

COMMUNITY ENGAGEMENT

Informing the scope of a Low Traffic
Neighbourhood in Corstorphine



Corstorphine
Connections



Agenda

Item	Time
Welcome and Introductions	6.30-6.35
Background to Project	6.35-6.40
Information Gathering	6.40-6.45
Overview of LTN proposals	6.45-6.50
Breakout Sessions	
1) Corstorphine High Street	6.50-7.20
2) Featherhall / Corstorphine PS	7.20-7.40
3) Carrick Knowe PS	7.40-7.50
Questions & Next Steps	7.50-8.00

Welcome and Introductions

Organisation

Martyn Lings – City of Edinburgh Council

Paul Matthews – AECOM

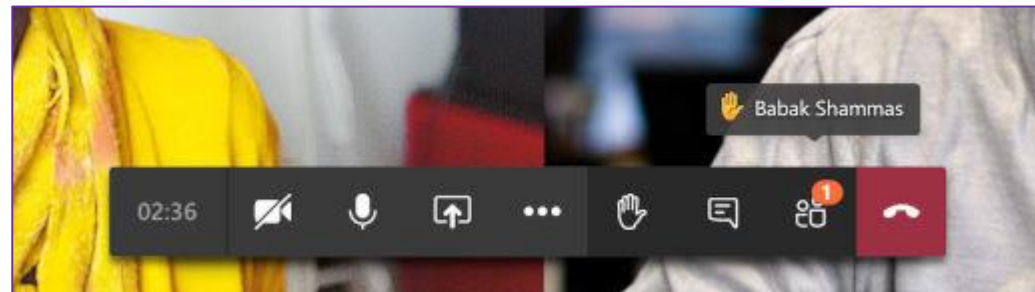
Anna McRobbie – AECOM

Christina Eley – Sustrans

Rene Lindsay - Sustrans

Housekeeping

- Chair to help facilitate and ensure everyone gets a fair opportunity to speak.
- Please use the hand's up function – Chair will note these and invite people to speak.
- Stick to the question/topic of that part of the meeting. Flag items that you'd like to return to later in the Chat box and the Chair will note these and bring them back to the group for discussion.
- Any questions which you don't have opportunity to ask or receive response will be recorded and responses shared via email to group.
- Discussions are being recorded for record keeping purposes.
- Respect the speaker and their view and allow them to finish their point.
- Try to be succinct, we have limited time and want everyone to be able to get there points across.
- We welcome feedback on ways to improve how the group functions as we go along.



Background - Context

City Mobility Plan

- Net Zero Carbon by 2030
- Multi-stranded approach
- Low Traffic Neighbourhoods are one element

Key Objectives

- Encourage & increase use of sustainable modes of transport
- Improve travel choices by sustainable modes
- Reduce CO2 and other air pollutants
- Improve safety of travel
- Reduce vehicle dominance of streets
- Reduce need to travel
- Inclusive and affordable travel

Previous trials in Corstorphine

- Consulted with CCC and CEC officers



An LTN is where through traffic or 'rat running' is removed from a group of residential streets to create a safer environment for all. This is usually done by reducing the ability of vehicles to travel through certain streets, whilst maintaining local access for residents and deliveries. LTNs will support the creation of 20-minute neighbourhoods.

Policy Measure PLACE 2 - 20-Minute Neighbourhoods
Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.

New developments have a key role to play in supporting the 20-minute neighbourhood concept.

Dense mixed-use developments are the most sustainable ways to plan for our future and combat climate change. Our adopted Local Development Plan and emerging City Plan 2030 contain policies which require sustainable development that is supportive of the 20-minute neighbourhood concept.

Policy Measure PLACE 3 - Dense Mixed-Use Development
Support the creation of dense mixed-use developments which support public transport and reduce the need for longer distance journeys.

STREETS FOR PEOPLE Liveable Places
Streets in many of our communities are too often dominated by traffic, mostly cars, which affects our quality of life and wellbeing.

Each of Edinburgh's towns and villages need a plan to reduce car dependency, promote active travel, and increase the quality of public space. Exploring the creation of low traffic neighbourhoods (LTNs) will be a key element of this.

On-street parking can cause conflict between street-users and adds pressure to the road network. With limited road space, the current approach is not sustainable. On-street parking on the road network provides too many obstacles to the free flow of more sustainable forms of transport and travel.

Inconsiderate car and van drivers are parking on pavements making the limited space available difficult to navigate for walkers and inaccessible to those with mobility challenges like buggies or mobility scooters.

On street parking must be better managed to allow for resident parking and servicing but not to impair access by more sustainable modes.

Policy Measure PLACE 4 - Liveable Places
Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas.

Policy Measure PLACE 5 - Streets for People
Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

While it is important that new developments contribute to reducing the number of private cars in the city through measures such as managed parking provision and provision of infrastructure for sustainable modes, it is important that provision is made for delivery vehicles and service vehicles including waste collection vehicles. In ensuring provision for these types of vehicles it is important that pedestrians, cyclists and public transport are not impacted, in terms of either safety or quality of infrastructure.

Policy Measure PLACE 6 - Servicing in New Developments
Manage servicing requirements in new developments so that street design is not compromised, and other street users are not adversely affected.

Street Design
High quality streets make a significant contribution to Edinburgh's outstanding urban character. This owes much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages and



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We need to put the needs of pedestrians, cyclists and public transport users first when designing streets. While most streets will accommodate car use, we need to achieve a much better balance, one where the street environment positively influences driver behaviour, and where other street uses, and other forms of travel, especially journeys by foot, wheel or bicycle, are prioritised over speed of movement by car.

Alongside good street design, it is crucial to ensure adequate maintenance of the existing

City Mobility Plan, Section 4 Place, Policy Measures

Background to Corstorphine LTN

What is a LTN?

Low Traffic Neighbourhood's create a safer and more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces.

The aim is to reduce the volume and speed of traffic and improve accessibility for local people to walk, cycle and wheel and spend time outdoors in their community.

Measures include:

- Restricting access to certain streets for vehicles
- One-way streets
- Traffic Calming
- Placemaking – such as new pocket parks and community spaces

Spaces for People

This project is separate from the temporary measures which are being considered as part of the Council's Spaces for People response to the pandemic.



Background to Corstorphine LTN

Frequently Asked Questions:

Will the scheme mean traffic is shifted on to other streets?

Evidence from similar schemes shows that LTNs do not simply shift traffic from one place to another. Instead, 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.

Do LTNs make air pollution worse?

The Council is prioritising measures to help people walk, wheel, cycle and use public transport over private cars as a key way to reduce air pollution. Evidence from LTNs in other parts of the country has shown that, over time, the number of households exposed to illegal levels of pollutants has been significantly reduced.

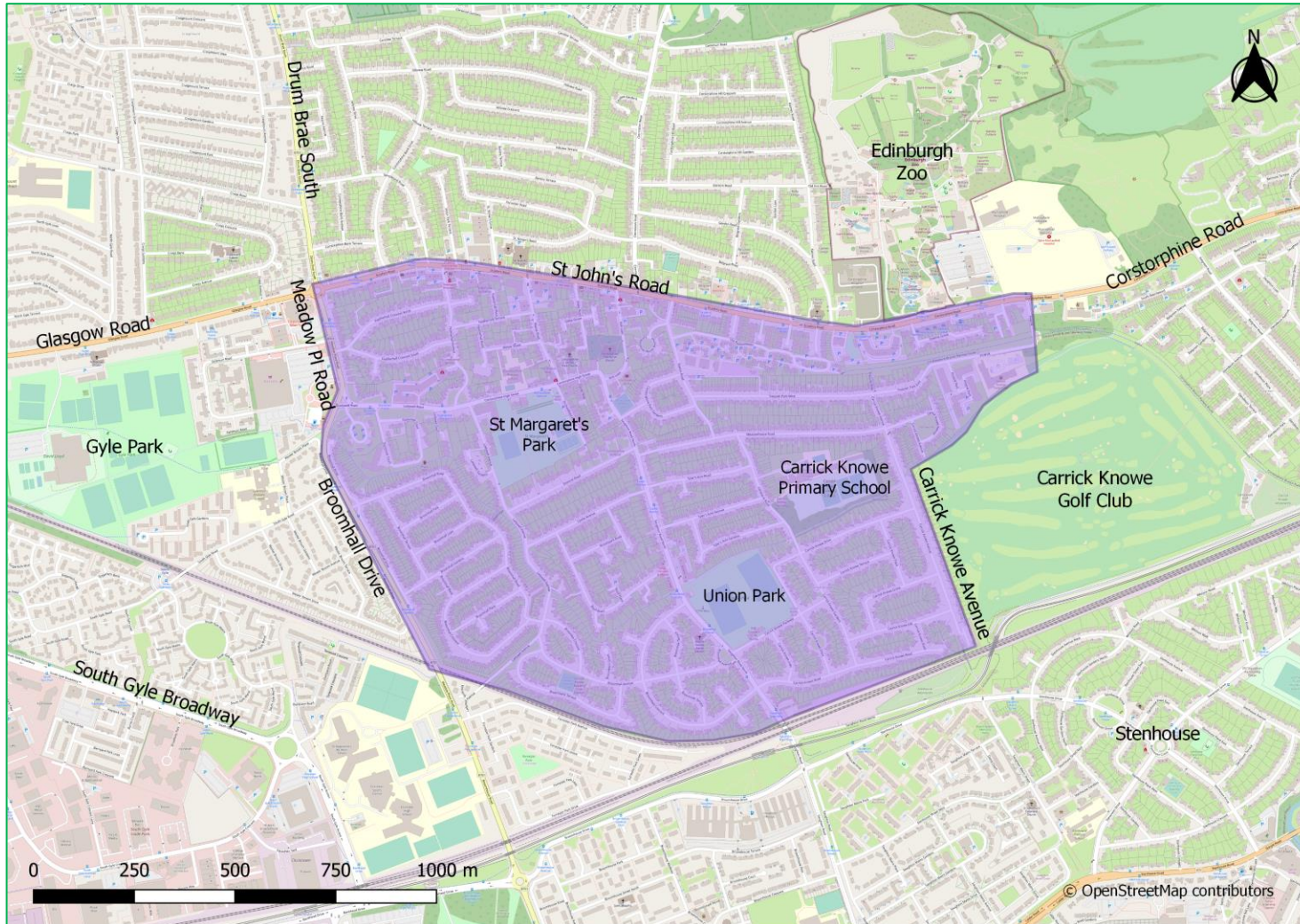
Are LTNs anti-car use?

