

Leith Connections Phase 3 Engagement Report

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Leith Connections Phase 3 Engagement Report

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1. Introduction

The Local Development Plan (LDP) has identified significant areas of new residential development in Edinburgh and an Action Programme has been developed to look at what transport infrastructure improvements are necessary to support high quality sustainable transport modes at these locations. For the most part, this means significant improvements for walking, wheeling, cycling and public transport.

The City of Edinburgh Council are aiming to create a safer more comfortable street environment for residents walking, wheeling, cycling and spending time in the local streets and outdoor spaces of Leith. This is being developed by the Council in the form of the Leith Connections project which is split into three phases.

Phase 1. A new high-quality cycling link from the Foot of the Walk to Ocean Terminal;

Phase 2. A Low Traffic Neighbourhood in Leith and;

Phase 3 (LDPAP). A high-quality walking and cycling streetscape between Hawthornvale Path and Seafield Street.

High-quality active travel improvements in the concept designs proposed to meet the relevant actions in Edinburgh Local Development Plan - Action Programme (LDPAP) are proposed to be delivered as Phase 3 of the Leith Connections project.

This report summarises the Stage 2 community engagement process: Concept Design for Phase 3, that was undertaken between 6th June and 17th July 2022. This stage of engagement was aimed at gathering feedback from residents and stakeholders on the concept design of proposed improvements for active travel between Hawthornvale and Seafield Street.

2. Proposals

This section presents the Concept Design proposals for Leith Connections Phase 3 that were presented to the public during this stage of engagement. These proposals are at the 'concept design stage' and therefore may change in response to this engagement and factors influencing design in the following stages.

2.1 Scope

Figure 1 shows the project area and all three of the Leith Connections phases. This image was presented to the public and stakeholders in this stage of engagement focussing on Phase 3, the introduction of high-quality active travel and public realm improvements along the main road corridor between the Hawthornvale Path in the west and Seafield shared use path in the east.

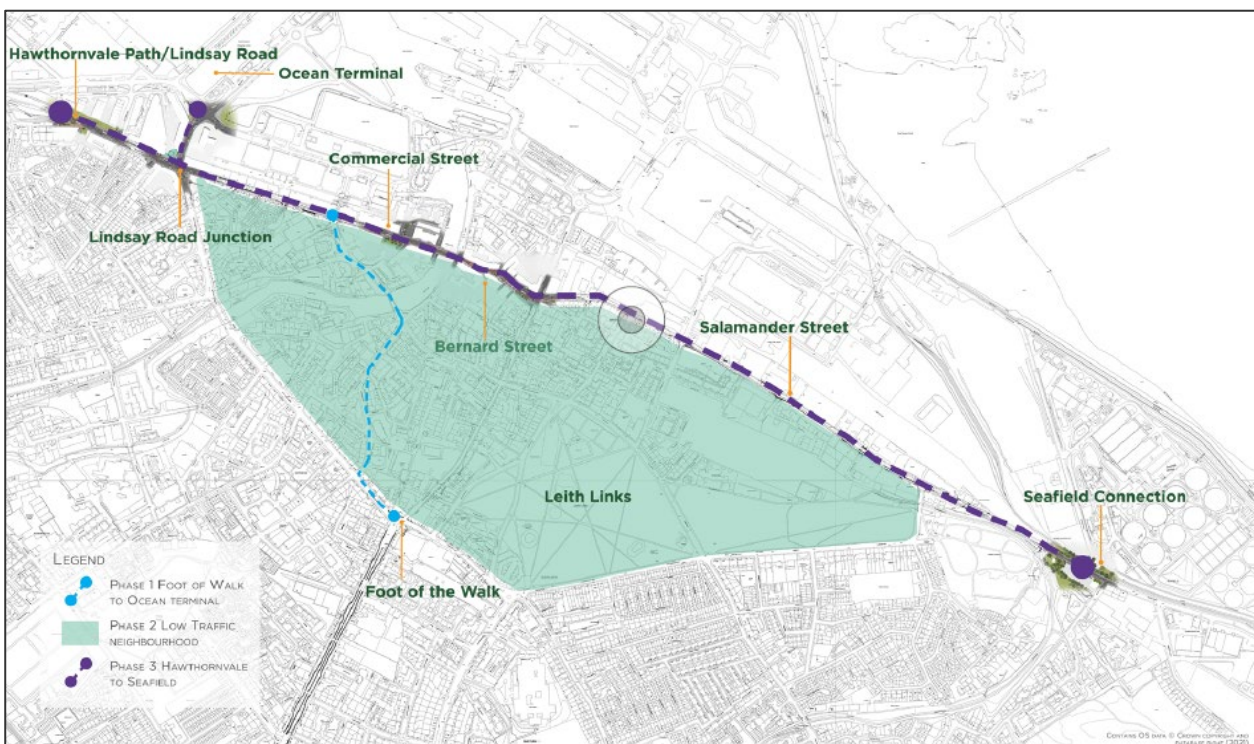


Figure 1. Scope of Leith Connections and Leith Connections Phase 3

2.2 Concept Design Proposals

The following section outlines the key areas of Phase 3 route, the aim of which is to provide safe active travel provision along the corridor. Further visualisations of the proposals can be seen in Appendix C.

The proposals are closely linked with the other two phases of the Leith Connections project and link in through to the low traffic neighbourhood and the phase 1 route at Dock Street being designed by AECOM.

The key features are as follows:

- One-way protected cycle tracks on either side of the road, west of the Water of Leith.
- A two-way protected cycle track on the south side of the route, east of Bernard Street where the road narrows
- A short section of red chipped 'cycle street' on Bernard Street where the width is constrained.
- A two-way protected cycle track on Ocean Drive.
- Bus stop by-passes and

- Priority junctions for cycles and pedestrians

The following concept designs are subject to change in response to the engagement with the public and other stakeholders.

2.2.1 Hawthornvale Path

The following figure shows the proposed concept design for the Hawthornvale entrance and Lindsay Road cycle tracks. The proposed placemaking improvements would act as a gateway feature onto the north Edinburgh path network and act as a transition area for pedestrians and cyclists travelling east from the shared used network to the segregated cycle and walking provision along the Lindsay Road corridor. Cyclists travelling west to east will cross at the toucan crossing to join the eastbound cycle track on the north side of the street.



Figure 2. Hawthornvale proposal plan

2.2.2 Lindsay Road Junction

The proposed design for the Lindsay Road junction is a protected cycle junction. A plan of how this could be implemented is shown in figure 3.



Figure 3. Lindsay Road Junction proposal plan

The proposal for the Lindsay Road junction is to implement a protected junction for cycles with the continuation of protected cycle tracks north into Ocean Terminal and spurs onto North Junction Street to facilitate cycles joining the cycle tracks to travel along the proposed Lindsay Road or Commercial Street cycle tracks, and north into Ocean Terminal. There is also the opportunity to improve the public space on the northwest corner of the junction.

2.2.3 Commercial Street

The proposal for Commercial Street is the continuation of the one-way cycle tracks. A plan of how this could be is shown in figure 4. Feedback from previous engagement has shown us that the Commercial Street corridor has been perceived as not attractive for walking, wheeling, and cycling the proposed design aims to shift this perception.



Figure 4. Commercial Street proposals plan

The proposals for the section of Commercial Street leading to the Shore include relocation of the taxi rank opposite Customs House from its current location on the bridge over the Water of Leith, reorientation of the toucan crossing to better connect into Victoria Quay and continuation of one-way protected cycle tracks.

2.2.4 Bernard Street

Due to constrained widths on Bernard Street, a cycle street has been proposed as an alternative to protected cycle tracks. The aim of this is to provide priority to cycles through the area while sharing the carriageway with vehicles. It was also important to consider appropriate pedestrian space in this location due to the high concentration of shops in the area and as such, more footway space has been provided. This footway widening will reduce the carriageway width and combined with the red coloured surfacing will have a positive effect on road speeds. Finally, a new crossing that facilitates both pedestrian and cycle movements has been incorporated at Timber Bush.

To create a cycle priority westbound, signals for cycles at Timber Bush will hold cycles at the new crossing then release them ahead of vehicles so that they can take the primary position in the traffic lane. A plan of how this could look is shown in Figure 5.



Figure 5. Bernard Street proposals plan

At the eastern side of the cycle street, eastbound cycles will join a two-way cycle track on the south side of the carriageway via a jug handle arrangement and parallel crossing.

At The Shore, westbound cycles will join the one-way cycle track, while eastbound cycles will emerge from a one-way cycle track towards the cycle street.

2.2.5 Salamander Street to Seafield Road

It is proposed for the two-way cycle track to continue along the south side of Salamander Street and connect to the shared use provision at Seafield via a two-way angled crossing facility. This two-way track will consist of continuous footways, bus stop by-passes and cycle signalled crossings.



Figure 6. Salamander Street and Seafield connection proposals plan

3. Engagement Methods

The following engagement methods have been used in this stage of design.

Engagement Method	Details
Launch Week	The public engagement was launched on the 6 th of June. Including social media posting. Press release and covered in EEN and Edinburgh Live
Social media promotion	Content on CEC Facebook and twitter pages through engagement period
Engagement Promotion	2,959 leaflets were distributed to residents and building occupiers adjacent to the project area. 10 lamp post wraps were at key locations along the project area
E-mail engagement	Email notifications were issued to all stakeholders and existing project mailing list at the start of the engagement period. This was to raise awareness of this stage of the project and allow stakeholders to respond either by email or through the online survey.
Community Reference Group meetings	The Community Reference Group meeting was held on the 14 th of July to raise awareness of the concept design proposals.
Business letters	215 letters were delivered to businesses along the corridor that could have loading and access concerns relating to the proposals. Followed up with drop in to those that requested
Online Survey	485 completed surveys were received through the project online survey over the engagement period. The survey was hosted on the Council's Consultation Hub. Paper copies were available on request and at the public exhibitions.
Public Drop In events	2 public drop ins were held to showcase the project and gather feedback. The first was at the Leith Market on the 25 th of June 2022 and the second was on the 14 th of July 2022 at the Duncan Place Community & Enterprise Hub.

Table 1. Engagement methods for stage 2

4. Engagement Activities and Summary of Feedback

The following section explains the different engagement activities and the responses provided by various groups to the concept design proposals, including the Community Reference Group, public exhibitions, and written responses from Community Councils. These activities and feedback will be used to inform the next stage of the design process.

4.1 Community Reference Group

The Community Reference Group that has been created during development of phase 1 and phase 2 of the Leith Connections project was also used to provide feedback on the current design of phase 3.

The group is made up of local organisations and other established groups and will continue to be key in the development of all phases of Leith Connections. A meeting was held on the 14th of July at the Duncan Place Community & Enterprise Hub. Groups that attended are listed below. Additionally, written responses were welcomed from these groups after the meeting.

