

The Crescents

Residents Workshop in
relation to Traffic Network
alterations and the City
Mobility Plan



Commitment from Licensing Sub-Committee when approving Magdala Crescent one-way operation

- 4) To recognise that the changes in traffic using the routes through the Crescents over the last 10 years caused by changes in the Network had impacted the Crescents and that the TRO/23/17 responded to a previous TRO, and to commit to arranging a workshop with residents to discuss the results of the monitoring and consider whether further mitigation was needed to address any adverse impacts or to meet the Council's aspirations in the City Mobility Plan. The Crescents comprised: Douglas Crescent, Magdala Crescent, Rosebery Crescent, Coates Gardens, Eglinton Crescent, Lansdowne Crescent, Glencairn Crescent, Grosvenor Crescent and Grosvenor Street.

Results of Monitoring

Monitoring focused on three areas:

- 1) Traffic volumes and composition throughout The Crescents
- 2) Traffic speeds and noise on Coates Gardens
- 3) Operation of Continuous Footway layout at Coates Gardens

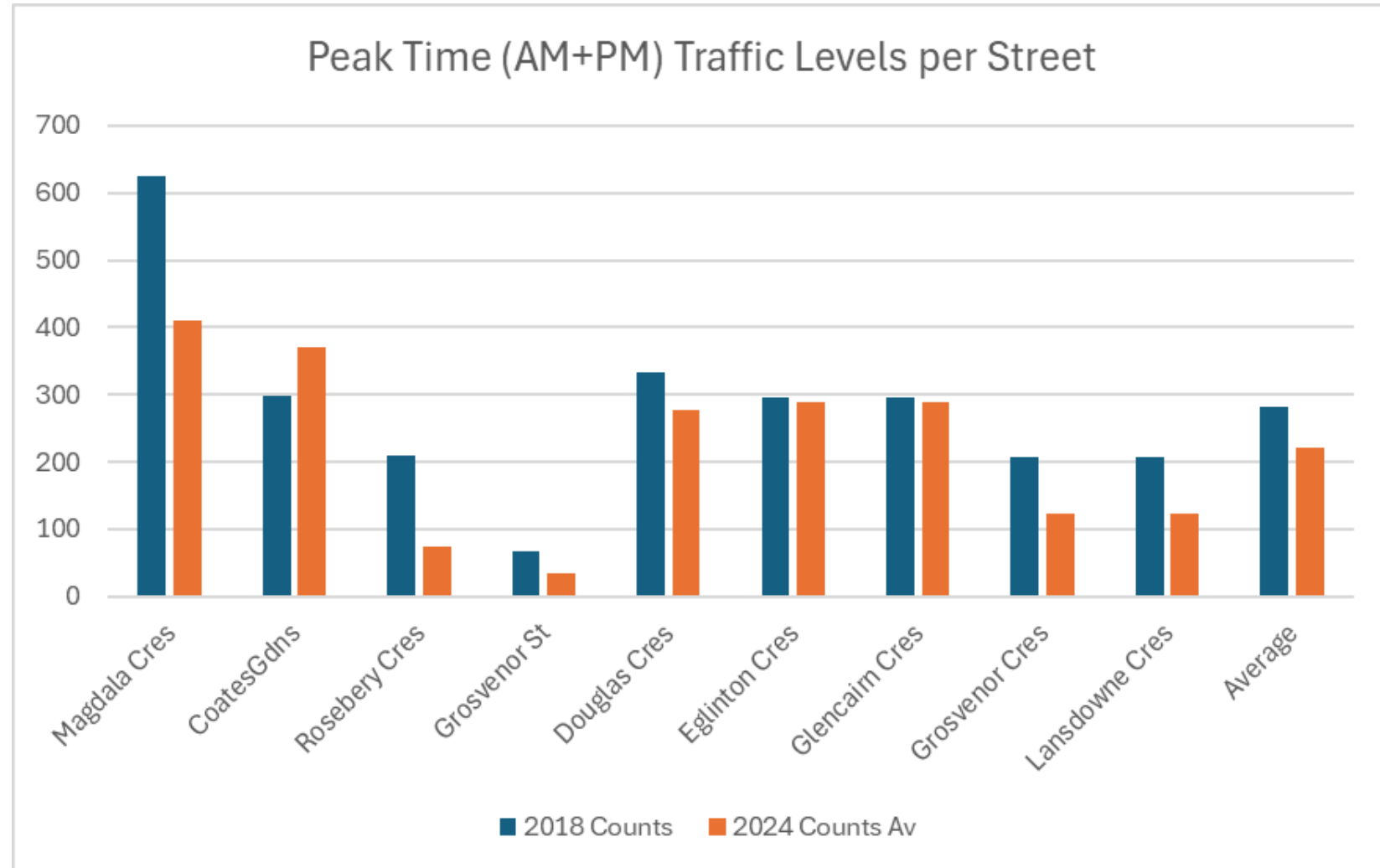
1) Traffic volumes throughout The Crescents

Compared against a 2018 baseline traffic volumes have decreased on each of the streets in The Crescents except Coates Gardens.

