

TEC final

We would like to start by supporting the addendum to item 8.1 by the Green Group, about the traffic survey data on the Braid estate, and agree this demonstrates induced-demand.

The reverse of induced-demand, "traffic evaporation" was also seen when Braid Rd was shut. This is because traffic is not like water that must go somewhere else if its path is blocked - it is a product of human choices. The opinions of the traffic survey engineers would have us believe that people only make journeys by car and that those same journeys couldn't be made by walking, cycling or bus.

Traffic is both self-limiting, but equally will expand to fill the available road space. The traffic on Comiston Rd will stay more or less the same whether or not more residential streets are given over to damaging through-traffic. If Comiston Rd is made more attractive for driving by diverting traffic through residential streets, more drivers will be encouraged to use Comiston Rd, to the point where it becomes clogged again.

Using residential streets as a pressure relief valve for overloaded main roads hasn't worked in 70 years, <slowly> **we need to shift our thinking**. All modern estates are built as LTNs, these developments are seen as desirable, not controversial. We ask that these low traffic principles from modern estates are applied to existing residential areas.

Specifically, we ask the council that all the rat runs in the Braid estate are stopped up, including Hermitage Dr and Midmar Dr and a proper, full LTN introduced. This would meet residents demands to reduce speeding and excess traffic.

The Braid estate is an important active travel route for school pupils coming from further afield. When real and safe choices are given to allow people to walk, cycle or bus, people take those choices. My colleague Beth will expand on that in a moment.

At Blackford Safe Routes, we present evidence-based proposals to then see groups like Keep Morningside Moving lobby for these schemes to be ripped out and returned to the status quo. The onus should be on them to provide viable and evidenced alternatives that meet the council's 30% traffic reduction target. We can't keep fighting over tiny scraps of infrastructure. If the council are serious, we need wholesale change **starting now** - to make that clear, a 30% traffic reduction is equivalent to 1985 traffic levels, before the city bypass was built.

We ask the council to commit to a full LTN on the Braid estate, and we support a roll-out of LTNs across the city, and prioritising buses, walking and cycling on main roads.

Extra:

A summary of LTN benefits, they:

- Halve road injuries
- Halve motor vehicle movements by eliminating through-traffic
- Improve air quality, even at boundaries
- Cut street crime
- Councillors who support LTNs are re-elected with increased majorities

