

# 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.

# Workshop Structure

Presentation – 30 mins

- Detail results of monitoring
- Outline City Mobility Plan aspirations and options for next steps

Q&A - 30 mins

Workshop Discussion in Groups – 50 mins

- Consider and discuss issues with traffic in the Crescents
- Consider and discuss potential solutions for further consideration
- Feedback from each table to the wider group

Session Close & next steps – 10 mins

# 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

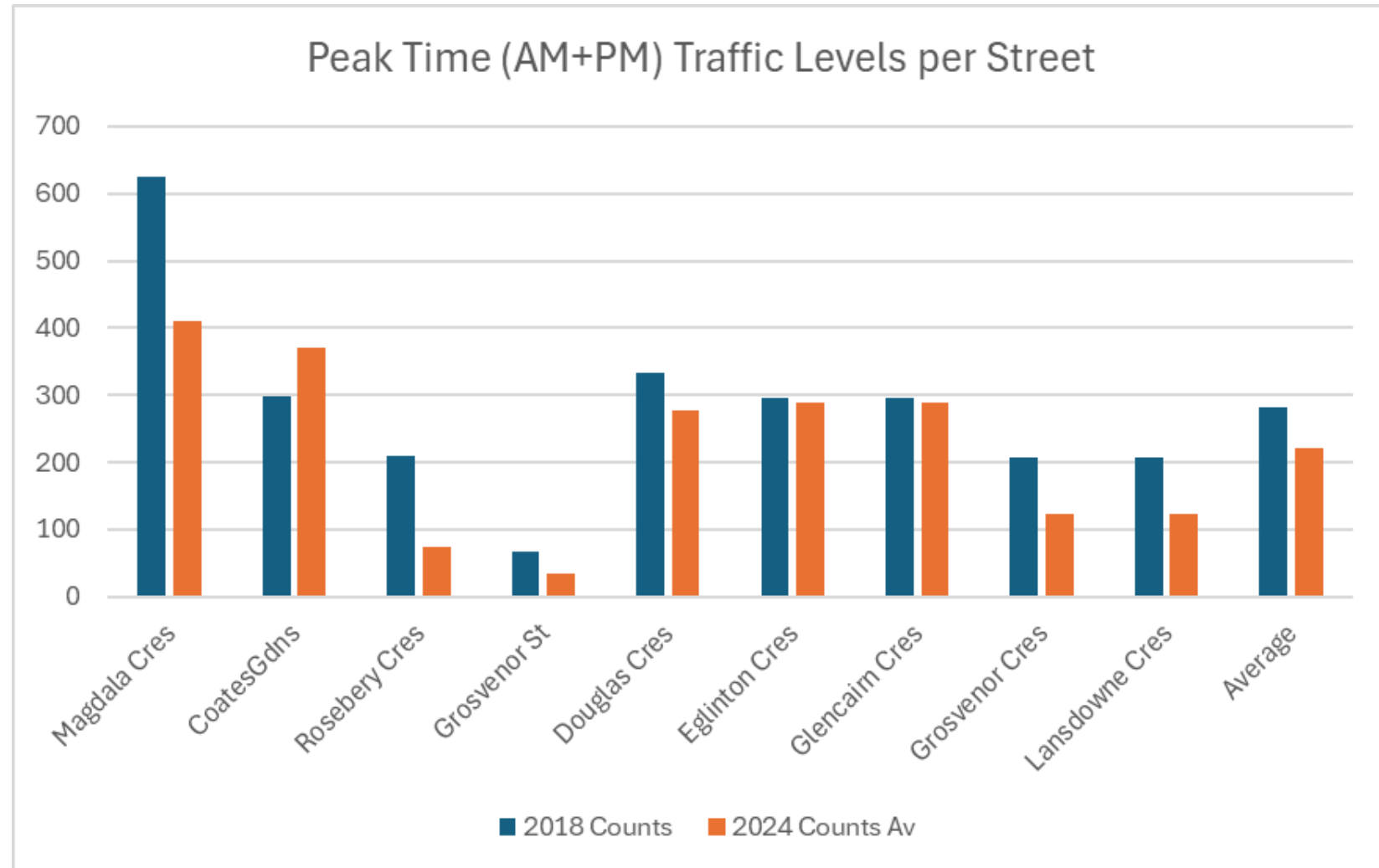
Traffic volumes have decreased on each of the streets in The Crescents except Coates Gardens.

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

The greatest reduction in traffic is on Magdala Crescent, though remains the busiest street overall.

All streets are well below 300vph and so would be considered 'low flow' streets.

