

Leith Connections

Stage 1 – Engagement Report

Foot of the Walk to Ocean Terminal

City of Edinburgh Council

May 2021

Quality information

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1. Introduction

The City of Edinburgh Council (CEC) is aiming to create a safer more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Leith. To do this, the Council are developing and engaging on 2 elements as part of the Leith Connections project:

1. Concept design proposals for a new high-quality cycling link from the Foot of the Walk to Ocean Terminal (Phase 1); and
2. Setting the scope for a Low Transport Neighbourhood in Leith (Phase 2)

Both elements above have been reported on separately. This report summarises the Stage 1 engagement and activities that were undertaken during the Concept Design stage of the Phase 1 project which ran from 8th February – 5th March 2021. This initial stage of engagement was aimed at gathering feedback from residents to inform the design proposals of the project.

The development of a new high-quality cycling link from the Foot of the Walk to Ocean Terminal, will complement the adjacent Trams to Newhaven project and will help promote active travel and support sustainable transport choices for those living and travelling through this area, enabling people to walk, wheel and cycle for everyday journeys.

1.1 Project Objectives

The following set of project objectives were developed:

1. Enabling everyday journeys by foot or bike in the area around the proposed Tram route
2. Connect the key destination and trip attractors in the local area of the proposed Tram route
3. Future-proof the wider area for people walking and cycling, building on Council policies and planned developments
4. Provide high quality, safe and direct walking and cycling facilities on identified priority routes
5. Consider opportunities to link and improve key pedestrian corridors in the area
6. Consider opportunities to enhance the local economies in the area
7. Improve accessibility to employment for more deprived areas of the proposed Tram route
8. All walking and cycle routes should be accessible for all ages and abilities, with particular reference to an unaccompanied 12-year-old and the Equality Act
9. Involve local residents, businesses, locals in the decision-making process
10. All routes must be in accordance with the Edinburgh Street Design Guidance
11. Existing parking and loading provision should be retained where possible.
12. Routes should enhance the existing public transport provision and improve access towards existing and new facilities

2. Proposals

This section summarises the Concept Design proposals that were presented for public engagement between 8th February – 5th March 2021.

2.1 Background and Pre-design Analysis

- The Trams to Newhaven Final Business Case made a commitment to provide a safe alternative active travel route from the Foot of the Walk northwards.
- An alternative is needed to Constitution Street as carriageway will become Trams Only beyond north of Leith Walk.
- Through 2019-2020 the project team worked closely with key stakeholders to gain local insight into the study area, understand preferences and levels of support for suggested route options. This included two workshops with local stakeholder organisations.
- A network of key active travel routes agreed in the Leith area.
- A preferred alignment of route between Foot of the Walk and Ocean Terminal has been agreed that satisfies the Tram business case.
- Route design optioneering and development has been completed in 2020, forming the concept design proposals for community engagement.
- The longer-term active travel network and Low Traffic Neighbourhood will be developed alongside the proposed route.

2.2 Proposed Traffic Operations

A major part of the route proposal is the removal of all motor traffic from Sandport Place Bridge and a two-way bus lane on the Shore. In addition, road closures are also proposed at the junctions on the side roads of Henderson Street at Yardheads and Parliament Street, Burgess Street at the junction with the Shore and Coburg Street at the junction with Ferry Road. **Figure 2:1** below shows the detail of the proposed traffic changes in the project area.

The proposed measures in this Phase 1 of the project will link with the Phase 2 Low Traffic Neighbourhood and form a basis for the proposed measures in that project.