On average there has been a reduction of around 22%.

The greatest reduction in traffic has been seen on Magdala Crescent, though this remains the busiest street overall.

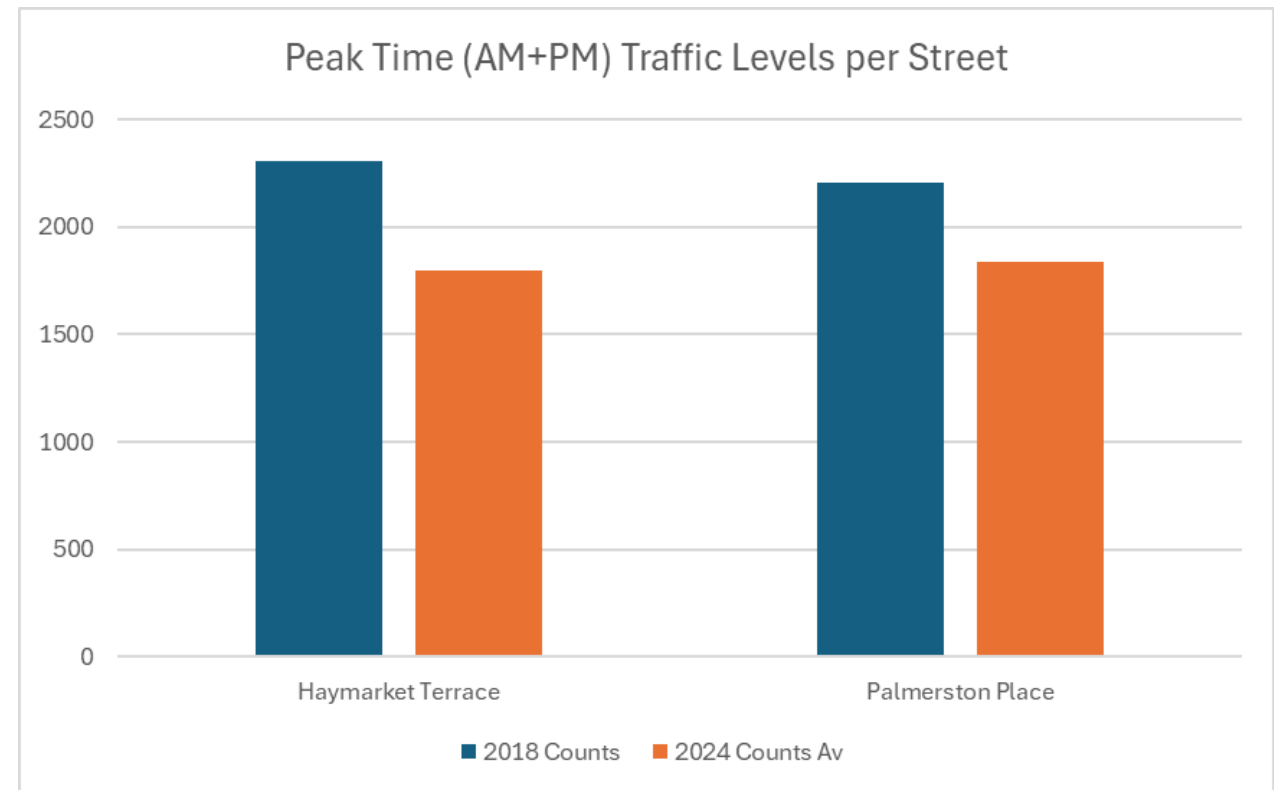
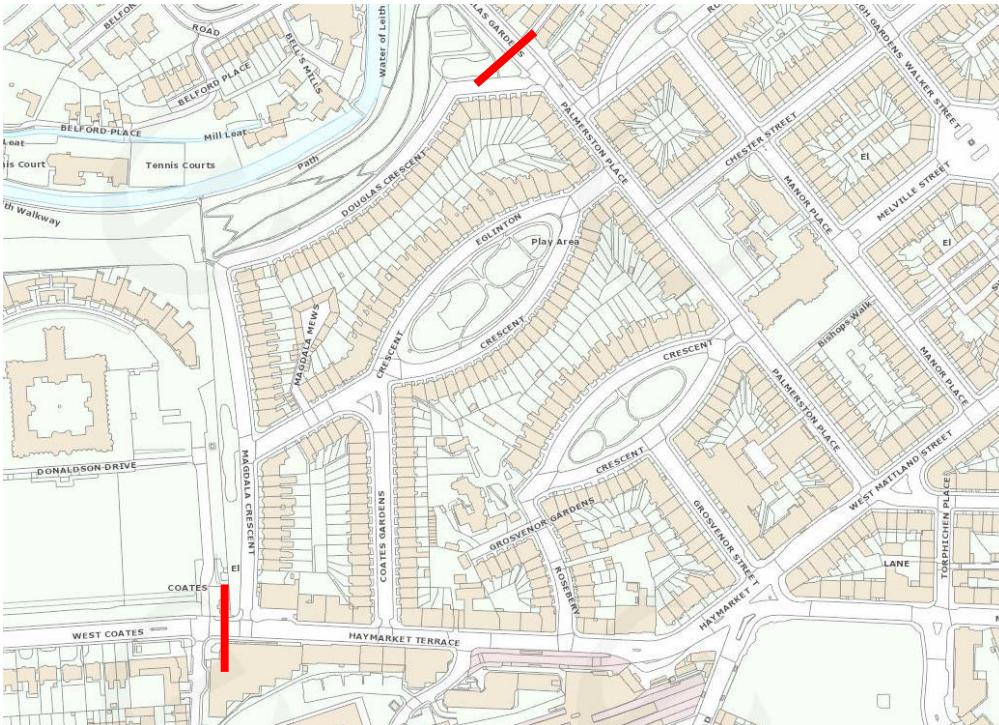
All streets are well below the 300vph threshold for 'Low-Flow' and all except Magdala Crescent and Coates Gardens are below or at the 150vph threshold for 'Very-Low-Flow'.



