

Corstorphine Connections

Automatic Traffic Counts
1 month post implementation results

Project number: 60636731

September 2023

Table of Contents

1.	Background	3
2.	Overview of traffic data	4
3.	Survey Analysis	4
	Site 2/B – St John’s Road	5
	Site 3/C – Station Road.....	6
	Site 4/D – Pinkhill	7
	Site 5/E – Balgreen Road.....	8
	Site 6/F – Ladywell Avenue	9
	Site 7/G – Dovecot Road	10
	Site 8/H – Broomhall Crescent.....	11
	Site 9/I – Saughton Road North	12
	Site 10/J – Broomhouse Drive.....	13
	Site 11/K – Ladywell Road	14
	Site 12/L – Featherhall Avenue	15
	Site 13/M – Manse Street.....	16
	Site 14/N – Manse Road	17
	Site 15/O – Corstorphine High Street.....	18
	Site 16/P – Kirk Loan	19

1. Background

1.1 The Corstorphine Connections 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 phase 1 measures include:

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

Baseline traffic counts were carried out for 7 days at 16 locations across the project area from 7th November 2021 before any interventions were implemented. The trial commenced on 25 May 2023 and a set of 1-month post implementation traffic counts were undertaken for 7 days from 20th June 2023. The purpose of these counts is to monitor the effect the measures have had on traffic movements throughout the study area.

The following report includes a summary and details of the traffic counts at each of the sites surveyed. Two of the sites have incomplete data and have been excluded from this report;

- Site 1/A Meadow Place Road – traffic data counters in 1-month post surveys were damaged and data not available; and
- Site 17/Q Featherhall Terrace – this site was not included in the original baseline counts.

2. Overview of traffic data

The following tables present the average weekday traffic flows (Mon-Fri) per site across a full 24-hour period.

Baseline Surveys							
			Weekday Average Flow NB/EB (vehs)	Weekday Average Speed NB/EB (mph)	Weekday Average Flow SB/WB (vehs)	Weekday Average Speed SB/WB (mph)	Weekday Average Total two-way flow (vehs)
Site 2/B	St John's Road	LTN Boundary	11479	16	9553	17	21032
Site 3/C	Station Road	LTN Street	1406	13	821	13	2227
Site 4/D	Pinkhill	LTN Street	689	17	1067	17	1756
Site 5/E	Balgreen Road	LTN Boundary	3253	25	3111	25	6364
Site 6/F	Ladywell Avenue	LTN Street	1130	18	677	19	1807
Site7/G	Dovecot Road	LTN Street	213	20	256	19	469
Site 8/H	Broomhall Crescent	LTN Street	103	17	91	16	194
Site 9/I	Saughton Road North	LTN Street	4304	22	4585	24	8889
Site 10/J	Broomhouse Drive	LTN Boundary	3658	30	3282	30	6940
Site 11/K	Ladywell Road	LTN Street	3981	24	3115	23	7096
Site 12/L	Featherhall Avenue	LTN Street	523	17	520	15	1043
Site 13/M	Manse Street	LTN Street	62	11	102	12	164
Site 14/N	Manse Road	LTN Street	3026	17	3	8	3029
Site 15/O	Corstorphine High Street	LTN Street	3809	22	2597	23	6406
Site 16/P	Kirk Loan	LTN Street	17	10	2624	16	2641
			Total weekday		70,057		
			Total LTN weekday		35,721		
			Total boundary streets weekday		34,336		

1-Month Post-Surveys							
			Weekday Average Flow NB/EB (vehs)	Weekday Average Speed NB/EB (mph)	Weekday Average Flow SB/WB (vehs)	Weekday Average Speed SB/WB (mph)	Weekday Average Total two-way flow (vehs)
Site 2/B	St John's Road	LTN Boundary	10966	18	9977	19	20942
Site 3/C	Station Road	LTN Street	1839	13	952	13	2791
Site 4/D	Pinkhill	LTN Street	679	17	903	16	1582
Site 5/E	Balgreen Road	LTN Boundary	3709	26	4166	24	7875
Site 6/F	Ladywell Avenue	LTN Street	864	18	656	19	1520
Site7/G	Dovecot Road	LTN Street	256	17	326	16	582
Site 8/H	Broomhall Crescent	LTN Street	85	16	80	15	165
Site 9/I	Saughton Road North	LTN Street	4414	21	4749	22	9163
Site 10/J	Broomhouse Drive	LTN Boundary	4795	30	4422	30	9217
Site 11/K	Ladywell Road	LTN Street	4059	22	3962	22	8021
Site 12/L	Featherhall Avenue	LTN Street	589	14	1250	15	1839
Site 13/M	Manse Street	LTN Street	50	9	116	9	166
Site 14/N	Manse Road	LTN Street	1789	17	0	0	1789
Site 15/O	Corstorphine High Street	LTN Street	3575	22	2808	24	6383
Site 16/P	Kirk Loan	LTN Street	0	0	2479	16	2479
			Total weekday		74,513		
			Total LTN weekday		36,480		
			Total boundary streets weekday		38,034		

The following tables present the average weekday traffic flows (Mon-Fri) per site across the hours of operation of the bus gate on Manse Road (0800 – 1000; and 1445 – 1830).