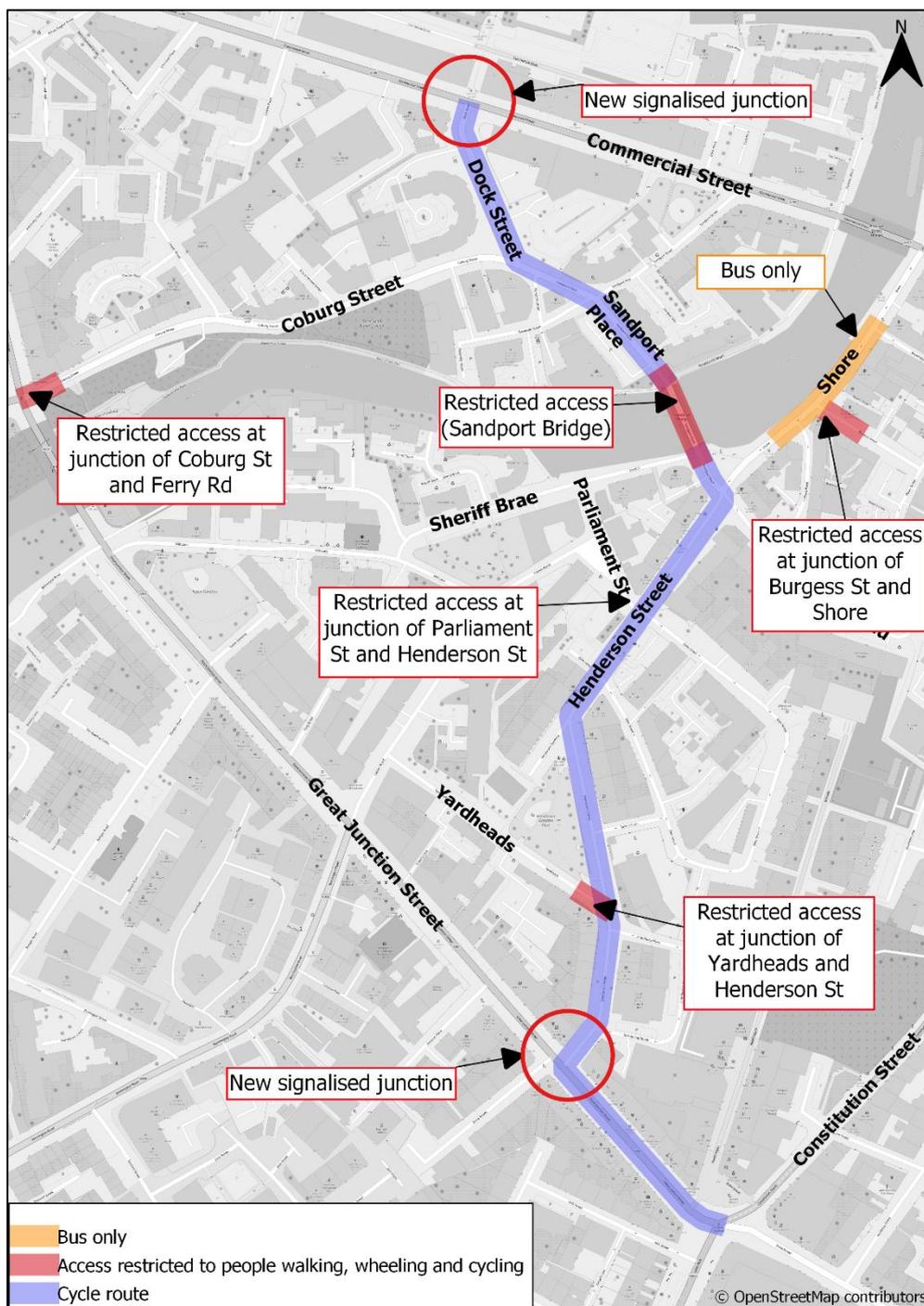


Figure 2:1: Traffic proposals along the project corridor

The proposed restrictions and closures will remove some of the traffic which currently passes through the area and together create a safer street environment for people walking, wheeling and cycling and promote the use of public transport.

Traffic which previously passed through the area will no longer be able to do so. However, as each street is only closed to motor vehicles at one end, local access for residents, businesses and emergency vehicles will be maintained.

2.3 Concept Design Proposals

Following completion of the design optioneering, a preferred treatment of two-way segregated cycle track is proposed for the majority of the route. This treatment switches from the north side of the road on Great Junction Street to the west side of Henderson Street and Dock Street.