We recognise that for some journeys the car may be the only viable option. LTNs aim to ensure that the streets in the area are quiet and safe enough that all people who are able to walk, cycle and wheel feel that they can. By enabling more trips by walking, cycling and wheeling, this in turn can reduce pressure on the road network so the people who have to make journeys by car are able to do so more easily.

Will the changes restrict access for the emergency services, waste services, trades vehicles etc?

The Emergency Services have been consulted from the early stages of the project and final layouts will be discussed with them including through the statutory processes. Where access changes, road widths will still be sufficient to allow large vehicles to manoeuvre. Monitoring of similar schemes has also shown that response times for emergency services actually decrease with LTNs because less traffic means they can reach their destinations faster.

Background to Corstorphine LTN



Scope and Area

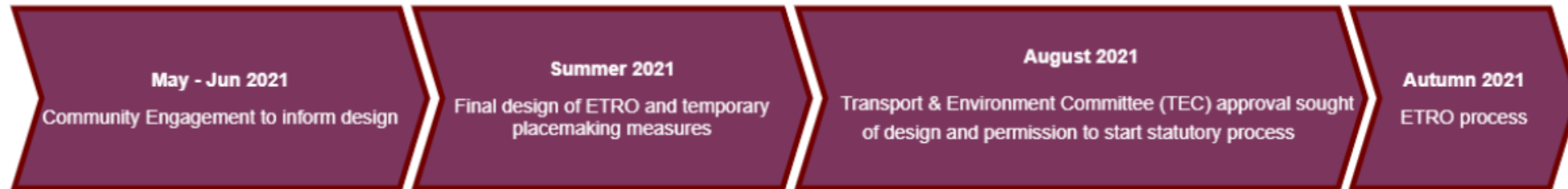
Bound by main roads:

- St John's Road
- Meadow Place Road
- Carrick Knowe Avenue

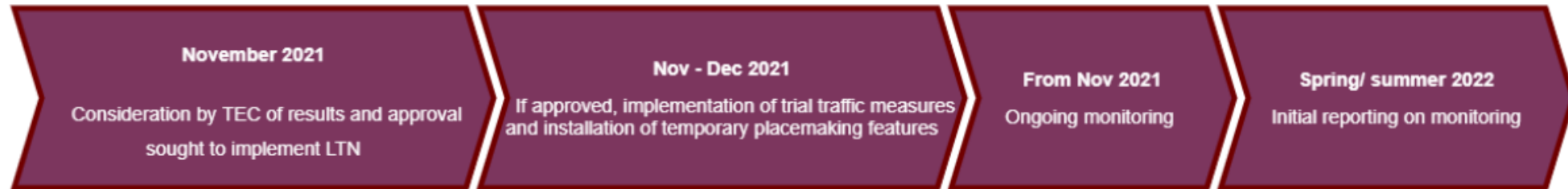
Timeline

- Initial Engagement Complete: Feb – Mar 2021

Community engagement, finalise design and ETRO process



Approval, implementation and ongoing monitoring



Amendment and further measures



Consideration and implementation of final scheme



Current stage of engagement

This current stage of engagement reports on previous findings and is seeking to gather feedback on the Low Traffic Neighbourhood initial design proposals. The engagement is open from 4th June to 4th July 2021.

How to respond:

- Online survey
- Post
- Email project team

All details available on the City of Edinburgh Council Consultation Hub

See the proposals and give us your views

Corstorphine Connections Low Traffic Neighbourhood

Please review the [Corstorphine proposals and complete the survey](#)

Leith Connections Low Traffic Neighbourhood

Please review the [Leith proposals and complete the survey](#)

Information Gathering

Previous stage of engagement

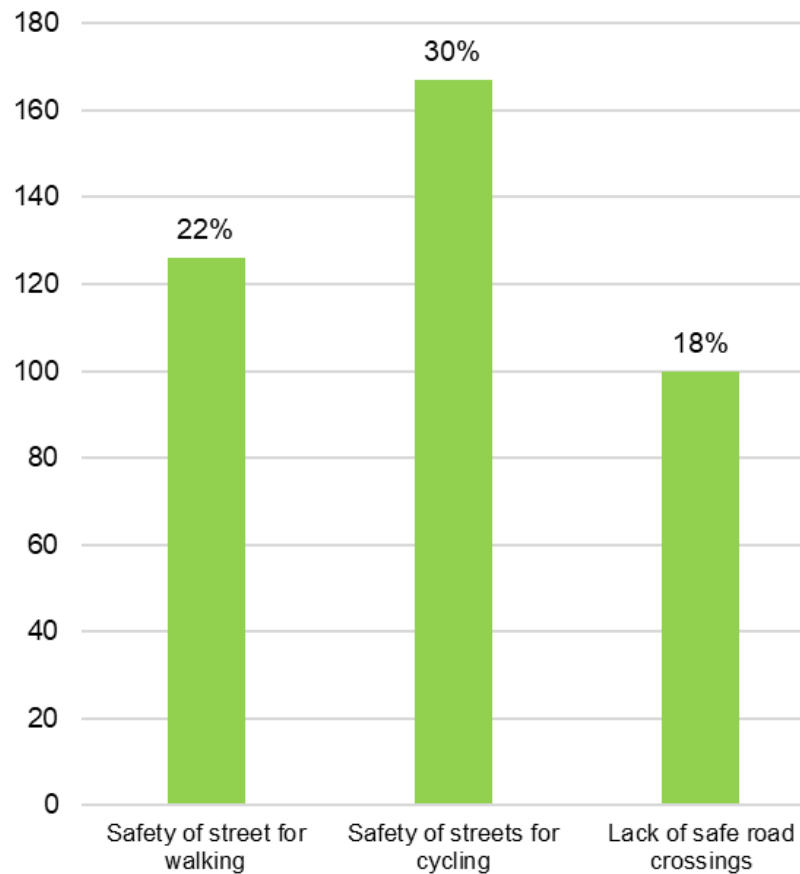
The previous stage of engagement was aimed at gathering feedback from residents to understand conditions and issues in the project area. This was used to inform the design proposals of the LTN project so it could meet the needs of the local area and residents.

The engagement ran from the 8th Feb to 5th March 2021.

