

Transport and Environment Committee

10.00am, Thursday, 19 August 2021

Corstorphine Connections Low Traffic Neighbourhood – Community Engagement on Concept Design and Commencement of Statutory Process for Experimental Traffic Regulation Order

Executive/routine Wards	Executive 6
Council Commitments	16, 17, 18, 19

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Notes the results of community engagement on a Concept Design for a trial Low Traffic Neighbourhood (LTN) in Corstorphine;
 - 1.1.2 Notes and approves the changes that have since been made to the Concept Design in response to feedback from the community engagement; and
 - 1.1.3 Approves commencing the statutory process for the Experimental Traffic Regulation Order (ETRO) necessary to implement the revised Concept Design for the LTN on a trial basis.

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Corstorphine Connections Low Traffic Neighbourhood - Community Engagement on Concept Design and Commencement of Statutory Process for Experimental Traffic Regulation Order

2. Executive Summary

- 2.1 This report provides the results of community engagement for a Concept Design for a trial Low Traffic Neighbourhood (LTN) in Corstorphine.
- 2.2 It also sets out changes that have since been made to the Concept Design as a result of feedback from the community engagement.
- 2.3 Finally, the report seeks approval to commence the statutory process for the Experimental Traffic Regulation Order (ETRO) necessary to implement the revised Concept Design for the LTN on a trial basis.

3. Background

What is an LTN?

- 3.1 An LTN aims to create a safer and more comfortable street environment for residents to walk, cycle, wheel and spend time in.
- 3.2 This is achieved by reducing the volume and speed of traffic, which in turn improves accessibility for local people to travel actively within their community. The reduction in traffic volume and speed is typically achieved through:
 - 3.2.1 Modal filters that restrict access to certain streets for vehicles;
 - 3.2.2 One-way streets; and
 - 3.2.3 Traffic calming.

Why introduce LTNs in Edinburgh?

- 3.3 The [City Mobility Plan](#) (CMP) vision is that Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city with a higher quality of life for all residents. Delivery of this vision is a key part of Edinburgh's commitment to achieve net zero carbon by 2030.

- 3.4 Within the CMP Section 4: Liveable Places, LTNs feature as a 'key element' 'to reduce car dependency, promote active travel, and increase the quality of public space'. This places LTNs as one aspect of a multi-stranded approach to delivery across the city.
- 3.5 In the west of Edinburgh, the LTN will supplement, and be complemented by, strategic actions to develop 20 Minute Neighbourhoods and sustainable transport interventions, including new park and ride sites, bus links and new active travel routes. This will pave the way for traffic to be reduced both within the LTN and on its surrounding roads.
- 3.6 A range of [research on established LTNs](#) has shown that they can be an effective approach for achieving the aims of the CMP:
- 3.6.1 [Increased levels of active travel](#), particularly walking but also [cycling](#);
 - 3.6.2 [Increased levels of road safety \(by 3-4 times\)](#) for trips by walking, cycling and driving;
 - 3.6.3 [Decreased car/van ownership in LTN areas](#), compared to non-LTN areas;
 - 3.6.4 [Decreased car use](#); and
 - 3.6.5 Decreased traffic on the boundary roads outside LTNs can also be achieved, as shown in [Hackney](#) and [Railton](#). In cases where LTNs have seen increases in traffic on boundary roads, such as [Tulse Hill](#) and [Stockwell](#), there is still an overall reduction in traffic when considering traffic levels as a whole, both within the LTN and on its surrounding roads. Importantly, in all these LTN's cycling has significantly increased, both within the LTN and on its surrounding roads. The [longer-term studies](#) of Waltham Forrest LTN has shown a 50% decrease in traffic across the LTN area. Whilst there has been a small to moderate increase in traffic on boundary roads, the overall reduction in traffic is significant.
- 3.7 In Edinburgh, initial analysis and feedback from modal filters introduced in the Blackford area has correlated with significant increases in the number of people cycling (refer to Appendix 2). These have also attracted support from some residents, local businesses and School Parent Councils in the area; in particular, from [residents](#) who feel that their streets are safer and easier for particularly vulnerable road users, such as children going to school, to cycle.

Why an LTN in this area of Corstorphine?

- 3.8 Concerns about intrusive traffic levels and speeding vehicles in certain streets in this area of Corstorphine have been raised and documented for a number of years. Corstorphine High Street and Saughton Road North in particular have been two streets about which the Council has received recurring correspondence from local people regarding road safety concerns, particularly in relation to the primary schools. These views informed the early exploration of an LTN with the local community. A plan showing the area covered by the LTN proposal is provided in Appendix 1.

- 3.9 In 2020, Council officers met with the Corstorphine Community Council, including members of the Corstorphine Primary School Parent Council, to further learn about their long-term concerns over high levels of intrusive and speeding traffic in the area, particularly focused around Corstorphine Primary School.
- 3.10 In previous years, similar concerns had led to trials, implemented by the North West Locality team, that changed traffic flows by introducing one-way systems in the Featherhall Area.
- 3.11 Two of the main aims in Corstorphine Primary School's Travel Plan are:
 - 3.11.1 To reduce traffic congestion around the school and surrounding area, with a target of 40% less cars around the immediate school area by June 2022; and
 - 3.11.2 To significantly reduce the number of cars being used on the journey to and from school.
- 3.12 The plan also highlights issues with traffic speeds and volumes, as well as difficulties crossing roads and narrow footways on many streets in the Corstorphine area.
- 3.13 A 2017, a [Public Life Street Assessment](#) of St Johns Road and its side streets highlighted issues of conflict between pedestrians and traffic and difficulties in crossing the road on Manse Road and Kirk Loan, narrow footways on the side streets and limited public seating and opportunities to enjoy the area as a public space.
- 3.14 The Council's [2020 Commonplace survey](#), while focused on public identification of locations where physical distancing was a challenge, also identified multiple streets in the area where people felt that traffic volumes and speeds were an issue.
- 3.15 As part of the [Active Travel Action Plan's](#) 'QuietRoutes' cycling and walking network, QuietRoute 9 was previously established through this part of Corstorphine. Reducing traffic along the route and at the crossings of busier streets, like Saughton Road North, as part of the introduction of an LTN, could assist with introducing further improvements to the QuietRoute.
- 3.16 Following on from the above, a review of traffic data for the area was carried out. This exercise brought together existing pre-Covid data sets with new data gathered during the pandemic and established a baseline understanding of traffic volumes and speeds.
- 3.17 The data was then analysed against the metrics set out in the [Edinburgh Street Design Guidance](#), Factsheet C1, for classifying a street in terms of traffic level and the infrastructure required to make it safe and attractive for cycling.
- 3.18 A summary of this data, and the street classifications, is set out in Appendix 3. The key findings are that Corstorphine High Street, Manse Road and Ladywell Road are all streets where traffic levels are too high to be safe and attractive for cycling without further infrastructure to separate cyclists from traffic or to lower traffic levels.