1) Traffic volumes throughout The Crescents

Overall traffic through the area is similarly down compared to 2018 baseline.

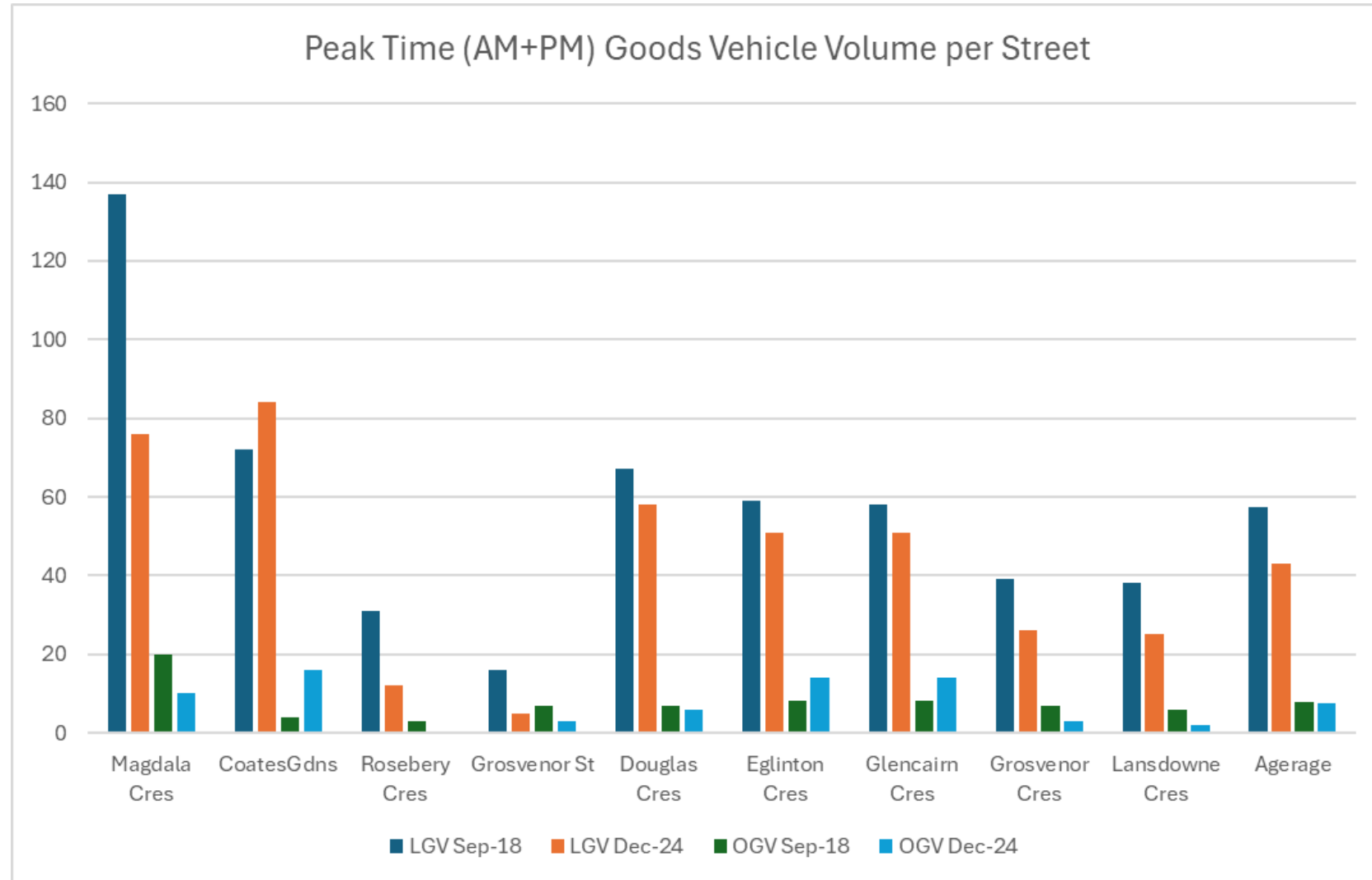
Counts on Haymarket Terrace and Palmerston Place show reductions of around 20%