4.1.1 Community Reference Group attendees:

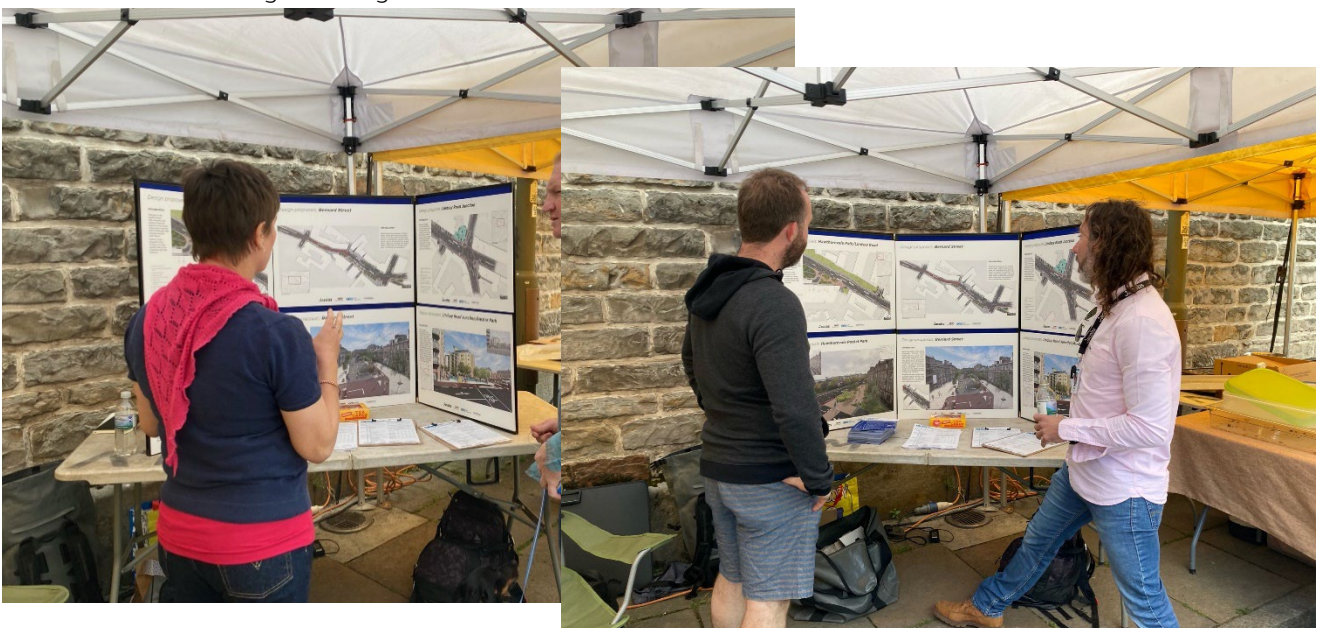
- City of Edinburgh Council
- Jacobs
- Leith Links Community Council
- Leith Harbour and Newhaven Community Council
- Living Streets Edinburgh

Apologies were received from Spokes, Earth in Common, Duncan Place Community & Enterprise Hub, Friends of Water of Leith Basin.

Individual responses were received from groups in the Community Reference Group, and they will be used to inform the next stage of design.

4.2 Public Drop Ins

There were two public drop in events were held for the project, one at the Leith Market on the 25th of June and one at the Duncan Place Community & Enterprise Hub on 14th July. Feedback received has been collated and will inform the next stage of design.



4.3 City of Edinburgh Council Internal Engagement

A meeting was held with other departments within the City of Edinburgh Council to explain proposals and gain feedback, if requested individual meetings were offered. Although not stated in this report, responses will be used to inform the next stages of design. **Table 2** shows the departments that have been engaged at this stage.

Departments engaged	
Active Travel	Bus Partnership
Environmental health	Network management and enforcement
Planning	Public Transport
Road Safety	Communications
Legal	Parking Enforcement/ TRO
Planning	Smart Cities/ Traffic Signals
Transport and environment	Trams to Newhaven
Roads and capital programme	Sustainable Development
Learning Estate	Street Lighting
Flood prevention and structures	

Table 2. City of Edinburgh Council internal teams engaged

4.4 Organisation Responses

Written responses were received from several organisations. This section summarises the responses.

4.4.1 Lothian Buses

A summary of Lothian Buses response is below. Specific design related comments have been provided for each section and will be considered at the next stage of the project.

- Lothian buses would like the Low Traffic Neighbourhood to be in place, along with the opening of the tram line to Newhaven, to allow changes to travel patterns and traffic flows to settle and be monitored before any further progress is made with this phase of the Leith Connections scheme.
- Lindsay Road and Salamander Street are key components of the City's proposed northern orbital bus route, to design an active travel scheme on this route and may result in increase in bus journey time because of bus lane removal
- Lothian buses are concerned about the removal or merger of bus stops.

4.4.2 Leith Links Community Council

The following response was received from the Leith Links Community Council and is based on input from community council members and members of public from the area.

- Requests that proposals should include costs/benefits/impacts and how the proposed changes fit into a wider view of how people are expected in future to move around in the area and through the area by different modes with some projections.
- The impacts of more major roadworks on residents were raised as a major concern.

- It was commented that the plans could disadvantage elderly and disabled people. Not everyone can walk very far or cycle.
- Lack of information on the impact to public transport was raised as a concern as well as no inclusion of locations for new bus stops along Salamander Street and movement of current bus stops.
- Requests for the cost of the proposed design and concerns were raised as this should not be a priority for the area given the current cost of living crisis.
- It was raised that the proposed cycle route alignment is not appropriate for cycling due to width constraints and heavy traffic.
- There is a view that the purpose of phases 1 and 2 is to reduce cars in the area to make it more suitable for cyclists therefore the west – east movement of cyclists should be catered for through the first two phases rather than the proposed route.

4.4.3 Leith Harbour and Newhaven Community Council

The following response is a summary of responses the Leith Harbour and Newhaven Community Council compiled from committee members and members of the public

- Requests for the cost of the proposed design and concerns were raised as this should not be a priority for the area given the current cost of living crisis.
- The impacts of more major roadworks on residents were raised as a major concern.
- The alignment of the route was commented as not appropriate with the suggestion that the route should take advantage of current cycle provision such as the National Cycle Network which travels past the Scottish Government offices at Victoria Quay, and newly created quieter roads that would be safer for cyclists.
- It was requested that there would be no removal of existing bus stops.

4.4.4 Edinburgh Access Panel

The following points were received from the Edinburgh Access Panel

- Protect pedestrians from cyclists with effective segregation along the whole active travel route, preferably with a 50mm level-change which can be perceived by a blind pedestrian with a guide dog or cane (as per Edinburgh Street Design Guidance). It is essential not to assume that cyclists will behave appropriately, especially now that many new cyclists are likely to appear on the streets as cycling becomes a more attractive option. While they agree that it is important to protect cyclists from vehicles, measures that protect pedestrians from cyclists are equally important.
- Protect parking opportunities for blue badge holders, including opportunities to park on DYs where and when loading is allowed. Note that blue badge parking is prohibited on cycle lanes. Note too that Edinburgh Council have formally signed up to the Equal Pavements Pledge whose scope includes protecting blue badge bays.
- Provide seating at intervals along the active travel footways. The seating should be suitable for people with mobility difficulties, preferably benches with backs and arms like those in Princes Street Gardens.

4.4.5 Spokes

Spokes is supportive of the concept of a route between Seafield and Hawthornvale. They see this currently as an un-cycle friendly journey, yet it forms part of a much-needed quality route from Musselburgh to Cramond.

Spokes are also pleased to see that this concept design proposes the provision of protected cycle tracks, improvements to the streetscape and the inclusion of pocket parks along the route.

Additionally, Spokes raised several general questions, specific questions and concerns relating to design decisions at certain locations. These questions will be carefully considered, and the team will engage with Spokes to address concerns and queries. General comments are listed below.

- How will the route link to? -
 - Leith Links from the west, e.g. via Tolbooth Wynd, and east (Salamander Street/Seafield Place).
 - The Scottish Government building at Victoria Quay.
 - The Newhaven Tram Stop.
- A connecting route to Leith Walk is also required.
- Spokes are keen to see appropriate segregation/protection from both the carriageway and footway.
- the route should extend to Portobello, the “shared pavement” between the end of the route and the Promenade is not suitable for the same volume of cyclists and pedestrians as this route will support
- The route needs to be extended to the west to link with the Promenade Route at Lower Granton Road.
- Adequate cycle parking should be provided at all dwelling points on the route and pocket parks.
- In some places it may prove difficult to pass other cyclists, especially when non-standard bikes (cargo/adapted/etc bikes) are being used. Provision should be made for “passing places” at frequent intervals at such locations.
- Spokes is concerned about the lack of protected cycleways on Bernard Street and the use instead of a “cycling street” concept.

4.4.6 Edinburgh Bus User Group

The following response from the Edinburgh bus user group response was received through the online survey

- Where a pre-existing bus lane or section thereof would be removed, it should not be
- If at any location a new bus lane would be installed, it should remain
- Any pre-existing bus stops should not be removed to comply with the project brief.

4.4.7 Businesses

Businesses were invited to comment on the proposals through the online survey and a letter drop was carried out along the corridor.

- Sainsburys raised concerns over lack of loading facilities at Bernard Street, this was consistent with businesses at this location.
- At the Lindsay Road Ocean Drive, North Junction Street, Commercial Street junction businesses raised requirements for loading and concerns over loading across a cycle track.
- Concerns were raised about the impact the cycle track could have on passing trade that requires parking to access services.

4.5 Individual Responses

Several individuals responded to the engagement; these responses will inform the next stages of design. The following lists key suggestions and issues.

- Provide seating along the active travel route.
- Requests for the programme of works to be shared.
- Concerns raised over the functioning of the 'cycling street' concept at Bernard Street.
- A few responses suggested the cycle track should have been on the northern side of Salamander Street.
- Questions were raised over how the project interacts with other schemes in the area including the Controlled Parking Zone and Trams to Newhaven project.
- Further to questions over interaction with current projects there were queries raised over future public transport provision for Salamander Street and Leith Links particularly considering the new housing developments in the area.

4.5.1 Leith Market drop-in comments

- Disappointment was raised about the lack of joined up thinking between tram public realm work and this phase of Leith Connections specifically the abortive work that this project will result in.
- Concerns over parking along the corridor were raised.
- Concerns over the effect of phase 2 low traffic neighbourhood on traffic along the Commercial Street corridor and the impact that this scheme would have on congestion.

4.5.2 Duncan Place drop-in comments

The following section summarises comments that were received about the proposals at the Duncan Place drop-in.

4.5.2.1 Lindsay Road/ Hawthornvale Entrance

- The importance of having clear road marking/signage at entrance to path to remind people to look out for each other as it's a shared path was raised.
- It was suggested that bollards may be required to prevent cars from parking in the landscaped area in front of Lindsay Road
- Questions were raised over whether there would be adequate parking and loading provision for residents at the new park.

4.5.2.2 Junction at Ocean Drive

- Loading on Lindsay Road outside Riddle & Coghill is required
- Park area looks like an improvement on the current park.
- Lindsay Road Protected Junction – Diagonal pedestrian movements not catered for resulting in two stage crossing for pedestrian.
- Concerns were raised that the junction doesn't look pedestrian friendly
- Ensure that plans include trees and Landscaping
- Important to have a system in place to water and maintain trees and plants. Type of trees should be carefully considered.

- Designs on bins popular up Leith Walk has been popular, it was requested that this is done across project area to reduce graffiti
- There was a perception that it is a good project but needs to go further
- The project will help with placemaking and make Leith more attractive for residents, festivals and events
- It was commented that cobbles at shore are in poor condition

4.5.2.3 Other general comments

- Questions about whether active travel plans will change under the new Council Administration
- Should bring in free or heavily subsidised public transport, similar to other European countries
- There is a lack of enforcement in Edinburgh around driving infringements such as parking
- Concerns about cyclists speeding, cycling on the pavements and safety of floating bus stops on Leith Walk
- Consultation on Experimental traffic regulation orders (ETRO) is difficult to understand and complete
- Interest in timescales for delivering the project

5. Online Survey Responses

There was a total of 485 responses to the online survey which was live from the 6th of June to the 16th of July.

The following section considers all respondents to the survey and further analysis was carried out on respondents of each age group old and respondents with disabilities.

15 responses were received from individuals representing organisations these are listed below. Their specific comments have been collated in the previous section.

Organisation responses	
BQPA	Organisation
Roseleaf LTD.	Business
Heart of Newhaven	Organisation
Johnston-Harris Architects	Business
EH4 Residents Association	Organisation
City of Edinburgh Council	Organisation
Edinburgh Coach Lines Ltd	Business
George Nicolson (Decorators) Ltd	Business
Spokes - the Lothian Cycle Campaign	Organisation
Paths for All	Organisation
Leith Harbour& Newhaven Community Council	Organisation
Edinburgh Bus Users Group	Organisation
PlacesWork ltd	Business
Bam coffee	Business

Table 3. Business and organisation respondents

5.1 All Respondents

Q7. What is your sex?