During Bus Gate Hours Baseline Surveys					
			Weekday Average Flow NB/EB (vehs)	Weekday Average Flow SB/WB (vehs)	Weekday Average Total two-way flow (vehs)
Site 2/B	St John's Road	LTN Boundary	1611	1279	2891
Site 3/C	Station Road	LTN Street	782	106	888
Site 4/D	Pinkhill	LTN Street	114	225	339
Site 5/E	Balgreen Road	LTN Boundary	480	499	979
Site 6/F	Ladywell Avenue	LTN Street	205	125	330
Site7/G	Dovecot Road	LTN Street	50	53	104
Site 8/H	Broomhall Crescent	LTN Street	18	16	33
Site 9/I	Saughton Road North	LTN Street	679	704	1383
Site 10/J	Broomhouse Drive	LTN Boundary	768	605	1373
Site 11/K	Ladywell Road	LTN Street	610	490	1100
Site 12/L	Featherhall Avenue	LTN Street	113	103	216
Site 13/M	Manse Street	LTN Street	15	22	37
Site 14/N	Manse Road	LTN Street	491	0	491
Site 15/O	Corstorphine High Street	LTN Street	565	423	988
Site 16/P	Kirk Loan	LTN Street	0	424	424
			Total weekday		11,575
			LTN weekday		6,332
			Boundary streets weekday		5,242

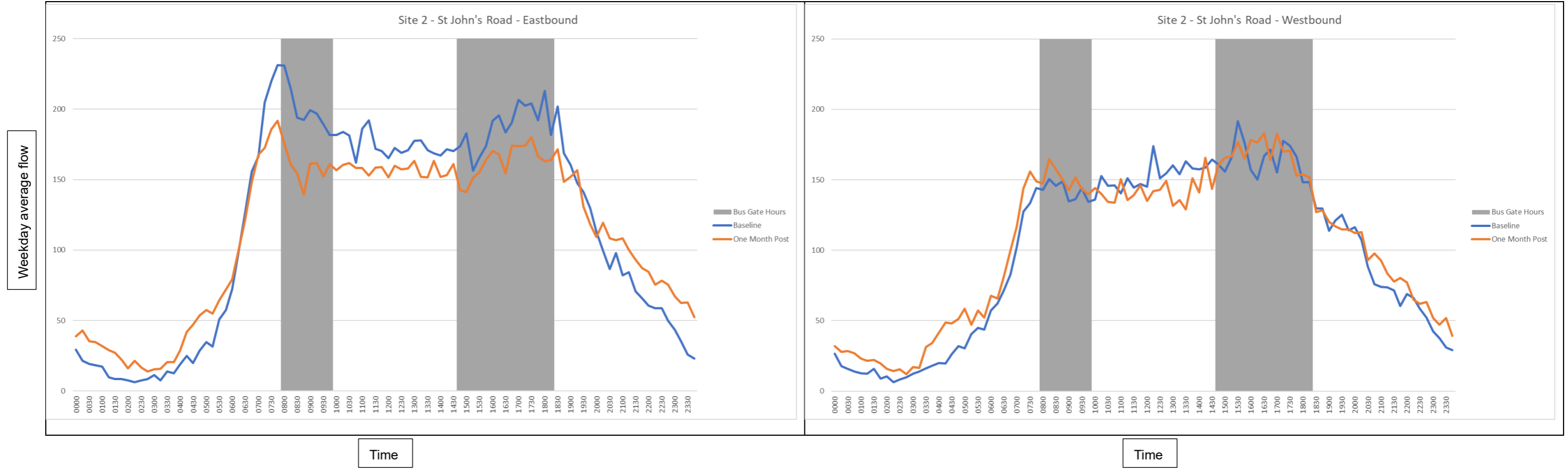
During Bus Gate Hours 1-Month Post-Surveys					
			Weekday Average Flow NB/EB (vehs)	Weekday Average Flow SB/WB (vehs)	Weekday Average Total two-way flow (vehs)
Site 2/B	St John's Road	LTN Boundary	1382	1362	2744
Site 3/C	Station Road	LTN Street	327	145	472
Site 4/D	Pinkhill	LTN Street	133	197	330
Site 5/E	Balgreen Road	LTN Boundary	564	568	1132
Site 6/F	Ladywell Avenue	LTN Street	171	131	302
Site7/G	Dovecot Road	LTN Street	63	65	128
Site 8/H	Broomhall Crescent	LTN Street	19	16	35
Site 9/I	Saughton Road North	LTN Street	712	758	1470
Site 10/J	Broomhouse Drive	LTN Boundary	903	820	1723
Site 11/K	Ladywell Road	LTN Street	509	585	1094
Site 12/L	Featherhall Avenue	LTN Street	122	275	397
Site 13/M	Manse Street	LTN Street	12	25	37
Site 14/N	Manse Road	LTN Street	225	0	225
Site 15/O	Corstorphine High Street	LTN Street	538	465	1003
Site 16/P	Kirk Loan	LTN Street	0	396	396
			Total weekday		11,489
			LTN weekday		5,889
			Boundary streets weekday		5,600