1) Traffic composition throughout The Crescents

Compared against a 2018 baseline Light Goods Vehicle volumes have decreased and Other Goods Vehicle volumes have remained the same on average throughout the Crescents.

Both LGV and OGV volumes increased on Coates Gardens, and OGV volumes increased marginally on Eglinton Crescent and Glencairn Crescent.



2) Traffic speed monitoring on Coates Gardens

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85%ile Speed
3-353	Coates Gardens in the vicinity of no.15 - RADAR	North	20	23/10/2024	29/10/2024	476	79	68	115	24.16	17.5	19.4
		South	20	23/10/2024	29/10/2024	6871	898	982	1621	23.59	17.1	21.2

Traffic Speed Monitoring on Coates Gardens conducted across a full week in October 2024 identified that the mean speed of northbound traffic was 17.5mph, and the mean speed of southbound traffic was 17.1mph.

In line with the Council's standard approach to speed mitigation measures as approved by the Transport and Environment Committee in April 2025 speed reduction measures may be required at locations where the mean speed is in excess of 20mph. Such measures will initially be 'softer measures' with physical measures only introduced at locations with clear history of incidents or where softer measures do not reduce speeds.

As the mean speed on Coates Gardens is <20mph there is no need for speed reduction measures here.



2) Noise monitoring on Coates Gardens

The noise monitoring results provide a Calculation of Road Traffic Noise (CRTN) across an 18 hour period across multiple days, as well as daytime and night-time results, for Coates Gardens.

Baseline noise monitoring is not available for comparison at this location, however the Council recently conducted noise monitoring at other setted streets in central Edinburgh which provide results for comparison. The other sites monitored were Learmonth Terrace and Comely Bank Avenue, where monitoring results for LAeq, LA10 and LAFmax are available.

The available results for these streets are shown alongside the highest of the daily results for Coates Gardens below.

Most of the noise levels recorded on Coates Gardens remain lower than those on other setted streets in the City Centre.

CRTN dB	Learmonth Terrace	Comely Bank Avenue	Coates Gardens
LAeq	74.0	70.6	65.4
LA10	77.7	74.5	68.9
LAFmax	88.0	88.5	88.7

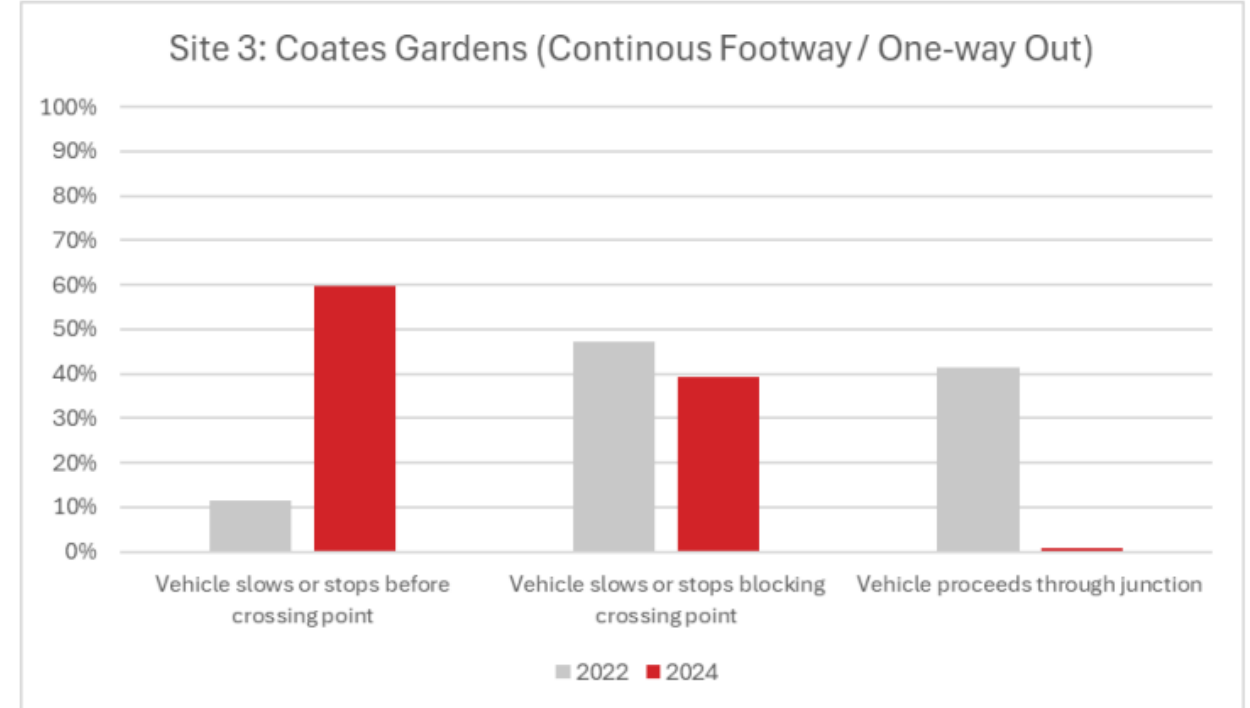
3) Coates Gardens Continuous Footway Operation