- 3.19 In the speed surveys, 85th percentile speeds in Corstorphine High Street were found to be 5mph greater than the 20mph speed limit.
- 3.20 Whilst the above classification focuses around the relationship between cycling safety and traffic levels, traffic volumes and speeds also have a strong interaction with how safe and attractive streets feel for walking and wheeling. Research on established LTNs has shown that they can significantly [increase levels of walking by residents](#) post implementation, whilst decreases in traffic can also [impact positively on wellbeing](#). Concerns about traffic and walking in this area were demonstrated through feedback from the Community Council, Corstorphine Primary school parent council, the public life street assessment and the Commonplace survey. Further to this, as part of the monitoring plan that is being developed for the LTN, it is planned to undertake detailed walking analysis both before and during the trial implementation.

Why an Experiment Traffic Regulation Order (ETRO)?

- 3.21 It is recognised that some residents have concerns about the potential introduction of an LTN so an ETRO approach allows this to be done on a trial basis. This can then be monitored, modified (if required, and within the parameters of the ETRO) and consulted upon before any decision is made regarding permanent implementation. This will give the local community full involvement in the development of the LTN.

Integration with other council projects

- 3.22 All plans are being developed in an integrated approach with input from across the Council; in particular Parking (for the controlled parking zone), Waste Services and other transport teams.

Stage 1 initial community engagement

- 3.23 Having considered this background information and traffic data, the first stage of community engagement was undertaken between February and March 2021, with findings subsequently [published](#). This initial stage of community engagement set out to establish people's views on the conditions in streets within the area for travelling locally and to identify issues and opportunities. The key findings were:

- 3.23.1 Safety of streets (52%) and a lack of safe road crossings (18%) were the key barriers preventing more trips by walking and cycling. Corstorphine High Street, Manse Road and Saughton Road North were the streets that were most often commented on as having issues with traffic volumes within the LTN area. Corstorphine High Street and Saughton Road North were the streets most commonly identified as having issues with traffic speeds within the LTN area;
- 3.23.2 26% of respondents felt that conditions for walking were bad or very bad, with 55% considering them good or very good. Corstorphine High Street, Manse Road and Saughton Road North were the streets where the need to improve walking conditions were most commonly raised;

- 3.23.3 33% of respondents felt that conditions for cycling were bad or very bad, with 35% considering them good or very good. Corstorphine High Street, Manse Road and Saughton Road North were the streets where the need to improve cycling conditions were most commonly raised;
 - 3.23.4 51% of respondents felt that speeds and volumes of traffic in the local area were very unsafe or slightly unsafe for children walking or cycling;
 - 3.23.5 75% of the respondents felt that levels of traffic in the local area, pre-pandemic, were too high whilst the other 25% felt they were acceptable;
 - 3.23.6 50% of the respondents felt that levels of traffic on their street, pre-pandemic, were too high whilst the other 50% felt they were acceptable;
 - 3.23.7 50% of the respondents felt that traffic speeds on their street were too high, whilst 49% felt they were too high on other streets in the area. 50% and 51%, respectively, felt that the speeds on their street and other streets in the area, were acceptable; and
 - 3.23.8 Locations highlighted for placemaking focused around St John's Road, Corstorphine High Street, the Featherhall area and Saughton Road North.
- 3.24 The results of this engagement reflected that people have quite differing views on traffic volumes and speeds, as well as conditions for walking and cycling. This may reflect the very localised nature of the high traffic levels, as shown in the traffic data, as well as how and where people currently use the streets. However, there is a clear indication that safety of streets and traffic volumes are a concern for many residents.

4. Main report

Concept Design

- 4.1 Based on traffic data, background information and the feedback from the first stage of community engagement, a [Concept Design](#) was developed for an LTN, including modal filters at Featherhall Crescent and Featherhall Avenue, school streets (timed modal filters) at Featherhall Terrace/Manse Street and Tyler Acre Avenue/Lampacre Road and a bus gate on Manse Road. The design also presented two options for Corstorphine High Street, both of which are shown in the plans provided in Appendix 4.
- 4.2 Option A retains most of the current traffic calming on Corstorphine High Street which was introduced under the Spaces for People project in 2020. However, under the LTN it may be possible to improve the quality of materials to create a more accessible footway space where widenings are created (for example, widened areas are built-up with temporary asphalt to match the existing footway level).

- 4.3 Option B adds to the Option A layout with a bus gate on Corstorphine High Street, from Ladywell Avenue to Kirk Loan. This permits the introduction of significant additional footway extensions along the section of the High Street between Manse Road and Kirk Loan, as well as very significant traffic reduction outside the Primary school.