3. Site Survey Results

Site 2/B – St John’s Road

3.1 Site Summary

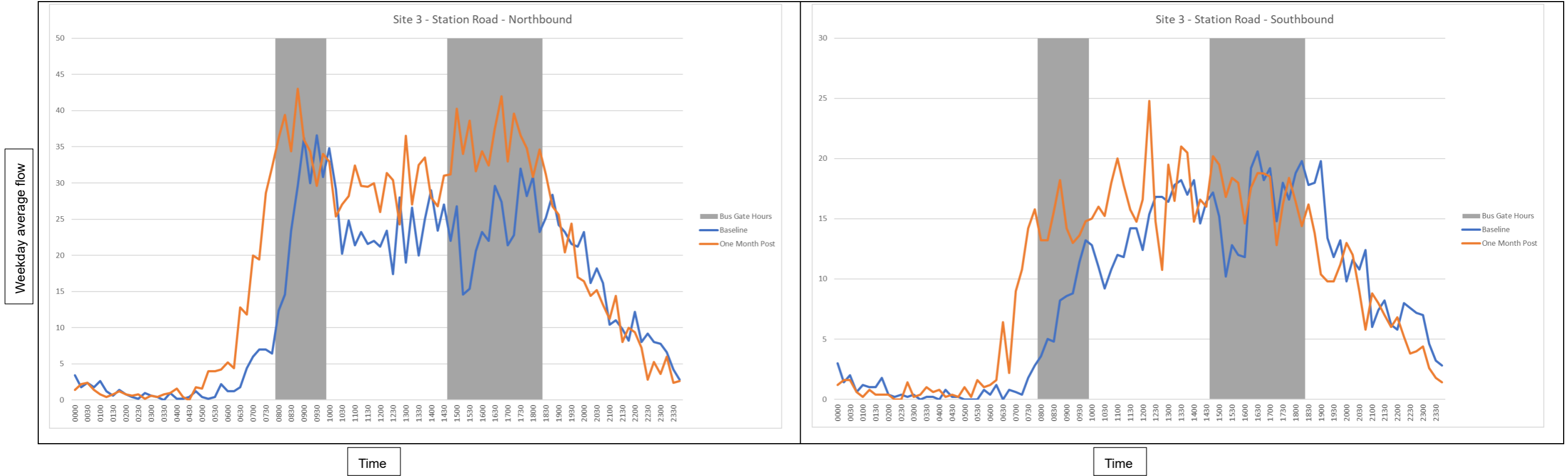
- Eastbound direction saw a decrease in traffic throughout peak hours of the day, most notably during the bus gate operating hours from the baseline data vs one month post counts
- Westbound direction has remained for the most part unchanged with similar results on both counts through the entire day.



Site 3/C – Station Road

3.2 Site Summary

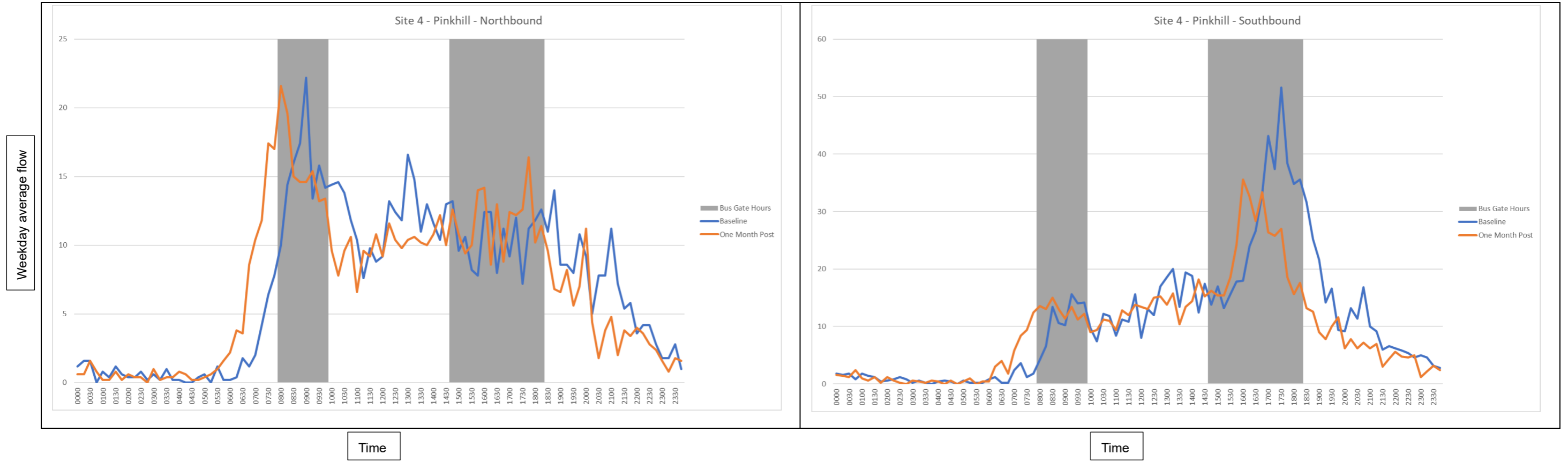
- Northbound travel has increased at this site since the baseline data was recorded, most notably during the bus gate hours.
- Vehicles travelling southbound have increased during the morning whereas in the afternoon/evening the levels are similar between the baseline and one month post counts.



Site 4/D – Pinkhill

3.3 Site Summary

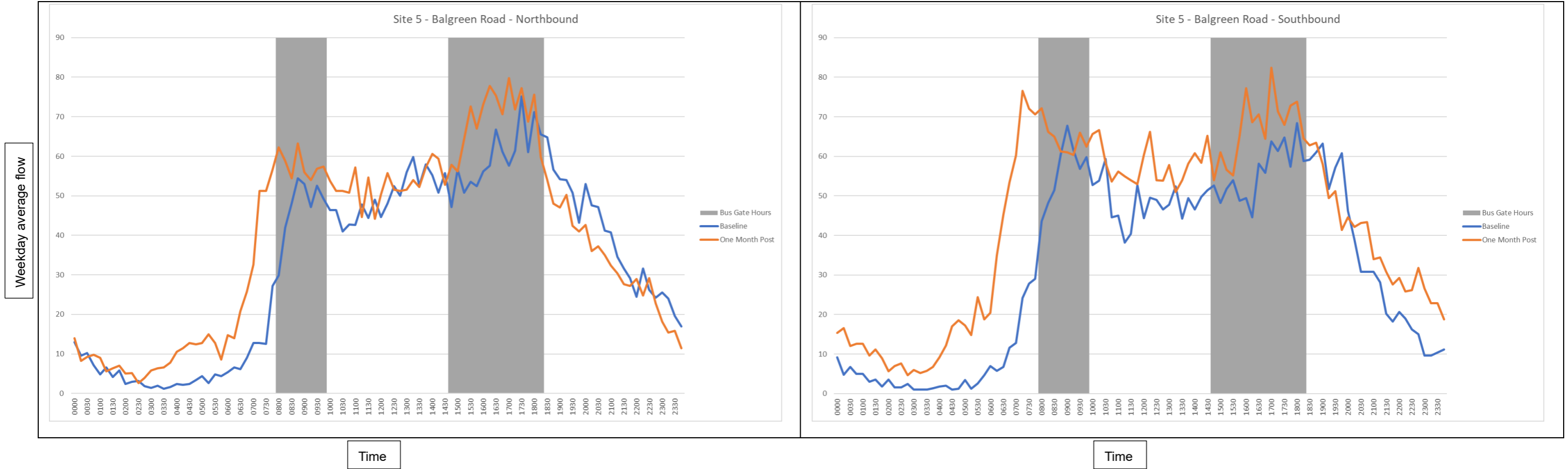
- Northbound vehicles have remained at similar levels during both counts with the greatest change in behaviour being peak traffic flow during the morning changing from 9am to 8am.
- During the morning southbound travel has remained at similar levels, during the afternoon however the peak has lowered significantly and now earlier, during the bus gate hours.