Key features:

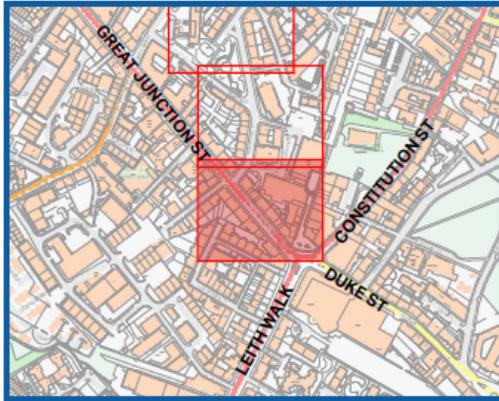
- New segregated cycle tracks on Great Junction Street, Henderson Street, Sandport Place and Dock Street
- New and improved public spaces on Henderson Street and the Shore
- New signalised junction and pedestrian crossings on Great Junction Street at Henderson Street
- New informal pedestrian crossing points along the route
- Footway resurfacing and de-cluttering
- Improvements to side street crossings
- Transforming Sandport Place Bridge into a safe and attractive space for walking, cycling and wheeling by removing access by motorised traffic.
- Implementation of two-way bus only access along the Shore (with exemptions for loading, servicing and cycling)



Figure 2:2: Visualisation of segregated cycle lanes on Great Junction Street

The following figures show the concept design proposals on each street along the project corridor.

2.3.1 Great Junction Street



KEY

- NEW KERB LINE
- ▤ CONTROLLED CROSSING TACTILE PAVING
- ▤ UNCONTROLLED CROSSING TACTILE PAVING
- ▤ CORDUROY TACTILE PAVING
- TRAFFIC SIGNAL POLE
- NEW ROAD MARKINGS (WHITE)
- NEW ROAD MARKINGS (YELLOW)
- ▭ CYCLEWAY
- ▭ FOOTWAY / SEGREGATION ISLAND
- ▭ INDICATIVE LOADING AREA