Stage 2 community engagement

- 4.4 The Concept Design was shared for community engagement from 4 June to the 11 July 2021. The community engagement took place during the period of Covid-19 pandemic restrictions, which influenced the methods of engagement. The following engagement activities took place:
- 4.4.1 Leaflets sent to all households and businesses within the proposed LTN, including the perimeter boundary roads. (circa 4,000 leaflets);
 - 4.4.2 Information shared via press releases and social media;
 - 4.4.3 Lamp post wraps at key local locations;
 - 4.4.4 Public co-design style workshops;
 - 4.4.5 Door to door visits and leaflet drop to all businesses within the project area;
 - 4.4.6 Meeting with the Edinburgh Access Panel;
 - 4.4.7 Meeting with emergency services;
 - 4.4.8 Meeting with the Corstorphine Business Community (meeting held on 2 June to fit with this group's regular meeting. Due to this, the design proposals were not discussed but general considerations and views of business needs and requirements were recorded);
 - 4.4.9 Community Reference Group meetings, including representatives from Community Councils, Parent Councils, community organisations, local groups, local business representatives, and local members of the Edinburgh Access Panel, Living Streets and Spokes;
 - 4.4.10 Meeting with Community Council representatives;
 - 4.4.11 Presentation to the local Rotary Club; and
 - 4.4.12 Briefings with relevant Council services, the emergency services and the Edinburgh Access Panel.

Key themes from stage 2 community engagement

- 4.5 Support for the project centres around creating safer streets, particularly for active travel by children, through reducing intrusive traffic, as well as more attractive streets for spending time in, via placemaking improvements. This support highlights that the LTN should go further in developing the modal filters, to ensure it removes all the intrusive traffic and doesn't cause displacement onto neighbouring streets in the LTN area.

- 4.6 The main opposition for the LTN focuses on concerns that the Concept Design shifts traffic onto other streets within the LTN, as well as its boundary roads, reduces access for residents and a belief from some respondents that there are no issues with intrusive traffic in the area.
- 4.7 A detailed breakdown of the results from each part of the community engagement is provided in Appendix 6.
- 4.8 Whilst recognising that there are high levels of concern about the proposed LTN, it is important to note that trends from public engagement on other UK LTNs at the early stage of projects is that they often show high levels of concern from residents, particularly about closing roads, for example: [Waltham Forrest](#) and [Crystal Palace](#).
- 4.9 It should also be noted that the longer-term trend on residents' views of LTNs can be quite different. In Waltham Forrest, whilst the initial engagement showed residents were quite divided between those in favour and those against, the [longer-term results](#) (after a year or more of implementation) were much more in favour of the LTN. 55% of residents stated they would not adjust the scheme, with only 17.6% preferring to adjust the scheme and 1.7% preferring to remove the scheme.
- 4.10 UK wide [research](#) has also reported that residents very frequently hold strong concerns about traffic levels increasing on certain streets due to LTNs and that LTN type interventions will not lead to [traffic evaporation](#), the theory that reducing roadspace can reduce traffic levels. The research also indicates that these views are often unchanged when presented with the body of academic evidence which supports the theories traffic evaporation). These findings seem to correlate with the consultation results in Corstorphine.
- 4.11 It is acknowledged that outcomes are likely to vary on a case-by-case basis but [evidence from similar schemes](#) shows that LTNs do not simply shift traffic from one place to another. The Frequently Asked Questions section within the public engagement materials acknowledged that in short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this. Over time, [we see an overall reduction in the numbers of motor vehicles on roads](#), as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking, cycling or public transport as these options have become more accessible and attractive. This is known as traffic evaporation and has been observed in various road schemes around the world.
- 4.12 Although it's very difficult to predict the impact a specific scheme will have and modal shift, changes to trips and behaviours an [examination of over 70 case studies](#) of roadspace reallocation from eleven countries, and the collation of opinions from over 200 transport professionals worldwide notes that when schemes such as pedestrianisation, wider pavements or cycle lanes or bus (and other priority vehicle) lanes or road closures are introduced predictions of what will happen to traffic levels are usually excessively pessimistic.
- 4.13 Further, it may relevant to highlight [research](#) which indicates that the general stress caused by the Covid-19 pandemic could play a part in increasing levels of public

concerns about LTNs in the UK including, potentially, the Corstorphine LTN engagement.

5. Next Steps

Proposed next steps for the trial LTN

- 5.1 From feedback gathered during Stage 1 community engagement and analysis of traffic data, it is clear that there are significant levels of intrusive through traffic on key streets in the LTN area. Many local residents have expressed concerns about this traffic, particularly in relation to safety for children. Coupled with this, the [Bike Life](#) research in Edinburgh has consistently indicated that high traffic levels are one of the most significant barriers to more trips being made by bicycle. Similarly, [LTN research](#) has shown decreases in traffic correlating to increases in walking.
- 5.2 Introducing an LTN is consistent with the Council's CMP, forming one aspect of potential changes in the area to help increase the opportunities for people to travel sustainably as well as making transport more inclusive and affordable. These changes will, in turn, help achieve the Council's net zero carbon target by 2030.
- 5.3 However, following Stage 2 community engagement it is clear that there are also concerns from many residents around intrusive traffic shifting onto other streets, reduced access for local residents and increased congestion.
- 5.4 Officers have carefully considered these concerns alongside the LTNs potential benefits, traffic data, support from some residents and alignment with Council strategy.
- 5.5 Based on this, it is recommended that a revised Concept Design for the LTN be implemented, on a trial basis. This revised Concept Design responds to the key concerns raised during the community engagement, whilst also delivering objectives of safer streets for walking, cycling, wheeling and spending time in, particularly for children accessing schools and local parks. A plan showing the revised Concept Design is provided in Appendix 8.