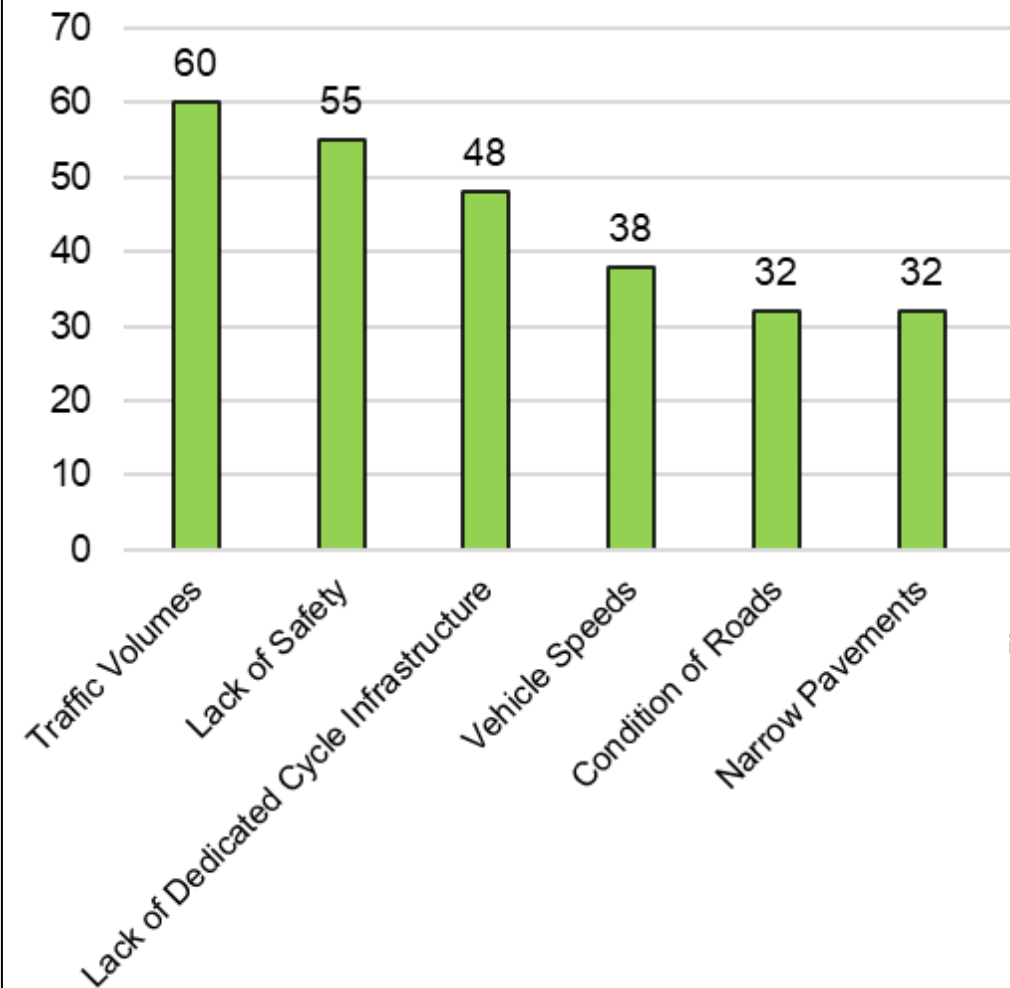
Launch week	✓	The public launch of the project was on the 8th February . This included a press release by the Council and social media posting.
Engagement promotion*	✓	Over 4,000 leaflets were distributed to residents and building occupiers within the project scope area.
E-mail engagement	✓	Email notifications were issued to all stakeholders at the start of the engagement period. This was to raise awareness of the project.
Community Reference Group meetings	✓	The first Community Reference Group meeting was held on the 3 rd March to raise awareness of the project and gather initial feedback.
Online survey	✓	A total of 505 completed surveys were received through the project online survey over the engagement period. The survey was hosted on the Council's Consultation Hub. Paper copies were also made available on request.

Engagement Findings

Factors that prevent respondents from making trips within the local area (n=562)

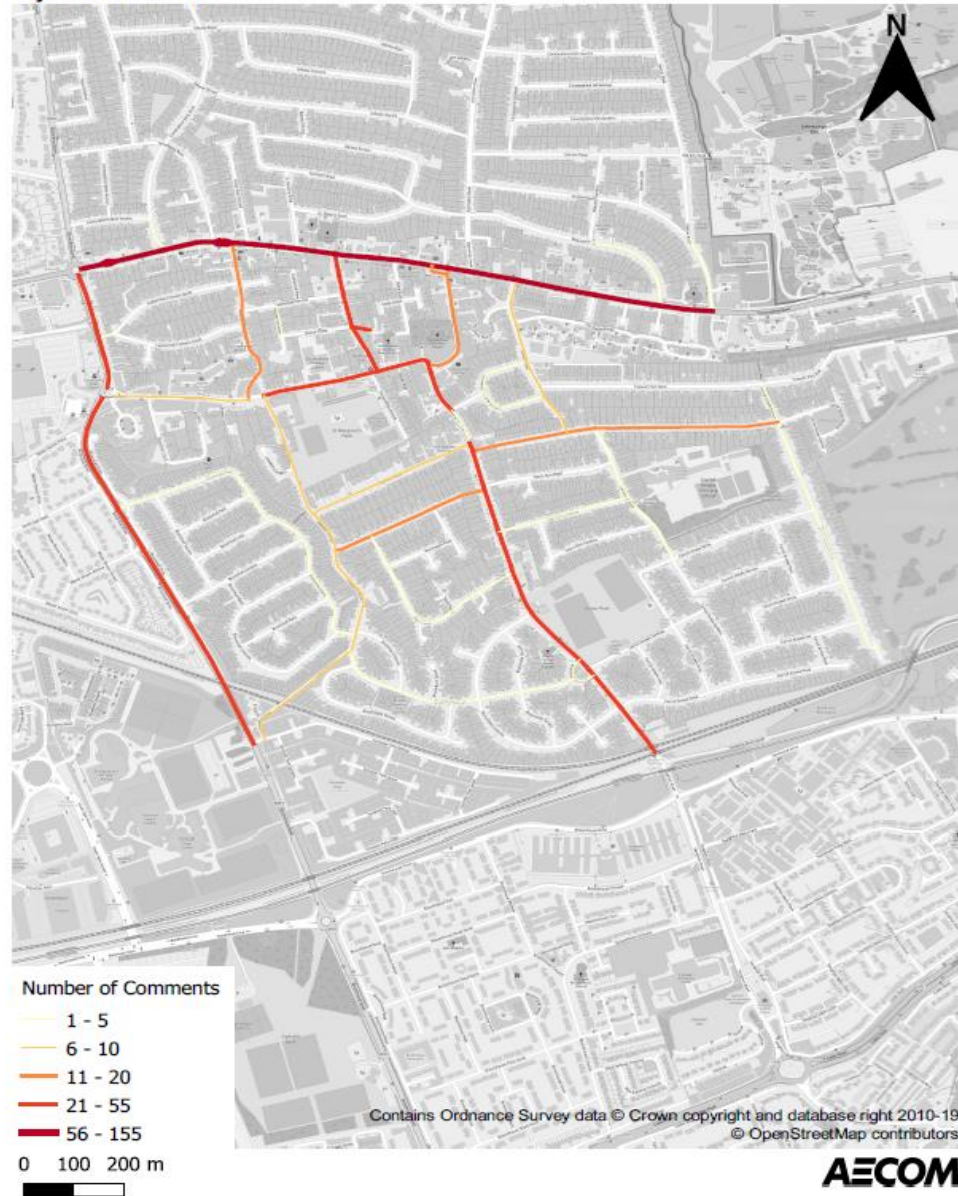


Detailed factors that prevent respondents from making trips within the local area (n=373)



Engagement Findings

Q16 - If you think traffic levels are too high on any street, please could you state the street and any further details?



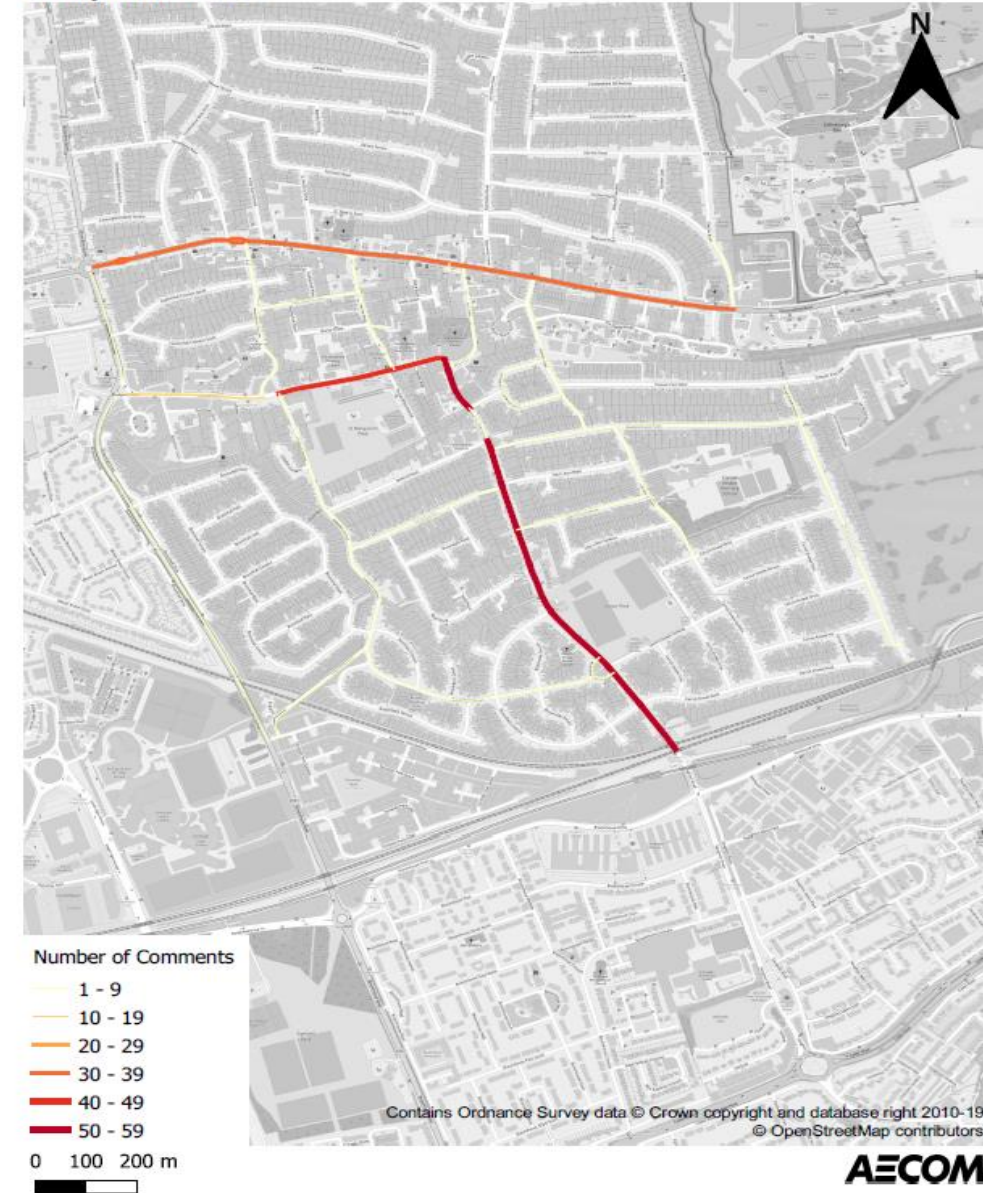
Streets where traffic **levels** are too high:

Key streets highlighted with concerns for traffic levels were:

- St. Johns Road
- Corstorphine High Street
- Saughton Road North
- Manse Road
- Featherhall Avenue
- Meadowhouse Road
- Kirk Loan

Engagement Findings

Q18 - If you think traffic speeds are too high on another street, please could you state the street and any further details?