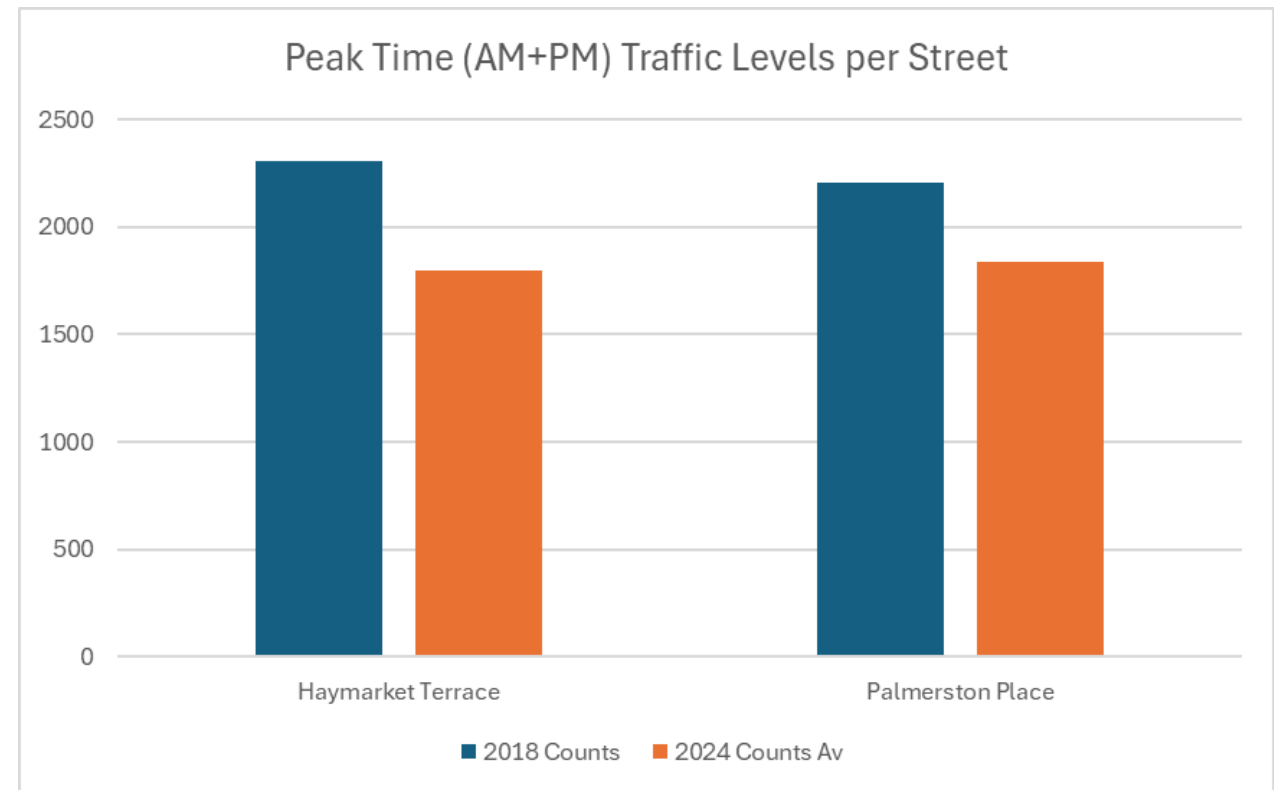
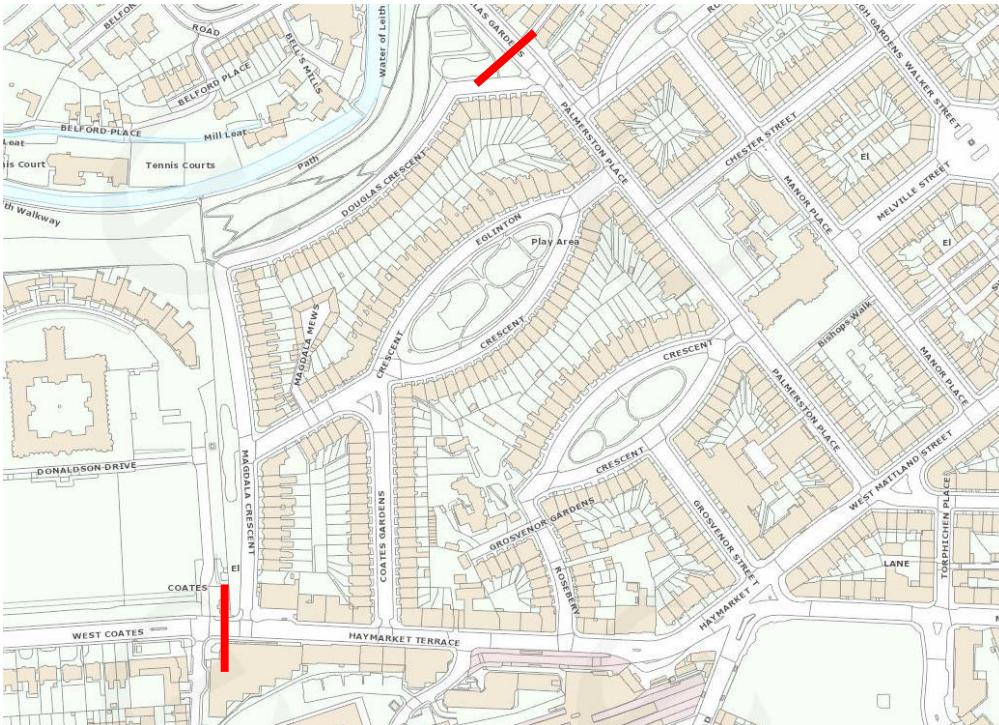
For comparison, Magdala and Coates have around 200vph each, Haymarket Terrace at Rosebery Cres has over 600vph.



