b>
<b>2</b>	<b>The Problem</b>	<b>4</b>
2.1	Development Pressure	4
2.2	Current Traffic Volume	4
2.3	Current Traffic Speed	5
2.4	Current Streetscape	6
2.5	Previous Proposals (LTN)	6
2.6	Accessing Craigmount High School	6
<b>3</b>	<b>The opportunity</b>	<b>7</b>
3.1	Funding & Budget	7
3.2	Existing Segregated Path Network (ESPN)	8
3.3	Craigs Road	8
3.4	Public Transport	9
3.5	Other Walking & Cycling Routes in Proximity	9
3.6	West Edinburgh Link	10
3.7	Amenity	10
<b>4</b>	<b>The Concept</b>	<b>11</b>
4.1	Location Rationale & Map	11
4.2	ECBC Proposed Interventions	12
4.3	Case Study – Taff Embankment, Grangetown, Cardiff	17
<b>5</b>	<b>Recommendations</b>	<b>18</b>
5.1	Location of Interventions	18
5.2	Funding & Costs	19
5.3	Consultation	19
5.4	Policy Context	20
5.5	Next Stages	21
<b>6</b>	<b>Appendix</b>	<b>22</b>
6.1	Appendix A: Useful Links	22
6.2	Appendix B: Development Contributions	23

# 1 Background Summary

This study sets out how we significantly improve walking, wheeling and cycling infrastructure in East Craigs and provide more transport choices to residents in an area of increasing congestion caused by new developments.

The study of East Craigs Better Choices (ECBC) starts from a new slate; completely independent from the proposals set out by the Edinburgh Council for an East Craigs Low Traffic Neighborhood (LTN). The previously proposed scheme had included the controversial “modal filter”, a low-cost intervention that physically blocks particular routes to motorized users, a solution that the Edinburgh Council believes would improve cycling and pedestrian safety in East Craigs. It was proposed on a “try before you buy” basis through an Experimental Traffic Regulation Order (ETRO). The project was put on indefinite hold, following the determination that the majority of respondents of the delayed consultation believed that traffic levels and speeds were not a significant issue on the majority of residential streets.

On the contrary, community engagement also revealed that levels and speed of traffic were of significant concern on a few streets in the study area. Simple mapping reveals that there is a fortunate coincidence in that the streets of concern are also the missing link between a well-used existing segregated path network and the local amenity that sits outside its reach (See [Section 4.1](#)).

This community-led report provides a rationale and supporting data that aligns to both what residents are communicating around these streets while meeting the stated objectives in a policy context of sustainability and reducing congestion.

The report proposes a combination of interventions (See [Section 4.2](#)) including:

- Road Narrowing
- Reduction in the junction area
- A Traffic-Calming Street
- Tree Planting
- Benches / Parklets
- Rain Gardens
- Raised-table crossings
- Pedestrian Crossings on arterial routes
- One-way system

Such interventions would perform as traffic calming measures which will nudge motorists to drive in a safer manner. This benefit is crucial for a neighbourhood potentially exposed to rat-running in areas where there is a major high school and many young families.

The report concludes that improving the streetscape and pedestrian/wheeling/cycling environment of selected streets may be a more effective approach than the modal filters originally proposed by the Council. The improved environment would give the neighborhood a new lease of life, prepare better routes to the nearby amenity and provide a safer and cleaner environment for everyone of all ages.

## Aims & Objectives:

- To be community-led and provide for people of all ages and backgrounds.
- To improve the walking and cycling experience in East Craigs for every-day journeys
- To protect the East Craigs community from the congestion burden caused by nearby new developments
- To provide more transport choices for pupils of the local high school
- Better links for residents to local amenity and public transport
- To make the best use of existing (and planned) transport infrastructure in the vicinity.
- To identify funding opportunities for the next project phases.
- To listen to the voices of the community while meeting the objectives of local and national policy.

### About the author:

John Kennedy, MSc. Urban & Regional Planning, RTPI Licentiate

I am a resident, with a young family, here in the East Craigs neighborhood. My current profession involves the planning-in of new major roads and cycleways across Scotland at various stages of development. This report was produced in a volunteering capacity for Living Streets Edinburgh Group.

With thanks:

Gregor Boltic, GIS Specialist  
Volunteers, Living Streets Edinburgh Group

## 2 The Problem

### 2.1 Development Pressure

There is significant development pressure on East Craigs (see Figure 2.1) following the allocation of major housing developments in West Craigs and ongoing commercial developments.

Housing developments include Cammo (650 houses), West Craigs (Taylor Wimpey) (250 houses), West Craigs (1,350 houses), East of Millburn Tower (1,500 houses) and Ratho Station (130 houses).

The Commercial developments include the International

Business Gateway (IBG totaling 240,000sqm of hotels, leisure development, retail/food and residential. The new digital quarter for Edinburgh is to be based in proximity of East Craigs. (See [Appendix A – Edinburgh Council/Jacobs](#)). All these developments will have a significant impact on the existing transport infrastructure in and around East Craigs.

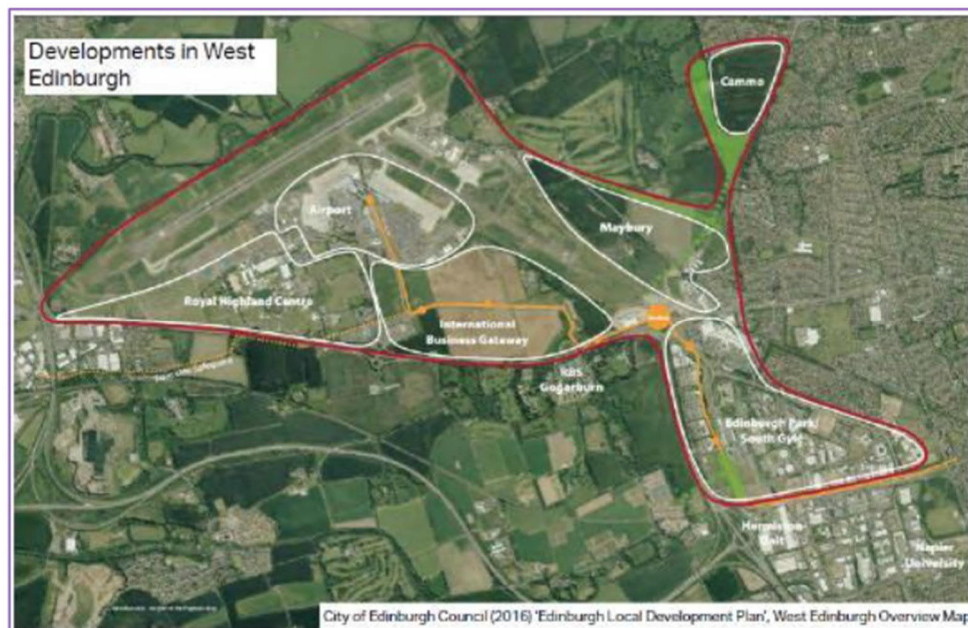


Figure 2.1: Developments in the vicinity of East Craigs (Source: Edinburgh Council)

### 2.2 Current Traffic Volume

**Traffic Counting Data (2020):** Traffic counters were set up across the neighbourhood as part of the Council's assessment during the development of the LTN proposals. (Source: FOI Request, Edinburgh Council, 2020). In 2020 (at a point in which traffic volume may have been suppressed by factors caused by the pandemic), Edinburgh Council set up traffic counters in 6 different sites across East Craigs. In terms of volume, the counter located at Craigs Road East (ATC D - See [Figure 2.3](#)) revealed the greatest volume of traffic. The data reveals that, on an average, there were 3,386 motorised vehicle movements on Craigs Road every weekday. More than twice the volume than most of the other residential streets within the arterial routes.

