

Draft Local Place Plan Policy Section: Traffic and Public Transport

Theme Area: Transport and Movement; Active travel; Public Transport

Summary of Proposal for Transport policy for Balerno

Balerno should prioritise safer walking, better-managed traffic, reliable public transport, and targeted parking management.

The Local Place Plan should support safer school travel, improved village-centre pedestrian priority, better connections to rail and regional destinations, and targeted interventions on roads where speed, crossing safety, and pavement quality are recurring concerns.

Local Context

Balerno has grown as a village with new housing developments over the past ten years. The traffic infrastructure has not kept up with the increased demand, and is now creating issues at key times and key locations. In addition the ability to use public transport is restricted by Balerno being served by two buses.

The Local Place Plan identifies transport, movement and accessibility as key priorities for the future of Balerno. Community responses indicate a strong desire for a safer, more accessible and better-connected village, where walking, wheeling and public transport are more practical for everyday journeys, while traffic impacts are managed in a way that protects residential amenity and village character.

Objectives

Transport, Movement and Accessibility

Balerno should function as a village where people of all ages and abilities can move safely and conveniently, with priority given to walking, wheeling, public transport and road safety. Future transport improvements should support access to schools, local services, community facilities, the village centre and wider regional connections.

Proposals

- 1. School Streets and safer school travel**
- 2. Local traffic calming and speed management**
- 3. Better public transport integration**
- 4. Walking-first infrastructure**

5. Parking management rather than simply more parking

Long term Proposals

1. Train station in Balerno

Community Benefits

Proposals suitable for a Balerno Local Place Plan

Based on the responses, these would fit well as practical Local Place Plan priorities.

1. School Streets and safer school travel

A strong proposal would be a **Balerno School Access & Safety Programme**.

Possible measures:

- timed vehicle restrictions at school start/end times
- designated drop-off points away from school gates
- widened footways and protected crossing points
- clearer parking enforcement around schools
- safer walking/cycling links to schools

Why this fits the evidence: school traffic was one of the most repeated practical concerns.

2. Balerno village centre / Main Street movement plan

A Local Place Plan could support a **Main Street access and public realm strategy**.

Possible measures:

- clearer pedestrian priority enforcement
- short-stay loading bays at defined locations
- improved disabled parking access nearby
- removal of informal stopping in pedestrian-sensitive areas
- better street design to reduce conflict between people and vehicles

Why this fits the evidence: many comments were not simply anti-car — they asked for **better-managed access**.

3. Local traffic calming and speed management

A strong LPP transport policy would be a **20mph-plus safety package** focused on problem routes.

Possible measures:

- targeted speed reduction on roads raised repeatedly by residents
 - 20mph zones - Johnsburn Road; Cockburn Crescent
 - 30mph zones - Glenbrook Road; Harlaw Road
- raised crossings near schools and community facilities
- gateway features at settlement entrances
- vehicle-activated signs and evidence-led enforcement requests

Why this fits the evidence: speed concerns were widespread, but many respondents preferred **targeted measures rather than blanket speed bumps**.

4. Better public transport integration

A realistic Local Place Plan proposal would be a **Balerno public transport connectivity strategy**.

Key asks could include:

- more reliable and more frequent bus services
- better timetable coordination with **Curriehill railway station**
- improved interchange facilities to trams and trains
- stronger strategic links to employment destinations, hospitals and **Edinburgh Airport**

Proposal for a feasibility study for a new bus route between Balerno and Livingston via Kirknewton, Camps, East Calder, Mid Calder

Why this fits the evidence: residents repeatedly framed transport as a **connectivity issue**, not only a local mobility issue.

5. Walking-first infrastructure

A very strong Local Place Plan theme would be **safe everyday walking**.

Priority measures:

- better pavement surfaces
- improved winter maintenance
- safer crossings at busy roads
- off-road or traffic-separated paths where feasible
- filling missing links in the local walking network

Why this fits the evidence: this appeared across roads, safety, and active travel responses.