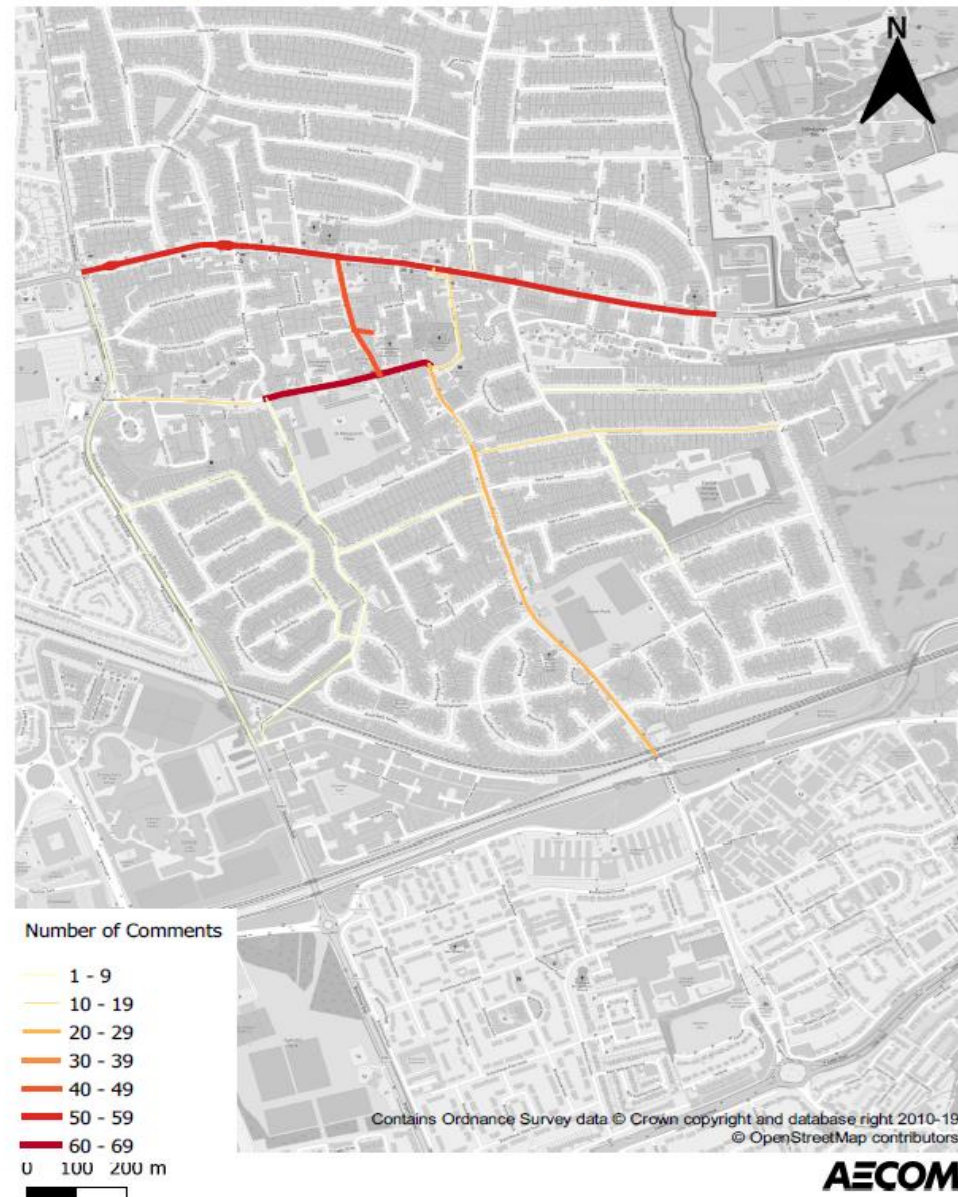
Streets where traffic **speeds** are too high:

Key streets highlighted with concerns for traffic speeds were:

- St. Johns Road
- Corstorphine High Street
- Saughton Road North

Engagement Findings

Q9 - Are there any particular areas or locations where walking conditions could be improved?

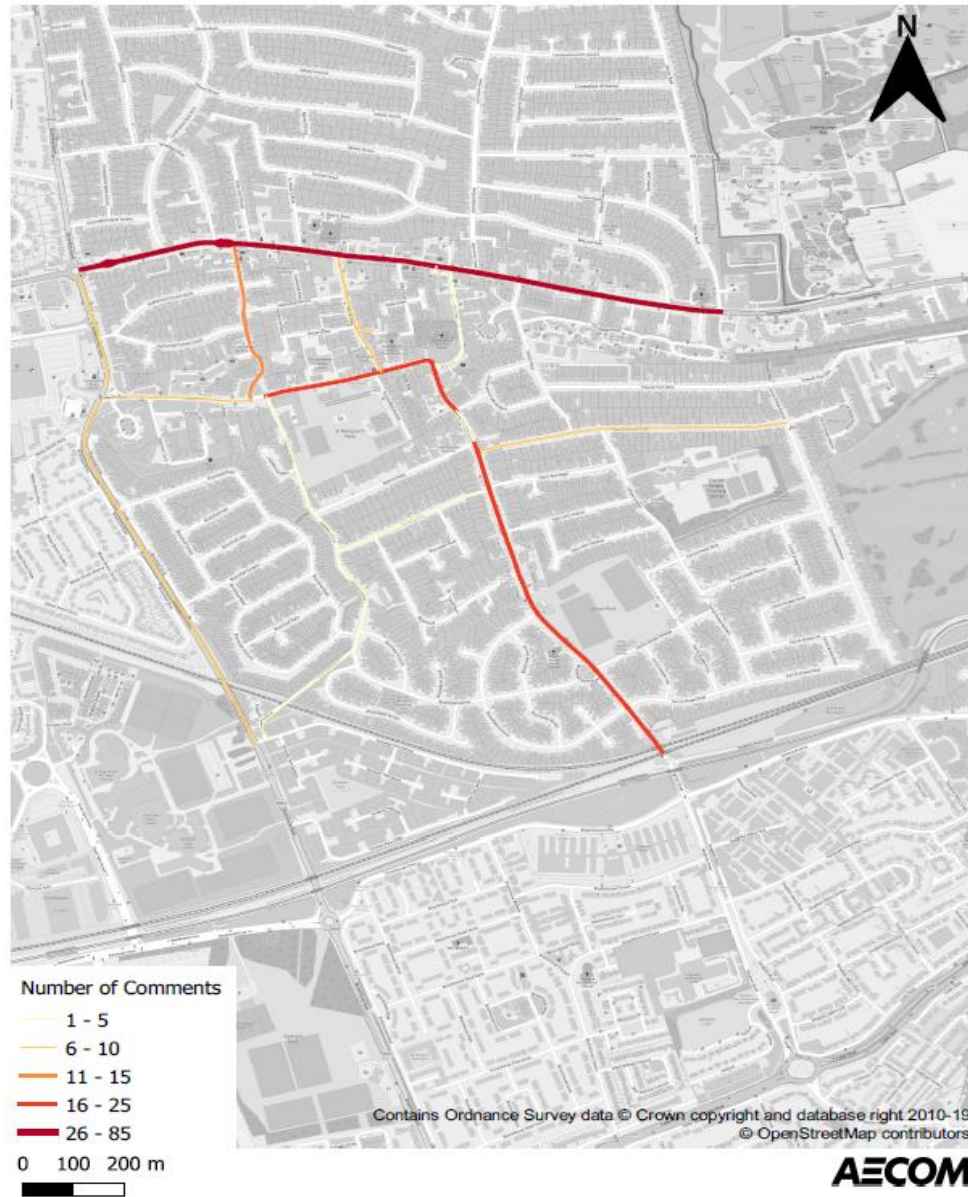


Streets where **walking conditions** could be improved:

1. Corstorphine High Street
2. St Johns Road
3. Manse Road
4. Saughton Road North
5. Meadowhouse Road

Engagement Findings

Q10 - Are there any particular areas or locations where cycling conditions could be improved?