The Edinburgh Street Design Guidance sets out that Continuous Footways should generally be used on busy High Street environments at side roads vehicle flows below 120vph at peak time.

In the December monitoring period Coates Gardens had a peak hour traffic volume of 206vph.

Detailed monitoring of the operation of the Continuous Footway suggests that it has had considerable success in changing driver behaviours, with 60% of motorists now stopping or slowing to give way to people crossing. However, 40% of motorists end up blocking the crossing point while waiting to join Haymarket Terrace. Due to the high volume of traffic this results in a considerable impact on crossing users.

In response the Council is committed to considering options to revise the layout, or reduce the volume of traffic at this location.



City Mobility Plan

The City Mobility Plan (CMP) 2021-2030 aims to provide a safer and more inclusive carbon neutral transport system - delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

As part of the CMP we aim to reduce Car kms travelled by 30% by 2030 alongside other ambitious objectives.

OBJECTIVES

People

To improve health, wellbeing, equality and inclusion:

Encourage behaviour change to support the use of sustainable travel modes.



Ensure that transport options in the city are inclusive and affordable.



Movement

To support inclusive and sustainable economic growth and respond to climate change:

Increase the proportion of trips people make by active and sustainable travel modes.



Improve sustainable travel choices for all travelling into, out of and across the city.



Reduce harmful emissions from road transport.



Improve the safety for all travelling within our city.



Maximise the efficiency of our streets to better move people and goods.



Place

To protect and enhance our environment:

Reduce the need to travel and distances travelled.



Reduce vehicular dominance and improve the quality of our streets.