# 1) Traffic volumes throughout The Crescents

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

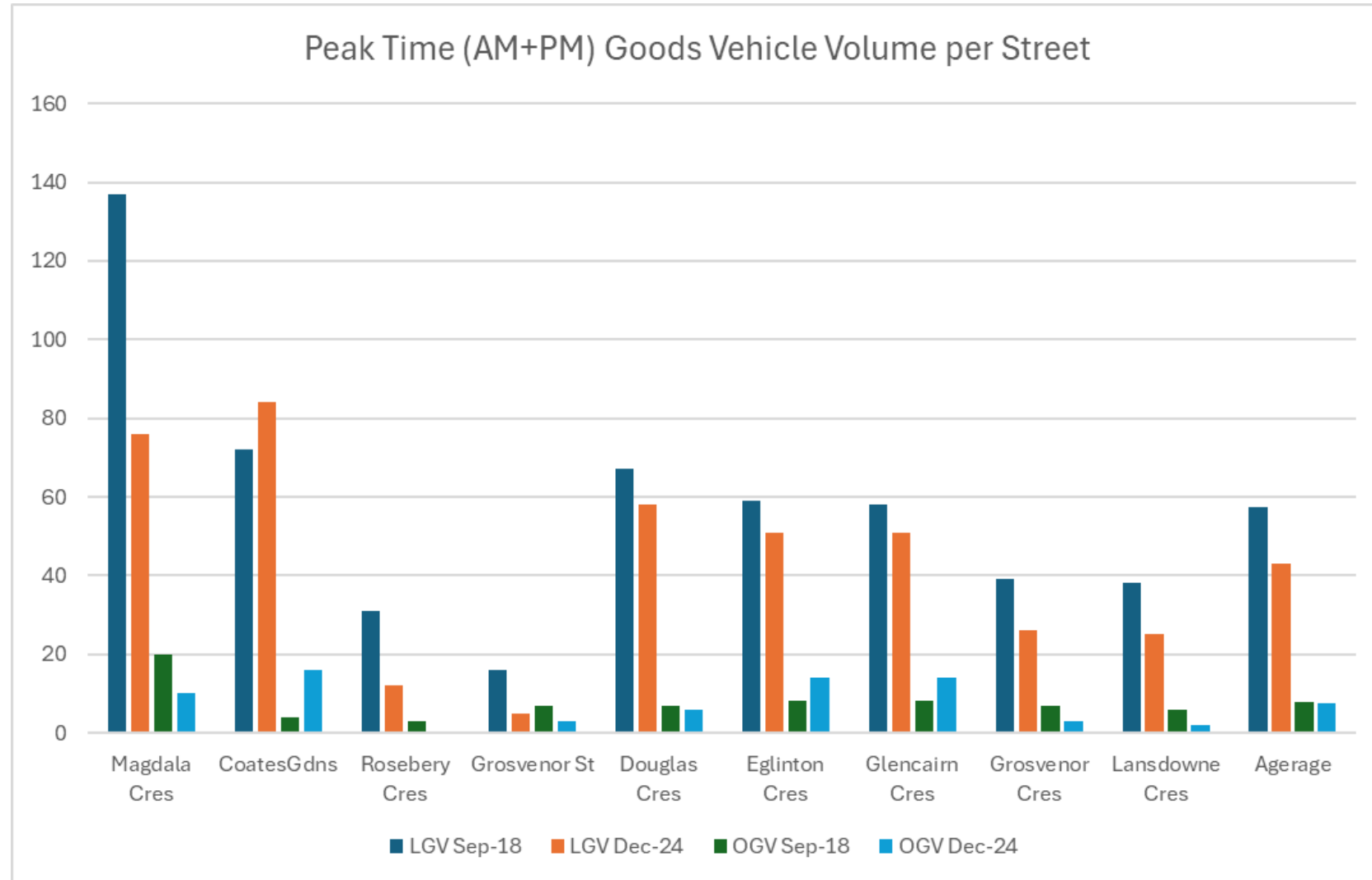
Counts on Haymarket Terrace and Palmerston Place show reductions of around 20%



# 1) Traffic composition throughout The Crescents

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         |

Average speed on Coates Gardens are 17.5mph northbound, and 17.1mph southbound.

The Council generally considers speed reduction measures only at locations where the average speed is above 20mph.

Such measures are initially ‘softer measures’ with physical measures only introduced if 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

Noise monitoring was conducted across several days on Coates Gardens.

The results show noise levels compared to other setted streets in the city centre where monitoring has been conducted following complaints in relation to noise levels.