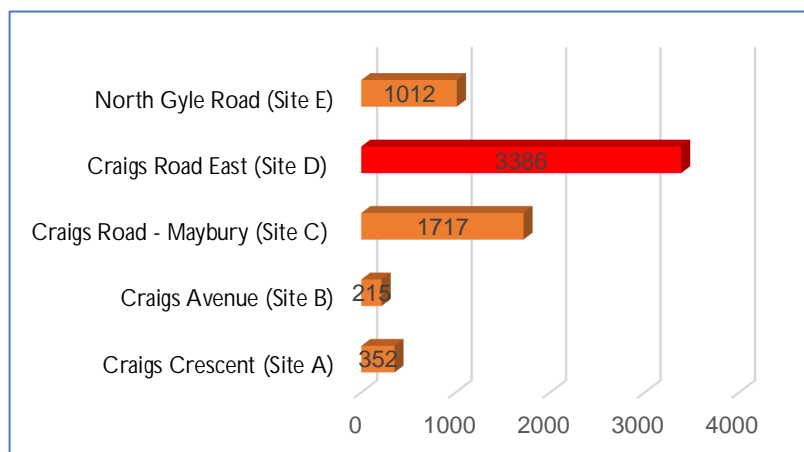


Table 2.1: Traffic Volume in East Craigs

**LTN public engagement (2020):** Following the public engagement of the LTN proposals, the community was asked "Considering the traffic levels before the COVID pandemic, where do people think traffic levels are too high?". There were 323 responses which confirmed that Craigs Road and Maybury Road were of the highest concern.



**Summary:** Quantitative data and view of the public confirm the same outcome. The conclusion is assumed that Craigs Road is deemed as the area with the biggest traffic volume problem within East Craigs.

### 2.3 Current Traffic Speed

**Traffic Counting Data (2020):** Traffic counters were set up across the neighbourhood as part of the Council's assessment during the development of the LTN proposals. Out of the 6 locations that were set up, the area in which was determined with the highest average speeds was "ATC D" located on Craigs Road near Craigs Drive. This is demonstrated in [Figure 2.3](#). The data shows that more than half of all vehicle traffic is going over the posted speed limit. Around a quarter of all traffic is going more than 10% above the posted speed limit at this location. This is even though there are speed cushions that covers the full length of Craigs Road.

**LTN public engagement (2020):** Following the public engagement of the LTN proposals, the community was asked “Considering the traffic levels before the COVID pandemic, where do people think traffic speeds are high?”. There were 135 responses which confirmed that Craigs Road was exceptionally higher than other residential areas.

**Road Traffic Noise:** Aside from the arterial routes, publicly available data reveals that noise levels are highest on Maybury Road (above 60 decibels). The second highest noise level in the area is on Craigs Road (above 55 decibels). All other roads in the community are exposed to noise levels less than 55 decibels. See [Figure 2.2](#).

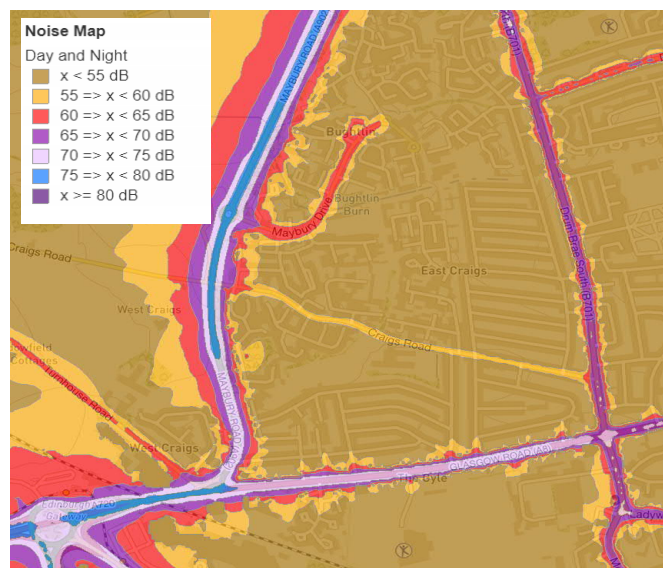


Figure 2.2: Noise Levels in the East Craigs Area (Source: <https://noise.environment.gov.scot/noisemap/>)

**Summary:** Quantitative Data and view of the public confirm the same outcome. The conclusion is assumed that Craigs Road is deemed as the area with the biggest motorised-vehicle speed problem within East Craigs. It may be presumed that the current speed-cushions are not the right measure to calm traffic. Rather worryingly, 1 out of 20 journeys (average total 169 journeys per day) are travelled at over 35mph in a 20-mph zone.

Figure 2.2: Noise Levels in the East Craigs Area (Source: <https://noise.environment.gov.scot/noisemap/>)

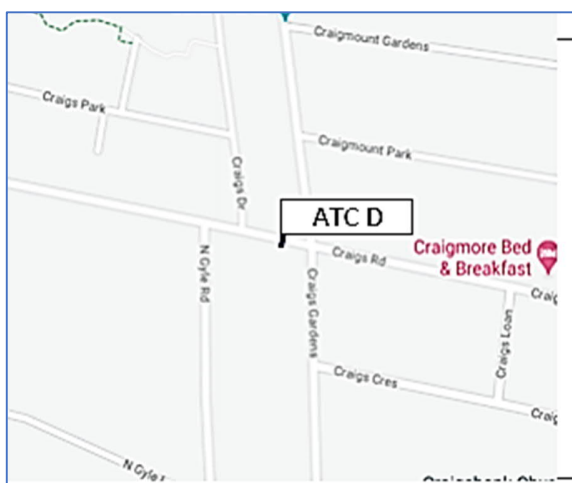


Figure 2.3: ATC D is located on Craigs Road (East)

On a 7-day average		
50.7%	23.9%	0.6%
54.5%	26.2%	0.5%
52.3%	24.8%	0.5%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)

Table 2.2: Average Vehicle Speed on Craigs Road (ATC D)

## 2.4 Current Streetscape

While the Existing Segregated Path Network (ESPN, See [Section 3.2](#)) in East Craigs is a pleasant walking experience, many residential streets are not inviting places. Greenspace is only occurring in private gardens and factor spaces. Within the Council-owned adopted roads, there is a little by the way of features or greenspace. The Eastern part of Craigs Road, as an example, does not invite people to walk and cycle more:

- Route is monotonous, repetitious with no discernible features
- Wide junction crossings at Craigmount Grove, Craigs Drive, North Gyle Road and Craigs Gardens
- No features, green space or trees
- No green space (between Craigs Drive and Drum Brae)
- Exposed to noise reverberating from houses
- Wide open space is an invitation to motorized users to speed.
- No public spaces, benches
- Ineffective speed cushions
- Especially hostile to older and disabled people



Figure 2.4: Current Streetscape of Craigs Road

## 2.5 Previous Proposals (LTN)

The proposals brought forward by Edinburgh Council included the “modal filter”. The project was to effectively close roads to motorized traffic so other modes of transport, such as wheeling, walking and cycling could feel safer and therefore encourage the community to leave the car at home.