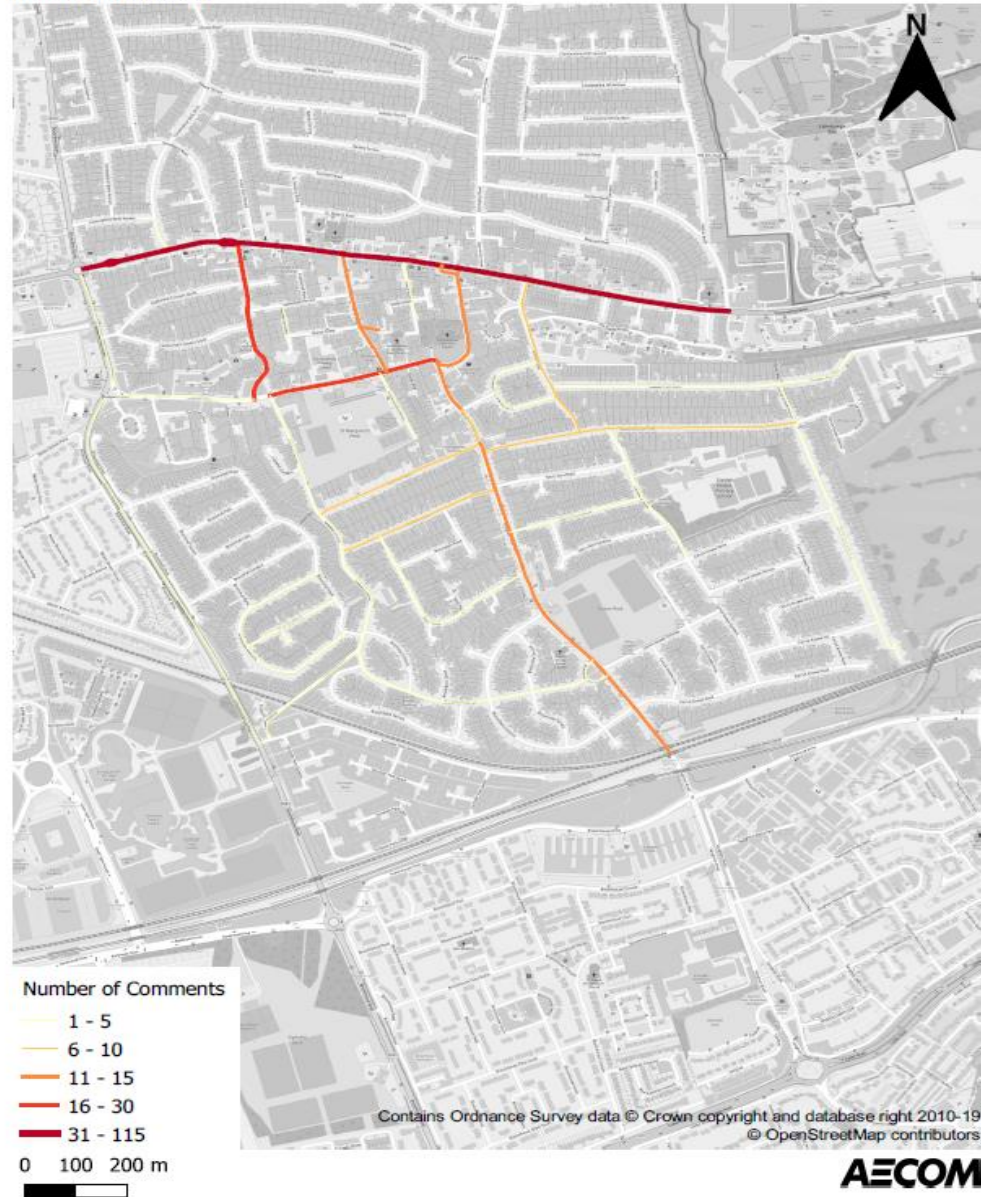


Streets where **cycling conditions** could be improved:

1. St Johns Road
2. Corstorphine High Street
3. Saughton Road North
4. Saughton Mains Street
5. Featherhall Avenue
6. Meadowhouse Road
7. Ladywell Road
8. Meadow Place Road

Engagement Findings

Q20 - Are there any specific streets or junctions that you would like to highlight and provide more details about?



Top 12 streets/area suggestions for **placemaking** improvements:

1. St Johns Road
2. Corstorphine High Street
3. Featherhall Avenue
4. Manse Road
5. Kirk Loan
6. Saughton Road North

Traffic Data Findings

Edinburgh Street Design Guidance, Factsheets:

Flow / Speed Table

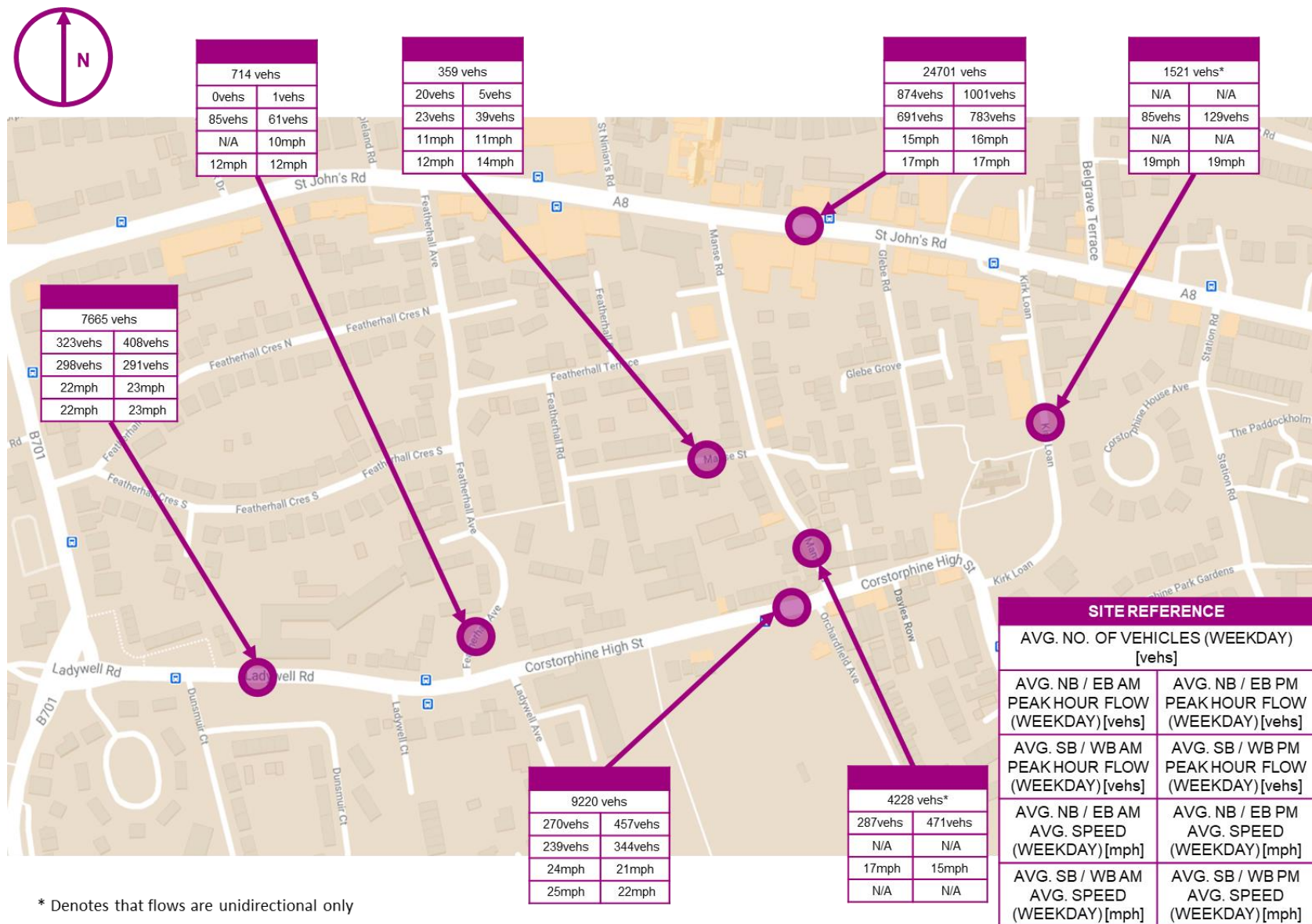
Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd

Quiet Residential
Street

Strategic Road



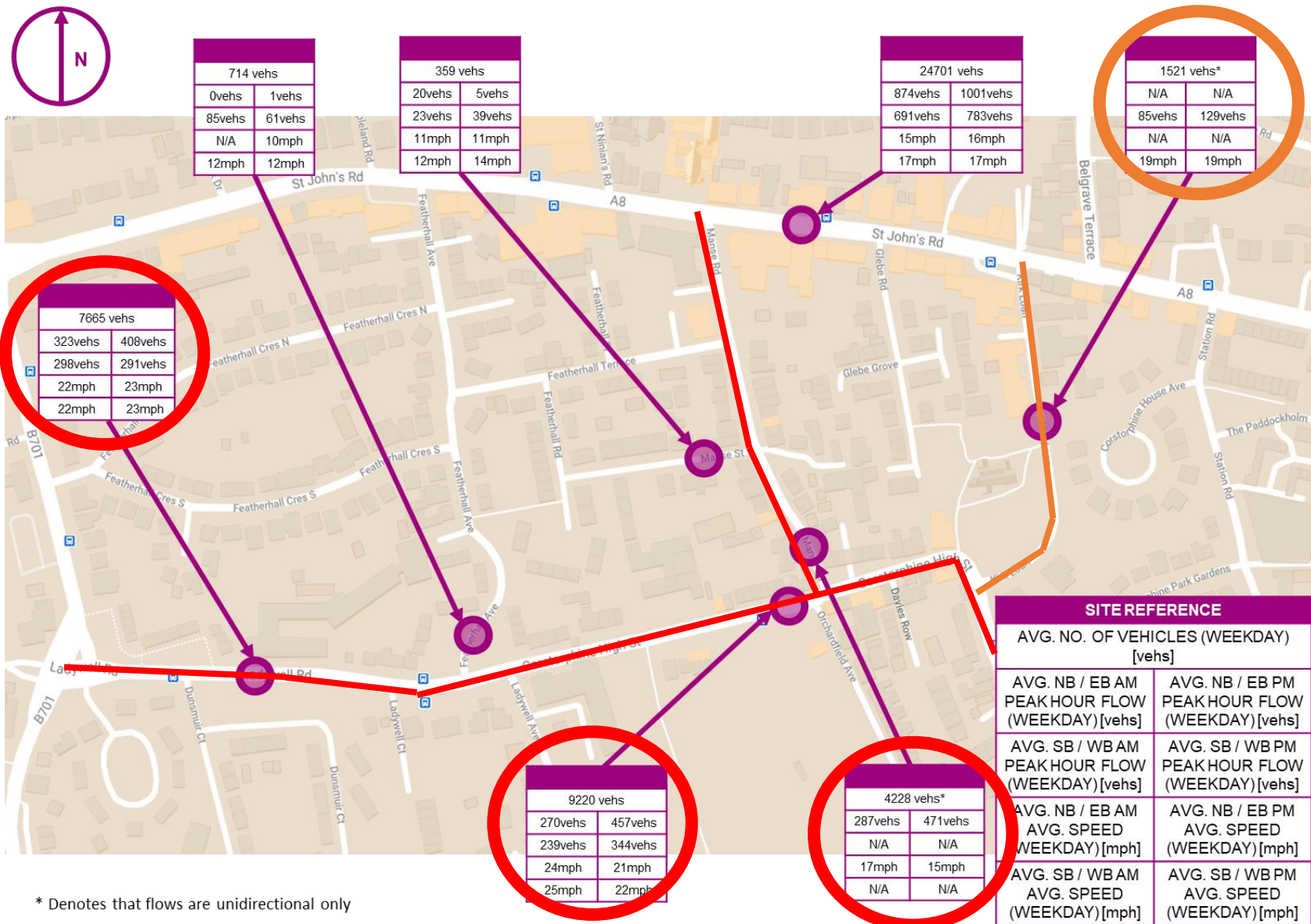
Traffic Data Findings



Traffic Data Findings

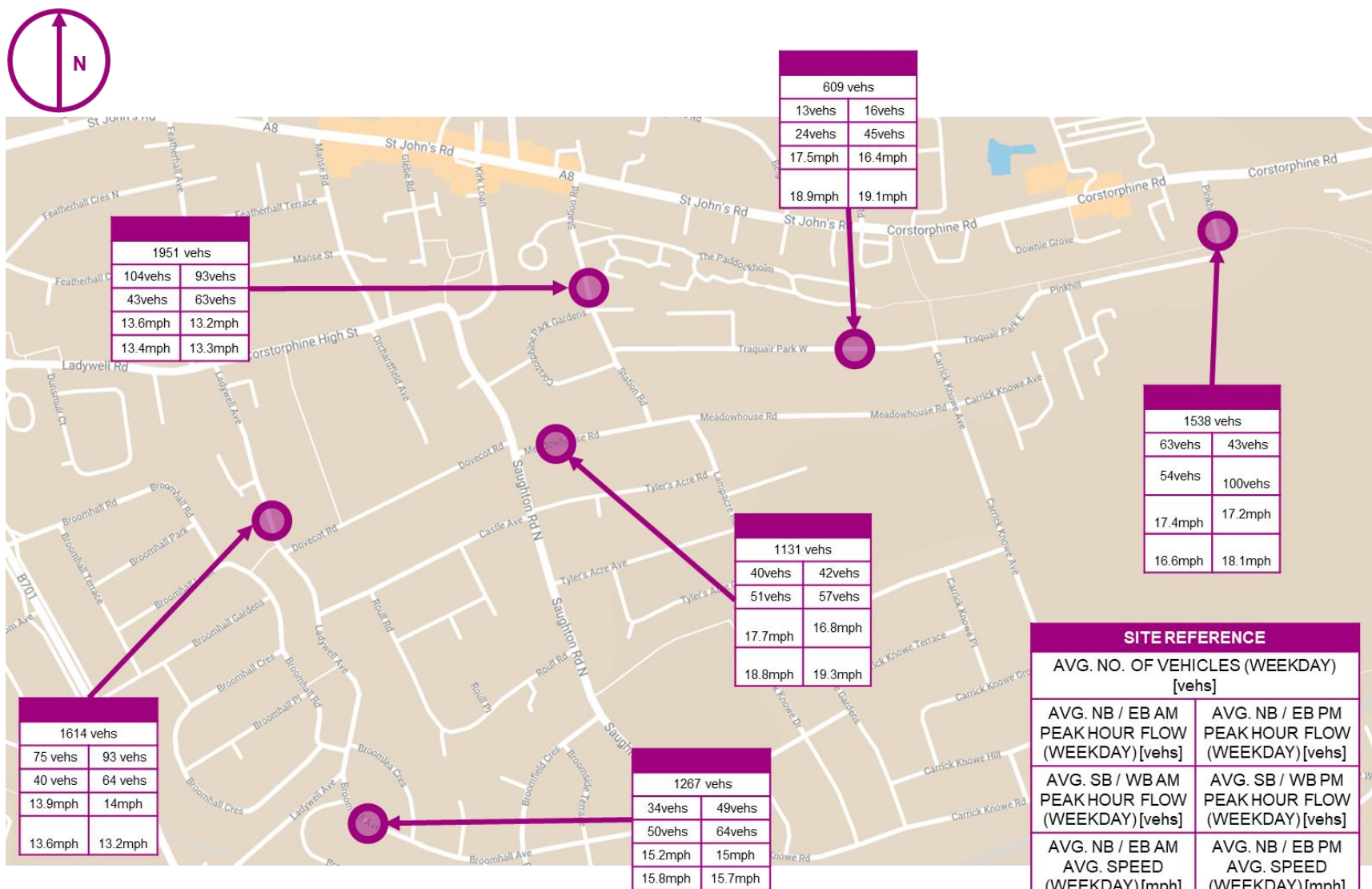
Flow / Speed Table

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Very High Greater than 10,000 vpd