The results are presented in terms of:

LAeq, (average over the measurement duration),

LA10, (level exceeded for 10% of the measurement duration),

LAFmax, (the maximum level recorded over the measurement duration)

As can be seen, 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

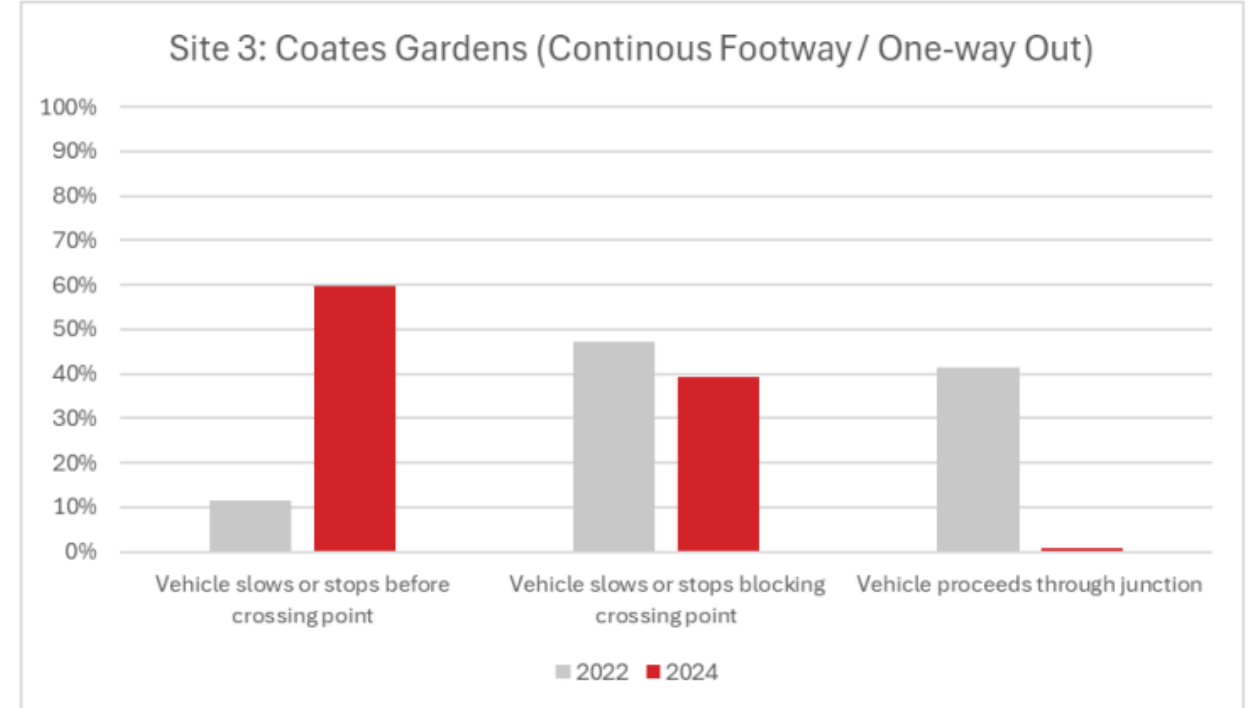
Continuous Footways should generally be used at side roads with vehicle flows below 120vph at peak time and high pedestrian crossing numbers.

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

Monitoring of the Continuous Footway suggests that it has had success in changing driver behaviours. 60% of motorists now stop or slow 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.

The Council will consider options to revise the layout or reduce the volume of traffic.



# Monitoring Conclusions

- 1) No clear evidence of adverse impacts of the scheme in terms of traffic volumes through The Crescents
- 2) No clear evidence of adverse impacts on speed or noise on Coates Gardens, though traffic levels have increased slightly
- 3) 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

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) Supported by a 'Circulation Plan' (Our Future Streets) to establish how Edinburgh's Transport Network should operate in the future, and;
- 2) A 'Capital Investment Plan' which sets out the priorities for investment over the coming ten years.