Key design changes in revised Concept Design

- 5.6 **Corstorphine High Street** - The current temporary traffic calming on Corstorphine High Street, as set out as option A, would be retained with some localised changes to the priority traffic build-outs to address some concerns raised about traffic safety, speeds and operations. The measures will also be improved to create more accessible footway spaces where widened. This includes the junction narrowing at Kirk Loan.
- 5.7 **Reducing the bus gate at the north end of Manse Road/St. Johns Road to peak/school times only (08:30 – 09:30 and 14:45 – 19:00)** – This will ensure local residents in this part of Corstorphine retain vehicle access onto St John's Road via the signalised junction, which particularly aids right turns, outwith peak times. Limiting the timing of the bus gate to peak times only will remove the majority of through/intrusive traffic from Manse Road and improve safety and comfort during

these times. Traffic levels on Manse Road and the adjoining Corstorphine High Street, Featherhall Avenue and Station Road will be closely monitored during the trial, with the potential to make changes if required.

- 5.8 **Featherhall Avenue to be altered to one-way for southbound traffic only** - with the introduction of the peak time bus gate on Manse Road (northbound only) there is a likelihood of northbound traffic re-routing via Featherhall Avenue and Featherhall Crescent to join St Johns Road. To protect these streets, it is recommended that a one-way southbound traffic restriction is implemented on Featherhall Avenue, between St Johns Road and Ladywell Road, in place of the previously proposed traffic restriction north of Featherhall Road. It is proposed to also include the option within the ETRO for alternative interventions to be introduced on Featherhall Avenue during the trial, if this is deemed to be necessary as a result of ongoing monitoring and evaluation.
- 5.9 **Featherhall Avenue/Terrace junction footway widening** – These will slow motor vehicles down and make crossing the road easier and safer, particularly for children, near to Corstorphine Primary school.
- 5.10 **Saughton Road North improved crossings and traffic calming** – Based on the feedback around road safety concerns from some residents, temporary speed cushions will be introduced and build outs provided to make crossing the road easier at locations highlighted by feedback: Kirk Loan, Dovecot Road and the parade of shops near Tyler Acre Avenue.
- 5.11 **Dovecot Road** – As a result of feedback, particularly from the school bike bus, as well as users of QuietRoute 9, temporary speed cushions will be introduced to make the street safer for cycling.

Timeline

- 5.12 Subject to the approval of the recommendations in this report, the ETRO consultation process would commence in September 2021, with the results reported back to Committee in November 2021. If approval is then granted to proceed with the trial LTN, implementation would be carried out in November/December. A timeline of key steps for the LTN is provided in Appendix 9.

Complementary measures

- 5.13 To complement the LTN trial work, in partnership with sustainable transport operators such as Enterprise Car Club, bus operators and Edinburgh Bike Hire, development of a suite of measures that can offer more sustainable transport choices to residents in the LTN area during the trial is proposed. Work is also ongoing with colleagues in the Council's teams that undertake roads renewals and ongoing maintenance works to seek to integrate delivery of other street improvements, including hedge trimming.

Continued community engagement

- 5.14 Engagement is planned to continue throughout the ETRO consultation process and subsequent LTN trial. Through this process, residents will have the opportunity to provide their views on the revised Concept Design as well as to help shape the

placemaking aspects and finer grain detail of the layouts. Particular effort will be made to reach out to young people and children, as understanding their views on the future of their streets is important and they are often underrepresented in [public engagement](#).

Monitoring Plan

- 5.15 A comprehensive monitoring plan for the trial LTN is being developed with assistance from Sustrans' Research and Monitoring Unit. This will include a review of lessons learned from LTN monitoring across the UK. It is planned to involve community stakeholders in helping to inform the monitoring plan. Key themes for the plan currently include:
- 5.15.1 Community feedback about their streets and area;
 - 5.15.2 Traffic changes;
 - 5.15.3 Air quality;
 - 5.15.4 Noise;
 - 5.15.5 Businesses;
 - 5.15.6 Emergency services;
 - 5.15.7 Public transport;
 - 5.15.8 Travel behaviours and modes;
 - 5.15.9 Street usage changes; and
 - 5.15.10 Road safety.
- 5.16 The feedback and evaluation from the trial LTN will be shared with the emerging 20 Minute Neighbourhood programme to inform the scope direction for any future work in the wider area.

Potential alterations to the trial LTN layout

- 5.17 The most effective way to conduct a trial LTN, under the ETRO process, is to have the ETRO set up before the start of the trial to allow for both the planned layout and any potential alterations. This allows for quick implementation of any changes that may be required during the trial. Such changes could occur in response to community engagement or traffic monitoring indicating, for example, a new intrusive traffic route through the LTN area.
- 5.18 If the potential alterations have not been included within the ETRO consultation process before the trial starts, there would be a lengthy period of delay between a desired change to the layout being identified and a new Order being drafted, consulted on, approved and implemented. For this reason, a number of potential layout alternations will be allowed for within the ETRO, so that they can be readily implemented if required. Details of these potential alterations are provided in Appendix 10.

6. Financial impact

- 6.1 The costs for development of the designs, consultation, data gathering and the ETRO process are estimated to be £0.250m. These costs will be met by the Scottish Government's Pocket Places grant funding, which is administered by Sustrans.
- 6.2 The costs for implementation of the trial LTN, should it be approved by Committee, are being developed and will be presented to Committee in November, as part of the report on the results of the ETRO consultation. Implementation costs will also be met by the Scottish Government's Pocket Places grant funding, matched with Council funding for neighbourhood improvements.