City Mobility Plan

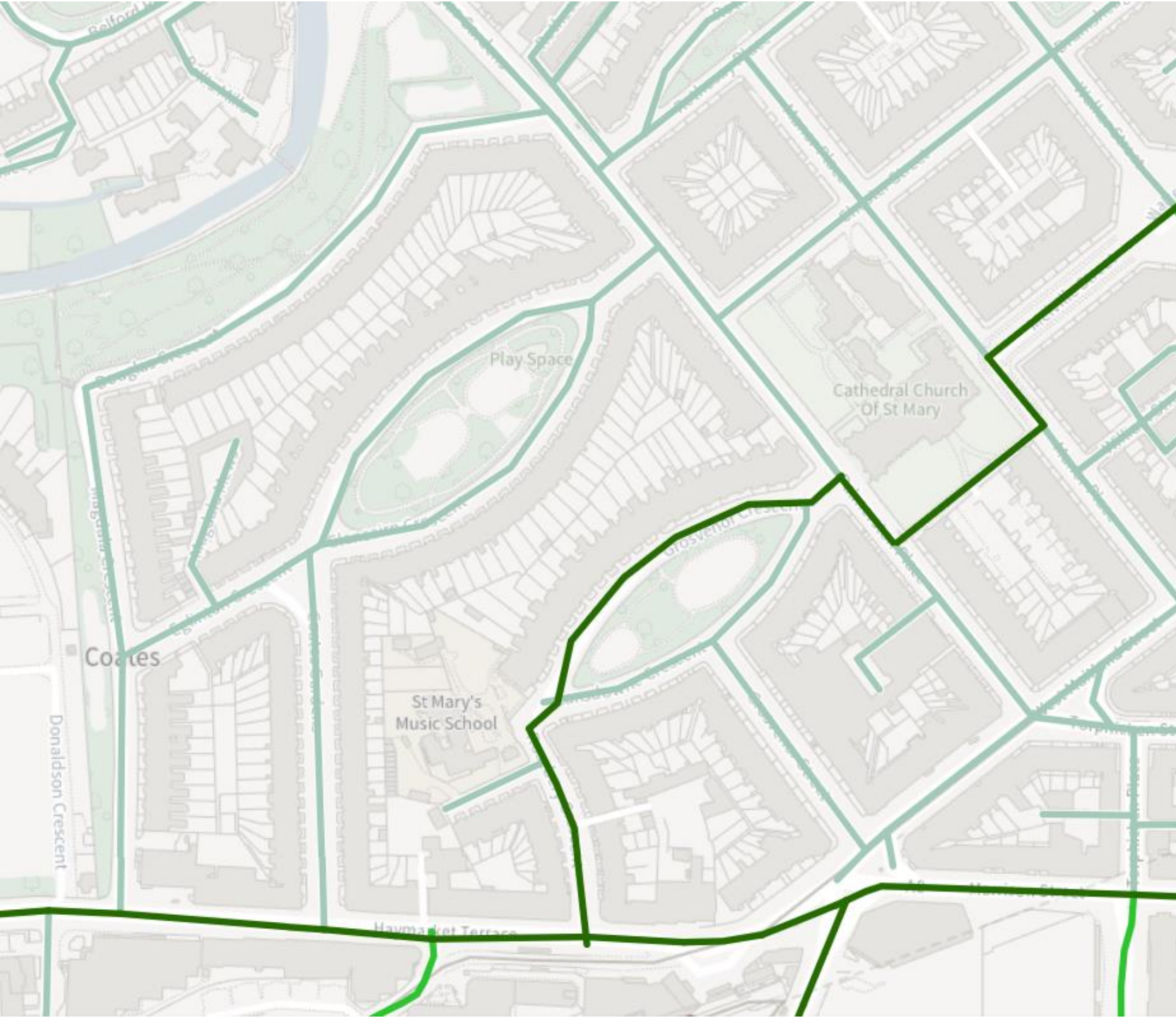
- 1) The CMP is supported by a Circulation Plan (Our Future Streets) to establish how Edinburgh's Transport Network should operate in the future, and a Capital Investment Plan which sets out the priorities for investment over the coming years.
- 2) The Circulation Plan was approved by the Transport and Environment Committee in February 2024.
- 3) The Capital Investment Plan was reported to Committee on 22nd May 2025 and set out the list of projects currently prioritised for delivery for the next ten years.

City Mobility Plan – Circulation Plan

The Circulation Plan (Our Future Streets) is the starting point for designing all future projects and helps us deliver a clear, coherent and efficient network for all modes of travel, including general traffic.

Importantly, it helps us engage on any proposals and show you how these fit into citywide plans. You can use this framework to help you understand how a street, neighbourhood or project is part of the wider city network.

It guides us on how much space we can provide for each mode of travel without compromising the citywide integrated networks, and helps us to try to accommodate everyone's needs in the designs as far as we possibly can



Map Layers

Turn off the Integrated Networks layer before viewing the Individual Networks.

