

# Corstorphine Connections Consultation<sup>1</sup>

## Response from Spokes, July 2021

Spokes is supportive of well-designed low traffic neighbourhoods to improve conditions for all forms of active and sustainable transport and to reduce domination by motor traffic.

Specifically on cycling, they provide a range of benefits, including the removal of rat-running traffic, calmer streets and routes that are permeable and convenient to cycles.

We note there are no cycling-specific interventions proposed as part of the LTN proposals, but based on the [recent consultation exercise](#) there is appetite from the local community to improve cycling, including:

- 44% of respondents stated their desire to cycle more (figure 5.3)
- Between 7% - 10% of respondents currently cycle to a range of local amenities (figure 5.5)
- Concerns around safety was the top reason why people don't cycle locally (figure 5.6)
- Only one third of people felt current cycling conditions were positive (figure 5.11)

The benefits of an LTN can help to address both actual and perceived cycling safety concerns and improve cycling conditions. To that end, we have broken down this consultation response into the constituent parts that CEC is currently consulting on:

### **Manse Road**

A bus gate at the north end of Manse Road will remove intrusive traffic and will likely be a significant improvement for people cycling due to the reduced traffic volumes. We note that the right-turn onto St Johns Road has been removed completely. Is there any scope to allow cyclists this right turn?

### **Featherhall**

Modal filtering at the north of Featherhall Avenue and at the Crescents will be a welcome improvement for cycling. Removal of intrusive traffic should improve the street environment, making it feel safer and more accessible for people on cycles. We note there is a large bellmouth at the junction of Featherhall Terrace and Featherhall Avenue - it would be helpful to tighten this junction in order to help slow traffic and ensure safer crossing for pedestrians.

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<sup>1</sup> <https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods/>

## **Corstorphine High Street Option A**

This is similar to the current measures in place via Spaces for People. We are supportive of these measures in principle as they seem to be slowing traffic speeds and providing improvements for pedestrians. Other than the reduced speeds on the High Street, this configuration doesn't significantly improve cycling. We think it unlikely that these measures will improve conditions to the extent that families will feel safe cycling along this street to access the local primary school.

## **Corstorphine High Street Option B**

This is our preferred option for cycling safety along the Corstorphine High Street. It would likely reduce traffic volumes to the extent that the whole space would feel much safer for cycling, as well as providing more footway for pedestrians.

Despite this, there are some problems with this configuration; it is likely to displace motor traffic onto the cycling Quiet Route 9 along Dovecot Road, as drivers will probably use this street combined with Ladywell Avenue to avoid the bus gate. Our preference would be to include a bus gate along Corstorphine High Street, but be more holistic with filtering to ensure that the surrounding residential streets and cycling network are not negatively impacted by traffic displacement. Additional modal filters would also make these streets more appealing for cycling.

## **School streets**

We are supportive of these measures. We would like the current barriers to be more permeable to cycles. They are currently difficult to pass on a standard cycle (especially around Carrick Knowe Primary), and should be accessible, allowing any adapted cycles though without issue.

## **Saughton Road North**

This is a threatening and unpleasant road to cycle on. While we are supportive of traffic calming measures in principle, the consultation documents don't make clear what these measures would be in practice. We would like further interventions on Saughton Road North - ideally protected cycleway as it is a busy road with significant volumes of traffic. There has also been lots of feedback regarding the difficult junction over Saughton Road North for Quiet Route 9 - an intervention here to slow traffic would be welcomed.

## **Placemaking**

We are supportive of placemaking measures in principle. Any measures introduced should not impede clear cycling sightlines.

## **Other suggestions**

It is worth noting that the LTN proposals could generally be stronger, as they do not address the entire LTN 'cell', and instead focus on one small area. There are some great wins to be had by looking at the area as a whole, and we are surprised that there are not more modal filters and interventions to improve both quiet routes 8 and 9, as well as cycling-specific interventions along busier roads.

As per our [previous consultation response](#), we submit the following suggestions in order to improve cycling provision for the LTN area:

- Provide good-quality on-road protected cycling infrastructure along the main thoroughfares of Saughton Road North and St Johns Road. **A full A8 protected cycleway is a top priority**, so that communities all along this key corridor can be connected by cycle. This desire was echoed in the consultation exercise with 34% of respondents asking for better St Johns Road cycling conditions (figure 5.12).
- Provide additional modal filters to remove intrusive through traffic. Candidate streets include Station Road, Dovecot Road, Castle Avenue, Ladywell Avenue, Meadowhouse Road and Pinkhill.
- We note positively the recent Spaces for People cycle interventions along Meadow Place Road which border the LTN but would suggest revisiting the scheme along Ladywell Road, as local feedback from the Corstorphine primary school active travel group is that it doesn't feel safe enough for the bike bus.
- Provide good quality cycle parking in greenspaces such as Union Park, St Margaret's Park and Gyle Park.
- Improve Quiet Route 9 so it is more accessible for people of all levels of cycling ability and cycle type. There are some very poor parts of this route with terrible visibility which needs to be addressed, such as the turn into Ladiebridge from Broomhall Road. The removal of barriers like those at [Ladiebridge](#), [Traquair Alley](#) and [access to the Paddockholm](#) will make the route more accessible for adapted cycles. Access [from the north](#) at Kaimes Road also needs to be improved due to steps. Removal of through traffic and the enforcement of inconsiderate parking would also help significantly.
- Improve Quiet Route 8 so it is more accessible for people of all levels of cycling ability and cycle type. It requires a good quality connection from Saughton Road North so that people can access it more easily. It needs crossing improvements over Saughton Road North and Meadow Place Road, which currently take a long time. There are [barriers across the tram lines](#) which make the route completely inaccessible for adapted cycles and should be removed.