7. Stakeholder/Community Impact

- 7.1 In February 2021, Stage 1 of community engagement for the Corstorphine LTN commenced. Details of the community engagement undertaken is outlined in paragraphs 3.23 and 3.24.
- 7.2 From 4 June to 11 July 2021, Stage 2 community engagement was undertaken, with online/postal surveys, leaflets, lamp post wraps and public co-design workshops. Detail of the engagement and its results are set out in paragraphs 4.5 and 4.6 and in Appendices 6 and 7.
- 7.3 Project community engagement materials during both periods of engagement were made available in a range of accessible formats on request. A specific question was asked within the online survey on whether respondents considered themselves to have a long term disability and follow up question of whether any specific considerations should inform design decisions. Analysis of these responses is included in Engagement Reports which do indicate concerns amongst this group, particularly over access issues.
- 7.4 Recommendations within the [Pave the Way](#) report have been considered during preparation of the community engagement and will be throughout any future trial or permanent implementation.
- 7.5 An interim Integrated Impact Assessment has been prepared and will be updated prior to implementation of any trial or permanent scheme. A local Edinburgh Access Panel member of the Community Reference Group was sought at the commencement of community engagement. As covid-19 restrictions we would also seek to reach out to other local disability and community groups.
- 7.6 Design of any temporary (and then permanent measures) will include ongoing engagement with the Edinburgh Access Panel particularly in relation to design/layout of street furniture and placemaking materials. Monitoring of any schemes introduced will include ongoing consultation with persons with disabilities and we will undertake an audit of measures introduced to ensure compliance with accessibility standards.

7.7 Further community engagement will be undertaken as part of the ETRO consultation process and during the trial LTN (if approved for implementation).

8. Background reading/external references

8.1 None.

9. Appendices

Appendix 1	Plan Showing Area of the Corstorphine Connections LTN
Appendix 2	Levels of cycling per month on Whitehouse Loan, before and after introduction of modal filters in February 2021
Appendix 3	Traffic levels of key streets in the LTN area and their classification within the Edinburgh Street Design Guidance
Appendix 4	Concept designs for Corstorphine LTN <ul style="list-style-type: none">• Option A: High Street retaining the Spaces for People layout• Option B: High Street bus gate and further improved footway widening
Appendix 5	LTN area broken down into four geographical area for the public engagement
Appendix 6	Detailed breakdown of the results from each part of the community engagement
Appendix 7	Summary of Stage 2 Online Survey results
Appendix 8	Proposed LTN layout for ETRO consultation
Appendix 9	Timeline for next steps of the LTN
Appendix 10	Potential alterations to the trial LTN layout

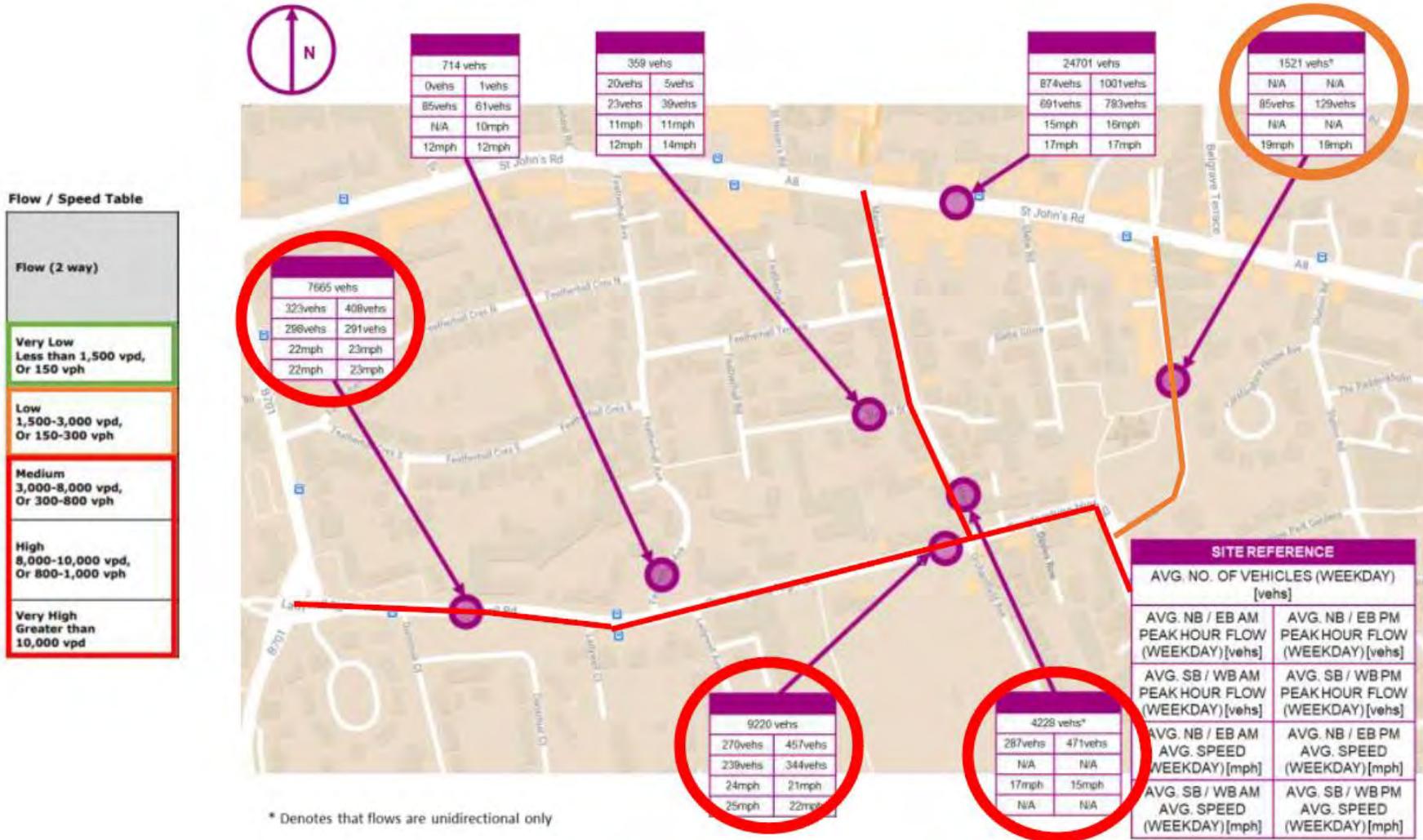
Appendix 1 Plan Showing Area of the Corstorphine Connections LTN