Integrated Network Map



Individual Networks



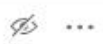
Cycling



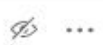
Walk



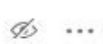
Bus



Tram



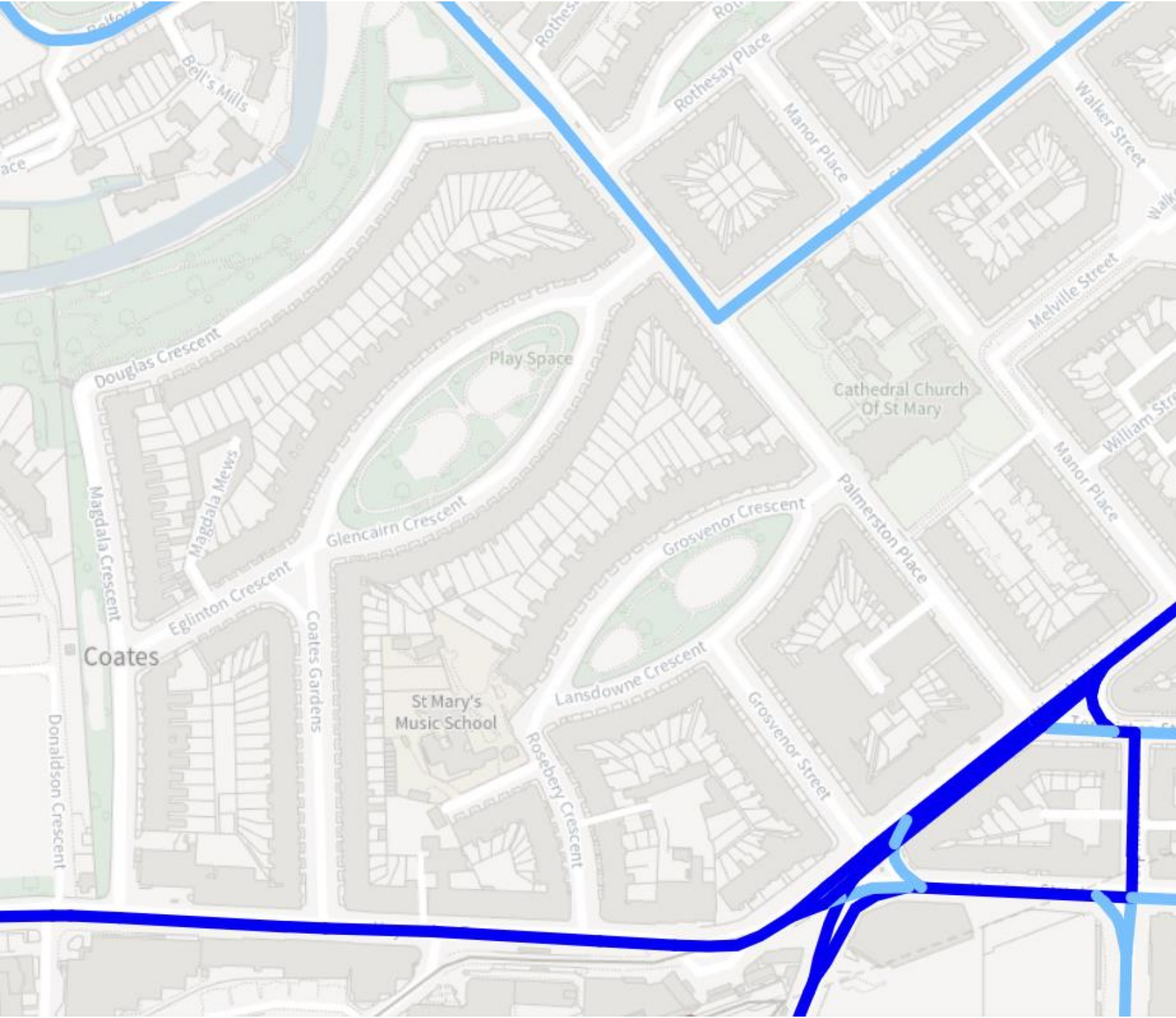
General Traffic



Individual Networks

Cycling

- Primary
- Secondary
- Local
- Primary off-street







Map Layers

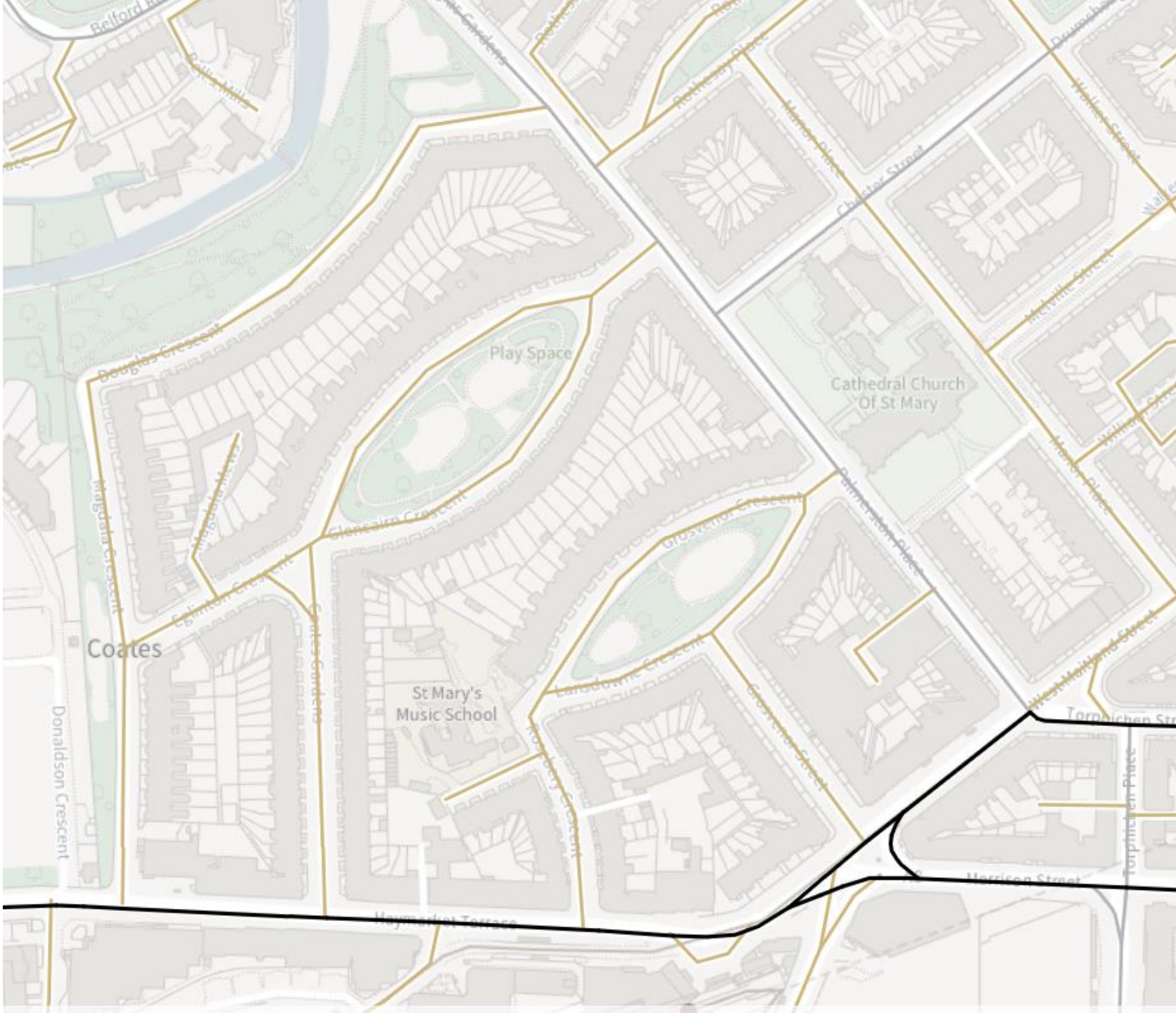
Turn off the Integrated Networks layer before viewing the Individual Networks.