From a pedestrian’s perspective however, the problem with this approach was that the walking environment was still not improved at the edge of the scheme boundary (e.g., the arterial routes). While walking and cycling routes would feel safer under these proposals due to reduced traffic and rat-running, ultimately, pedestrians would still have to face the prospect of crossing the busy arterial routes. While the principles of the project are proven in other locations and it may have had a major positive benefit for the community, but the perceived benefits of such an approach were not received positively by the community. This was evident from the results of two separate surveys: by one, the project promoters (Edinburgh Council) and two, the action group, ‘Get Edinburgh Moving’ (See [Section 5.3](#)).

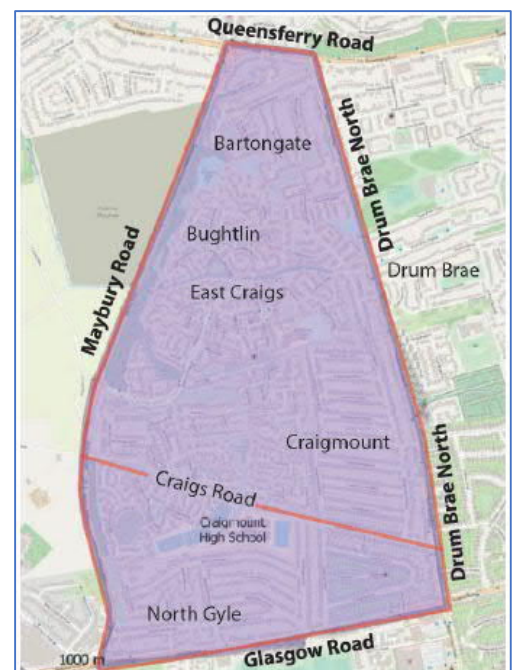


Figure 2.6: Boundary map of the previous proposal

## 2.6 Accessing Craigmount High School

The school is located on Craigs Road where traffic volume and speeds are deemed as highest in the neighbourhood. The catchment area (See [Appendix A](#)) spans an East-West corridor from Newbridge in the West to Roseburn in the East. Students that travel by public transport therefore use the nearest bus services, located on Drum Brae North (via Craigs Road) or Glasgow Road (via North Gyle Road) More consultation with the school is required to assess typical routes.

## 3 The opportunity

### 3.1 Funding & Budget

Improvements in East Craigs' walking and cycling infrastructure will need to be balanced against the budget that is available. Thankfully, there are a number of options to ensure adequate funding.

**Developer Contributions:** Also known as a Section 75 agreement, Local Authorities can oblige developers and landowners to contribute funding towards infrastructure as a condition to granting planning permission. This could be significant for funding the ECBC. Given the proximity of recently approved developments in West Craigs and Cammo, as it may be deemed to have a negative impact on the existing infrastructure. Any proposals to improve the transport infrastructure in the immediate area could be deemed as mitigating this negative impact and therefore should be given funding.

“  
£4,000,000:  
Contributions from new  
housing sites at Cammo and  
Maybury to be spent on local  
transport solutions  
”

Conveniently, the extents of the ECBC are located within the Maybury/Barnton Transport Contribution Zone (See [Section 6.2 Appendix B](#)). Development contributions from new housing sites such as Cammo (HSG20) and Maybury (HSG19) total as much as £4.03 million of funding that must go to transport improvements within the contribution zone. Some of this funding may have already been allocated to road and cycle improvements in the surrounding area.

**Sustrans Places for Everyone:** Sustrans (on behalf of the Scottish Government) can approve funding for projects that meet certain criteria in their Places for Everyone programme. The LTN projects that have been promoted by Edinburgh Council receive match-funding to go ahead with those schemes. A similar approach could be considered for ECL. Assessing the application guide on page 22 (See [Appendix A – Sustrans](#)), the interventions contained in this study will meet the minimum requirement and also may be in line or exceed current best practice. Detailed design and constructability would need to be determined before funding is potentially allocated.

**Edinburgh Council Active Travel Budget:** Contrary to belief, active travel funding is designated as such (e.g., “ring-fenced”), so public funding for other critical infrastructure is not impacted.

**City Region Deal:** According to Edinburgh Council's City Plan 2030, the South-East Scotland City Region Deal will seek to maximise the use of existing infrastructure in West Edinburgh and has a £36m investment profile for the area. The Council, with partners including the Scottish Government, has commissioned a study of wider West Edinburgh to look at the full potential of the area.

**Other Funding Mechanisms:** UK and Scottish Governments often provide direct-award funding to key developments. A recent example of this was the Scotland Loves Local funding ([www.scotlandstown.org/](http://www.scotlandstown.org/)) from the Scottish Government. There is also funding from Paths for All ([www.pathsforall.org.uk/cmp-grants](http://www.pathsforall.org.uk/cmp-grants)). There may be a case for direct funding if the criteria are met.

Potential costs to install the interventions recommended in this concept may be higher than the interventions proposed as part of the previous LTN proposals (See [Section 2.5](#)). However, such cost implications may be balanced against a localized strategy. A focus on 1, 2 or 3 streets within the East Craigs Area would suffice to create an active travel link.



### 3.2 Existing Segregated Path Network (ESPN)

There is an extensive network of paths that link up the majority of the neighborhood. This path network is completely segregated from the main road network and there are no road crossings throughout the whole network. This is 3 m in diameter throughout most of the route, which allows sufficient segregation of users such as cyclists and pedestrians. The path links the commercial/shops at Bughtlin Markets, Primary School and most residential areas. Conveniently it is also linked to the new pedestrian crossing to the new Cammo development (See HRG-19 in [Figure 4.1](#)).

Maintenance of existing paths was flagged in previous engagement from the LTN proposals. There are sections of the network where some improvement can be made, due to flooding concerns and over-vegetation causing an uneven surface in places.

There are also concerns from other action groups that there is not enough security on this path network and residents may not feel safe using it. Increased lighting and more safety measures should be considered if the full benefits of ECBC are to be realized.

Beyond the segregated routes, existing active travel exists as ordinary pavements predominantly between property frontages and the road throughout the East Craigs area.

### 3.3 Craigs Road

Historic maps from 1880-1950 show that Craigs Road was a well-used transport link for the farmhouses across East and West Craigs. It's width and directness make it stand-out as the main thoroughfare through the East Craigs neighborhood. As more residential estates were built in the area, Craigs Road remained untouched.

At the Eastern end of Craigs Road (between Craigs Drive and Drum Brae), the width from property boundary to property boundary, is much greater than all other residential streets in the area meaning that deliverability at design stage is straightforward. Craigs Road provides ample space for cycle / walking / car segregation as well as placemaking features and tree planting. Based on the Council's adopted roads data, the full measurement is 13.2m at the narrowest point. Given that a standard residential road is only 5.5m in width, this leaves 7.7m of space to develop better walking and cycling connections. As the residential properties that live on this section of the Road have their own driveways, there is often not too many cars parked on the road itself.