Appendix 2 Levels of cycling per month on Whitehouse Loan, before and after introduction of modal filters in February 2021

	Number of bicycles per month			
Year	March	April	May	June
2020	430	349	455	441
2021	489	503	494	547
% increase	14%	44%	9%	24%

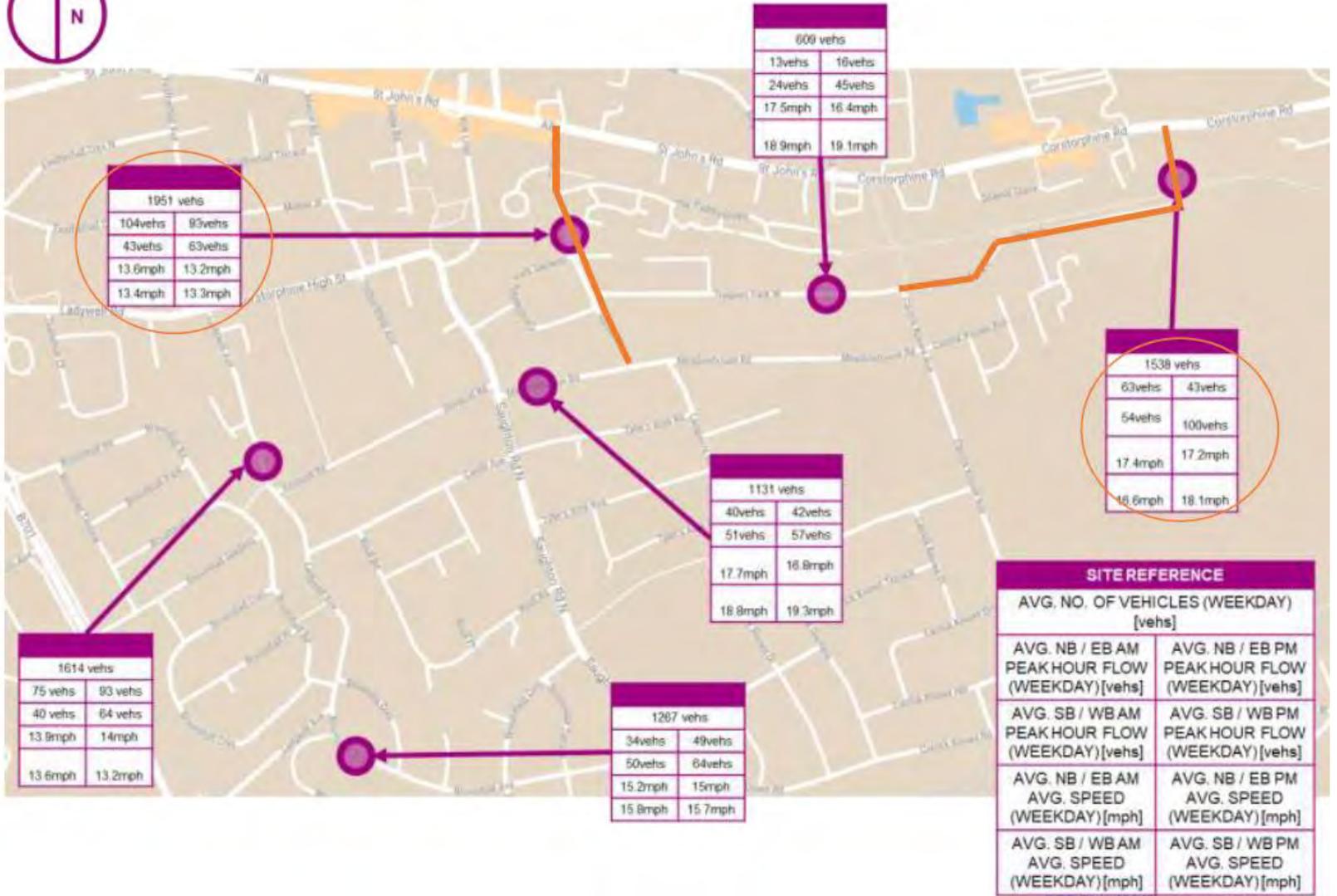
Appendix 3 Traffic levels of key streets in the LTN area and their classification within the Edinburgh Street Design Guidance





Flow / Speed Table

Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd



Appendix 4 Concept designs for Corstorphine LTN

Option A: High St retaining the SfP layout (though delivered in higher quality materials)



Option B: High St bus gate and further improved footway widening



Appendix 5 LTN area broken down into 4 geographical area for the public engagement



Appendix 6 Detailed breakdown of the results from each part of the community engagement

Local group meetings

From the meetings, the feedback is grouped into 4 geographical areas (refer to plan in Appendix 5). More detailed summaries of each meeting are contained in the engagement report available on the [Consultation Hub](#).

Area 1 Corstorphine High Street, option A and B – There were two opposing views expressed:

- That Corstorphine High Street should remain open to general traffic, with the current SfP layout changes, as it is the main thoroughfare for traffic in the area. There was a concern that closing it to general traffic would shift more traffic on to the boundary roads, as well as to other residential streets; and
- That traffic on Corstorphine High St should be restricted, as proposed in option B, as this will ensure reduced traffic outside the school, greatly improving safety for all users, especially children.

In the second view, it was also expressed that closing the street would help create a better pedestrian space for people to enjoy the High Street. However, it was also stated that this must be in conjunction with further traffic restrictions to prevent intrusive traffic shifting onto other streets, particularly Dovecot Road, Castle Avenue, Ladywell Avenue and Station Road.