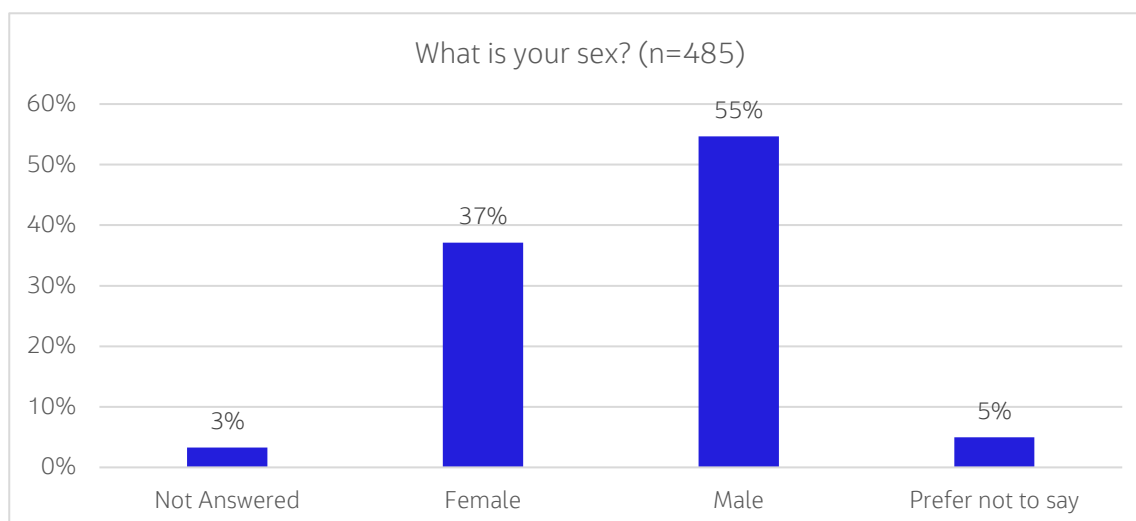


Figure 7. Respondent's sex

Q8. What age bracket do you fit into? This allows us to ensure we are hearing from a broad range of individuals who may have different travel habits and needs.

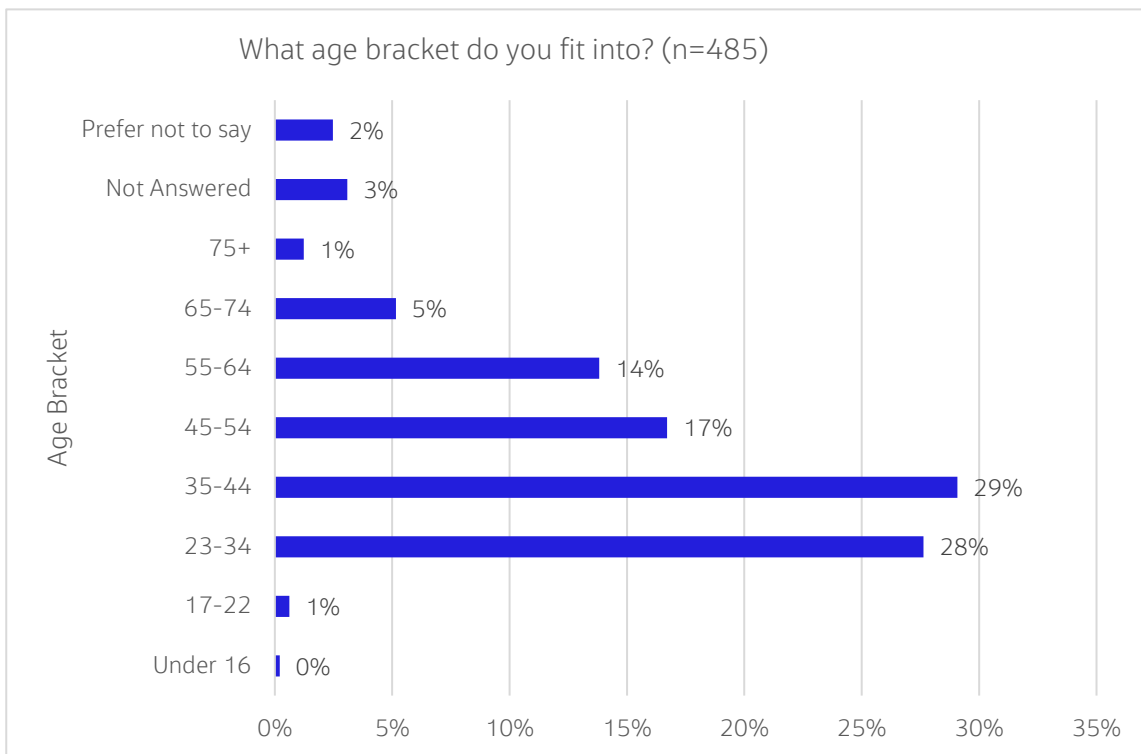


Figure 8. What age bracket do you fit into?

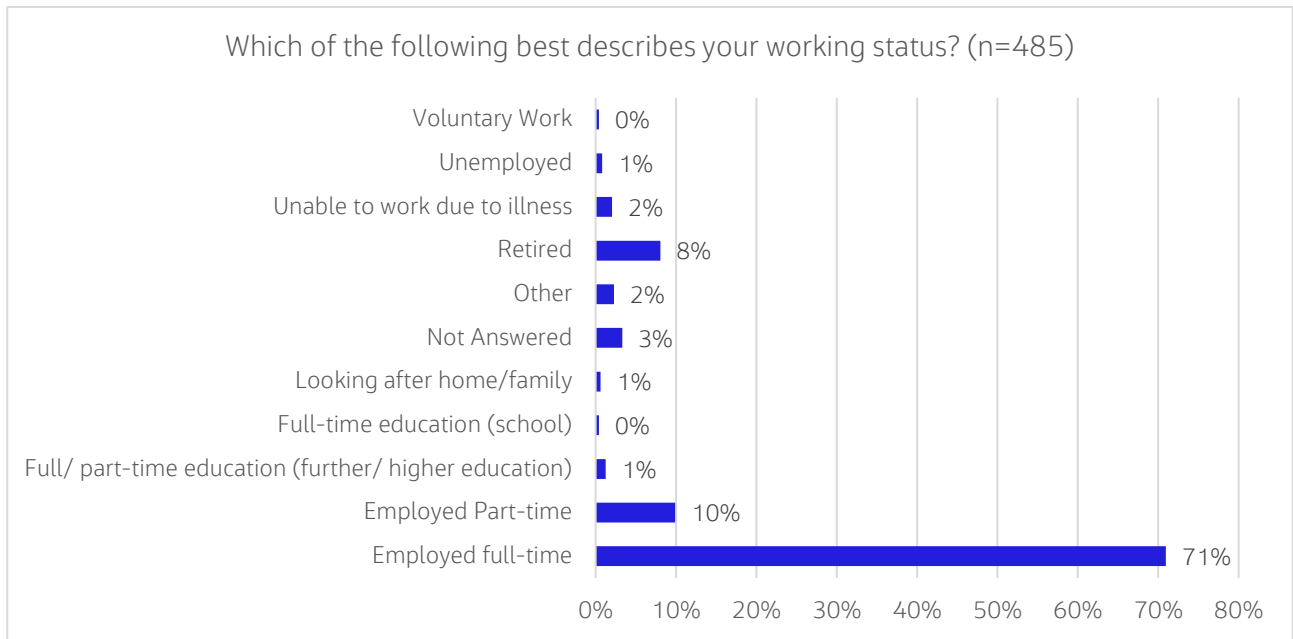


Figure 9. Which of the following best describes your working status?

Q3. What mode of transport do you regularly use for local journeys (Select all that apply)?

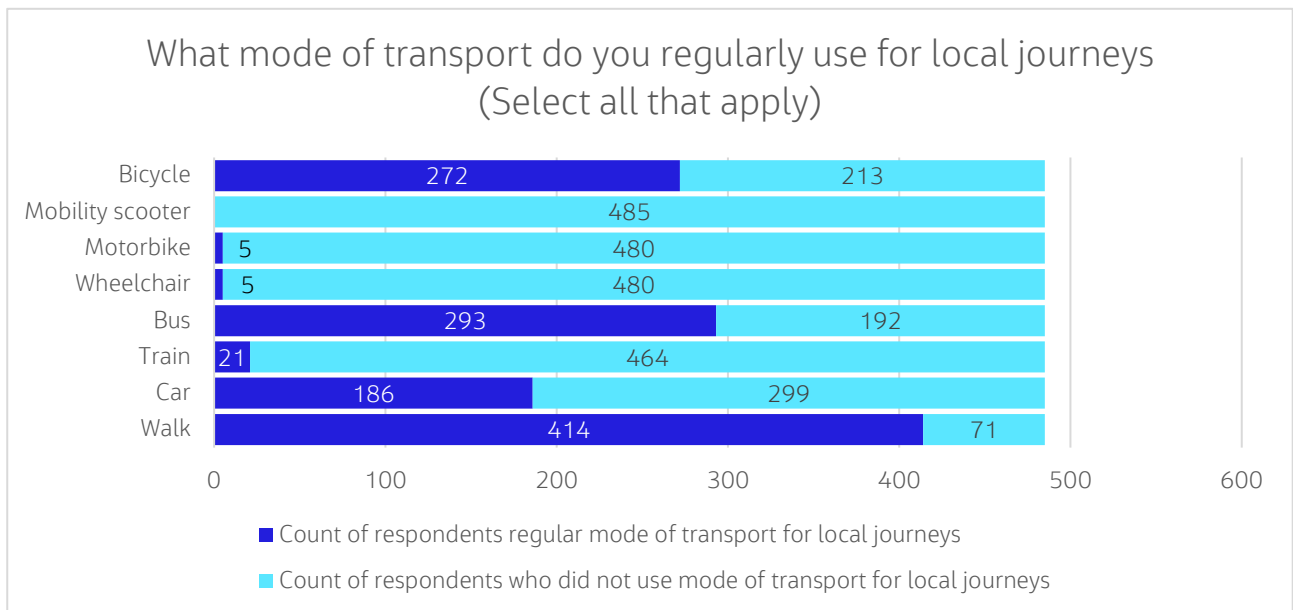


Figure 10. Respondents type of transport used for local journeys

When asked about types of transport used for local journeys the most frequent was cited as walking 85%, this was followed by bus (60%) and bicycle (56%). Only 38% of respondents regularly used the private car for short journeys.

Q5. What is your relationship to the project area? Select all that apply.

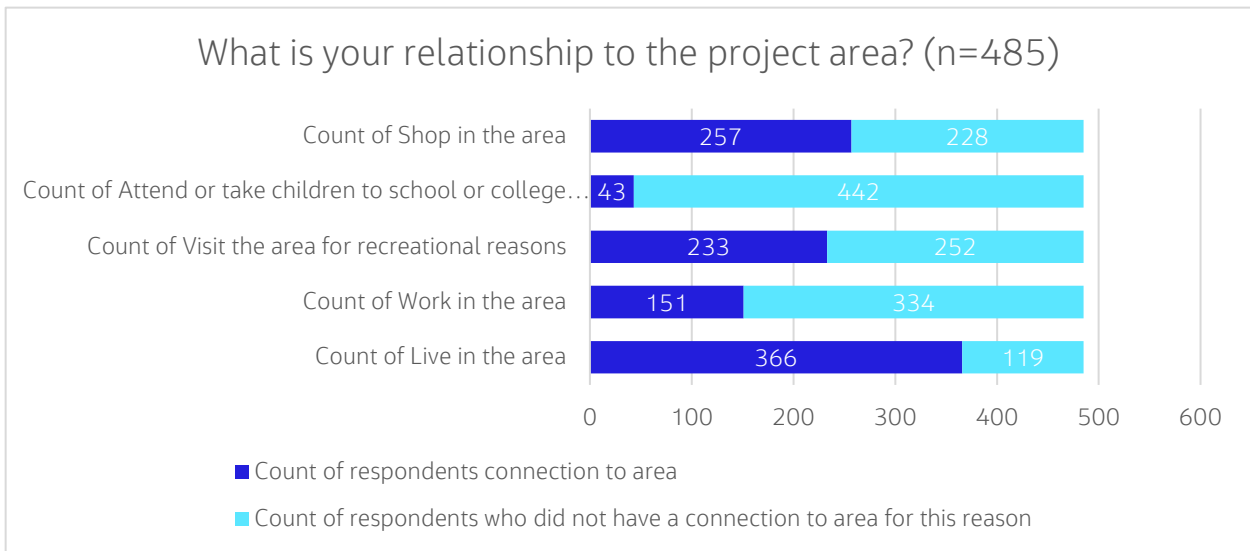


Figure 11. Connections to the project area

Q10. How likely is it that the changes proposed would result in you walking or wheeling more short journeys in the area?