Site 5/E – Balgreen Road

3.4 Site Summary

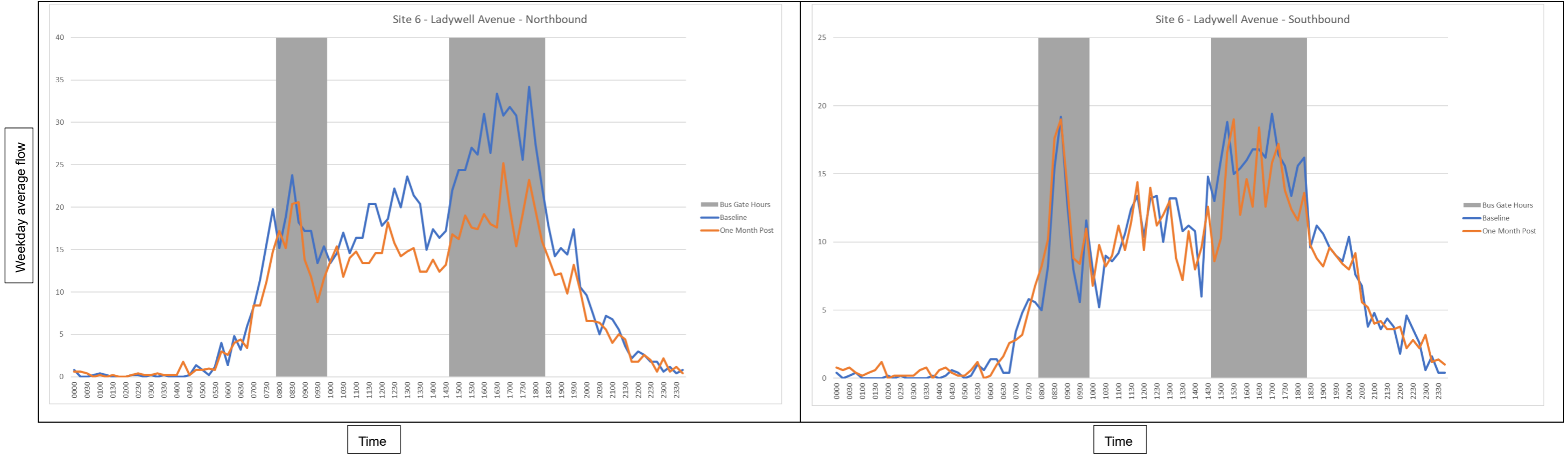
- Northbound traffic has generally increased throughout the entire day when comparing one month post data to the baseline data.
- Similarly to the northbound, southbound traffic has generally increased throughout the day most notably during the bus gate hours in the afternoon.



Site 6/F – Ladywell Avenue

3.5 Site Summary

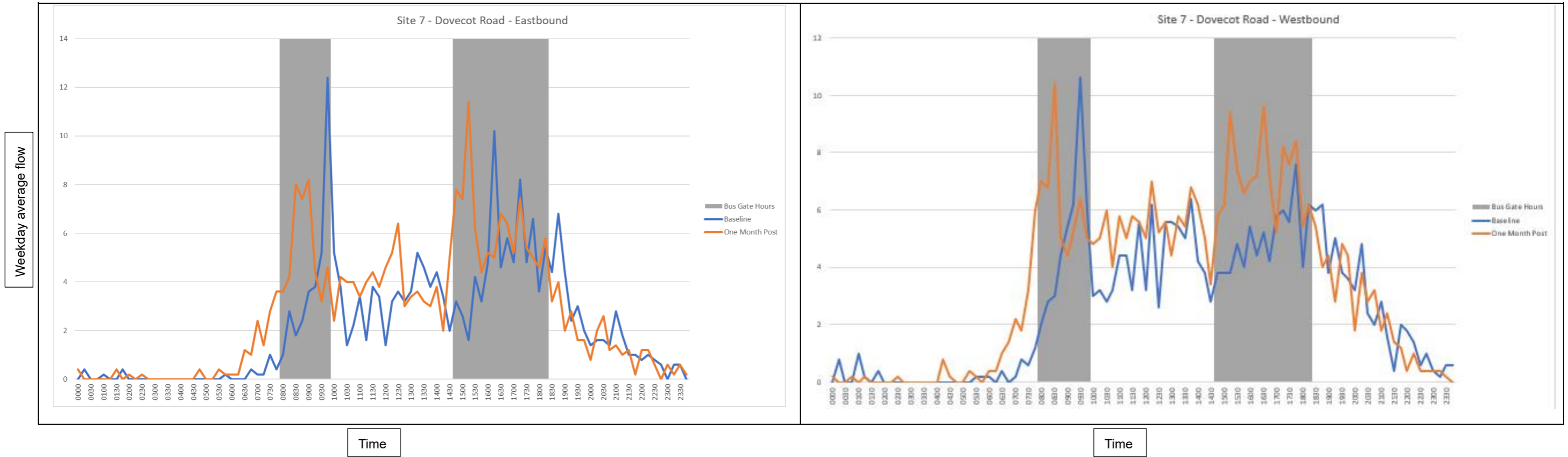
- Northbound vehicles have generally decreased in the one month post data with the largest difference being during the afternoon bus gate hours.
- The southbound traffic has stayed consistent between both counts without any major changes during bus gate operation hours.