Area 2 Featherhall area and Manse Road (including Corstorphine Primary School) – most people agreed that Manse Road has very high levels of traffic coupled with too narrow footways. They also agreed that the School Streets filters have been useful and should remain.

Area 3 Carrick Knowe area (including Carrick Knowe Primary), from Saughton Road North east to Pinkhill – there was general agreement about speeding traffic issues and difficulties crossing Saughton Road North. Some people also mentioned the need to protect Meadowplace Road from potential intrusive traffic, if bus gates were to be added to Manse Road or the High Street. It was also noted that the School Streets interventions should be improved to create a more welcoming space where people want to spend time, especially during school pick up.

Area 4 Broomhall area, Castle Avenue, Dovecot Road and Ladywell Avenue – the focus of feedback was that these streets would need modal filters to protect them from intrusive traffic re-routing from the High Street, if a bus gate were to be introduced. Ladywell Avenue was the main suggested location.

Placemaking, all four areas

Key feedback on placemaking highlighted the usefulness of regular seating, especially for older people, that planters though beneficial must not limit footway space, cutting back hedges is vital, incorporating playful elements on walking routes to school, involving children in artwork and any artwork or paint should be respectful

to the historical character of the area. Some also felt that more placemaking was unnecessary as local parks fulfilled this purpose.

General comments across the area as a whole - there was a split in opinions between:

- people wanting no interventions or just minimal interventions, which usually included the school streets and, for some, the Manse Road bus gate, and
- people preferring there to be more modal filters to ensure no intrusive traffic can get through the area.

Some feedback was that the LTN should be extended to encompass the area of Corstorphine to the north of St John's Road, where narrow footways and intrusive traffic make access by walking, cycling and wheeling feel very unsafe and unattractive.

Edinburgh Access Panel

The project team has attended recent Edinburgh Access Panel monthly meetings to discuss the project. The panel noted that the measures should be consulted on and designed along with the local community. The location of any new street furniture features installed as part of placemaking proposals were noted as being of importance, along with street furniture visibility for the visually impaired and also the need for any street artwork to be sympathetic to the visually impaired and those with dementia. The need to retain blue badge parking revision was noted by the panel.

Local Businesses

Out of the 785 people who answered the question asking for their connection with the Corstorphine LTN, 13 run a business in the area. The results show that business owners generally disagree with the proposals, with the concerns that the plans will restrict local access and it will cause increased congestion/pollution and that there is no need for the proposals.

Emergency Services

No specific concerns raised other than bus gate enforcement. It is proposed to continue working with all emergency services throughout the project's development. In London, where multiple LTNs were introduced during 2020, the London Fire Brigade [reported](#) no impact to date on their response times due to LTNs.

Public co-design workshops

The workshops used online breakout rooms to facilitate in-depth discussion in small groups on the proposed design. To focus the discussion, the LTN was divided into four areas with discussion on operational layout and placemaking aspects. The key feedback

for each area is given below, with more in depth summaries provided in the engagement report available on the [Consultation Hub](#). The placemaking feedback was similar across all four areas, so is summarised in a separate section below.

Area 1 Corstorphine High Street, option A and B – Similar to the feedback for the local groups, there were two main opposing views expressed:

- Corstorphine High St should remain open; and
- Corstorphine High St should be restricted, as proposed in option B, but with further restrictions to prevent intrusive traffic shifting onto parallel streets, particularly Dovecot Road, Castle Avenue, Ladywell Avenue and Station Road.

Reasons given for keeping the High Street open were that, if closed, it would cause more traffic congestion on other roads, both within and around the LTN. Reasons for closing the High Street centred around improving safety for pedestrians, particularly children around the school and park, and that it would create a people friendly street for the community to enjoy.

Area 2 Featherhall area and Manse Road (including Corstorphine Primary School) – many people agreed that Manse Road has too much traffic, at peak times, and too narrow footways. They also agreed that the School Streets filters have been useful. However, some felt that the bus gate on Manse Road would shift traffic across to the Featherhall area, notwithstanding the more convoluted routing due to the proposed modal filters.

People also expressed concerns that turning right out of Featherhall Avenue, onto St John's Road, was much more difficult than turning right out of Manse Road, as Manse Road is signalised. There were some views that the closures around Featherhall would be sufficient to deter intrusive traffic, however there were also opinions that there should be more closures and views that no closures should be introduced. There was general agreement that the junction of Featherhall Terrace and Featherhall Avenue is too wide and is unsafe for children to cross.

Area 3 Carrick Knowe area (including Carrick Knowe Primary), from Saughton Road North east to Pinkhill. There was general agreement that making the area around the school safer of children was important. However, it was also felt that retaining access for residents of the street, deliveries and emergency services was required. It was highlighted that addressing the speed of traffic on Saughton Road North was important, as were improved crossing facilities.

People also expressed concern that, if Corstorphine High Street had a bus gate, this would lead to intrusive traffic using Station Road. The speed of traffic on Saughton Road North was also recognised as a current issue.

Area 4 Broomhall area, Castle Avenue, Dovecot Road and Ladywell Avenue – There were concerns raised that, if option B were implemented, this would cause intrusive traffic to shift onto these streets. Some people felt that more modal filters would be required in this area to prevent the shift of intrusive traffic, others felt that the option B bus gate should not be implemented.

Placemaking, all four areas - Key feedback on placemaking highlighted the usefulness of regular seating, especially for older people, that planters though beneficial must not limit footway space, cutting back hedges is vital, incorporating playful elements on walking routes to school, involving children in artwork and, any artwork or paint should be respectful to the historical character of the area. Some also felt that more placemaking was unnecessary as local parks fulfilled this purpose.

General comments across the area as a whole - there was a general split in opinions between:

- people wanting no interventions or just minimal interventions, where minimal often meant only the school streets; and
- people preferring option B and more modal filters to ensure no intrusive traffic re-routing through the area.