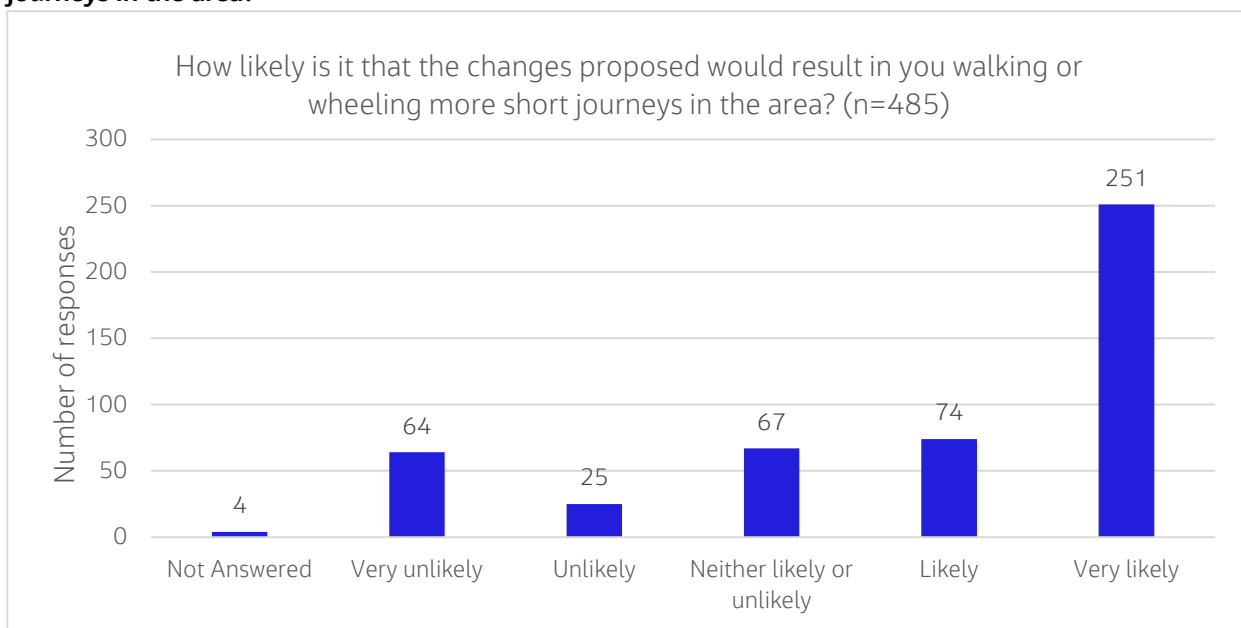


Figure 12. Respondents' views on whether the proposals would result in them walking more or less for short journeys

Figure 12 shows that 325 (52%) respondents felt that they would likely walk more short journeys, whereas 89 (18%) respondents felt that it was unlikely that proposals would make them choose to walk for short journeys. 67 (14%) respondents felt that they would be neither likely or unlikely to walk for short journeys as a result of the proposals.

Q11 How likely is it that the changes proposed would result in you cycling more short journeys in the area?

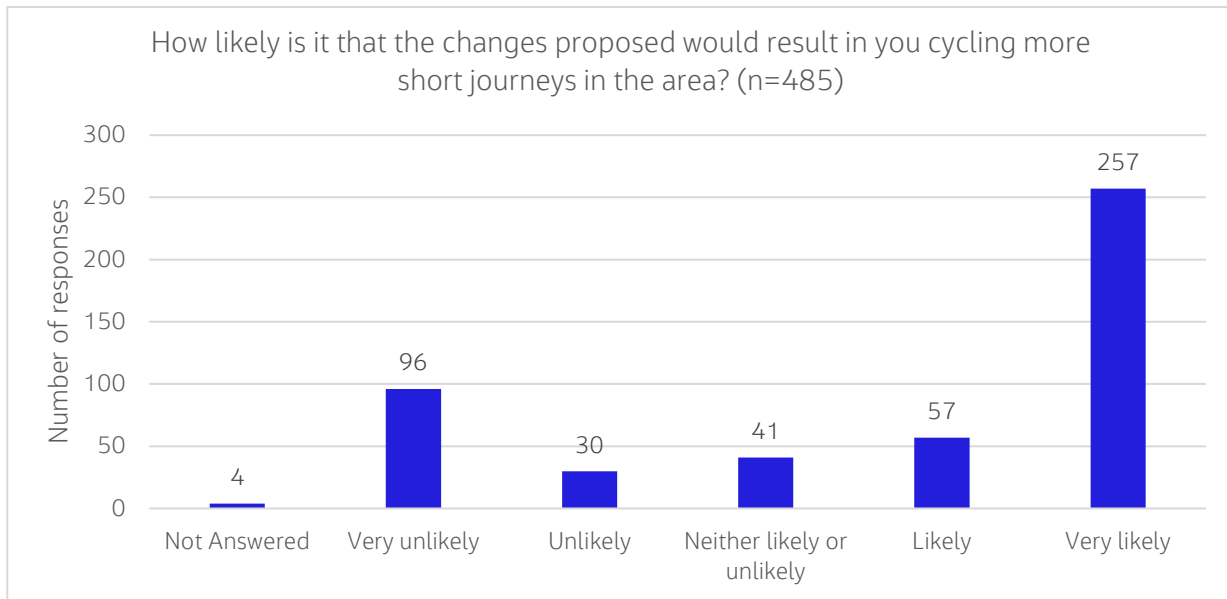


Figure 13. Respondents' views on whether proposals would result in them cycling more or less for short journeys

314 (65%) respondents felt that the proposals would make them more likely to cycle for short journeys whilst 126 (25%) people felt that the proposals were unlikely to make them cycle for short journeys and 41 (8%) people felt that it was neither likely or unlikely that proposals would make them choose to cycle for short journeys.

Q12. To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions in each of these areas?

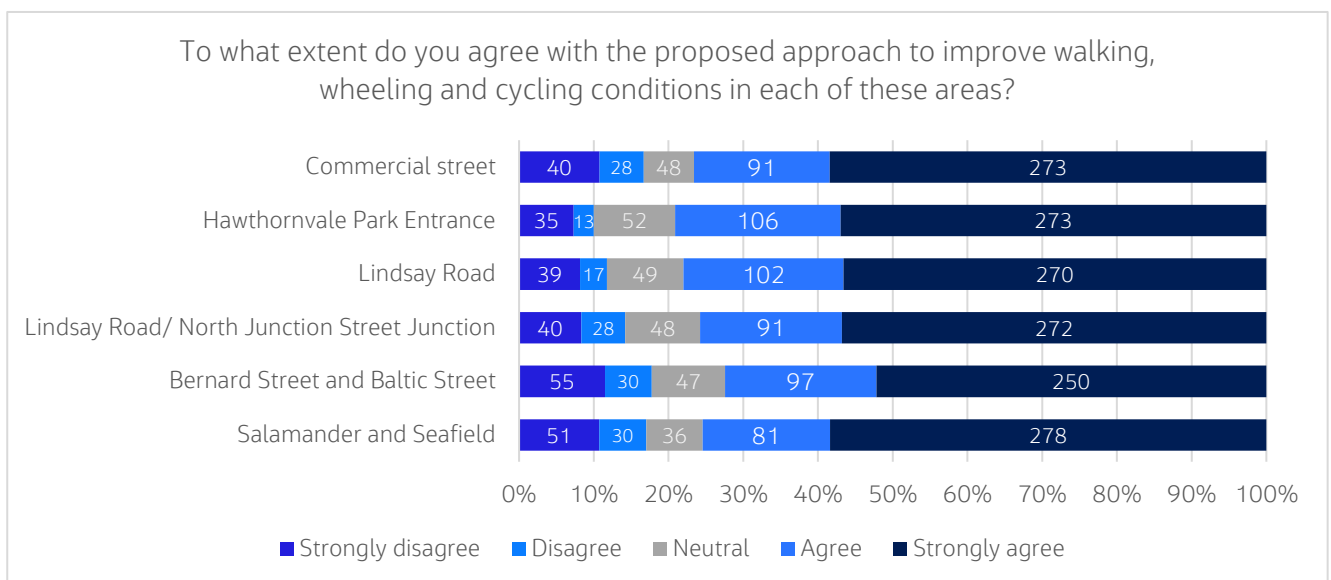


Figure 14. Respondents view on proposals for each of the areas

Figure 14 shows the levels of support for each of the key areas of the project. Most respondents, just under 80%, agreed that the proposals would improve walking, wheeling, and cycling conditions. Nearly 60% respondents agree with the proposed interventions across the scheme and less than 10% disagree.

