

Corstorphine Connections Low Traffic Neighbourhood

Frequently Asked Questions

What is an Experimental Traffic Regulation Order?

Many changes to the operation or layout of a road require a Traffic Regulation Order (TRO) to regulate or control matters such as parking, loading and unloading, banned turns etc. TROs are the legal mechanism used to introduce these changes. The legal power to promote TROs comes from the Road Traffic Regulation Act 1984, while TROs are consulted upon and advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

An Experimental Traffic Regulation Order (ETRO) allows a trial of measures to see if the impacts and benefits of a scheme are as expected prior to permanent implementation. An ETRO follows a similar process to a TRO, requiring statutory consultation, a formal public advert and for any objections to be considered by the Council. An ETRO can only operate for a maximum period of 18 months, after which the changes involved must be removed, unless the ETRO has been replaced by a TRO or another ETRO. This trial provides time to monitor the impacts and seek community feedback on the measures introduced by ETRO prior to introduction of any permanent scheme.

How can I respond to the ETRO consultation?

You can respond to the ETRO consultation for the LTN on the traffic orders website:

[View or comment on traffic orders – The City of Edinburgh Council](#)

If you wish to respond by mail you can do so via:

Traffic Orders
3.3 Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

The ETRO consultation will run for 6 months following the commencement of the trial. If any changes are made to the ETRO during the first 6 months, this will trigger another 6 months of consultation.

What is a Low Traffic Neighbourhood?

Low Traffic Neighbourhoods (LTNs) aim to 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.

What are the objectives of the Corstorphine LTN?

Project objectives:

- Improve the safety of routes to schools in the area
- understand and address issues identified with speed and volume of traffic in residential streets
- improve walking and cycling routes and access in the area
- improve local air quality
- facilitate placemaking improvements in the local area.

Why is an LTN being trialled in Corstorphine?

At the strategic level, the Council's [City Mobility Plan](#), Section 4: Liveable Places, features LTN's 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 achieve a net zero carbon transport system and more liveable places.

In Corstorphine, concerns about intrusive traffic levels and speeding vehicles on certain streets have been raised and documented to the Council for a number of years. This led to trial one-way systems in the Featherhall Area, implemented by the North West Locality team. Corstorphine High Street and Saughton Road North 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 concept with the local community.

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.

Two of the main aims in Corstorphine Primary School's Travel Plan are:

- 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
- To significantly reduce the number of cars being used on the journey to and from school.

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.

Further to this background of traffic issues, a 2017 Public Life Street Assessment of St Johns Road and its side streets highlighted issues of conflict between pedestrians and traffic. It also indicated 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.

Complimenting this, 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.

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.

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.

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. The key findings were 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.

The speed surveys showed that 85th percentile speeds on Corstorphine High Street were 5mph greater than the signed 20mph speed limit.

Whilst the above classification focuses on 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 (see links below) 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.

[Major investment in active travel in Outer London: Impacts on travel behaviour, physical activity, and health - ScienceDirect](#)

[Perceptions of road traffic conditions along with their reported impacts on walking are associated with wellbeing - ScienceDirect](#)

Is the scheme anti-car use?

Edinburgh's strategy for transport, of which introducing new Low Traffic Neighbourhoods is one part, is not about stopping all car use. Our strategies aim to provide street conditions where many more trips can be made by walking, cycling, wheeling and public transport, so that far fewer trips need to be made in cars. Right now, the feedback we receive is that many people feel the streets are not safe enough to cycle on, largely due to volumes and speeds of traffic.

Alongside this, a large proportion of short journeys in Edinburgh are by car. We know this level of car use is not sustainable and is counter to our goals on air quality, carbon reduction and creating people friendly streets.

We also 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.

What monitoring is being done?

We have a suite of indicators that we are monitoring to measure the influence of the LTN. Reports on the monitoring results will be shared on our website at key stages during the scheme. This data will be used to inform the development of the LTN. The monitoring indicators include:

Traffic counts and speed data, air quality surveys, noise surveys, pedestrian and cycle counts, stakeholder feedback (community, business, accessibility and emergency services) and road safety statistics.

Are these measures the same as the Controlled Parking Zone (CPZ)?

These proposals are separate to the CPZ and being delivered by different teams. However, the two teams are developing the schemes co-operatively to ensure they can complement each other, wherever possible.

What is a bus gate?

A bus gate is a signed and marked point on the carriageway that unauthorised general traffic cannot pass but allows buses to continue so bus routes are unaffected. With less general traffic on the stretch of road, crossing of the road by pedestrians and the passage of cyclists through the area is safer and easier.

There are exemptions for cycles and registered taxi services. The Manse Road bus gate only operates at peak times – 8am to 10am and 2:45pm to 6:30pm, Monday to Friday. These times were identified to cut out the highest flows of non-local through traffic and also when children are accessing the local primary school. Emergency vehicular access is unaffected by the bus gate restrictions.

The bus gate is enforced by camera, allowing fines to be issued to any unauthorised vehicle that pass the marked points

What is a School Street?

This initiative prohibits most vehicular traffic moving within a zone set out by flashing signage, like that used for part time 20mph speed limits, during specified time periods before and after school. The prohibited times are: 08:00 - 10:00 Monday to Friday, 14:00 - 16:00 Monday to Thursday and 11:00 - 13:00 Friday.