Online Survey

The survey on the Council's Consultation Hub attracted 794 responses, 44% of which were from people whose postcodes were from within the LTN area, including its boundary roads.

The general results from the online survey show high levels of concerns from respondents, both within and around the LTN. Appendix 7 provides a summary of the results and key themes, with more detailed breakdown provided in the engagement report.

The key concerns are focused upon the bus gates at Corstorphine High Street and Manse Road, with the Featherhall modal filters receiving somewhat lower levels of concern and a higher amount of support, and people preferring to see a trial in place before forming an opinion. The School Streets filters also received lower levels of concern, with less than half of respondents opposed to them. This may, in part, be due to the fact they are already in place and research has shown that LTNs and LTN type measures, can grow in popularity once people have the chance to trial and experience them.

Looking at the reasons people gave for their responses, the following picture emerges:

Corstorphine High Street bus gate – By far the most common response (394) was concern that the bus gate would shift traffic across into other local residential streets. This was followed by views that it would increase journey times and pollution.

Manse Road bus gate – Similar to the High Street, many people (278) were concerned about traffic shifting to neighbouring streets and causing congestion. There were also quite a few concerns (113) about longer journeys for local residents and difficulty in accessing St John's road. This correlates to the more detailed feedback from the workshops where concerns were raised about removing the access to St John's Road via the only signalised junction in the local area.

Featherhall Crescent and Featherhall Avenue modal filters – Whilst the proposals here also shared key themes of concerns about displaced traffic and local

access, the numbers are much lower and the benefits of road safety and less traffic also emerge as one of most commonly noted themes.

Corstorphine Primary School streets – For the two associated school streets restrictions, on average 180 respondents thought that the proposals will improve the area and safety of the streets. Some concerns were received that access would be restricted for local residents (57), the plans would increase congestion (40) and also create safety issues (33).

Keeping surrounding streets open and under monitoring during the trial – The most common concerns were raised regarding the increased levels of traffic and the potential displacement of it onto other streets (138). Streets highlighted with highest concerns and requests for interventions include Meadowhouse Road, Kirk Loan, Corstorphine Park Gardens, Station Road and Ladywell Avenue as well as Dovecot Road and Castle Avenue.

Appendix 7 Summary of Stage 2 Online Survey results

Location	All Responses r=794		Young people 16-24 r=21	
	Support (%)	Oppose (%)	Support (%)	Oppose (%)
Option A – High St SFP	33	65	10	62
Option B High St Bus Gate	19	79	33	67
Manse Rd Bus Gate	17 8% waiting for trial to inform	74	33 5% waiting for trial to inform	62
Featherhall modal filters	19 20% waiting for trial to inform	61	40	60
Corstorphine Primary School Streets	30	46	30	59
Carrick Knowe Primary School Streets	25	42	30	45
Leave additional streets open for further monitoring	46	36	38	39

Location	Key themes and number responses per theme
Option B High St Bus Gate	394 – shift traffic to nearby streets/cause congestion 119 – longer journey times and increased pollution 102 – not necessary in general
Manse Rd Bus Gate	278 – shift traffic to nearby streets/cause congestion 61 – difficult access to St Johns 52 – longer journey times for locals
Featherhall Crescent	183 - shift traffic to nearby streets/cause congestion 139 – Will reduce traffic and make streets safer 101 – disrupt journey and make access to local amenities more difficult

Featherhall Avenue	143 - shift traffic to nearby streets/cause congestion 89 – Will reduce traffic and make streets safer 78 – disrupt journey and make access to local amenities more difficult
Corstorphine Primary School Streets	75 – will improve the area 105 – will improve safety 52 – no support for proposed plans
Carrick Knowe Primary School Streets	72 – no support for proposed plans 68 – improves the area 53 – not impacted by change
Leave additional streets open for further monitoring	138 – traffic levels are high 117 – against further monitoring/action 70 – no support for overall plans

Appendix 8 Proposed LTN layout for ETRO consultation

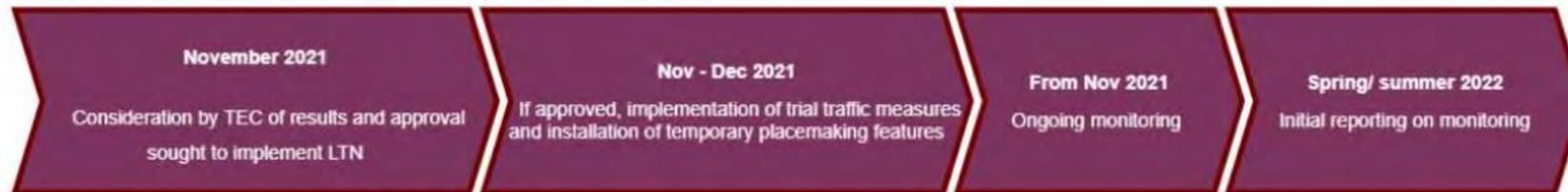


Appendix 9 Timeline for next steps of the LTN

Community engagement, finalise design and ETRO process



Approval, implementation and ongoing monitoring



Amendment and further measures



Consideration and implementation of final scheme



Appendix 10 Potential alterations to the trial LTN layout

These potential alternative measures will be allowed for within the ETRO in case they require to be implemented during the trial, in response to issues such as intrusive traffic re-routing.

1. Modal filter on Station Road at the junction with Corstorphine Park Gardens (Northern Arm);
2. One way plug, with southbound access only, on Station Road at junction with St John's Road;
3. Modal filter on Featherhall Terrace, at the junction with Featherhall Avenue;
4. One way plug, with westbound access only, on Featherhall Terrace at junction with Featherhall Road;
5. One way plug, with southbound access only, on Featherhall Avenue at junction with St John's Road; and
6. Modal filter at the junction of Broomhall Crescent and Ladywell Avenue.