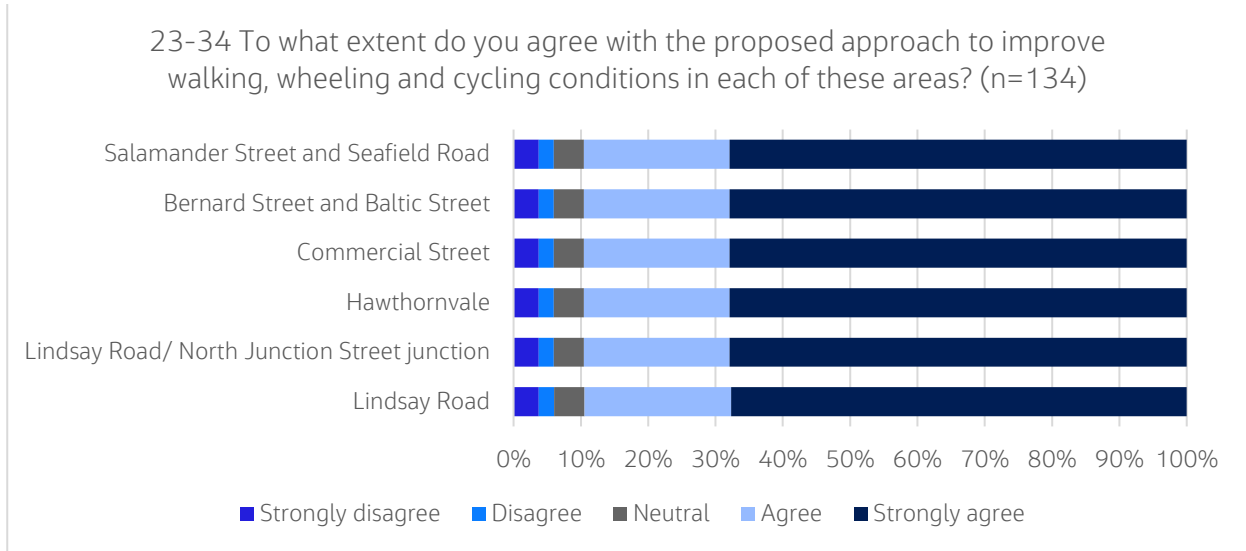


Figure 15. Respondents view on proposals for each of the areas 23-34

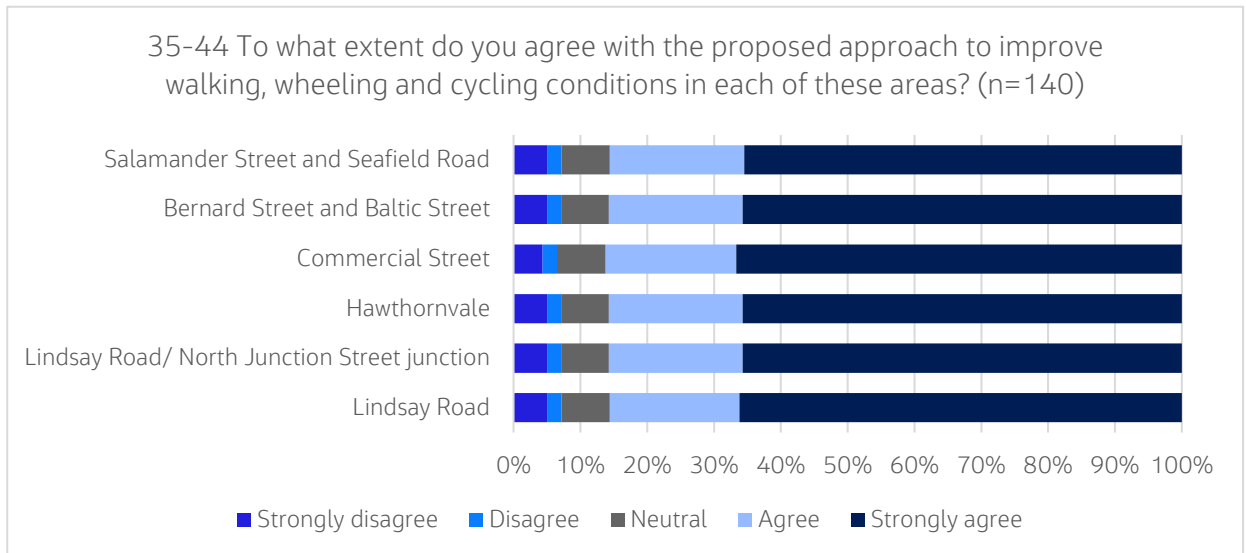


Figure 16. Respondents view on proposals for each of the areas 34-44

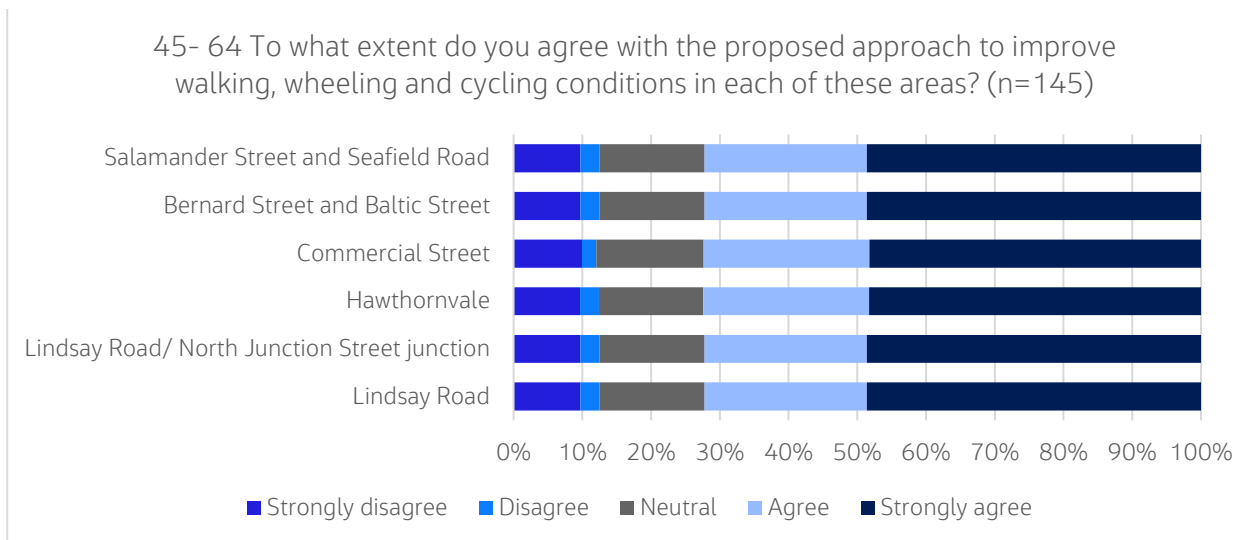


Figure 17. Respondents view on proposals for each of the areas 45-64

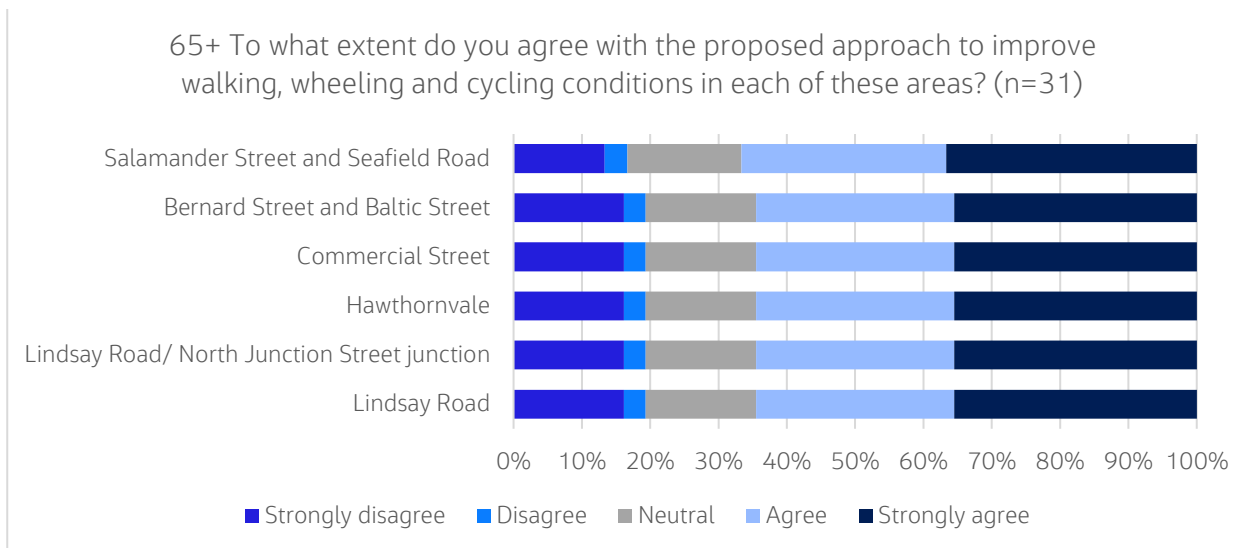


Figure 18. Respondents view on proposals for each of the areas 65+

From figure 15 to figure 18 the breakdown of agreement with the proposed approach to design at each area by age is shown. The trend shows that younger respondents were more in agreement that the proposals would improve walking, wheeling, and cycling conditions with just under 90% of respondents agreeing or strongly agreeing. This dropped to 85% agreement for those aged 34-44, 70% for those aged 45-64 and 65% for those aged over 65. There was one respondent under 16 who agreed with the statement across each of the areas and among the three respondents aged 17-22, one strongly disagreed with the statement whilst two strongly agreed.

The highest proportion of respondents that disagreed that proposals would improve conditions for walking and cycling was the over 65 age group where just under 20% of respondents did not agree that the proposals would improve walking, wheeling and cycling conditions in the area. This fell sharply in each age group where just over 10% of 45-64 years olds disagreed with the approach and it fell further through the 23-44 age group, where less than 10% of respondents felt the proposed design would not improve walking, wheeling, and cycling conditions.

Across all age groups there was a general view that the proposals would improve conditions for walking, wheeling and cycling although this declined as the age brackets increased. However, there was still a high level of agreement with the proposals.

Q13. As part of the proposals, we are suggesting changes to the layout and street environment at the entrance to the Hawthornvale path at Lindsay Road. What type of measures would you like to see included: (Please rank your top 3)

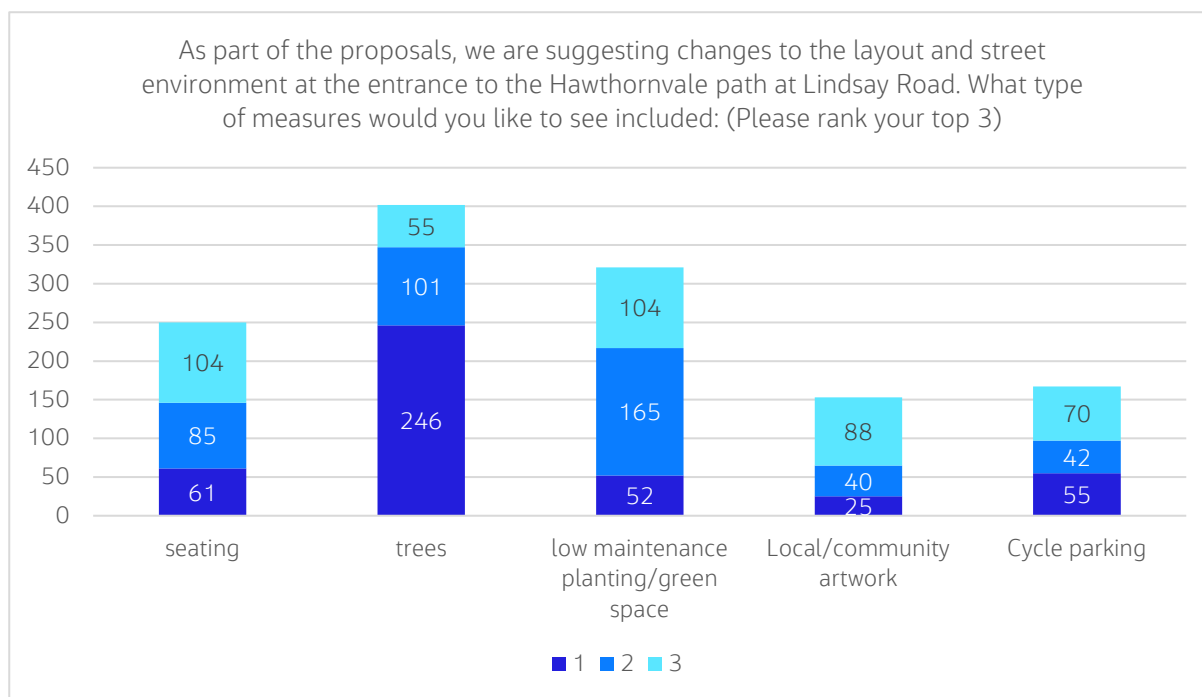


Figure 19. Respondents ranking of what placemaking respondents would like to see at the Hawthornvale path entrance.

This section of the online survey will be used to inform what placemaking elements will be considered at the next stage of design. At the Hawthornvale entrance, the first ranked preference was the introduction of more trees in the pocket park, this was followed by low maintenance planting and then seating. The most popular second preference was seating areas.

The following is a list of other suggestions respondents made to improve the placemaking elements of the Hawthornvale area.

- Bike parking
- Bike tools such as a pump and Allen keys
- Community artwork
- Bike hangers for residents, Cyclehoop hangers were specifically mentioned
- Bin storage
- Water fountains
- Bollards or Planters to prevent pavement parking
- Sufficient lighting to reduce the intimidating nature of the area.
- Concern that trees would result in personal security issues as it would reduce the effect of being overlooked by the tenements.
- Public electric car charging points

Q14. As part of the proposals, we are suggesting improvements to the layout and street environment at the Lindsay Road/ Commercial Street junction what type of measures would you like to see included: (Please rank your top 3)

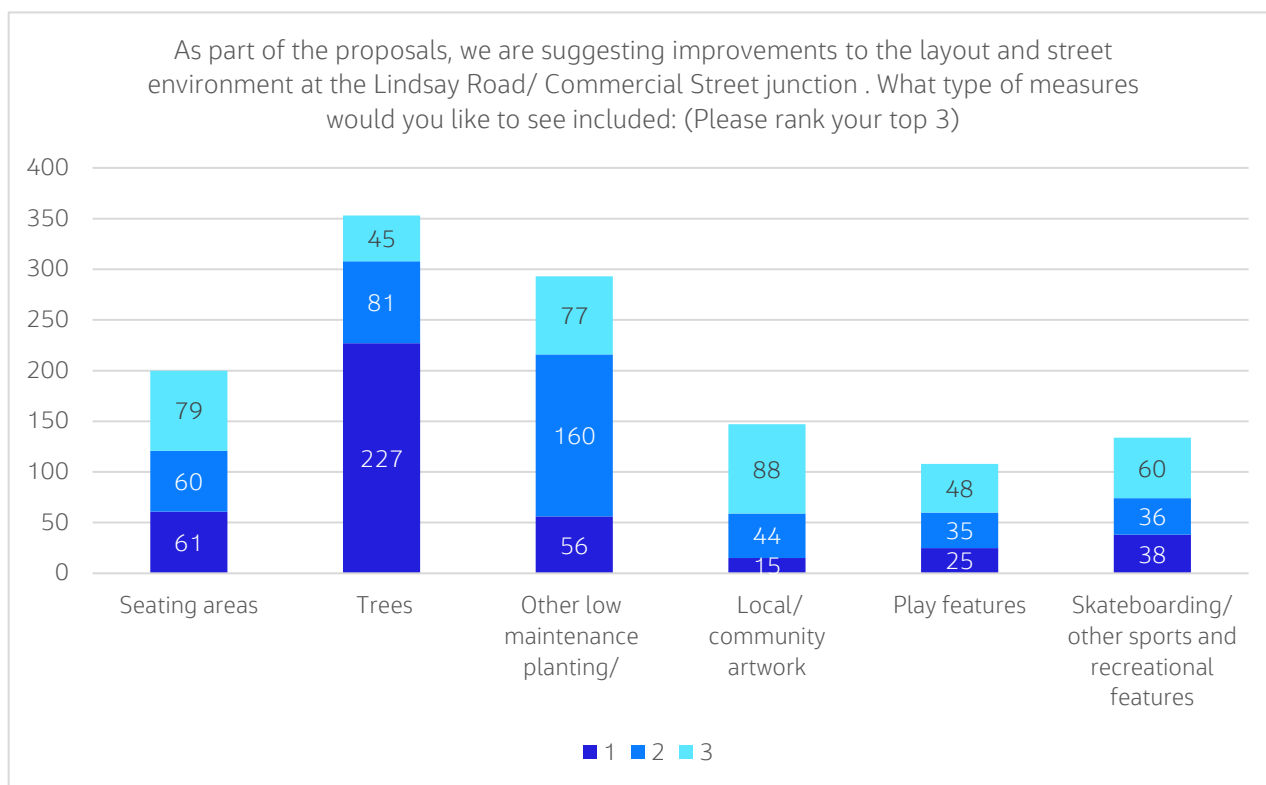


Figure 20. Respondents ranking of what placemaking respondents would like to see at the Lindsay Road/ Commercial Street junction