Site 7/G – Dovecot Road

3.6 Site Summary

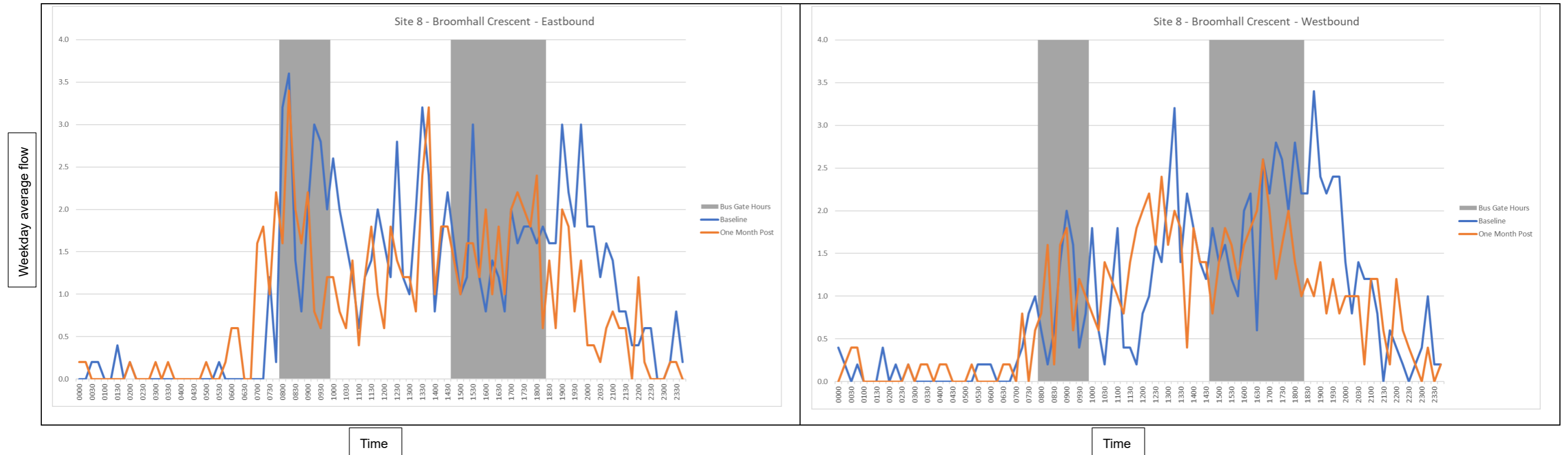
- Eastbound traffic has generally stayed at similar levels however the peak, during morning bus gate hours, has decreased, whilst the afternoon peak has increased.
- Westbound traffic in the morning has generally stayed at the same levels however the morning peak was recorded earlier in the one month post counts. The most notable increase from the baseline data to the one month post data is during the afternoon bus gate hours.



Site 8/H – Broomhall Crescent

3.7 Site Summary

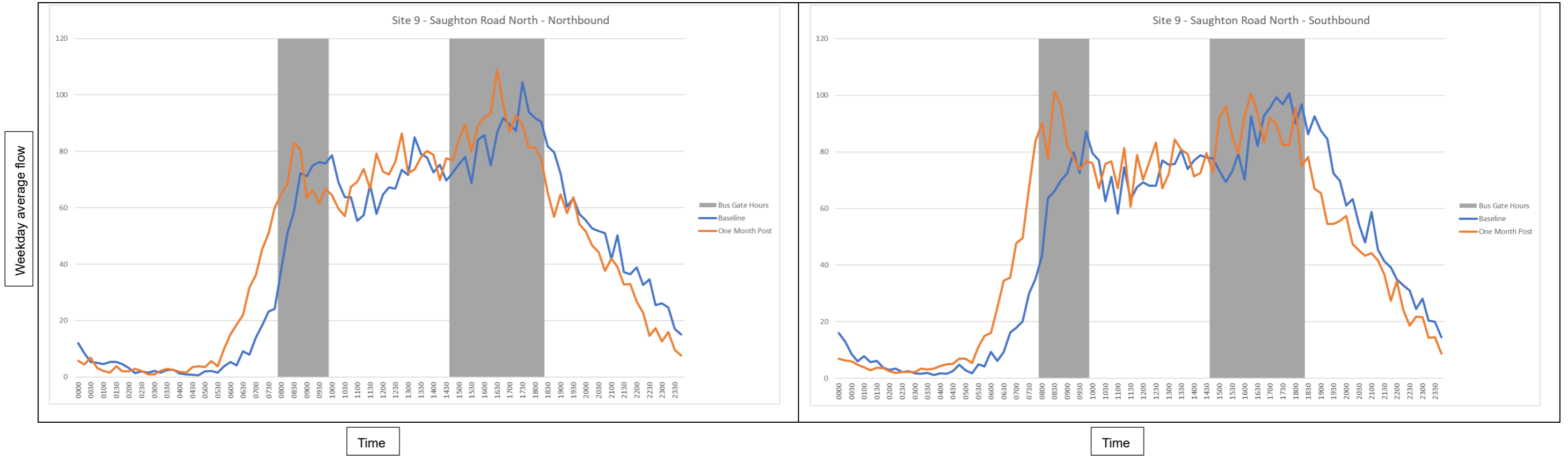
- Eastbound traffic has maintained at similar levels throughout the analysis with no major changes during the bus gate operating hours.
- Westbound traffic has also stayed at similar levels during the analysis, although there was a decrease during the afternoon peak hours.