West of Craigs Drive, there is also ample space to develop a segregated path network. This is privately



Figure 3.1: Existing Segregated Path Network (ESPN) covers most of the East Craigs area.

“Boundary-to-boundary width of the Eastern-end of Craigs Road is 13.2 m, which provides ample space for new interventions.”



Figure 3.2: Tyre-treads in the snowfall on Craigs Road show how little space cars need to both park and travel



owned but is communal greenspace that is maintained by the residential factor. The greenspace could be enhanced if the Council were to use planning powers to acquire or grant permission to develop the East Craigs Better Choices (ECBC).

Pavements in the area suffer from issues of uneven surface which is particularly difficult for the less-abled to traverse. Typically, there are very few formal crossings and dropped curbs are not located within the “desire line”. Crossings at junctions are often wide, which might discourage people to walk in the neighbourhood, especially the elderly.

### 3.4 Public Transport

**Bus:** Lothian Services run the Number 31 route into the central part of the East Craigs community at Bughtlin Market with the destination of the city centre and then South onto Bonnyrigg. The destination coverage of this route is expansive but the common complaints about this service is that it is slow, with significant stops all the way through to the city, via Maybury junction which is slow at peak times. The South Gyle “Flyer” (Number 68) is a separate service that runs through Craigs Road but only serves the Gyle area and shopping centre. This service does not run at peak times and timings can be inconsistent.

All remaining bus services are located at stops on Drum Brae and Glasgow Road (See [Section 4.1](#)). The express services such as the Lothian 100 and Lothian 200, which are often the more favourable service due to journey times, are located on Glasgow Road, alongside the services such as the 12 and 26 which has additional coverage across Edinburgh. The City Link services (Glasgow, Dundee, Perth) are all available from the A8 as well as services to West Lothian. Most travelling to these bus stops will walk the Eastern length of Craigs Road as it is most direct.

“  
Most other services are  
available are located on Drum  
Brae and Glasgow Road  
”

**Rail:** The closest rail services to the neighbourhood are Edinburgh Gateway and South Gyle. The walking & cycling route to Edinburgh Gateway involves crossing at Maybury junction and alongside a busy part of the A8. The walking & cycling route to the South Gyle station requires a crossing on the A8 and through Gyle Park.

**Tram:** The nearest services are Edinburgh Park and Gyle Shopping Centre. walking & cycling route to these tram stops involves crossing at Maybury junction and alongside a congested and polluted section of the A8.

**Bike Rental:** There are currently no bike rental locations in proximity to East Craigs.

**Summary:** There are plentiful bus options in walking distance of all parts of the East Craigs. More convenient, frequent buses with greater coverage are located South and South-East of the community (See [Section 4.2](#)). There are significant opportunities for the community to leave the car at home should a “multi-modal” journey of walk and bus be considered. Considering this, more direct safer walking routes to these services would reduce reliance on car transport.

### 3.5 Other Walking & Cycling Routes in Proximity

There are a number of active travel routes in the proximity of East Craigs but all outside of the periphery of the East Craigs Area (as defined in [Figure 2.6](#)). All active travel routes are mapped by Edinburgh Council in (See QuietRoutes – [Section 6.1: Appendix A](#)).

- Quiet Route 9 – located South of Glasgow Road and currently not linked with East Craigs’ existing path network. This route also connects to the main cycle path towards Saughtonhall and Murrayfield.
- Corstorphine Connections – safer walking and infrastructure is being proposed by the Council for the Corstorphine Area.
- Cammo Walk – West of Maybury Drive. This road is closed to motorized users, ensuring that there is safe passage to the Cammo Estate, the Nature Conservation Area and the informal path that follows Almond River to Cramond Brig. This is popular for leisure walking – East Craigs residents do not need to travel by car given the proximity

- Gyle Park – A circular route around the park that links to a leisure centre and free outdoor gym.

**Summary:** The predominant segregated and “quiet” routes that link to the rest of the City and Lothians are located to the South and South-East of the East Craigs community. Therefore, a more direct and safer link to these provisions are necessary in order to take a holistic approach to walking and cycling infrastructure in the wider Edinburgh West area.

### 3.6 West Edinburgh Link

Separate from the LTN proposals, the Council are proceeding with an active travel link called the West Edinburgh Link. The project seeks to create a North-South link in Western Edinburgh. However, as [Figure 4.1](#) will demonstrate, the scheme does not link to the majority of amenity (See [Section 3.7](#)). More detail of the scheme can be found at the project website (See [Section 6.1 – Appendix A](#))

### 3.7 Amenity

**Within East Craigs** – there is a secondary school, primary school, and commercial area at Bugtlin Market, which includes a GP practice and dentist. The grocery retailer is Co-op, which has a small outlet at Bugtlin Market (not suitable for the “big shop”), which is the only shop in the area. This area is well-connected to the existing segregated path network. East Craigs Primary is located near the amenity at Bugtlin Market and connects well with the existing segregated path network (See [Section 3.2](#)).

**North** – very little by way of amenity

**West** – country-side walking and sites of historical interest. No further amenity.

**South and Southeast:** This is where the majority of the amenity is situated (See [Figure 4.1](#)). East Craigs is effectively a “20-minute neighbourhood” given the amount of amenity South of Glasgow Road, so any intervention in the area could effectively “unlock” this amenity to East Craigs residents. The list of amenities within walking distance includes:

- Tesco Extra – major supermarket
- Gyle Centre Shopping mall with 50 outlets, restaurants and foot court and plans for a new leisure quarter including cinema.
- Main High Street in Corstorphine – with restaurants cafes, takeaways, optician, bike repair, furniture shops, second-hand shops, solicitors, accountants, pubs, hairdressers, beauty salons, hotels & B&Bs.
- Craighleith Retail Centre – proposals for new gym and Lidl supermarket in addition to the existing shops.
- 5 places of worship
- 3 gyms
- All major bank branches
- Dentists
- Clinics
- Ladywell Medical Centre

“Much of the amenity in walking proximity of East Craigs sits South and South-West of the neighbourhood”

## 4 The Concept

### 4.1 Location Rationale & Map

Following the assessment of both the key problems (See [Section 2](#)) and evaluating the existing opportunities (See [Section 3](#)) of this report, the conclusion drawn is that there is one specific study area (See the dashed orange line in [Figure 4.1](#)) within East Craigs that requires significant interventions (See [Section 4.2](#)).

#### Rationale in summary:

- Craigs Road has the highest traffic volume and traffic speeds in the area.
- Craigs Road is the most direct route to amenity and public transport in the area
- Craigs Road offers a wide thoroughfare with ample space for interventions
- The High School is located on Craigs Road.
- Very few constraints
- The West Edinburgh Link, although needed, does not serve as a direct route to most amenity in the area.
- Limiting the study area to 1, 2 or 3 streets would alleviate budgetary concerns.
- Although the study area is to the south of East Craigs, it will serve all of East Craigs because of the existing segregated path network.