At the Lindsay Road/ Commercial Street Junction the first ranked preference was the introduction of more trees in the pocket park, this was followed by low maintenance planting with and then skateboarding or other sports and recreational features. The highest number of second preference was skateboarding or other sports and recreational features. The other options receiving similar levels of support. Finally, 180 respondents selected skateboarding or other sports and recreational features as their third option. There were individual responses that were strongly opposed to the introduction of skateboarding facilities at this location, this is also reflected in non-resident responses where many responded saying a skatepark is inappropriate due to the close vicinity of the junction. This location was highlighted as a key area for cycle parking.

The following is a list of other suggestions respondents made to improve the placemaking elements of the area.

- Artificial climbing boulders
- Opposition to the use of the public realm area in the northeast corner as a skatepark
- Cycle parking, specifically Sheffield stands
- Local artists for asphalt artwork and artwork on power cabinets similar to Leith Walk power cabinets
- Public electric car charging points
- It was requested that the public realm on the northwest corner be enhanced with more trees, buses, rain gardens and pollinator friendly plants.

Q15. As part of the previous stages of Leith Connections engagement it was highlighted that Commercial Street currently has poor provision for walking and cycling. To what extent do you think that our proposals for the street improve the environment for wheeling, walking and cycling?

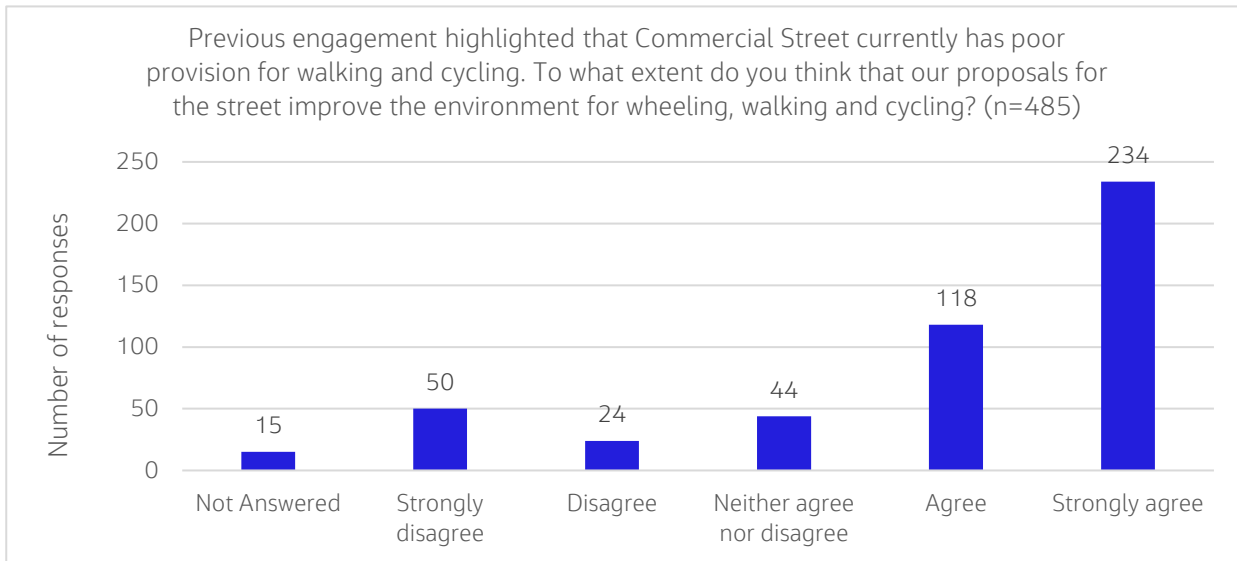


Figure 21. Respondents view on whether proposals for Commercial Street will improve conditions for walking wheeling and cycling

Respondents were generally in agreement that proposals for Commercial Street would improve conditions for walking wheeling and cycling with 352 (73%) responding in favour of the proposals whilst 74 (15%) disagreeing with the proposals.

Q16. As part of the proposals, we are suggesting improvements to the layout and street environment at Bernard Street. Would you be interested in seeing any improvements from the list below? (Please rank your top three)

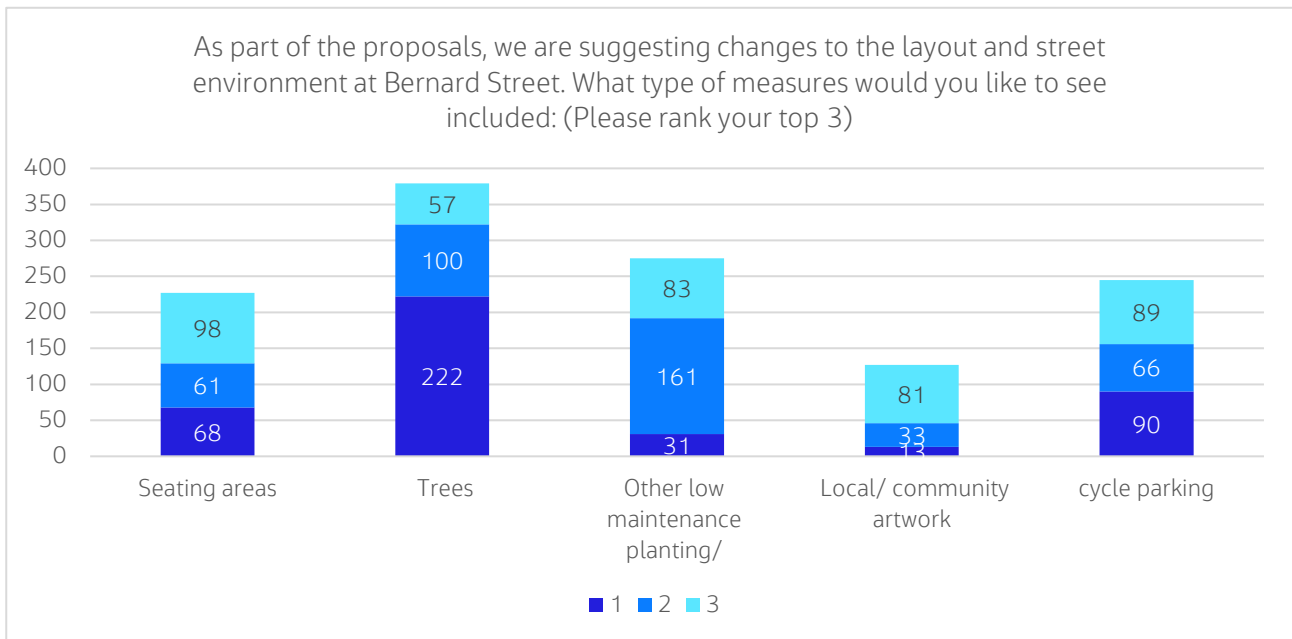


Figure 22. Respondents ranking of what placemaking respondents would like to see at Bernard Street

The most requested placemaking options at Bernard Street was the introduction of trees with 111 first ranked requests, this was followed by low maintenance planting or green space and then cycle parking. Overall, the most requested option was seating areas with 484 respondents requesting this option. This was consistent with

the requests made by individual organisations such as the Edinburgh Access Panel. Other placemaking elements that were requested included, public electric car charging, cycle parking, maintenance of existing trees, more bins and space for cafes to provide outdoor seating.

The following is a list of other suggestions respondents made to improve the placemaking elements of the area.

- Plaques outlining history of the area and famous residents
- Play equipment
- Gym equipment
- Art Murals
- Concerns were raised about the number of trees and the impact it could have on residents by blocking sunlight or views
- Ensure adequate loading provision is provided
- Public electric car charging points
- Secure bike hangers for residents
- More bins

Q17. As part of the previous stages of Leith Connections engagement it was highlighted that Salamander Street currently has poor provision for walking and cycling. To what extent do you think that our proposals for the street improve the environment for walking and cycling?

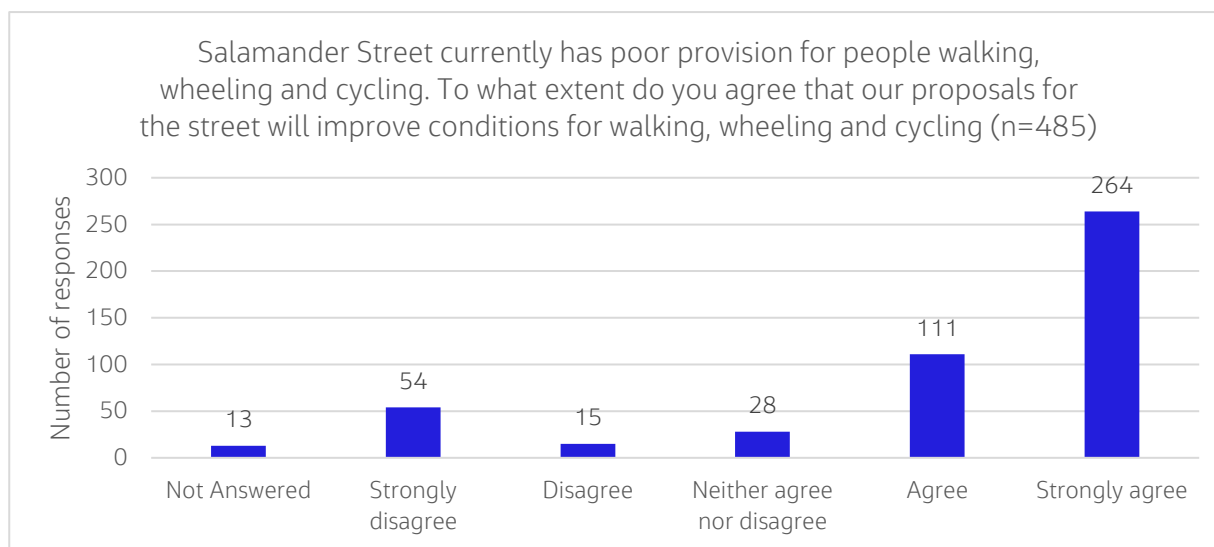


Figure 23. Respondents view on whether proposals for Salamander Street will improve conditions for walking and cycling

Figure 23 shows that 375 (77%) respondents agreed that the proposed design would improve conditions for walking, wheeling, and cycling along Salamander Street compared to current conditions. 69 (14%) respondents disagreed with the proposals and 28 (6%) neither agreed or disagreed.

Q18 what other locations within the project area that you would like to see cycle parking incorporated?

As part of the survey, respondents were asked to comment on locations within the project area they would like to see more cycle parking. The key locations highlighted included The Shore, outside of shops along the corridor, and it was also requested that racks were positioned in prominent locations to allow them to be overlooked, reducing the risk of theft. Several other locations were listed and will be considered in the next stage of design. Additionally, there were comments on the type of parking, specifically respondents requested

more secure cycle storage such as Cyclehoop hangers and Sheffield stands were requested for non-overnight locking.

Q19. Do you believe that any of these proposals would adversely affect you, for example, due to accessibility needs?