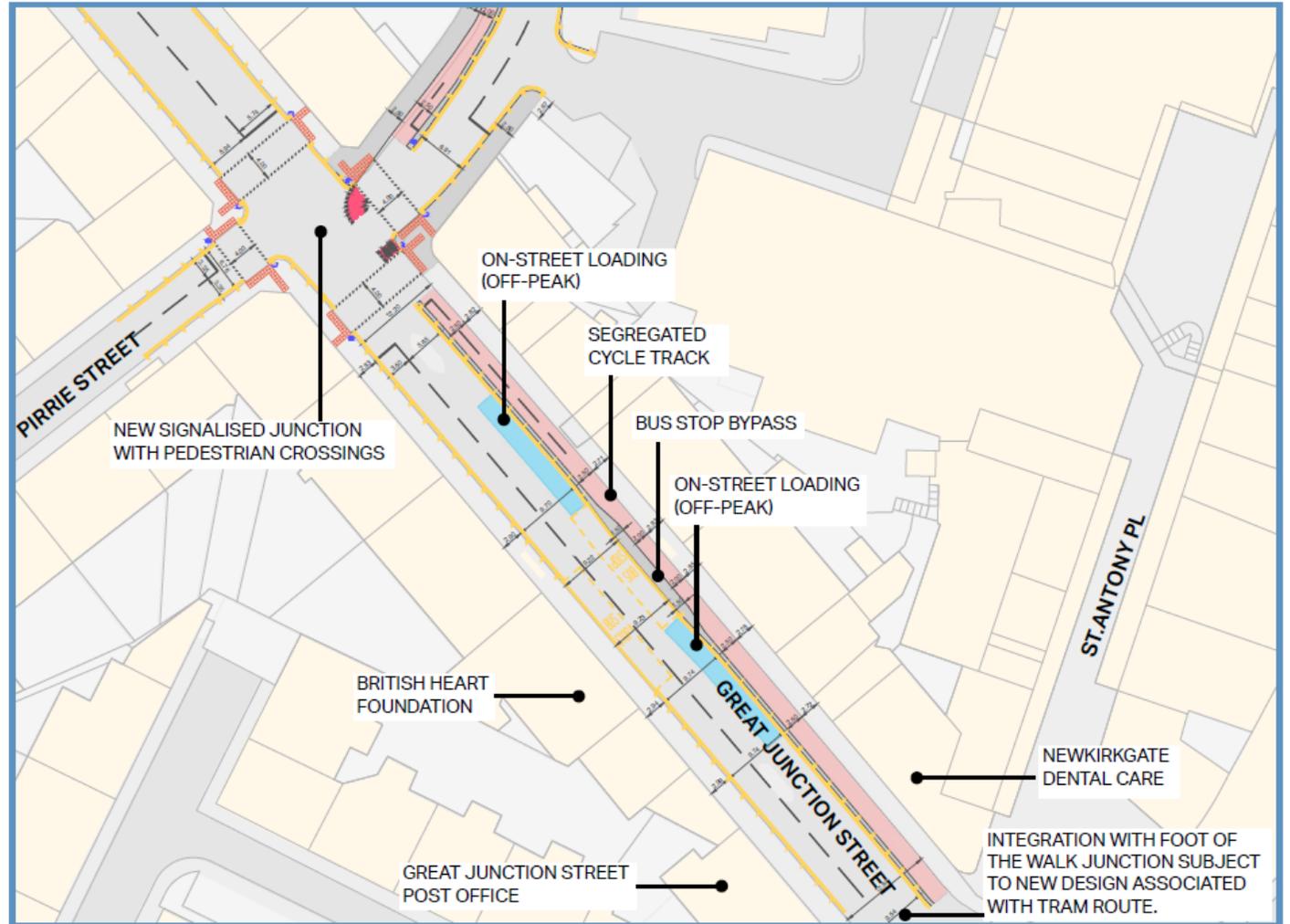
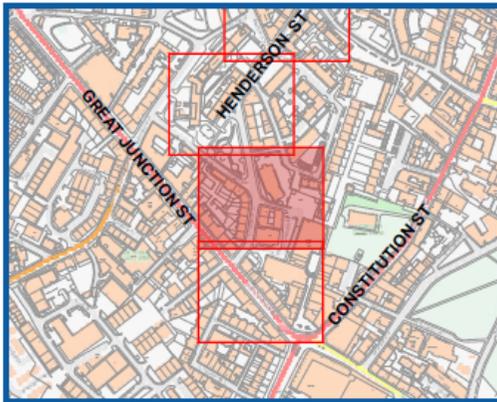


Figure 2:3: Concept design - Great Junction Street

2.3.2 Henderson Street



- KEY**
- NEW KERB LINE
 - ▤ CONTROLLED CROSSING TACTILE PAVING
 - ▥ UNCONTROLLED CROSSING TACTILE PAVING
 - ▧ CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▭ CYCLEWAY
 - ▭ FOOTWAY / SEGREGATION ISLAND