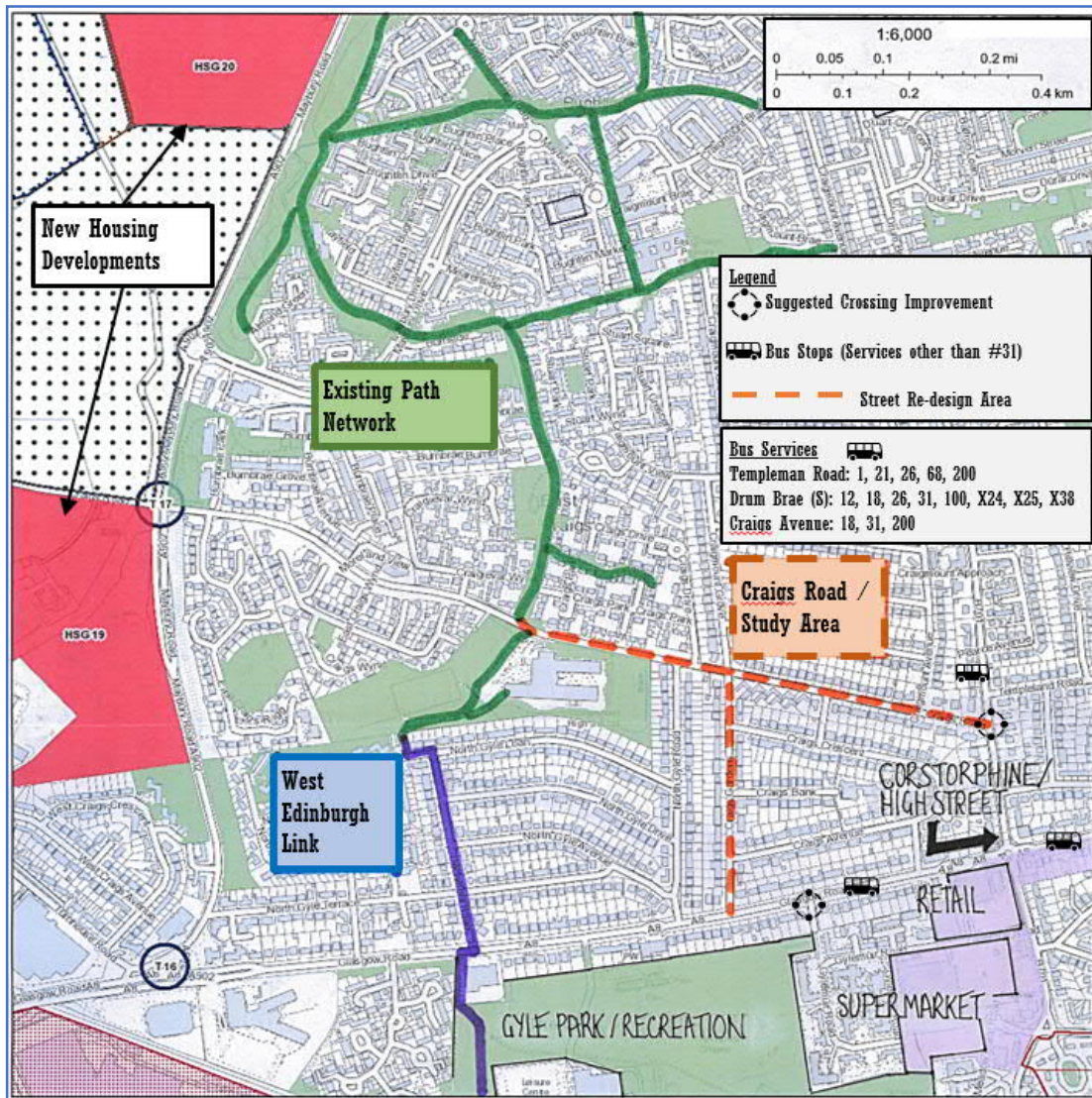


Figure 4.1: Proposed Study Area



## 4.2 ECBC Proposed Interventions

Below is a list of interventions that might be considered as part of the detailed design work and further consultation. Recommendations on how to progress these interventions are discussed in the [Section 5](#).

### A: Road Narrowing

#### Overview:

Narrowing the road is common traffic calming technique. This would be particularly effective at the Eastern end of Craigs Road due to the breadth of the current road. The result would allow more space for East Craigs Better Choices (ECBC) to be implemented. For wider vehicles the road can be widened at particular points to allow for cars to pass.

#### How does it solve the problem?

- Traffic calming technique that would be more effective than the speed cushions currently on Craigs Road.
- Allows for greener infrastructure and the possibility of segregation of pedestrians and cyclists.

#### Road Narrowing Example:



### B: Reduction in the Junction area

#### Overview:

A further traffic calming technique. The area of a junction may be reduced by building out the path. Such installations would best take place at the crossroad of Craigs Road/Craigs Garden/Craigmount Grove and at the T-junctions of Craigs Road/Craigs Drive and Craigs Road/Craigmount Ave. There is already a raised table at the T-junction of Craigs Road/North Gyle Road.

#### How will it solve the problem?

- Give space to other interventions mentioned in this chapter, specifically rain gardens.
- Reduce the crossing distance for pedestrians
- Significantly reduce the speed of motorized vehicles during turns where there is less visibility of vulnerable pedestrians.
- Will provide more confidence to older or disabled pedestrians to cross side roads.

#### Reduced Junction Area Example:



## Traffic Calming Street Example:



Current (Craigs Road looking East):



Impression (Craigs Road looking East):



## C: Traffic-Calming Street

### Overview:

A combination of interventions mentioned in this chapter with the addition of a textured strip at the central reservation. A successful example where this has been constructed is shown in the Taff Embankment (Cardiff) case study (See Section 4.3). A traffic-calming street remains open for motorized traffic but includes a range of interventions that prompt all users to have general awareness that non-motorised users would be using the road. The range of interventions would include new crossings, attractive planting and a central textured strip.

### How does it solve the problem?

- The central textured strip would nudge motorists' behaviour to take extra care on Craigs Road
- Road narrowing would decrease speeding.
- A far more attractive route encouraging more people to walk and cycle.
- A better-quality environment
- Improved environment would give the neighborhood a sense of character
- Road remains open to motorists
- More non-permeable surfaces would provide as a sustainable drainage system (SuDS) protecting the neighborhood from the increased risk of flooding caused by climate change.



## D: Tree Planting

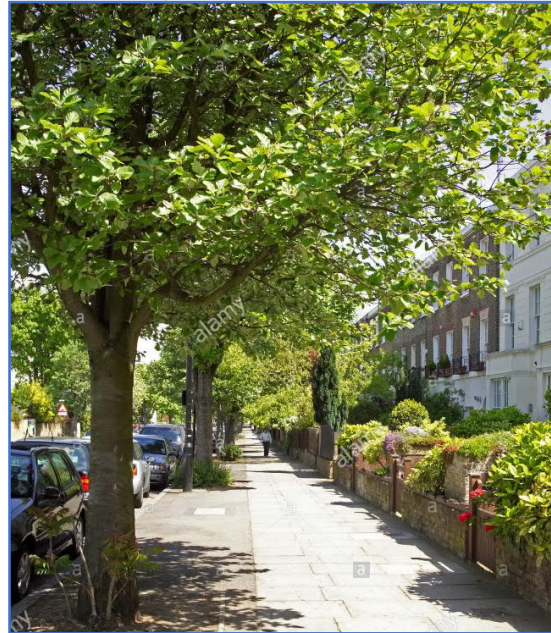
### Overview:

A low-cost intervention that would involve the allocation of space for trees to be planted. Given that there is very little green space on the residential streets, this would be a major quick-win visual improvement to the area and provide character.