6. Parking management rather than simply more parking

The spreadsheet suggests that a good LPP position would be **“manage parking better, expand only where evidence is strongest.”**

Potential measures:

- time-limited bays
 - resident-sensitive parking management
 - short-stay turnover parking in the centre
 - monitoring before major new parking provision
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7. Balerno train Station

The Local Place Plan supports measures that improve strategic public transport connectivity for **Balerno**, including a potential new **railway station**, improved interchange with bus services, and consideration of parking and active travel improvements where these help reduce dependence on private car travel.

Balerno Local Place Plan – Transport & Movement

Draft Proposals

To review and develop a Balerno School Access & Safety Programme around the Primary and Secondary School	
Tr&M 1 – School Streets	measures to improve safety at school arrival and departure times – propose introduction of Edinburgh School Streets initiative to restrict vehicle movement
Tr&M 2 – One Way System	measures to improve safety at school arrival and departure times – propose One Way system introduced on Marchbank Place; Marchbank Gardens; Marchbank Way; and Deanpark Place
Tr&M 3 – Timed restrictions	consideration of timed traffic restrictions, school street measures or managed drop-off arrangements where appropriate
Improved crossing points and pedestrian priority on routes to schools	
Tr&M 4	Undertake road pedestrian crossing survey for installation of zebra crossing on <ul style="list-style-type: none"> ● Bridge Road for the crossing islands
Tr&M 5	Undertake road pedestrian crossing survey for installation of zebra crossing on <ul style="list-style-type: none"> ● Bavelaw Green/ Bridge Road junction
Tr&M 6	Propose the introduction of School Crossing Patrols (lollipop person) around Deanpark PS
Safer walking and cycling access to schools from surrounding residential areas.	
Tr&M 7	Proposal to review traffic flow at junction of Lanark Road/ Ravelrig Road with view to installation of pedestrian crossing
Tr&M 8	Propose upgrade of path from Ravelrig Wynd to Bridge Road, past Walled garden

Tr&M 9	Review and new markings on cycle lane on Bridge Road
Main Street movement plan	
Tr&M 10	<p>A Local Place Plan could support a Main Street access and public realm strategy.</p> <p>Possible measures:</p> <ul style="list-style-type: none"> • clearer pedestrian priority enforcement • short-stay loading bays at defined locations • improved disabled parking access nearby • removal of informal stopping in pedestrian-sensitive areas • better street design to reduce conflict between people and vehicles
Local traffic calming and speed management	
Tr&M 11	<p>An LPP transport policy would be a 20mph-plus safety package focused on problem routes: Johnsburn Road; Cockburn Crescent.</p> <p>An extension of 30mph along: Glenbrook Road; Cockburn farm Road</p> <p>Possible measures:</p> <ul style="list-style-type: none"> • targeted speed reduction on roads raised repeatedly by residents • raised crossings near schools and community facilities
Walking, wheeling and local accessibility	
Tr&M 12	<p>The Local Place Plan supports:</p> <ul style="list-style-type: none"> • improved pavement condition, maintenance and accessibility; • widening of pavements where feasible in locations with high pedestrian use;

Public transport and regional connectivity	
Tr&M 13	<p>The Local Place Plan supports:</p> <ul style="list-style-type: none"> • improved frequency, reliability and journey times for bus services serving Balerno; • Propose the review of a potential bus service to Livingston, serving Balerno, Kirknewton, and East Calder
Tr&M 14	<ul style="list-style-type: none"> • better integration between bus services and Curriehill railway station; Edinburgh tram services; and Edinburgh Airport
Tr&M 15	<ul style="list-style-type: none"> • The commencement of a review into a new Railway station at Balerno
Targeted parking management	
Tr&M 16	<p>The Local Place Plan supports:</p> <ul style="list-style-type: none"> • evidence-led parking management around schools, local facilities and visitor pressure points; • management measures that improve turnover, reduce obstruction and protect residential amenity; • parking solutions that are proportionate and sensitive to village character