Permits are issued to residents of the affected areas of streets to maintain access. Blue Badge holders and other permitted vehicles, such as emergency services, are exempt from the prohibition. These restrictions are enforceable by Police Scotland.

By limiting vehicle access at the school gates, it eases congestion, improves air quality and road safety, whilst encouraging active travel to and from school.

Can number plate recognition be used to allow resident access through closure points?

Whilst cameras can be used to enforce a bus gate (see FAQ on bus gates), within current Scottish legislation they cannot currently be used to allow specific resident access on modal filters/street closures like the ones being proposed within the LTN.

Are the engagement materials and plans accessible to all?

If you require any materials to be provided in paper, Braille, audio, translated or large text versions then you can contact us via email or phone on:

martyn.lings@edinburgh.gov.uk

0131 469 3776

How will the project affect persons with disabilities?

Anyone who cannot walk, wheel or cycle still has the choice to use a private car, taxi or public transport. The LTN still allows all streets to be accessed for vehicles. As there will be less vehicles on the road it may also be easier for these people to use their cars for certain trips. The proposal has been developed with input from the Edinburgh Access Panel.

Data shows that people with disabilities are more likely to be injured by a motor vehicle than able bodied persons. By reducing vehicle numbers and speeds we are seeking to ensure all members of the community can travel in a safer manner around our streets. Private car access for all addresses will be maintained.

Should you be a person with a disability who relies on a private car or taxi service as part of your journey, there may be occasions where you are required to take a different route. We are consulting with local groups, including the Edinburgh Access Panel and individual residents, to ensure we understand any influence the LTN has on accessibility. We have undertaken an Integrated Impact Assessment for the scheme.

Will the scheme negatively impact access to local shops and businesses?

Access to all premises, including shops and businesses will be maintained, but journeys in private vehicles may require a different route. Current research shows that walking and cycling is good for local high streets as people who walk and cycle visit their high streets more often because journeys can be made without having to think about parking or traffic. Improvements to our public spaces have also been shown to increase retail sales as people who walk to the high street tend to visit more shops and stay longer. For those who cannot walk or cycle to their local shops, it will still be possible to travel to every location within the area by car, however the route may be different than currently used. A summary of some of this key research can found here: [pedestrian-pound-briefing-for-mps.pdf \(livingstreets.org.uk\)](#)

Will the scheme mean I have to drive a lot further?

One of the aims of the scheme is to enable residents to be able to travel in many different ways, by making streets safer and more accessible for all forms of transport, not just private motor vehicles. At the same time, we aim to ensure that those who need to use their cars are still able to for medical/disability reasons or those essential car journeys that are not reasonably possible by other means. At times with the new road layouts, journeys may be longer by motor vehicle, or you may need to take a less direct route. However, by making it possible for more people to be able to walk, wheel and cycle safely, less people should feel they need to use a car, particularly for shorter trips. This in turn will mean that roads can be less busy and those people that have no choice but to use a car can do so more easily.

This will make the area more liveable for everyone, and also benefit those that need to make an essential car journey.

The scheme will retain access for deliveries, refuse collection and emergency services.

Won't people need to do u-turns which will be dangerous and cause gridlock?

With any changes to road layouts/access there will likely be a period of adjustment for some road users as people learn the new layouts and adjust their journeys accordingly. We are confident from what has been demonstrated in LTNs elsewhere in the UK that once people become familiar with the road layout, traffic volumes can be reduced leading to safer, more pleasant, streets and community spaces.

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

In the short term there may be increases in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this where possible. The scheme is fully in line with the Council's policies to prioritise active travel and public transport whilst trying to reduce the number of private car trips, which are a key source of congestion and pollution.

Research (see links below) on LTNs shows that they 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. This is known as 'traffic evaporation' and has been observed in various road schemes around the world.

[2017-08-23-wv-report-final.pdf \(wordpress.com\)](#)

<https://www.centreforlondon.org/publication/london-low-traffic-neighbourhoods/>

[5. A guide to the evidence around low-traffic neighbourhoods - Sustrans.org.uk](#)

[Evaporating traffic? Impact of low-traffic neighbourhoods on main roads – London Living Streets](#)

[ME-12772 13..22 \(nacto.org\)](#)

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 (see links below) has shown that, over time, the number of households exposed to illegal levels of pollutants can be significantly reduced and LTNs can substantially reduce air pollution.

[5. A guide to the evidence around low-traffic neighbourhoods - Sustrans.org.uk](https://www.sustrans.org.uk/5-a-guide-to-the-evidence-around-low-traffic-neighbourhoods)

[Evaluation of low traffic neighbourhood \(LTN\) impacts on NO2 and traffic - ScienceDirect](https://www.sciencedirect.com/science/article/pii/S0924646018300011)

We are monitoring air quality as part of the evaluation of the project and details of our monitoring plan and findings can be viewed on our webpage.

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 can actually decrease with LTNs because less traffic means they can reach their destinations faster.

Will you be improving general footway conditions and potholes in the streets?

Through the trial LTN we have improved key footways by cutting back hedges and removing street furniture clutter, like unrequired signs and poles. We are also improving some key crossing points with drop kerbs and making footways along the Corstorphine High Street wider. Beyond this, the trial will not be able to address general footway maintenance issues, however there is an ongoing Council maintenance programme that maintains footway and road conditions.

Next steps

Please see the timeline on our webpage for the planned next steps.