



Low Traffic Corstorphine

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@TrafficLow

The City of Edinburgh Council
City Chambers,
High Street
Edinburgh
EH1 1YJ

Dear Sirs

We write in support of Cllr MacInnes's motion at agenda point 9.1 in the coming Transport and Environment Committee meeting of Thursday, 18th August 2022.

Low Traffic Corstorphine is a group of local Corstorphine residents and business people passionate about bringing safer streets, better air quality and much improved accessibility to residents of all ages, genders and abilities whether they are walkers, wheelers, cyclists, drivers or passengers.

Despite the dominance of private vehicles in our public spaces, we must remember 40% of Edinburgh residents do not have access to a private car.

Recognising the diversity within our community, we strongly support 'active' travel and public transport modes as a crucial way to get around our local communities. Empowering individuals to *choose* to travel in a safe, active way has great benefits to personal health and is good for local business.

In this respect we are dismayed to be advised of the FirstBus plans to withdraw crucial bus routes 20, 63 and 68 from service in the near future and support Cllr MacInnes's request for extension of investment in these services to maintain essential access for a wide range of residents across the West and South West Edinburgh areas.

At a time when so much new development is ongoing in the West of the city, we are deeply concerned at the likely increase of already unsustainable levels of car traffic, to which the removal of these service routes will inevitably add as residents are forced to seek alternative ways to travel these routes.

Further, we ask any future transport reviews in the West of Edinburgh to more fully consider wider support in services and routes to better provide public transport links to the rapidly growing housing and business needs both existing and coming to the area.

As one example, simply extending the Lothian Buses 31 route around the new Cammo/Turnhouse development is deeply insufficient and extends the route time unacceptably for residents in the Bughtlin/East Craigs area, who already have a 30-40 minute bus journey time to the city centre.

Including adequately networked bus service routes is an important part of CEC's meeting of its 30% reduction targets in Car travel kilometres by 2030. Climate goals and development goals must be aligned and coordinated. We would also welcome creative innovations - e.g. smaller electric buses which could service and better connect more of the smaller residential streets and neighbourhoods on a more frequent timetable.

Yours sincerely

Christopher Young

Janis Ross-Williamson