Cycling		
Walk		
Bus		
Tram		
General Traffic		
Place		
Park and ride sites		

Individual Networks

Bus

-  Primary
-  Secondary
-  Orbital
-  InnerOrbital



Map Layers

Turn off the Integrated Networks layer before viewing the Individual Networks.

Cycling		
Walk		
Bus		
Tram		
General Traffic		
Place		
Park and ride sites		

Individual Networks

General Traffic

-  Primary
-  Secondary
-  Local
-  Historic Environment Scotland
-  Trunk - Transport Scotland

City Mobility Plan – Capital Investment Plan

The Capital Investment Plan (CIP) sets out the priorities for investment required to meet the objectives of the CMP. In other words, it is the prioritised list of transport projects and programmes the Council intends to deliver over the coming years.

This list includes several projects near to The Crescents: Dalry Town Centre; Lothian Road and; Morrison Street (including Haymarket Junction). However there are no current projects which directly affect The Crescents.

The CIP also includes several 'rolling programmes' where work will be ongoing each year delivering numerous smaller improvements.

The CIP includes a process for introducing new projects, however these will have to be subject to prioritisation in their own right.

This does not affect ongoing programme of carriageway and footway maintenance which is delivered through a separate programme.

At time of writing the CIP has not been approved by Committee and will be considered on Thursday 22 May 2025 so this content could be subject to change. You can read the Committee Report on our website at: <https://democracy.edinburgh.gov.uk>

CCWEL – Additional Works

Following the completion of the CCWEL project in March 2024, the Council will be carrying out several minor amendments to the project.

This will aim to address the issue with traffic volumes currently affecting the Continuous Footway operation at Coates Gardens as well as other issues.

As part of this work further improvements and alterations could be picked up provided these are proportionate in scale.

Conclusions

Monitoring:

- 1) No adverse impacts of the scheme in terms of traffic volumes through The Crescents, or speed or noise on Coates Gardens, though traffic levels in Coates Gardens have increased slightly
- 2) However, traffic volumes at the Continuous Footway location on Coates Gardens are affecting the operation of the crossing so options required to reduce traffic or change the layout of the crossing

City Mobility Plan:

- 1) Positive progress in locality on CMP objectives and aim to reduce car kilometres following CCWEL, LEZ and in post COVID-19 context
- 2) Further CMP schemes planned but no direct impact on The Crescents

Next Steps:

- 1) Possible to pick up modifications as required as part of CCWEL alterations
- 2) Larger changes would need to be considered as a 'New Project' and be subject to prioritisation process

Questions?

Discussion

- Split into four table discussions
- Consider existing transport issues throughout The Crescents, eg:
 - Traffic volumes including on Coates Gardens
 - Availability of bike parking
 - Accessibility, crossings, dropped kerbs etc
 - Street clutter
 - Traffic speeds
 - Other issues
- Consider how these might be resolved
- Discussions to last around 30mins

Results and Next Steps

Officers will review results of the table discussions and consider potential options for delivery. This will be reported back to attendees and to West End Community Council within the next 8 weeks.

Any further comments can be sent to: CCWEL@edinburgh.gov.uk