

Parking, Traffic and Public Transport

## **Balerno Local Place Plan - All (Responses) 16042026.xlsx**

Spreadsheet

Can you summarise the attached spreadsheet with issues relating to parking, traffic and public transport. Based on spreadsheet can you make proposals suitable for an Balerno Local Place Plan

Yes. I reviewed the spreadsheet (220 responses) and focused on the transport-related sections: roads/pavements, public transport, parking, Main Street movement, and speed/safety.

### **Key transport themes emerging from the responses**

#### **Parking**

The strongest parking-related concerns were:

- **Pressure around schools** — repeated comments about drop-off/pick-up congestion, unsafe stopping, and conflict between pedestrians and vehicles.
- **Curriehill station parking** — a recurring request for **more parking capacity** and better station access.
- **Main Street parking conflict** — many respondents want stronger control of informal stopping/parking in the pedestrian area, although some also asked for **short-stay/loading or disabled access**.
- **Peak-time localised pressure** — comments mentioned congestion linked to schools, church use, rugby, and Pentland visitor parking.

#### **Traffic and road safety**

The main issues were:

- **Vehicle speed** — especially on residential routes such as **Johnsburn Road**, with frequent calls for stronger speed management.
- **Safer crossings** — especially near schools and on roads used by children.
- **Pavement quality and continuity** — recurring requests for better surfaces, wider pavements, and safer walking routes separated from traffic where possible.

- **Junction visibility** — several comments highlighted difficult sightlines and turning movements.

## Public transport

The clearest themes were:

- **Bus reliability and frequency** — respondents repeatedly raised problems with waiting times, timing reliability, and slow journey times.
- **Better links to rail** — especially improved connections to **Curriehill railway station**.
- **Wider connectivity beyond Balerno** — requests for stronger links to employment, education, and destinations such as **Edinburgh Airport**.
- A broad view that **public transport needs to become a more realistic alternative to car use**.

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## 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.

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### 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**.

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### **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
- 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**.

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### **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
- stronger strategic links to employment destinations and **Edinburgh Airport**

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

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## 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.

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## 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.”**

Likely priority locations:

- **Curriehill railway station**
- school-related peak periods
- visitor pressure linked to Pentland access

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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## Suggested wording for the Local Place Plan

A concise transport policy could read:

**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.

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If you want, I can also turn this into a **draft Local Place Plan transport section in formal planning language**, or produce a **short evidence table linking spreadsheet comments to specific LPP policy actions**.

urn this into a draft Local Place Plan transport section in formal planning language

## **Draft Transport and Movement Section for the Balerno Local Place Plan**

### **Transport, Movement and Accessibility**

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.

### **Vision**

**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.

### **Local Priorities**

#### **1. Safer movement around schools**

Traffic congestion, unsafe parking and conflict between vehicles, pedestrians and cyclists around schools were among the most frequently raised issues in community responses.

The Local Place Plan supports:

- measures to improve safety at school arrival and departure times;
- improved crossing points and pedestrian priority on routes to schools;

- consideration of timed traffic restrictions, school street measures or managed drop-off arrangements where appropriate;
- safer walking and cycling access to schools from surrounding residential areas.

## **2. Village centre movement and parking management**

The village centre and Main Street should remain attractive, safe and accessible. Community responses indicate support for improved management of vehicle access and parking, particularly where informal stopping or parking creates safety concerns or reduces pedestrian comfort.

The Local Place Plan supports:

- stronger pedestrian priority within the village centre;
- management of short-stay parking, loading and servicing in appropriate locations;
- accessible parking provision for disabled users and those with limited mobility;
- public realm improvements that reduce conflict between vehicles and pedestrians while maintaining essential access.

## **3. Traffic calming and road safety**

Residents identified vehicle speed, driver behaviour and crossing safety as concerns on a number of local roads.

The Local Place Plan supports:

- targeted traffic-calming measures where there is clear evidence of speeding or safety concerns;
- improved pedestrian crossing facilities near schools, community facilities and key walking routes;
- road design measures that encourage lower traffic speeds and improve driver awareness at village entry points and residential streets;
- improvements to junction visibility and local road safety where justified by evidence.

## **4. Walking, wheeling and local accessibility**

A recurring priority in community feedback was the need for safer, more comfortable and better-connected walking routes throughout the village.

The Local Place Plan supports:

- improved pavement condition, maintenance and accessibility;

- widening of pavements where feasible in locations with high pedestrian use;
- safer and more continuous walking routes linking homes, schools, parks, local shops and community facilities;
- new or improved off-road or traffic-separated paths where opportunities arise.

## 5. Public transport and regional connectivity

Community responses highlighted the importance of more reliable and attractive public transport as an alternative to private car use.

The Local Place Plan supports:

- improved frequency, reliability and journey times for bus services serving **Balerno**;
- better integration between bus services and **Curriehill railway station**;
- improved public transport connections to employment, education and regional destinations including **Edinburgh Airport**;
- improvements to waiting facilities, information and interchange quality where feasible.

## 6. Targeted parking management

Community responses suggest that parking pressures are concentrated in particular locations and at particular times rather than being a village-wide issue.