### How does it solve the problem?

- The appearance of trees would “beautify” Craigs Road and surrounding streets making walking and cycling more attractive.
- The presence of trees provides pedestrians and cyclists a greater sense of safety if they are positioned between the walking/cycling infrastructure and motorists’ traffic.
- The routes would appear “busier” and may nudge speeding motorists to slow down.
- The presumption of a positive effect on property prices in the area would reduce risk of objection

### Tree Planting Example:



## E: Benches / Parklets

### Overview:

According to the charity Living Streets, parklets are what happens when parking spaces are transformed into a community space - e.g., with benches, seats, planters, etc. They challenge the idea that kerbside space is only for car storage. A residential parklet can be used both as a resting point for people, and a play area for children.

### How does it solve the problem?

- Encourages more walking and cycling by providing more space for rest and leisure
- Better street environment and sense of place
- Provides Craigs Road with character
- Fosters a community atmosphere
- Particular benefit for older or disabled people

### Impression: (Craigs Road Looking West & High School)





## F: Rain Gardens

### Overview:

Put simply, a rain garden is a shallow area of ground or dip which receives run-off from roads and other hard surfaces. It is planted with plants that can stand waterlogging for up to 48 hours at a time. More drought-tolerant plants are used towards the edges. Storm water fills the depression and then drains.

### How does it solve the problem?

- If the rain gardens are located at junctions / crossings, then there would be a greater sense of safety from all road users
- A sustainable way of draining rainwater and reduces the increasing risk of flooding.
- Biodiversity net gain – more insects and birds
- Improved environment would give the neighborhood a sense of character

Rain Garden Example:



## G: Raised Table Crossings:

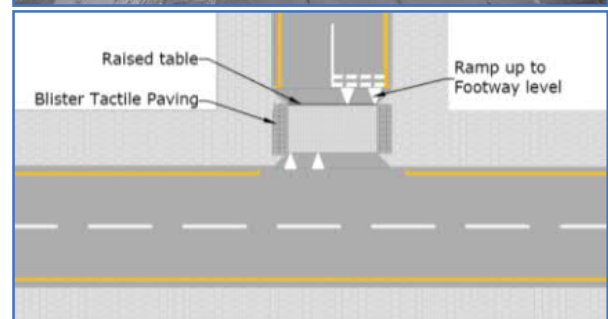
### Overview:

Interventions at all junctions North and South of Craigs Road would prioritize non-motorised users and provide a more navigable and straightforward route. The intervention would involve “raising” the crossing to the same height as the footway.

### How does it solve the problem?

- Safer crossings
- Pedestrians are offered a more direct and faster route, which would encourage more everyday walking
- Provides pedestrians with priority
- Prompts drivers' behavior to slow down while making turns

Raised Table Crossing Example:



## H: Pedestrian Crossings on arterial routes

### Overview:

Improved (and relocated) pedestrian crossings on the arterial routes of Glasgow Road and Drum Brae may be considered as part of the scope of any street re-design within East Craigs. It is likely that the Council may be considering crossing improvements as part of the broader strategy. Any consideration of crossing improvement should be considered alongside the interventions proposed in this report. As all the amenity sits outside of the arterial routes, it is imperative that crossings are direct, safe and efficient. Improvements to the crossing could be made by ensuring that there are short wait-times and adequate time to cross.

### Locations:

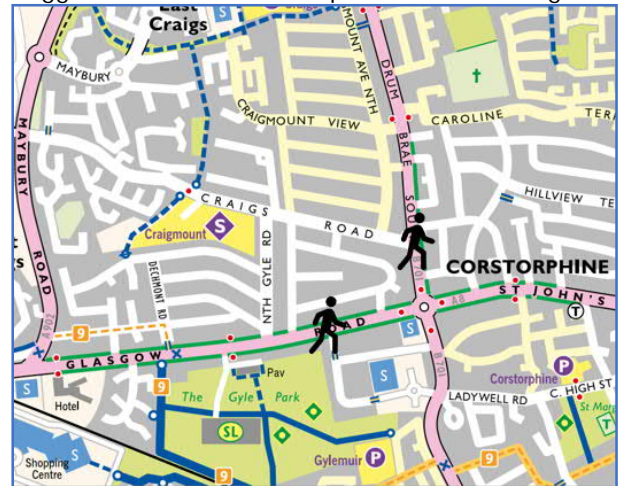
**Drum Brae:** Relocate the existing pedestrian junction in proximity to align with Craigs Road. This will provide pedestrians with a more direct route to Corstorphine amenity and avoids Drum Brae R/A (unpleasant for walking) by taking Corstorphine Bank Terrace.

**Destinations:** Corstorphine Bank Terrace (Quiet Route), Express / Additional bus services, St. John's Road High Street, Quiet Routes into city centre.

**Glasgow Road:** Additional pedestrian junction to be installed to align with the through-road (already closed to motorized traffic) to Gylemuir Road (and towards Tesco Extra, Gyle Park and Craigleith Retail Park).

**Destinations:** "Back" route to Tesco, Craigleith Retail Park, Gyle Park, Quiet Route 9 to Corstorphine and city.

Suggested Sites of new/re-positioned crossings:



## I: One Way-system

### Overview:

To provide more space for other users, a one-way system may narrow the roads to a single lane on Craigs Gardens and North Gyle Road. Consideration would require a full road safety assessment given the implications it could have on the A8. If such an intervention was to progress, an anti-clockwise format may be considered so vehicles performing a U-turn may turn left on the A8 dual carriageway instead of right which would mean crossing 2 or 3 lanes. Craigs Road would remain two-way.

### How does it solve the problem?

- Give space to other interventions mentioned in this chapter, specifically rain gardens.
- Narrows the lane to prompt safer driving behaviour.
- No roads are filtered to motorized traffic.
- Reduce rat running in the area.



### 4.3 Case Study – Taff Embankment, Grangetown, Cardiff

Public realm improvements included a new 555m 'bicycle street' along Taff Embankment. The installation of new crossings, attractive planting that moves parking away from junctions, and a central textured strip in the road that prompts drivers to take extra care have transformed the street. A better-quality street environment for users and residents has been created, reducing motorists' speeds and improving the visibility of cyclists and pedestrians. The result is a residential street where bicycles take priority.



The area size of the project was 12 hectares and total project costs (design and construction) amounted to £3m. If recommendations are taken forward for the blue section (See [Section 5.1](#)), then total area size is only 1 hectare. Therefore, an estimate of the costs for taken the blue section forward would only be £250,000, which is less than 10% of the developer obligations outlined in [Section 3.1](#).

Resident of Taff Embankment, Grangetown:

"The project has made a huge, positive impact on Grangetown. My street is greener, brighter, calmer and the noise from traffic has reduced significantly." (Source: Susdrain Case study Light – [www.susdrain.org](http://www.susdrain.org))



## 5 Recommendations

### 5.1 Location of Interventions

Please note that recommendations are provided based on the research. Additional consultation and assessment of constraints and feasibility is required.

Location has been determined by the rationale (See [Figure 4.2](#)). The report recommends splitting the scheme into sections so that the community is not overburdened by construction impact.