# City Mobility Plan – Circulation Plan

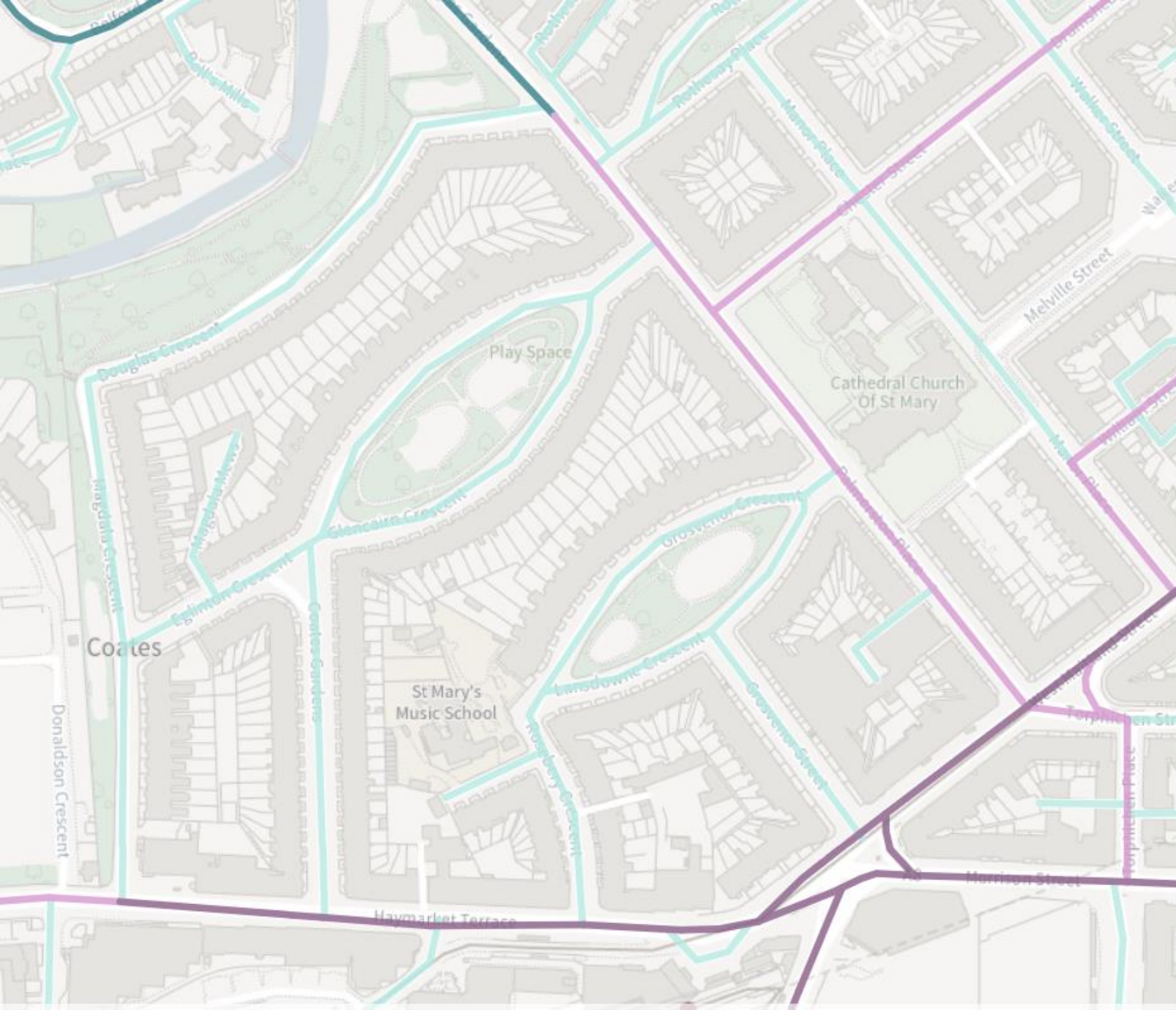
Starting point for designing all future projects

Helps us deliver a clear, coherent network for all modes of travel

Helps us engage on any proposals and show 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

Guides us on how much space we can provide for each mode of travel without compromising the citywide integrated networks, 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