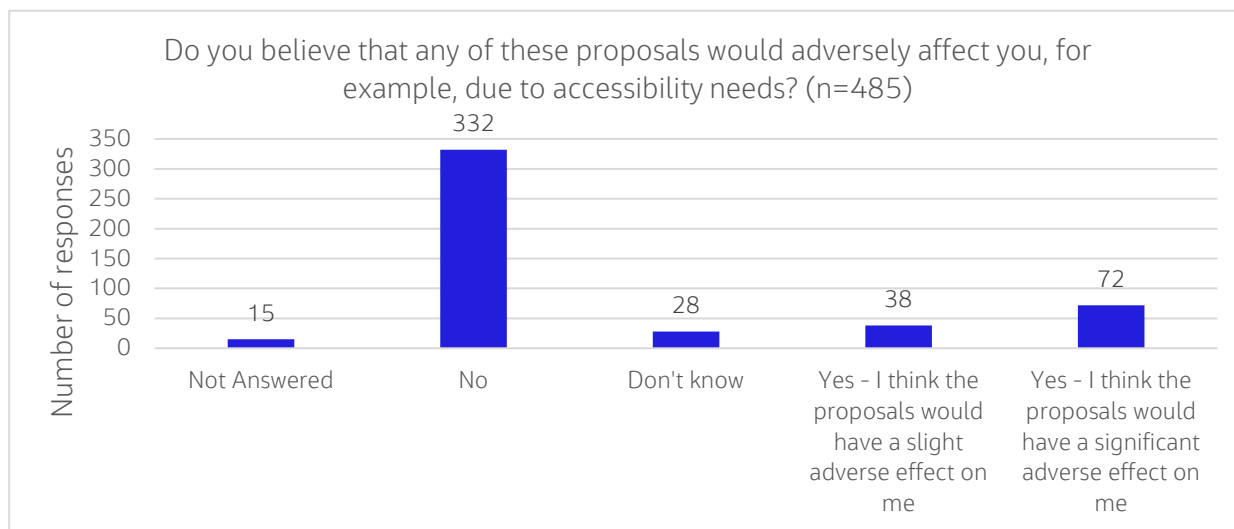


Figure 24. All respondents' views on whether the proposals will adversely affect them.

A summary of the explanations given for how the proposals would adversely affect respondents are listed below.

- Increased congestion on other roads in the area to avoid the corridor because of increased journey times.
- Increased pollution due to increases in congestion caused by the proposals.
- More roadworks in Leith will lead to continual congestion issues.
- The proposals will cause loading issues.
- The removal of parking will make it difficult for residents to get parked.
- Concerns were raised over the mixing of bicycles and pedestrians.
- Some respondents were concerned about the negative impact on public transport that the proposals could have.
- The proposals could have an adverse effect on emergency service vehicles as increases in congestion and lack of space to overtake cars would make it harder for them to access homes.
- Respondents suggested that cycling infrastructure will lead to increase in cycling numbers and therefore an increase in the potential for conflict between pedestrians and cyclists, and those with mobility issues would be in danger from cyclists. Specifically bus stop bypasses were raised as a concern.

Q20. We'd like to hear if you have any other thoughts on our proposals, do you have any suggestions on how these proposals could be improved? Please tell us in the box below.

The following list is a breakdown of the main theme's respondents raised when given the opportunity to comment on the proposals.

- The proposals do not take public transport into consideration enough this accounted for 12% of comments. The main concerns relating to this were the lack of bus provision along the Salamander Street corridor with respondents concerned that there would not be sufficient space to accommodate

cycle tracks and bus priority measures. Respondents were concerned about bus stops being moved and the removal of bus lanes.

- 24% of comments were in opposition to the proposals. The specific comments in opposition related to sentiment that there is too much focus on cycling; concerns relating to increase in congestion; and issues caused by continual construction in the area.
- In contrast to comments in opposition to proposals, 19% of comments provided suggestions on how to improve the project, these included higher concentration of red chip in surfaces to ensure that appropriate contrast was shown between cycle space and other modes.
- Suggestions to improve the design of the Lindsay Road junction to make it easier for cycles to make westbound turns from Ocean Drive.
- Respondents requested the addition of more continuous footways
- Requests to extend proposals to Granton to create a joined-up network all the way to Cramond; extend proposals past Seafield to improve the quality of cycling provision up to Portobello
- Ensure provision of high-quality cycle parking.
- Extend the phase 2 low traffic neighbourhood proposals to include the neighbourhood north of the corridor at Bernard Street
- The proposals for Bernard Street were raised as a concern and it was requested that proposals go further to improve the safety of cyclists at this location.
- 8 comments were made requesting better enforcement of pavement parking

5.2 Respondents with a long-term illness or disability that limits daily activities and travel options

This section assesses the impact of proposals on respondents who have identified themselves as having a long-term illness or disability. This has been defined through Q6. A total of 45 respondents are considered in this section.

Q10. How likely is it that the changes proposed would result in you walking or wheeling more short journeys in the area?

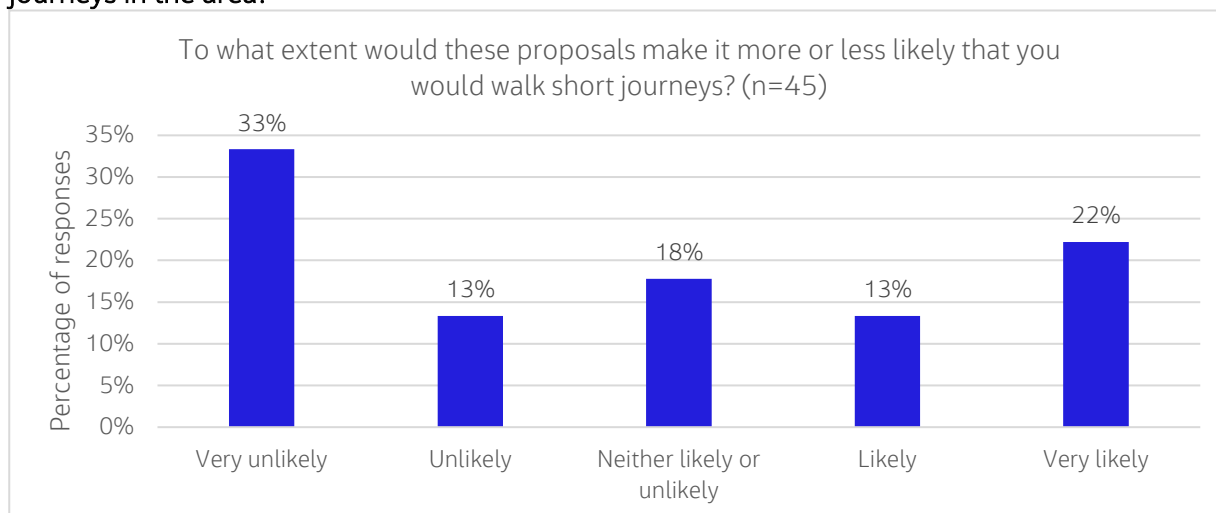


Figure 25. Respondents with disabilities view on whether the proposals will make it more or less likely that they would cycle for short journeys

Figure 25 shows that 33% of respondents with disabilities felt that the proposals would make it more likely that they choose to walk or wheel for short journeys. However, 46% felt that it was unlikely that proposals would

make it more likely that they would walk or wheel for short journeys. 18% were unsure whether the proposals would result in them walking or wheeling more for short journeys.

Q11. How likely is it that the changes proposed would result in you cycling more short journeys in the area?

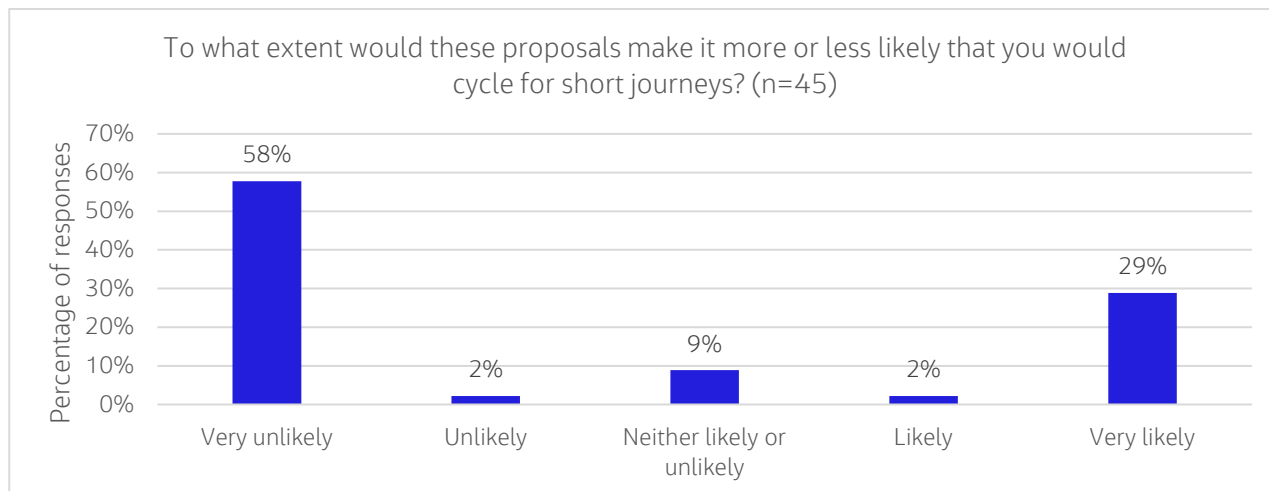


Figure 26. Respondents with disabilities view on whether proposals for all areas would improve conditions for walking wheeling and cycling

Figure 26 shows that 31% of respondents with disabilities felt that the proposals would make it more likely that they choose to cycle for short journeys. However, 60% felt that it was unlikely that proposals would make it more likely that they would cycle for short journeys. 9% were unsure whether the proposals would result in them cycling more for short journeys.

Q12. To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions across the project area?

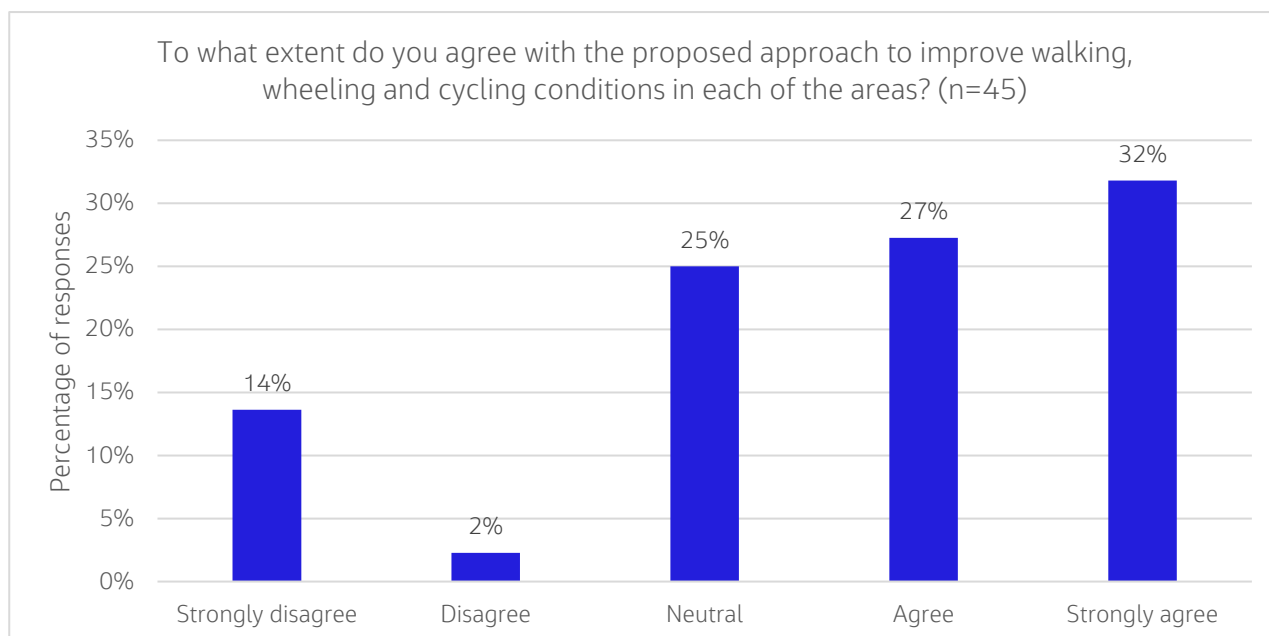


Figure 27. Respondents with disabilities views on whether the proposals will make it more or less likely that they would walk for short journeys

Figure 27 shows that 59% of respondents with disabilities agreed that proposals across the scheme would improve walking, wheeling and cycling conditions whereas 16% disagreed with the statement that the proposals would improve walking, wheeling and cycling conditions across the project area.