- **Blue** Section: Determined as East of the existing path network and & Craigmount H.S (Craigs Road) and provides the most direct route from the existing network to the amenity to the South and East.
- **Gold** Section: One-Way System between North Gyle Road, Glasgow Road, Craig Gardens and Craigs Road to link to a new pedestrian crossing (Intervention I).
- **Red** Section: Craigs Road, West of Craigmount H.S in order to link up with West Craigs and the digital quarter.

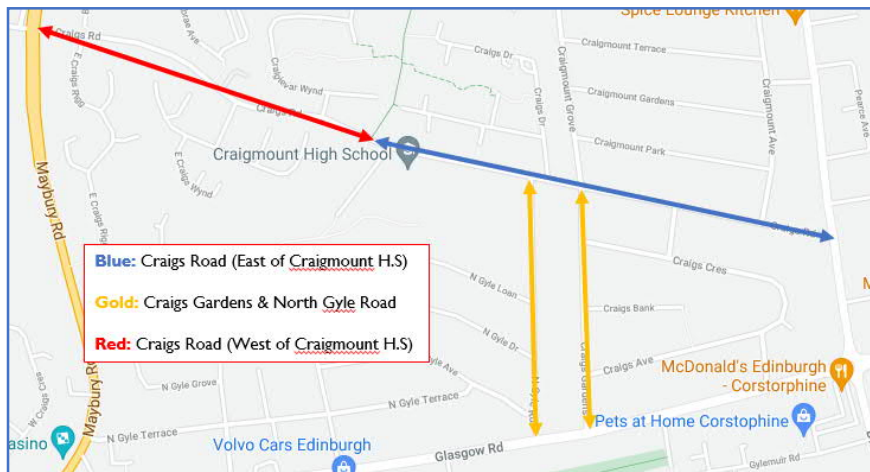


Figure 5.1: Location of the proposed interventions (Section 5.2)

	A: Road Narrowing	B: Reduction in the Junction area	C: Bicycle Street	D: Tree Planting	E: Benches / Parklets	F: Rain Gardens	G: Raised Table Crossings:	H: Pedestrian Crossings on arterial routes	I: One Way-system
<b>Blue</b>									
Craigs Road (East of Craigmount High School)	X	X	X	X	X	X	X		
<b>Gold</b>									
Craigs Gardens	X					X			X
North Gyle Road	X					X			X
<b>Red</b>									
Craigs Road (West of Craigmount High School)	X	X					X		
<b>Other</b>									
Drum Brae (Relocate Existing Pedestrian Crossing)								X	
Glasgow Road (New Pedestrian Crossing)								X	

Table 5.1: Locational Proposals of Interventions

## 5.2 Funding & Costs

The interventions considered in this report may be considered on a “mix and match” basis both in terms of the interventions described and the locations (Blue, Gold and Red). This means that the scope of the of street re-design would be commensurate to the funding that is allocated to this project. For example, the design team may wish to only proceed with the blue section should there be insufficient funding.

However, in lieu of previous LTN proposals (See [Section 2.5](#)) and the potential for sizeable funding from developer contributions (See [Section 3.1](#)), this report strongly recommends proceeding with all sections and suggested interventions (See [Table 5.1](#)) as it is important to avoid a “piecemeal” approach to maximise the opportunity to increase walking and cycling.

“  
it is important to avoid  
a “piecemeal” approach.  
”

## 5.3 Consultation

**Public Consultation:** Consultation already carried out with the public was taken forward by the Council as part of the LTN proposals. This included a general survey, CommonSpace survey and multiple meetings with Community Reference Groups (Charities, Action Groups, Community Councils) where engagement survey results were presented. Informal surveys were also carried out by the local community action group ‘Get Edinburgh Moving’. Although this latter survey was not formally set out by a public agency, the results indicate a high response rate for the East Craigs Community.

The proposals contained in this feasibility study considers the findings based across all the above-mentioned engagement with the residents of the community. Specifically, the study considers the perceived objection by the community to consider modal filters in the neighbourhood as there is no “modal filters” considered in this report. The feasibility study also considers the public’s concern on traffic speed and volume in particular parts of East Craigs.

Further engagement with the public should be considered once street designs are developed. However, given that significant engagement has already taken place within the East Craigs area, the further engagement should be a continuation of the engagement that has taken place so far to ensure that the project development is quickened.

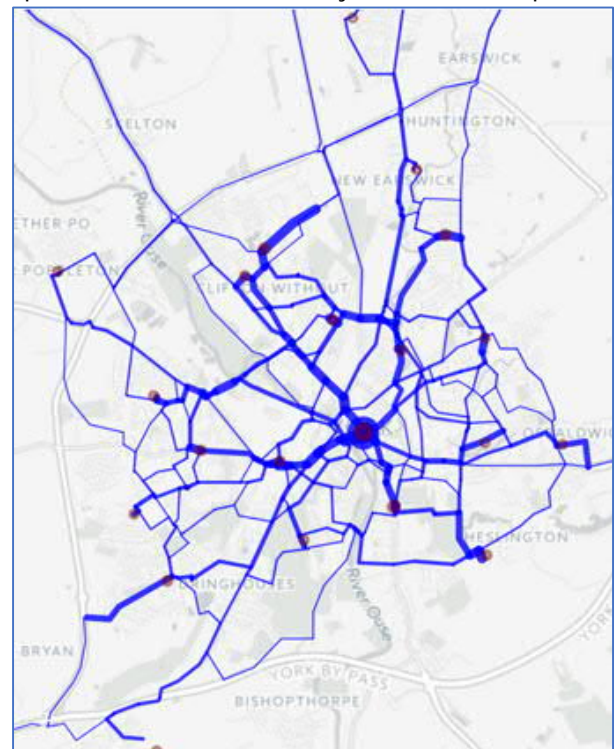


Figure 5.2: Example Mapping/GIS analysis showing how we might identify school commuting journeys.

**Stakeholder Consultation:** Given the proximity of the proposal, Craigmount High School should be properly consulted at every stage of developing these proposals. Understanding the students’ route to school would be significant to the understanding how to progress the interventions. If residential post-codes of the students are known, then it may be recommended to perform GIS analysis to demonstrate the most used routes in the area (See [Figure 5.2](#)).

Additional stakeholders to be identified and engaged will include public transport operators as well as local businesses within a reasonable walking distance from East Craigs. Other organisations with private land could be consulted to

discuss how their own pedestrian accesses could be improved (e.g., Tesco). Community Councils will be key agencies to project development.

**Landowner Consultation:** The proposals in this report does not require any voluntary or compulsory land acquisition, as interventions would predominantly take place on Council's owned Adopted Roads. However, landowners that have frontages that are directly adjacent to any of the interventions should be properly consulted.