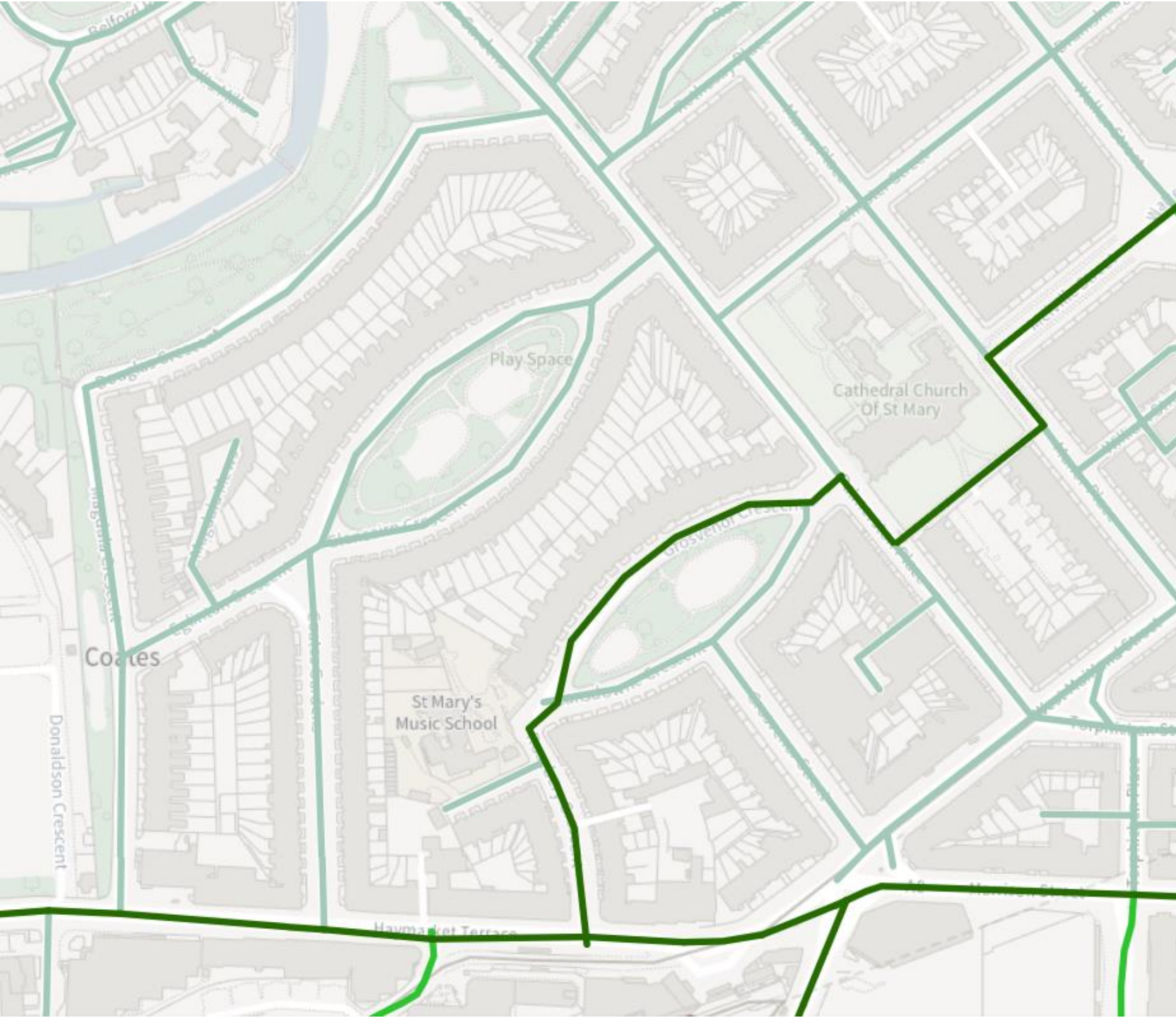


## Individual Networks

### Walk

- Primary
- Secondary
- Local Connectors
- local





## Map Layers

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

Integrated Network Map



Individual Networks



Cycling



Walk



Bus



Tram



General Traffic

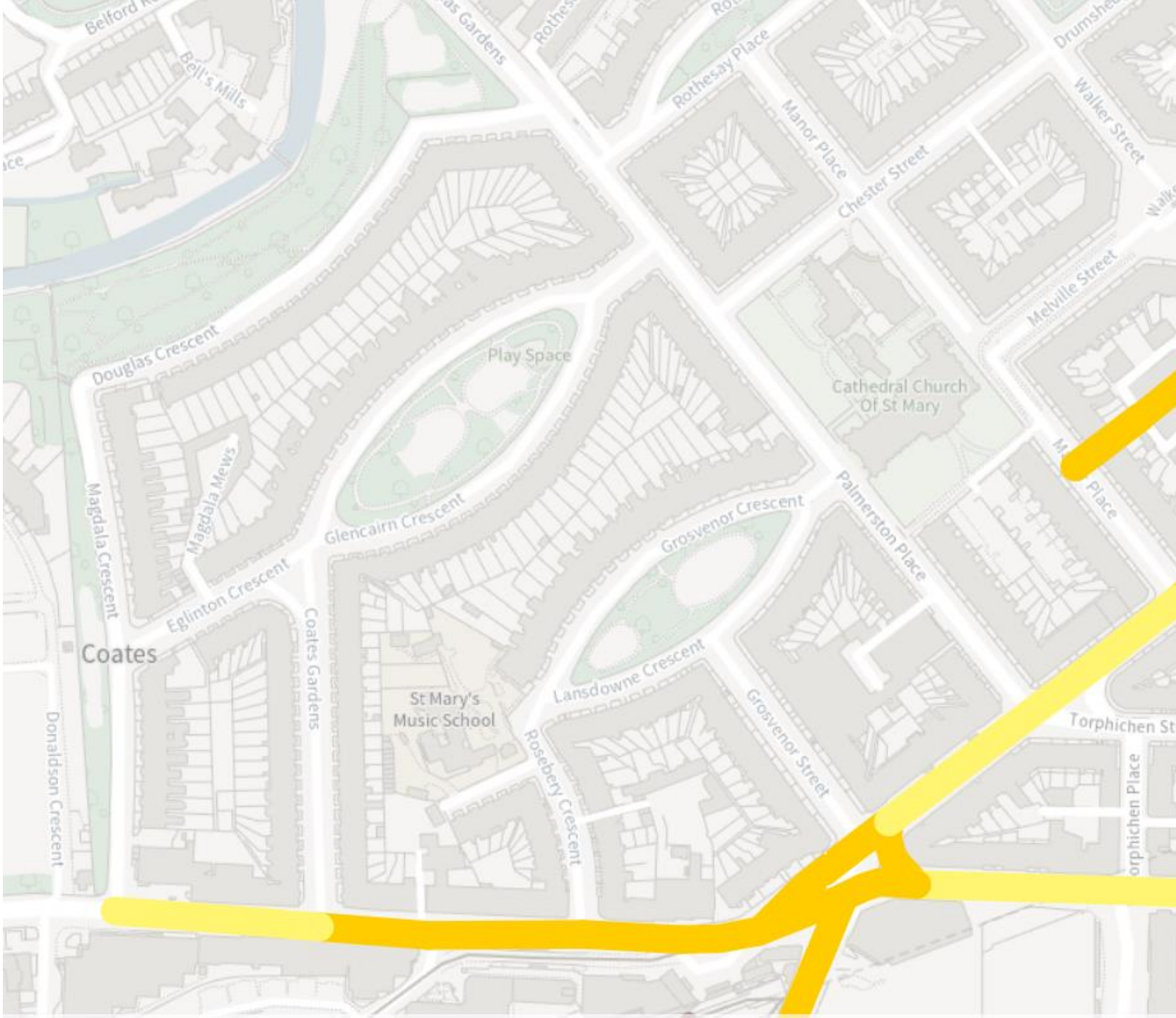


### Individual Networks

#### Cycling

- Primary
- Secondary
- Local
- Primary off-street





### Map Layers

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

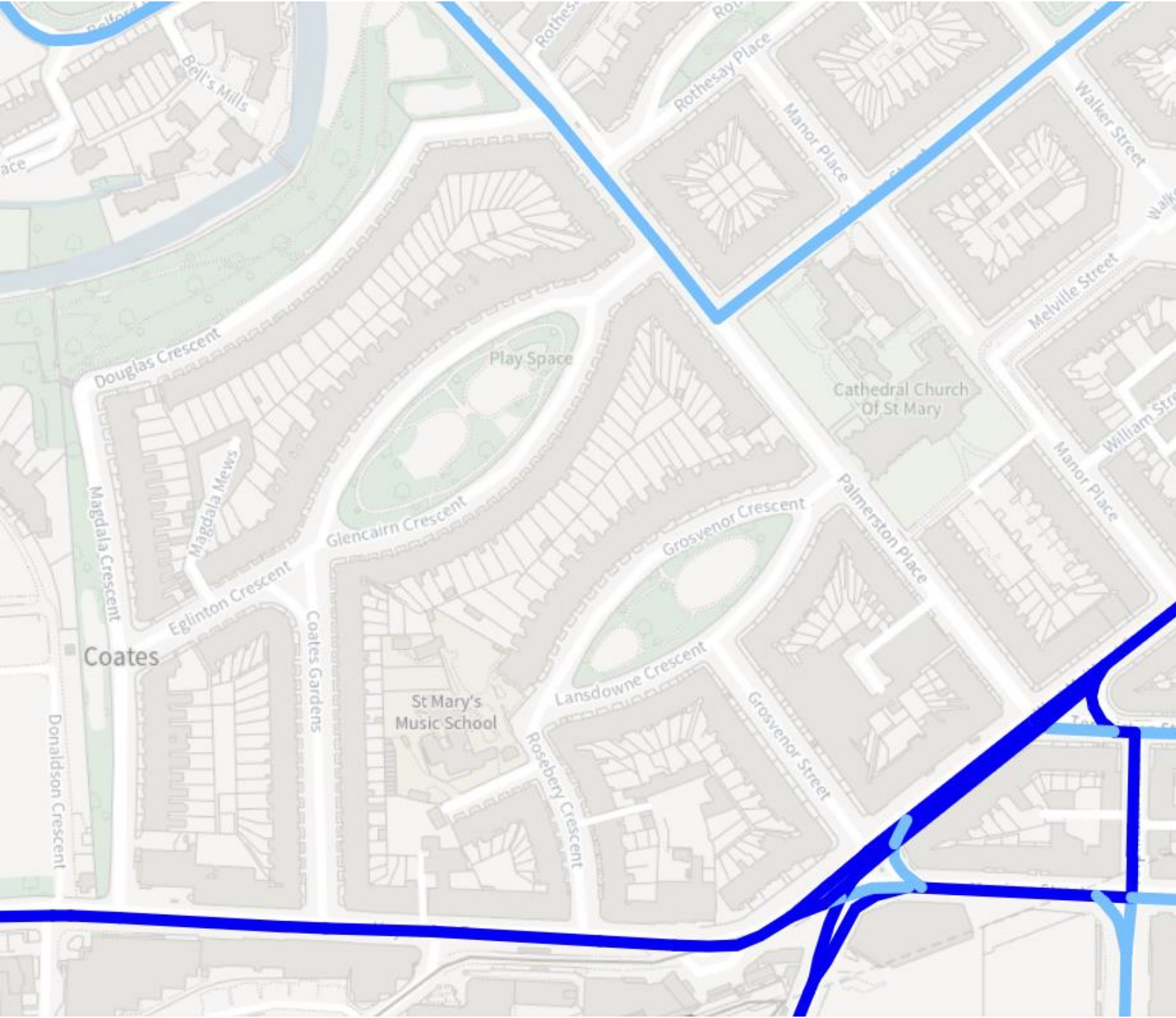
|                     |  |     |
|---------------------|--|-----|
| Cycling             |  | ... |
| Walk                |  | ... |
| Bus                 |  | ... |
| Tram                |  | ... |
| General Traffic     |  | ... |
| Place               |  | ... |
| Park and ride sites |  | ... |

### Individual Networks

#### Place

|  |           |
|--|-----------|
|  | Primary   |
|  | Secondary |

All cross-sections were created using Streetmix (streetmix.net) © 2024. This work is openly licensed via CC BY 4.0. The images were exported and cropped directly from Streetmix. All other content should be credited to The City of Edinburgh Council (c) 2024.