Site 9/I – Saughton Road North

3.8 Site Summary

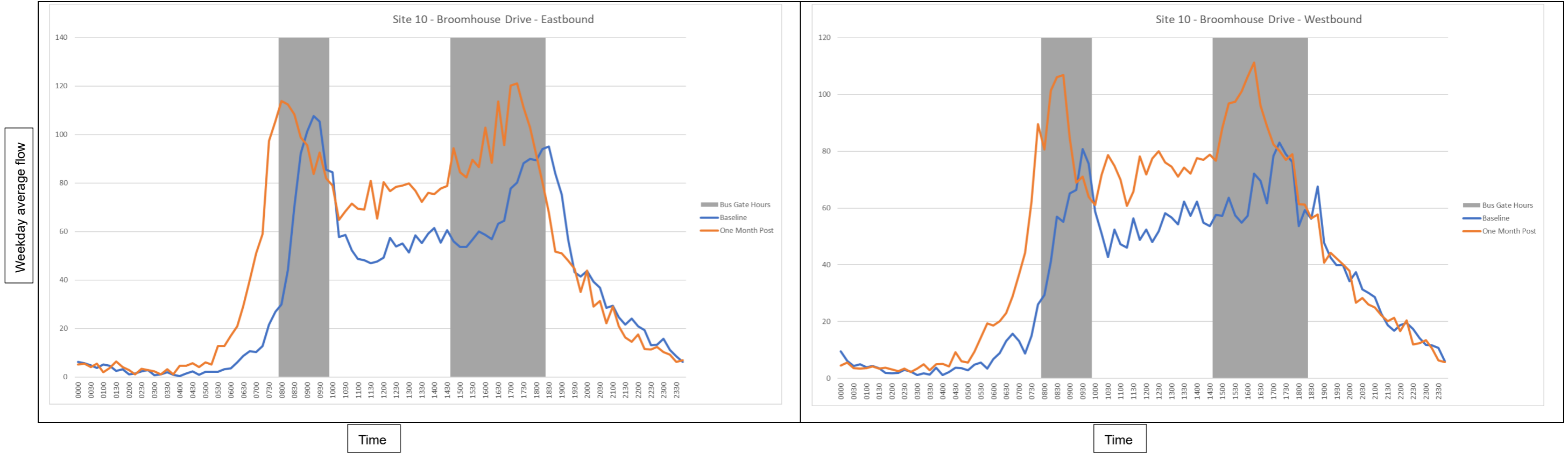
- Northbound traffic volumes have increased slightly during daytime hours, with increased peaks during both morning and afternoon bus gate operating hours.
- Southbound traffic volumes remained at similar levels throughout the study, however there is a noticeable increase in the morning peak during bus gate hours.



Site 10/J – Broomhouse Drive

3.9 Site Summary

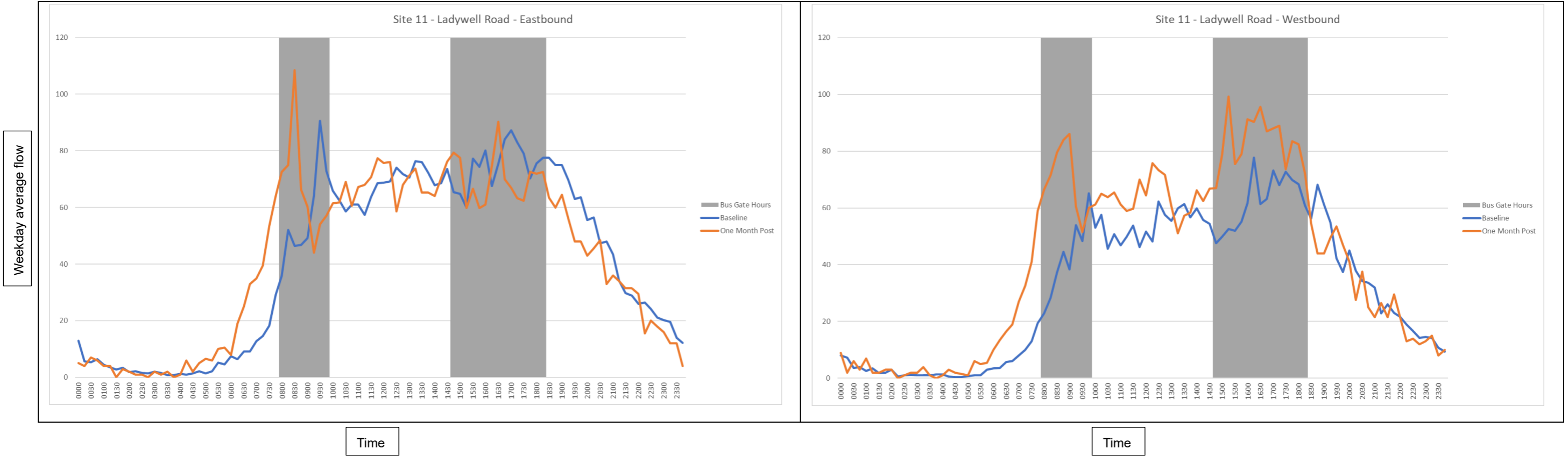
- Eastbound traffic has increased throughout the analysis period with the most notable increase being during the afternoon bus gate hours.
- Westbound traffic has also increased throughout the analysis period for the whole day. With large increases during both bus gate operating periods.