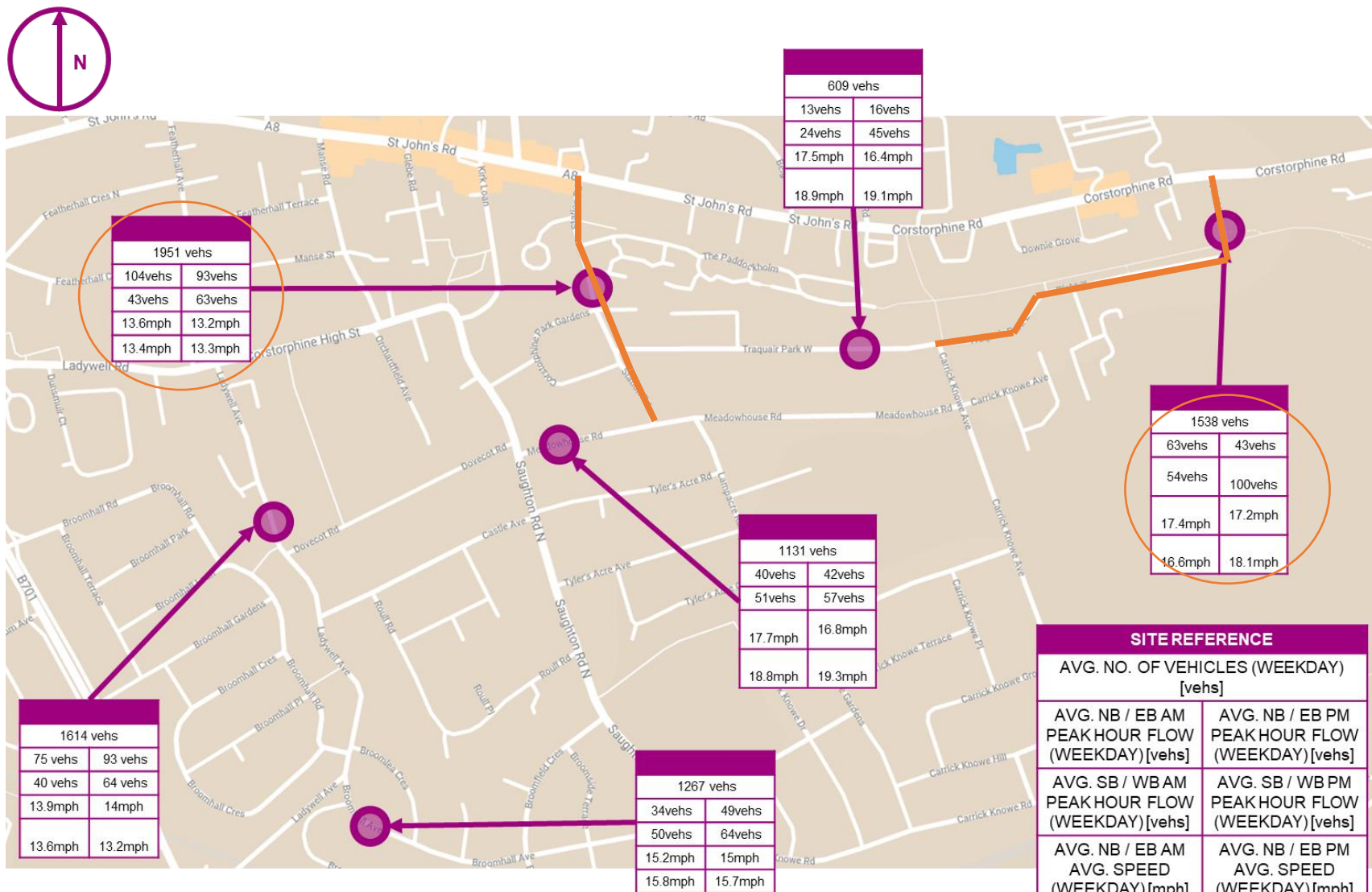


* Denotes that flows are unidirectional only

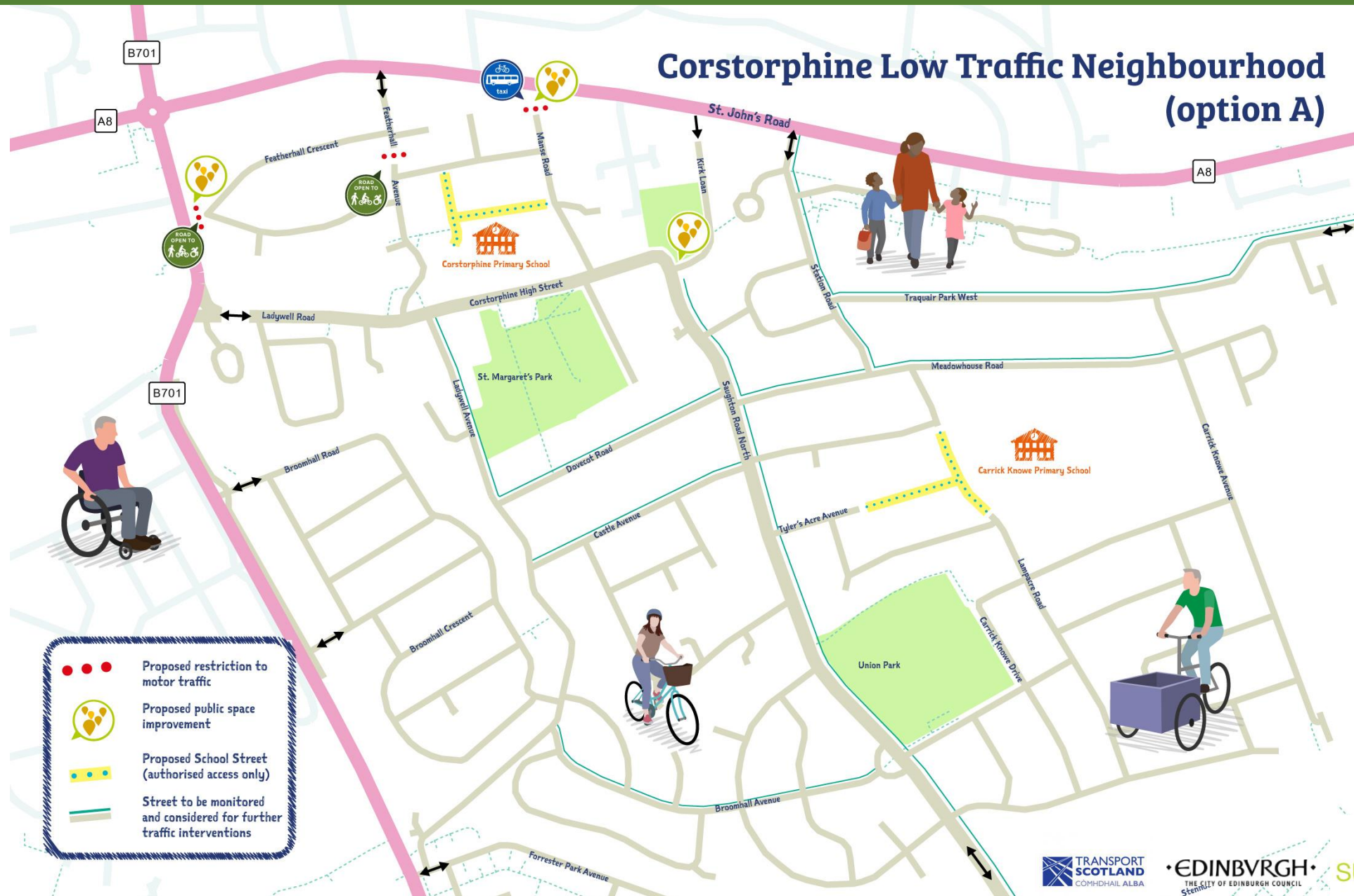
Traffic Data Findings



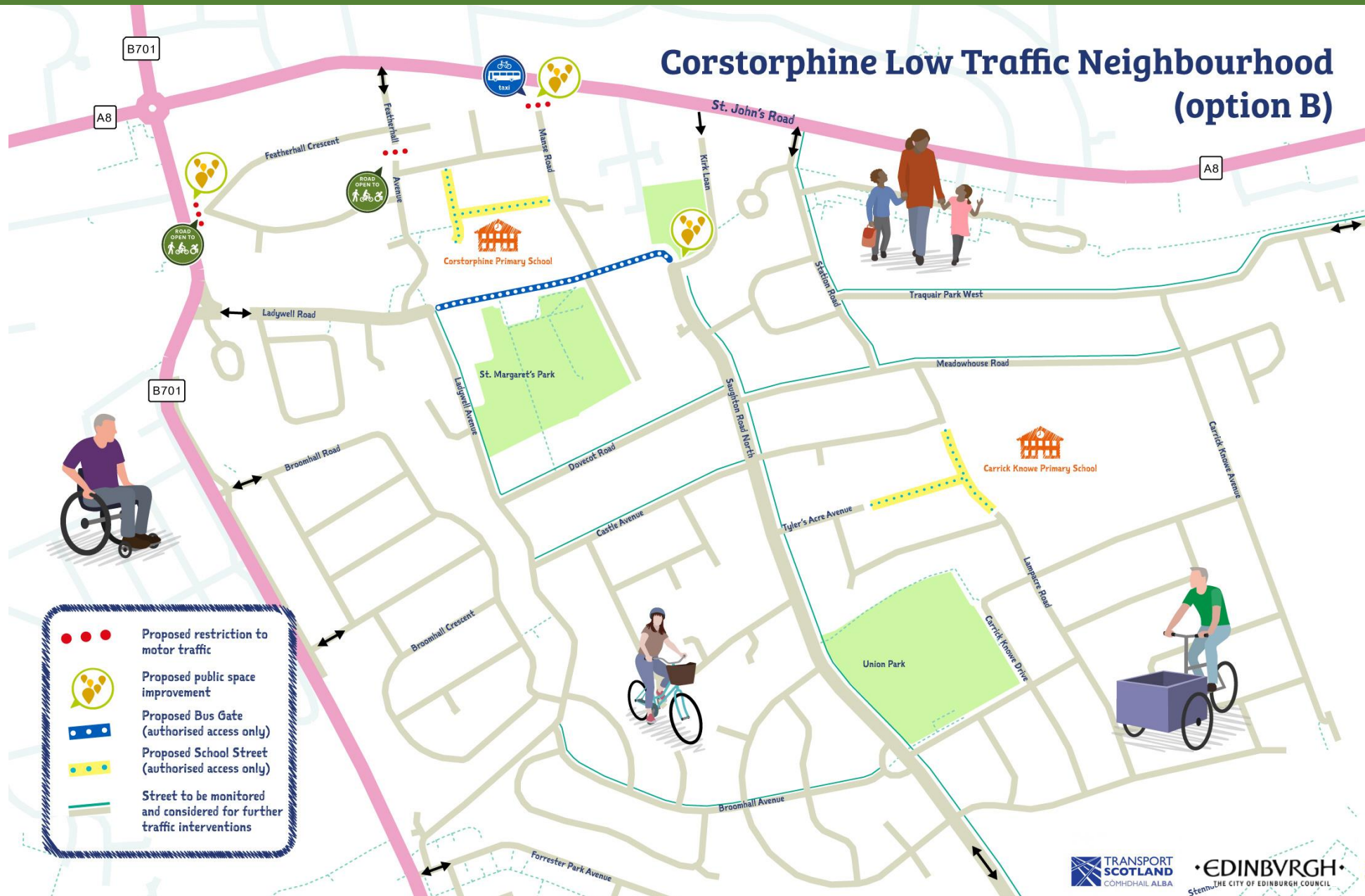
Traffic Data Findings



Overview of Interventions



Overview of Interventions



Breakout Sessions

Smaller group sessions to consider the detail of the proposals and feedback.