## Map Layers

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

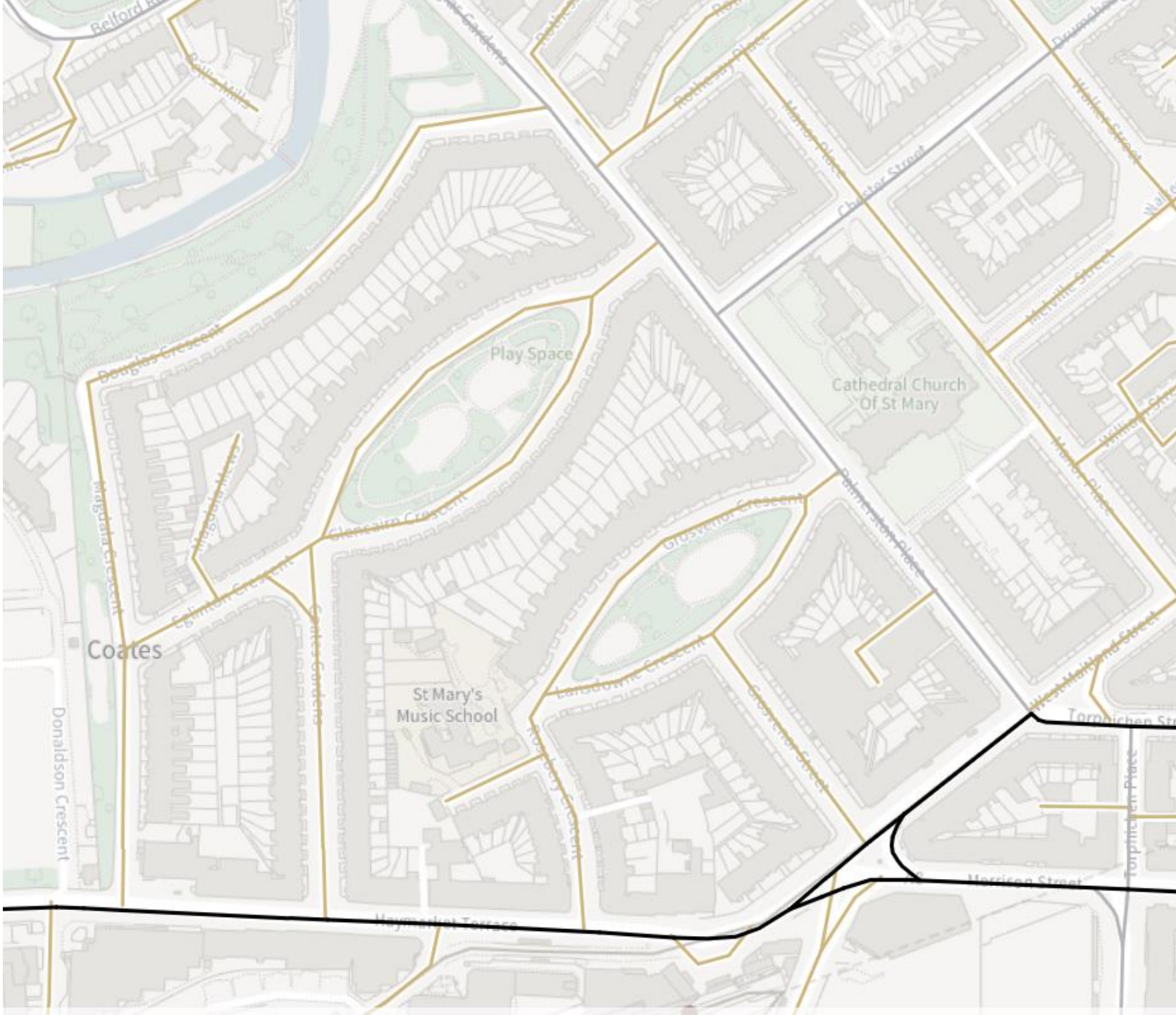
|                     |                                                                                     |                                                                                     |
|---------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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

Sets out the priorities for investment

In other words, the list of transport projects the Council intends to deliver over the next ten years

Includes several projects near to The Crescents:

- Dalry Town Centre;

- Lothian Road and;

- Morrison Street (including Haymarket Junction).

No current projects which propose alterations within The Crescents

Includes several 'rolling programmes' eg: Dropped Kerbs, Bike Parking, etc

Includes a process for introducing new projects, however these will be subject to prioritisation

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



# 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.

# City Mobility Plan Conclusions

## 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

## The Crescents - Delivery Options:

- 1) Possible to pick up modest changes as part of CCWEL alterations
- 2) Where appropriate could be picked up as part of rolling programmes, this includes: Dropped Kerbs, Minor Improvements, Bike Parking and Street Lighting
- 3) 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
- No limit on potential options, but major or expensive schemes may need to be compared against other priorities in the CIP
- 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](mailto:CCWEL@edinburgh.gov.uk)