Site 11/K – Ladywell Road

3.10 Site Summary

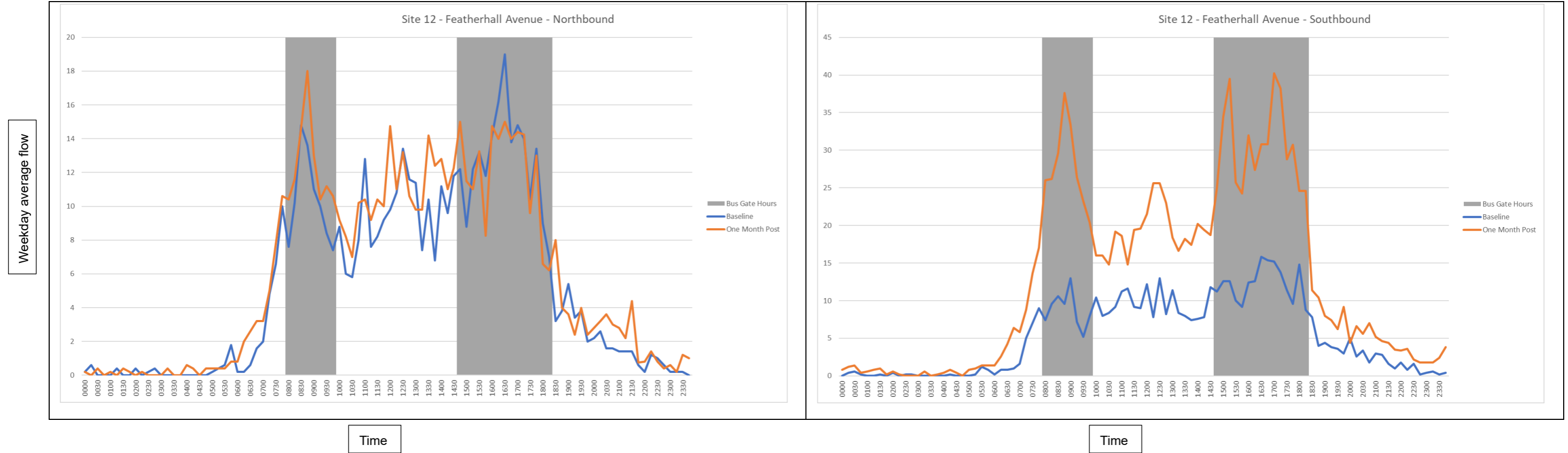
- Eastbound traffic has increased in the morning during the study period with a large increase in the AM peak volume. Beyond the morning bus gate hours the traffic volumes have remained at similar levels.
- Westbound traffic volumes have increased with a consistent increase between 6am and 6.30pm. There is a noticeable increase during bus gate operating hours.



Site 12/L – Featherhall Avenue

3.11 Site Summary

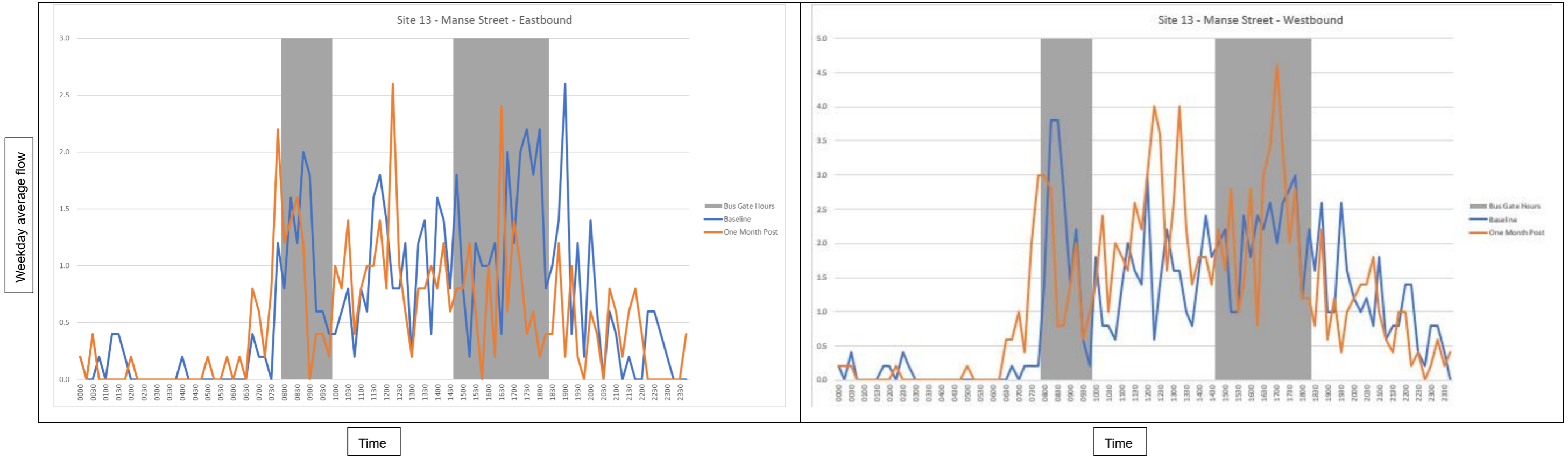
- Northbound traffic has remained at mostly similar levels with the largest changes being an increase in the morning peak traffic and a decrease in the afternoon peak traffic volumes.
- Southbound traffic has increased significantly throughout the entire day and most notably during the periods of bus gate operation.