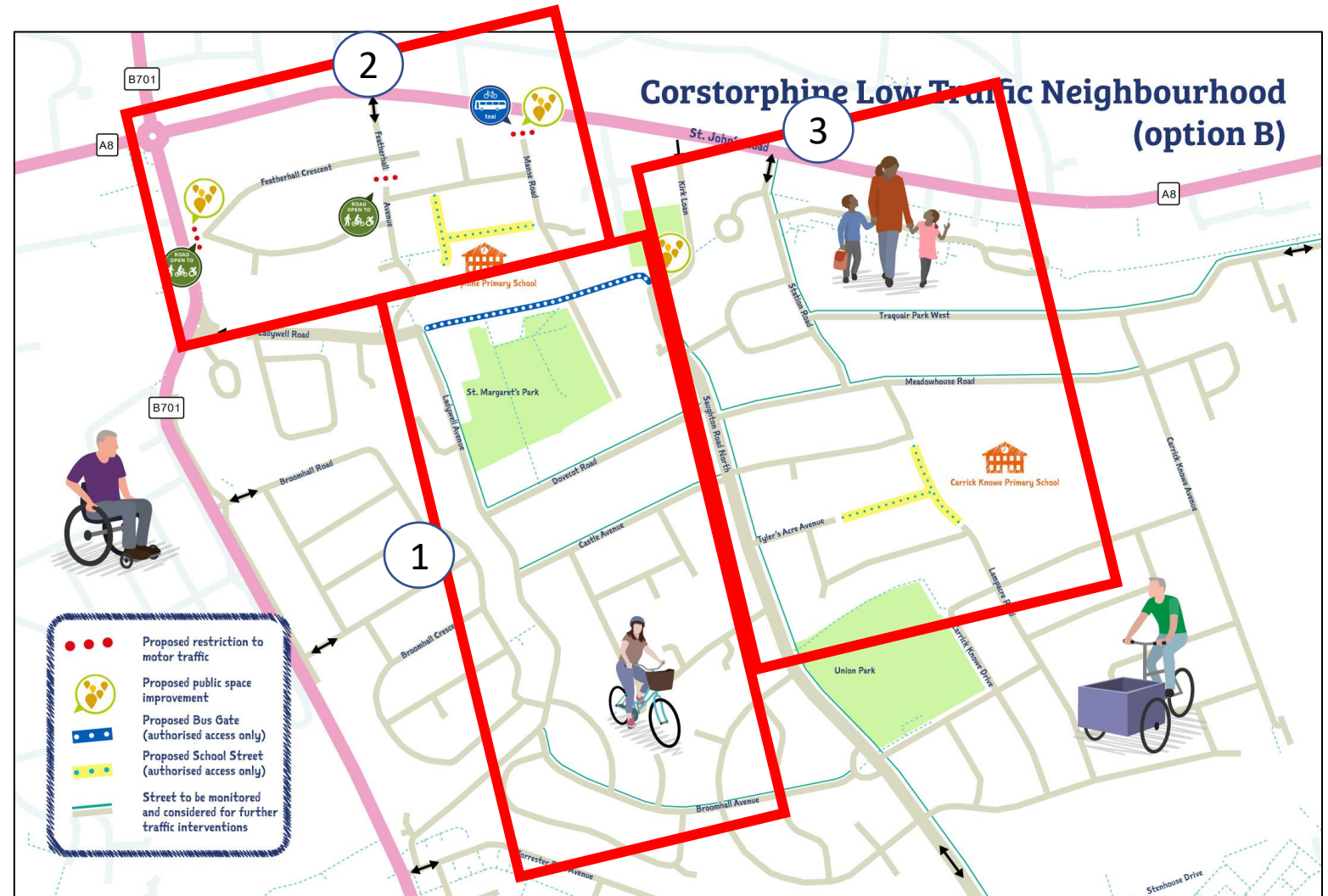
Assigned teams meeting rooms with max. 10 participants.

Short presentation of proposals and discussion on the 3 project areas:

1. High Street
2. Featherhall / Corstorphine PS area
3. Carrick Knowe PS area

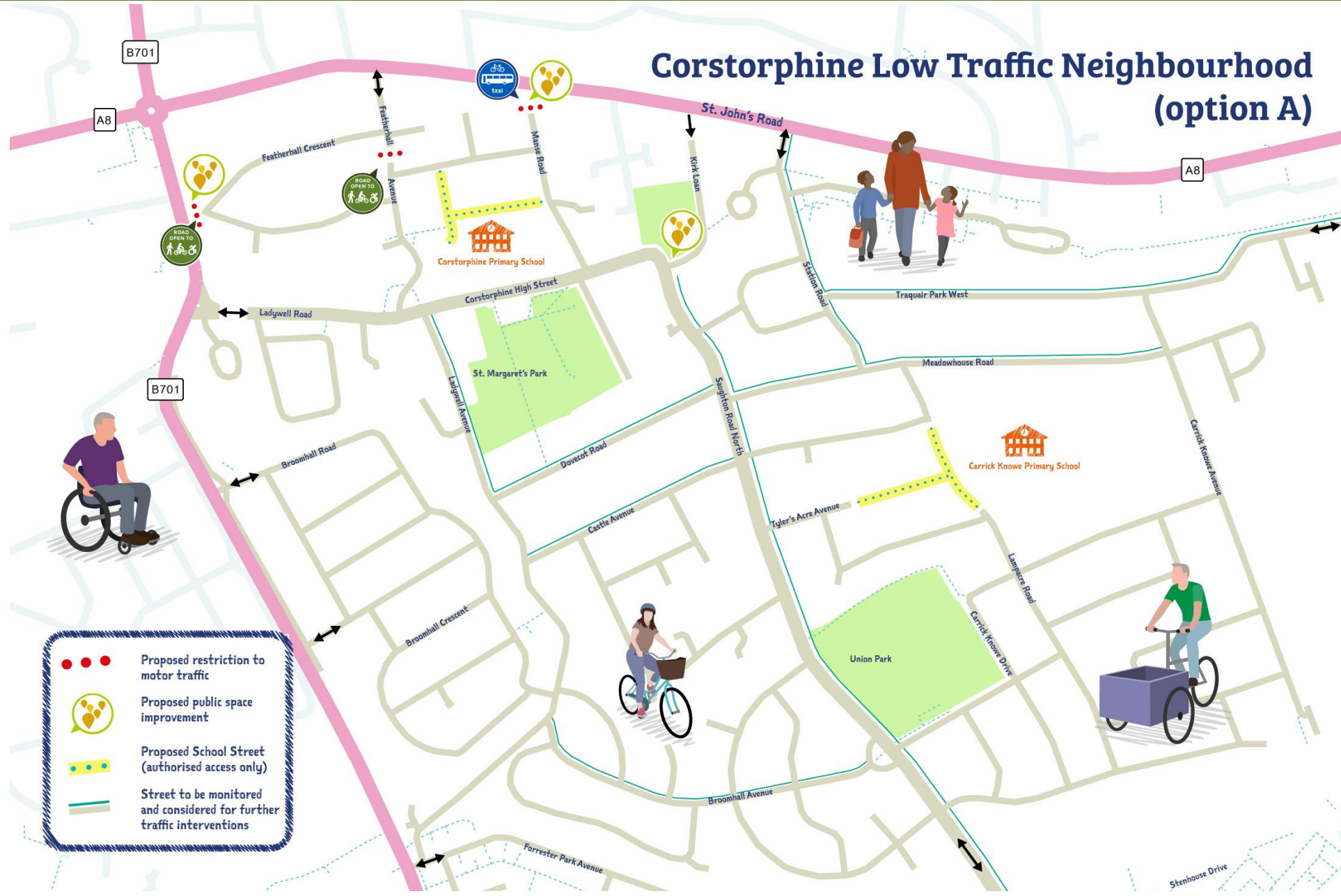
A) Traffic Proposals

B) Placemaking



Breakout Sessions

Feedback and Questions



Next Steps

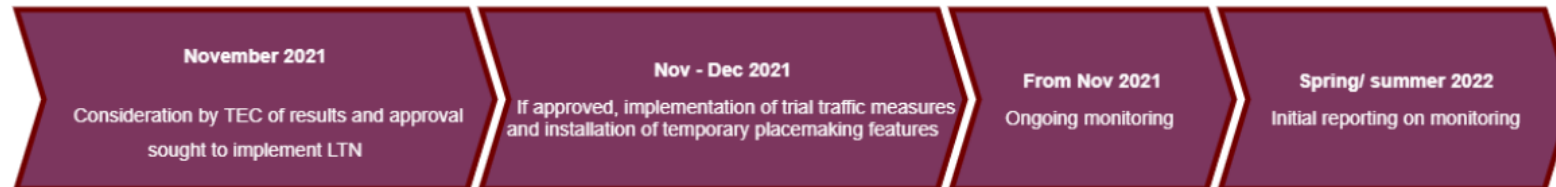
4th June to 4th July 2021

- 4 week community engagement on a draft set of design proposals
- Leaflets delivered to all households/businesses in project area
- Business drop-ins
- Public online workshops
- Press release and social media
- Community Reference Group (CRG) meetings

Community engagement, finalise design and ETRO process



Approval, implementation and ongoing monitoring



Thank you for your interest and attendance – please visit the project website and complete our online survey!

Edinburgh Council Consultation Hub:

<https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods/>