The Local Place Plan supports:

- evidence-led parking management around schools, local facilities and visitor pressure points;
- consideration of improved parking provision associated with **Curriehill railway station**;
- management measures that improve turnover, reduce obstruction and protect residential amenity;
- parking solutions that are proportionate and sensitive to village character.

## Policy Direction

Future development, infrastructure investment and transport interventions in **Balerno** should:

- prioritise pedestrian safety, accessibility and public transport;
- reduce the impact of traffic on residential streets and the village centre;

- support safer access to schools and community facilities;
- improve local and regional connectivity while respecting the scale, character and environmental quality of the village.

If you'd like, I can also turn this into a **more formal Scottish planning-style Local Place Plan policy wording** (closer to something you could submit to **City of Edinburgh Council**) or add a short **“community evidence base” appendix drawn directly from the spreadsheet themes**.

produce a short evidence table linking spreadsheet comments to specific LPP policy actions.

Here's a concise evidence table you can use as supporting material in the **Balerno Local Place Plan**.

| <b>Evidence from spreadsheet responses</b>   | <b>Main issue identified</b>                               | <b>Proposed Local Place Plan policy action</b>   |
|--|--|--|
| Repeated comments about unsafe school drop-off and pick-up, vehicles stopping on pavements, and congestion around school gates | School-related traffic conflict and pedestrian safety risk | Introduce school access and safety measures including timed restrictions, safer crossings, managed drop-off arrangements, and improved walking routes to schools |
| Frequent references to speeding on local residential roads, especially <b>Johnsburn Road</b> and other routes used by children | Excessive vehicle speed and road danger                    | Deliver targeted traffic calming, gateway features, vehicle-activated signs, and evidenced speed reduction measures  |
| Multiple comments requesting safer places to cross roads, especially near schools, community facilities and busy roads         | Poor pedestrian crossing opportunities                     | Provide new or upgraded crossing points at key desire lines and locations with high pedestrian demand  |

| <b>Evidence from spreadsheet responses</b>   | <b>Main issue identified</b>   | <b>Proposed Local Place Plan policy action</b>   |
|--|--|--|
| Many responses highlighted narrow, uneven or poorly maintained pavements, and gaps in safe walking routes        | Poor walking environment and accessibility barriers                      | Prioritise pavement resurfacing, widening where feasible, and completion of missing walking links between homes, schools, shops and community facilities |
| Repeated concerns about parking pressure and access at <b>Curriehill railway station</b>                         | Rail access constrained by insufficient or poorly managed parking        | Support improved station access, better parking management, and assessment of additional park-and-ride capacity where justified                          |
| Comments describing informal stopping and parking conflict on the village Main Street                            | Vehicle-pedestrian conflict in the village centre                        | Introduce village-centre parking management, pedestrian-priority measures, and designated short-stay/loading arrangements                                |
| Responses asking for better bus frequency, reliability and easier interchange                                    | Public transport seen as insufficiently attractive for everyday journeys | Support improved bus service frequency, reliability, and stronger integration with rail services   |
| Requests for better links to <b>Curriehill railway station</b> , employment centres and <b>Edinburgh Airport</b> | Wider connectivity beyond the village                                    | Seek stronger regional public transport connectivity and better timetable coordination   |
| Comments about parking pressure linked to schools, local   | Localised peak-period parking pressure                                   | Apply targeted, evidence-led parking management rather than blanket parking expansion  |

| Evidence from spreadsheet responses                                 | Main issue identified | Proposed Local Place Plan policy action |
|---|-----------------------|---|
| <p>events and access to the <b>Pentland Hills Regional Park</b></p> |                       |   |

If you want, I can also turn this into a **more formal “Community Evidence Base” appendix suitable for submission to the City of Edinburgh Council**, or produce a **short list of 5–7 priority transport projects ranked by likely deliverability and impact**.

## Balerno Local Place Plan – Transport & Movement

### Draft Proposals

|   |   |
|---|---|
| <b>To review and develop a Balerno School Access &amp; Safety Programme around the Primary and Secondary School</b> |   |
| 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  |
| <b>Improved crossing points and pedestrian priority on routes to schools</b>  |   |
| Tr&M 4  | Undertake road pedestrian crossing survey for installation of zebra crossing on <ul style="list-style-type: none"> <li>• Bridge Road for the crossing islands</li> </ul>      |
| Tr&M 5  | Undertake road pedestrian crossing survey for installation of zebra crossing on <ul style="list-style-type: none"> <li>• Bavelaw Green/ Bridge Road junction</li> </ul>       |
| Tr&M 6  | Propose the introduction of School Crossing Patrols (lollipop person) around Deanpark PS  |
| <b>Safer walking and cycling access to schools from surrounding residential areas.</b>                              |   |
| 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

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

**Local traffic calming and speed management**

Tr&M 11

An LPP transport policy would be a **20mph-plus safety package** focused on problem routes: Johnsburn Road; Cockburn Crescent.

An extension of 30mph along: Glenbrook Road; Cockburn farm Road

Possible measures:

- targeted speed reduction on roads raised repeatedly by residents
- raised crossings near schools and community facilities

**Walking, wheeling and local accessibility**

Tr&M 12

The Local Place Plan supports:

- improved pavement condition, maintenance and accessibility;
- widening of pavements where feasible in locations with high pedestrian use;

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