Q19. Do you believe that any of these proposals would adversely affect you, for example, due to accessibility needs? Please let us know and explain these needs.

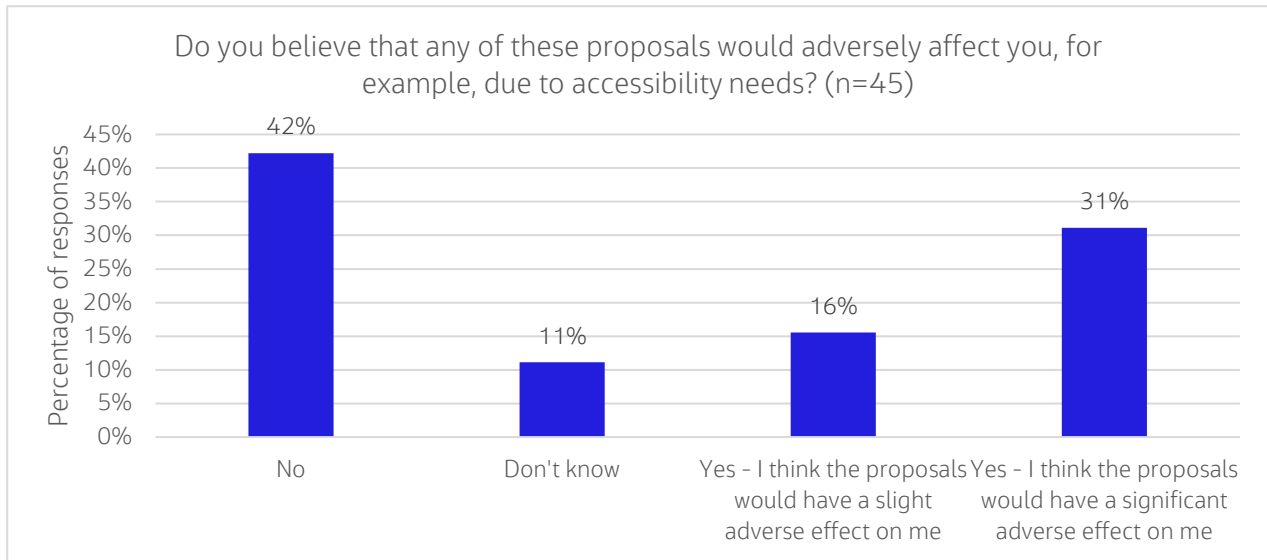


Figure 28. Respondents with disabilities view on whether the proposals would adversely affect themselves

42% of respondents with disabilities felt that they would not be adversely affected by the proposals. 31% felt they would be significantly affected and 16% felt they would have a slight effect. When combined, 47% of respondents felt the proposals would have an adverse effect. The key reasons given for how the proposals would adversely affect those with disabilities were that it would be challenging to cross cycle tracks given changes in pavement level relocation of bus stops; and difficulty in accessing taxis due to cycle tracks. Respondents with disabilities that commented that the proposals would not have an adverse effect stated that the current pedestrian provision is hostile, and the proposals would improve the pedestrian environment, making it easier to travel in Leith.

Appendix A. Promotional Material



Leith Connections

COMMUNITY ENGAGEMENT

HAVE YOUR SAY...

Following community feedback on Phase 1 and 2 of the Leith Connections project, the City of Edinburgh Council has developed a set of proposals for Phase 3, which would introduce high quality active travel and public realm improvements along the Lindsay Road to Salamander Street corridor between the Hawthornvale Path in the west and Seafield shared use path in the east. We would like your feedback on these proposals.

The improvements along the corridor aim to create a safer and more comfortable environment for residents and visitors to walk, wheel, cycle and spend time in the area. This phase forms part of the broader Leith Connections project which includes Phase 1, a safe cycle route from the Foot of the Walk to Ocean Terminal and Phase 2, a Low Traffic Neighbourhood.

The engagement will run until 17th July with details on how to respond below:

Please see our designs and complete our survey on the City of Edinburgh Council consultation and engagement hub under the project Leith Connections: Phase 3 west - east proposals

<https://consultationhub.edinburgh.gov.uk/sfc/leithconnectionsphase3/>



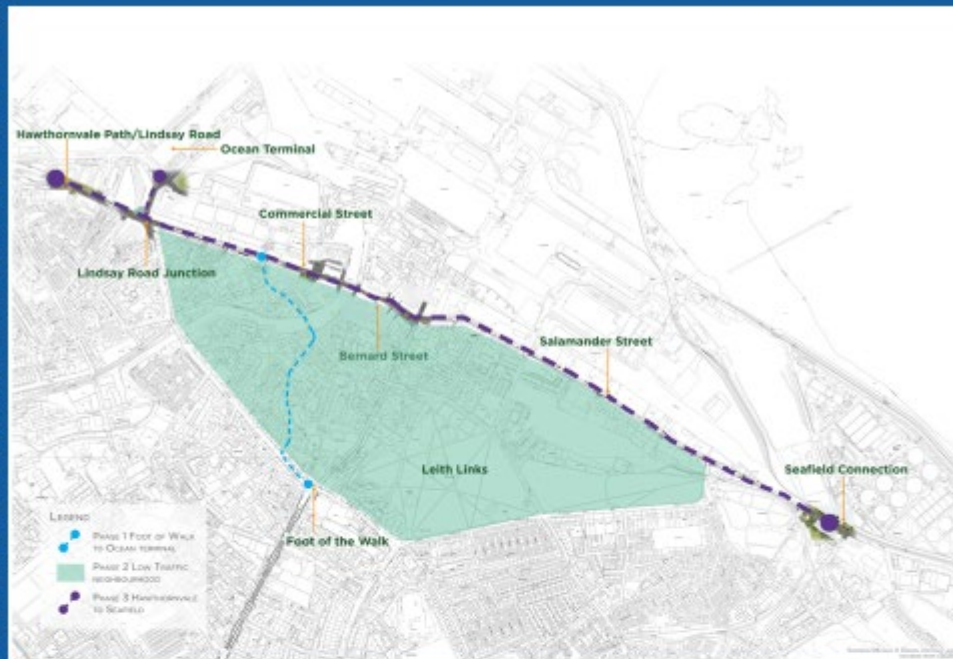
If you cannot access the online survey you can request a paper, audio, braille or Large Print version by contacting the project team via email address provided below.

Project contact details:
leithconnections@edinburgh.gov.uk

Mail responses can be sent to free post address below:
FREEPOST JACOBS ENGAGEMENT

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Jacobs



Overview map of phase 1, 2 and 3 of the Leith Connections project



Artist impression of proposals for Bernard Street

Appendix B. Survey

1: If you would like to be kept informed of the results of this community engagement, please enter your email address below.

2: Are you completing this survey on behalf of an organisation? If yes please state the name of the organisation, otherwise move to question 3.

3: What mode of transport do you regularly use for local journeys? (select all that apply)

Option
Walk
Wheelchair
Mobility scooter
Bicycle
Bus
Train
Car
Motorbike
Not Answered

4: What is your home postcode?

5: What is your relationship to the project area? Select all that apply.

Option
Live in the area
Attend or take children to school or college in the area
Work in the area
Shop in the area
Visit the area for recreational reasons
Not Answered

6: Do you have a long term illness or disability that limits your daily activities and travel options?

Option
Yes
No
Prefer not to say
Not Answered

7: What is your sex?

Option
Male
Female
Prefer not to say
Not Answered

8: What age bracket do you fit into? This allows us to ensure we are hearing from a broad range of individuals who may have different travel habits and needs.

Option

Under 16
17-22
23-34
35-44
45-54
55-64
65-74
75+
Prefer not to say
Not Answered

9: Which of the following best describes your working status? Option

Employed full-time
Employed Part-time
Full-time education (school)
Full/ part-time education (further/ higher education)
Looking after home/family
Unemployed
Unable to work due to illness
Retired
Voluntary Work
Other
Not Answered

10: How likely is it that the changes proposed would result in you walking or wheeling more short journeys in the area?

Option
Very likely
Likely
Neither likely or unlikely
Unlikely
Very unlikely
Not Answered

11: How likely is it that the changes proposed would result in you cycling more short journeys in the area?

Option
Very likely
Likely
Neither likely or unlikely
Unlikely
Very unlikely
Not Answered

12: To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions in each of these areas? A Lindsay Road B. Lindsay Road/North Junction Street Junction, Commercial Street, Bernard Street and Baltic Street, Salamander Street/Seafield Road.

Option
Strongly agree
Agree
Neutral
Disagree
Strongly disagree
Not Answered

13: As part of the proposals, we are suggesting changes to the layout and street environment at the entrance to the Hawthornvale Path at Lindsay Road. What type of measures would you like to see included: (Please rank your top 3)

Item
Trees
Other low maintenance planting/ green space
Seating Area
Cycle parking
Local/community artwork

14: As part of the proposals, we are suggesting improvements to the layout and street environment at the Lindsay Road/ Commercial Street junction . What type of measures would you like to see included: (Please rank your top 3)

Item
Trees
Other low maintenance planting/ green space
Seating areas
Skateboarding/ other sports and recreational features
Local/ community artwork
Play features

15: As part of the previous stages of community engagement it was highlighted that Commercial Street currently has poor provision for people walking, wheeling and cycling. To what extent do you agree that our proposals for the street will improve conditions for people walking, wheeling and cycling?

Option
Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree
Not Answered

16: As part of the proposals, we are suggesting changes to the layout and street environment at Bernard Street. What type of measures would you like to see included: (Please rank your top 3)

Item
Trees
Other low maintenance planting/ green space
Cycle parking
Seating area

Local/ community artwork

17: As part of the previous stages of Leith Connections community engagement it was highlighted that Salamander Street currently has poor provision for people walking, wheeling and cycling. To what extent do you agree that our proposals for the street will improve conditions for walking, wheeling and cycling?

Option
Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree
Not Answered

18: If applicable, what other locations within the project area that you would like to see cycle parking incorporated?

19: Do you believe that any of these proposals would adversely affect you, for example, due to accessibility needs? If yes, please explain these needs.

Option
Yes - I think the proposals would have a significant adverse effect on me
Yes - I think the proposals would have a slight adverse effect on me
No
Don't know
Not Answered

20: We'd like to hear if you have any other thoughts on our proposals. Do you have any suggestions on how these proposals could be improved?

Appendix C. Concept Design Visualisations



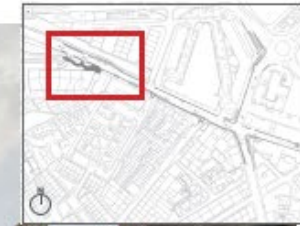
Design proposals: Hawthornvale Path Entrance



Illustrative Plan of Hawthornvale Path Entrance

- Continuous foot/cycle provision
- Improved entrance
- Shared use signage
- Sculptural Installation for wayfinding
- Protected cycle track

Design proposals: **Hawthornvale Pocket Park**



LOCATION PLAN



Artists Impression

Design proposals: **Lindsay Road Junction**



Design proposals: **Lindsay Road Junction/Anchor Park**



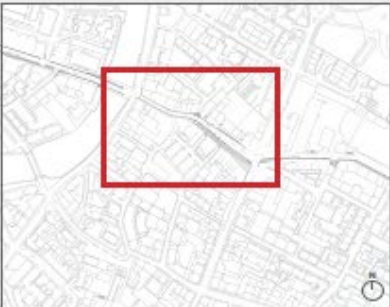
Design proposals: Ocean Terminal



Design proposals: **Commercial Street**



Design proposals: **Bernard Street**





Illustrative Plan of East Section of Bernard Street

Design proposals: **Salamander Street**



Design proposals: **Seafield Road Connection**

