

# Low Traffic Neighbourhood Programme

Monitoring Plan

City of Edinburgh Council

16 December 2021

## 1. Background and Scheme Details

Low Traffic Neighbourhoods 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. This is achieved primarily by reducing the volume and speed of traffic and improving accessibility for local people to walk, wheel, cycle and spend time outdoors in their community. The projects build upon the City of Edinburgh Council's current cycling and walking projects, [Active Travel Action Plan](#) and the [City Mobility Plan](#).

The LTN will initially be trialled as an Experimental Traffic Regulation Order (ETRO) for 18 months from late 2021. The trial will take place over a period of 18 months with a monitoring and evaluation programme delivered in parallel to fully understand the impacts and outcomes achieved.

The Corstorphine Connections LTN proposals comprise a variety of traffic interventions across the study area aimed at reducing through traffic movements and reducing speeds, whilst permitting access for local residents. The proposed measures include:

- Traffic restrictions – restricted access and turning movements, incl. Schools Streets
- Timed bus gate (incl. access for taxis and cycles)
- Traffic calming – including priority give-go operation
- Footway widening and crossing improvements
- Placemaking – more seating, greening and artwork

## 2. Objectives

Low Traffic Neighbourhoods aim to improve the safety of local streets to enable people to choose to travel by foot or bike for everyday local journeys. This involves reducing the current traffic speed and volume and reducing through traffic. The main objectives of the LTN programme are:

- 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; and
- Facilitate placemaking improvements in the local area

## 3. Monitoring Stages

### 3.1 Baseline: pre implementation

We will be monitoring a range of before and after data sets to assess the impact of the scheme. Data will be collected before any implementation to establish the current conditions within and outside the study area to understand the effects. This will allow us to adequately track and compare with post implementation data. Baseline data collected includes:

- Traffic counts and speeds
- Pedestrian and cycle counts
- Air quality surveys
- Noise surveys
- Community Feedback
- Business Feedback

## 3.2 6-month post implementation

During the 6 months following the start of the trial period we will conduct a full round of traffic, active modes, noise quality and community feedback monitoring. At this stage we would expect to see a level of compliance at traffic filter locations. This can give us an accurate reflection of how an LTN area is performing against the objectives.

At this stage traffic within and around the low traffic neighbourhood areas may be meeting the objectives of the project or may need more time to settle down. A monitoring review will consider the data impacts alongside the community feedback. External factors and local considerations may mean that an LTN project warrants more time and improvements to better achieve its outcomes. An assessment at this stage should focus on identifying performance against the objectives, community issues and traffic problems to identify specific design improvements.

## 3.3 12-month post implementation

Within 12 months of implementation the monitored area should see an overall reduction of motor vehicle movements. We would expect to be developing and delivering safer streets for people to walk, cycle or wheel, and public realm improvements that enhance the benefits of reduced traffic volumes.

# 4. Methodology

The following monitoring tools and approaches will be used to evaluate the effectiveness of the LTN.

## 4.1 Traffic Speed and Volume counts (TSV)

A thorough survey of traffic volume and speeds within and outside the study areas have been undertaken to identify problem roads and aid the LTN design. This data can be used as baseline traffic data for monitoring purposes to evaluate the impact of the scheme on traffic speeds and volume within the neighbourhood.

Additional TSV data is planned to be collected by CEC on the surrounding road network – pre and post implementation. Combining these two datasets, and repeating the data collection post-intervention, will allow us to compare the impact of the LTN road closures on the residential and arterial roads.

## 4.2 Manual Counts (MC) – walking, cycling and wheeling

Four day manual counts of people cycling, walking, and wheeling (using scooters, wheelchairs, rollerblades etc.) will be conducted using video data. Three weekdays and one Saturday will be surveyed from 7am-7pm to capture peak and outer-peak data. This will be repeated after construction.

Locations of counts are targeted at those key routes within the study area and enable us to monitor the permeability of the streets for active travel. This data can also be used to add to our understating of any changes in active travel levels in the project areas which could be related to the LTN intervention.

## 4.3 Pedestrian Tracking Surveys

Pedestrian tracking surveys will track changes in desires and movement patterns on streets which can be used to understand how pedestrians' use of the streets change after schemes have been implemented.

## 4.4 Hands Up Scotland Schools (HUSS) data

HUSS information shows how school pupils travel to school and can be investigated for the schools within the study area catchments to track impacts on modes of travel before and after the scheme is implemented.

## 4.5 Community engagement

At each stage of the monitoring plan, an independent market research consultancy will undertake attitudinal surveys of resident's views within the study area against the project objectives. These will be face to face surveys (as permitted) and targeted to people who live within the study area.

In addition, through the ETRO process the Council will also notify residents and stakeholders of the project and monitor feedback received.

## 4.6 Business engagement

A separate package of independent attitudinal surveys is to be undertaken to understand the impacts on businesses in and around the study area. These are to be targeted in two parts 1) businesses direct – to understand their attitudes of any impacts to their needs and the project outcomes; and 2) shoppers / customers who may be using the local shops and how they feel the scheme has met the objectives.

In addition, we have been working with the local business association and will continue to consult with them during the monitoring period.

## 4.7 Air Quality

A thorough programme of air quality monitoring is to be undertaken as part of the monitoring plan to understand the effects on air quality and pollutants in and around the study area. The baseline air quality assessments will establish the air quality levels for a period of 6 months prior to implementation and track this through the monitoring period.

## 4.8 Noise

Noise can be a key indicator on the perceptions of safety within streets and how it may affect the quality of people's lives living on and using the streets. A programme of acoustic surveys is to be carried out as part of the monitoring plan at each stage – with sites selected to match those whereby traffic and active mode surveys are being undertaken.

## 4.9 Accessibility

The project team have had regular and ongoing engagement with Edinburgh Access Panel from inception. We will continue engagement with the group during the monitoring period to understand the impacts and outcomes for those with additional and accessibility needs in the study area.

An Integrated (Equalities) Impact Assessment has also been undertaken for the project.

## 4.10 Emergency Services and Public Transport

The emergency service and public transport operators have been involved in the project from inception and through the design process. At each stage of the monitoring plan and during the trial we will be engaging with operators to get feedback and understand any effects on the operations.

## 4.11 Road Traffic Collision Statistics

Road traffic collision statistics will provide a record of the number and severity of reportable incidents within and outside the study area and will be used to understand and potential impacts as a result of the scheme.

# 5. Reporting

Regular project updates will be provided to the local community and stakeholders as the project progresses and during the trial monitoring period. A progress report will be published after each of the 6 and 12-month post implementation periods.