## 5.4 Policy Context

	Policy	Objectives (Extract)	ECBC Deliverability
National	Scottish Government's National Transport Strategy (NTS) 2016	> Reduced emissions, to tackle climate change, air quality, health improvement; and > Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternative to car.	The concept provides more choice to the community as it further opens up multi-modal opportunities with public transport. Given the current lack of proper walking infrastructure, the interventions in this report will provide a safer alternative to the car.
Regional	SEStran's Regional Transport Strategy (RTS)	Accessibility - to improve accessibility for those with limited transport choice (including disabled people) or no access to a car,	The interventions provide safer and direct routes for everyday journeys from East Craigs to local amenity and Edinburgh's public transport network.
Local	Edinburgh Council's (CEC) Local Development Plan	To support the economic vitality of the city centre, traditional centres and local shops. The Council has adopted Street Design Guidance which has much useful content and is stated as embracing Scottish Government's Designing Streets	Benefits of increased active travel journeys to Corstorphine, increasing footfall for local businesses.  Interventions in this study can promote a better quality of living for everyone in East Craigs.
Local	Edinburgh Council's (CEC) City Plan 2030 Choices	By 2030, we want Edinburgh to be - A sustainable city which supports everyone's physical and mental well-being - A city where you don't need to own a car to move around.	The ECBC opens up a safer a more convenient link to amenity and public transport negating the requirement to own a car for those in East Craigs and surrounding new developments.  The inclusion of better green spaces and safer street environments will support the physical and mental well-being of community residents.
Local	Edinburgh Council Policy and Sustainability Committee – 20-Minute Neighbourhood Strategy: Living Well Locally	Para 4.4: The Council delivers hundreds of services, from universal services that support the whole population to very targeted services that support our most vulnerable residents. The intention is for these services to be client centred and, by working closely with our partners (including public, private and voluntary partners), to join up service delivery so that we can improve the customer experience and reduce the need to access multiple services through different routes.	The interventions detailed in this report effectively "unlocks" the daily services that already exist within walking or wheeling distance of most residents of East Craigs.



## 5.5 Next Stages

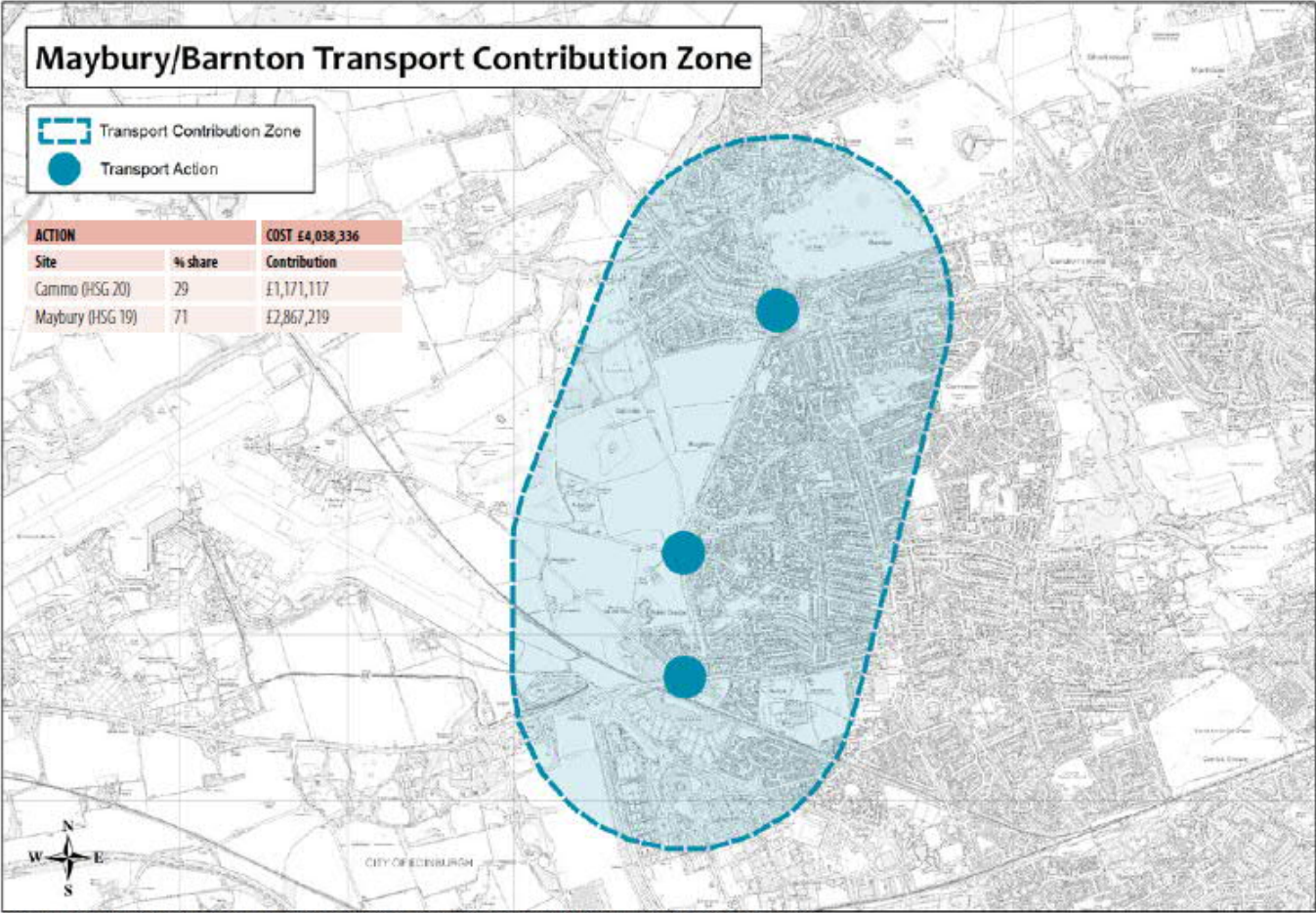
- Include the proposal in Edinburgh Council's Active Travel Action Plan (ATAP)
- Develop budget for detailed design
- Determine project promoters (Edinburgh Burgh Council or otherwise, a third-sector charity or trust)
- A partnered approach between the community and Council working together towards an amicable outcome.
- Funding opportunities to be further explored, including further assessment as to whether the concept is eligible for Sustrans funding.
- Public support generation – communicate the main findings of this report to wider stakeholders
- Proceed to design and development and determine any further constraints through survey.
- Assessment of Existing Segregated Path Network (ESPN) to establish if it is fit for purpose.

## 6 Appendix

### 6.1 Appendix A: Useful Links

- Edinburgh Council / Jacobs(2016) West Edinburgh Transport Appraisal – Refresher Report  
<https://www.edinburgh.gov.uk/downloads/file/25278/west-edinburgh-transport-appraisal-refresh-report-december-2016>
- Edinburgh Council – Commonplace survey on Spaces for People -  
<https://edinburghspacesforpeople.commonplace.is/comments>
- Get Edinburgh Moving (2021) – 2021 Survey results on attitudes to the previous LTN proposals.  
<https://getedinmoving.org.uk/survey-results>
- Sustrans (2020) – Places for Everyone Application Guide 2020-2021  
[https://www.sustrans.org.uk/media/5769/places\\_for\\_everyone\\_application\\_guide\\_v20.pdf](https://www.sustrans.org.uk/media/5769/places_for_everyone_application_guide_v20.pdf)
- West Edinburgh Link (2020)  
<https://westedinburghlink.info/>
- Edinburgh Council – QuietRoutes Map (2021)  
<https://www.edinburgh.gov.uk/downloads/file/26040/north-west-granton-pilton-silverknowes-cramond-drumbrae-corstorphine-roseburn-and-craigleith>
- Edinburgh Council – Craigmount High School Catchment Area (2013)  
<https://www.edinburgh.gov.uk/downloads/file/22253/craigmount-high-school>

6.2 Appendix B: Development Contributions



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2014. All rights reserved. Ordnance Survey Licence Number 100023420.