Site 13/M – Manse Street

3.12 Site Summary

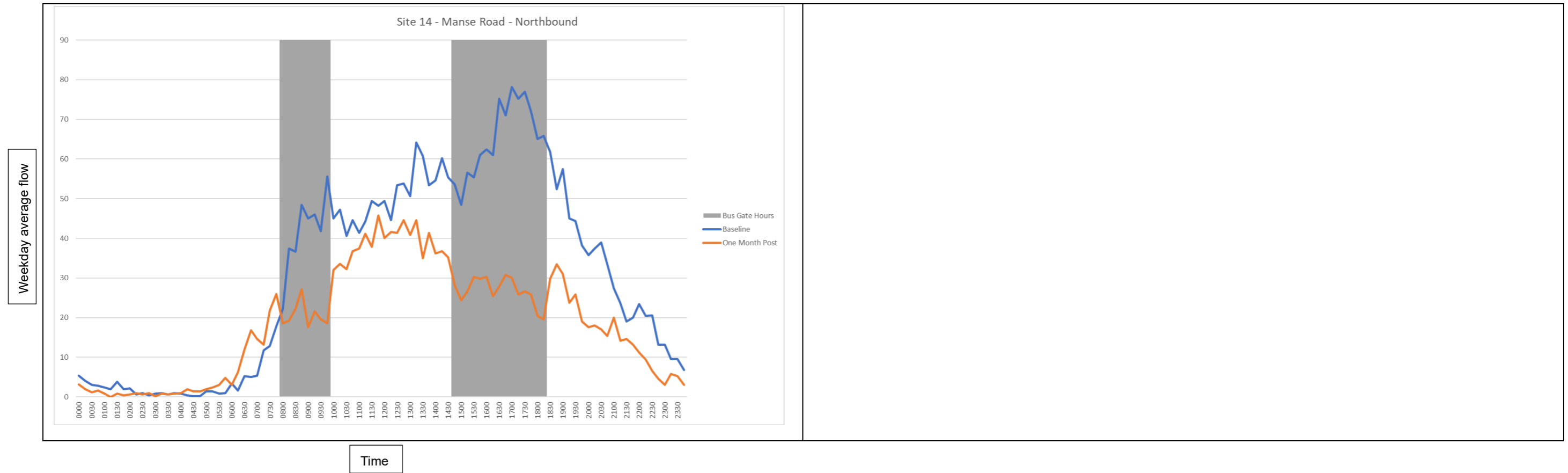
- Traffic in both directions has remained at similar levels in both directions when comparing the baseline to the one month post data.



Site 14/N – Manse Road

3.13 Site Summary

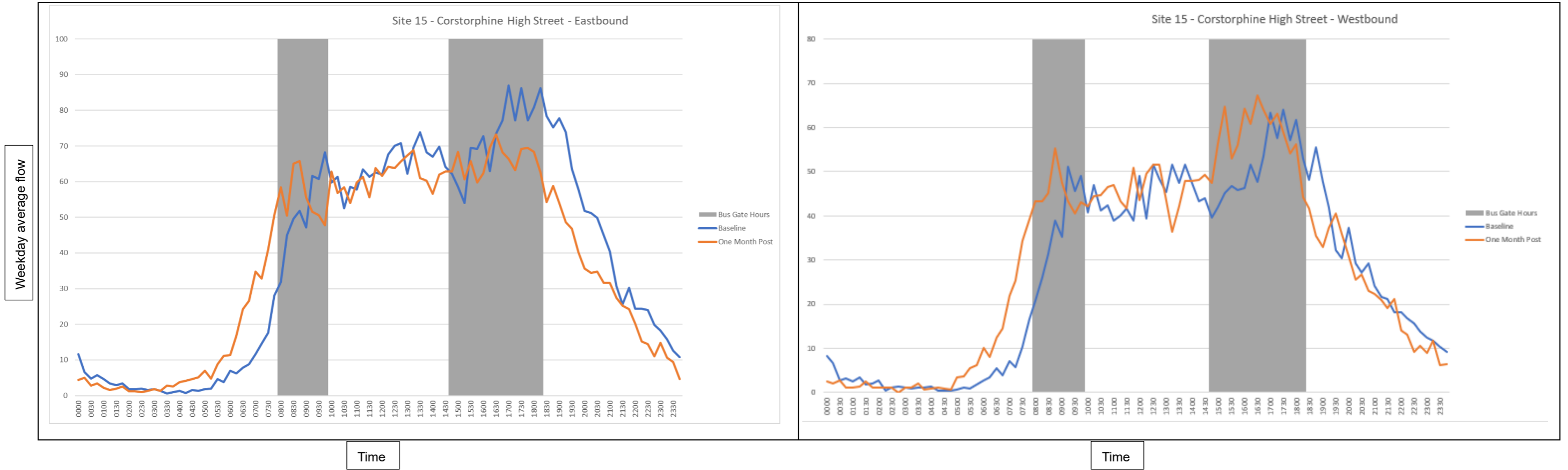
- Northbound traffic has seen a large decrease from the baseline to the one month post data. The largest decrease was seen during the afternoon bus gate operating hours.
- The change in traffic volume is most likely due to the bus gate at the north end of Manse Road.



Site 15/O – Corstorphine High Street

3.14 Site Summary

- Eastbound traffic volumes have remained consistent throughout the study period, the only notable change in volume is a decrease in peak volumes during the afternoon bus gate operating hours.
- Westbound traffic volumes have increased in the morning hours with an increased peak during bus gate hours. There is a very slight increase in the afternoon peak during bus gate hours, outside of that, traffic volumes have remained similar to the baseline.



Site 16/P – Kirk Loan

3.15 Site Summary

- The section of Kirk Loan which was surveyed is a section of 1-way street, westbound only
- Westbound traffic levels have remained steady throughout the analysis period, with no major changes being noted.