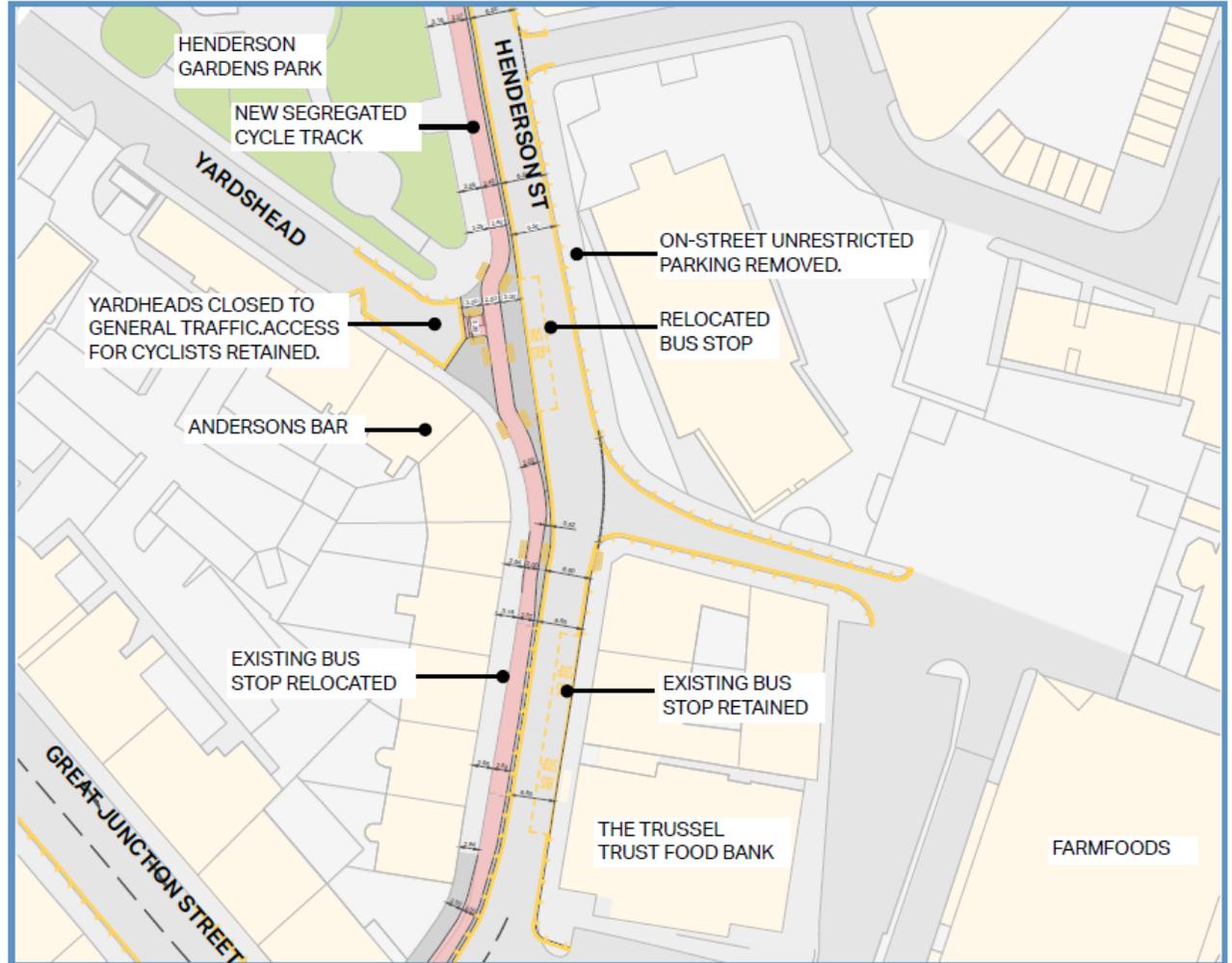
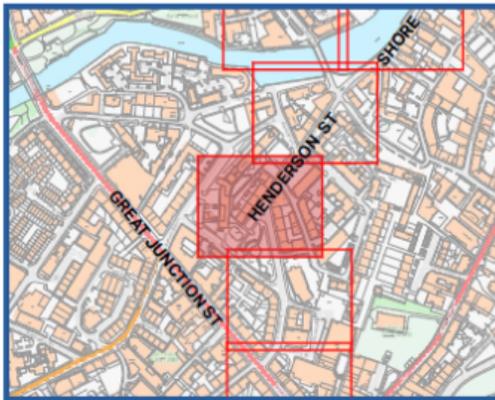


Figure 2:4: Concept design - Henderson Street

2.3.3 Henderson Gardens



KEY

- NEW KERB LINE
- ▤ CONTROLLED CROSSING TACTILE PAVING
- ▨ UNCONTROLLED CROSSING TACTILE PAVING
- ▧ CORDUROY TACTILE PAVING
- TRAFFIC SIGNAL POLE
- NEW ROAD MARKINGS (WHITE)
- NEW ROAD MARKINGS (YELLOW)
- ▬ CYCLEWAY
- ▬ FOOTWAY / SEGREGATION ISLAND

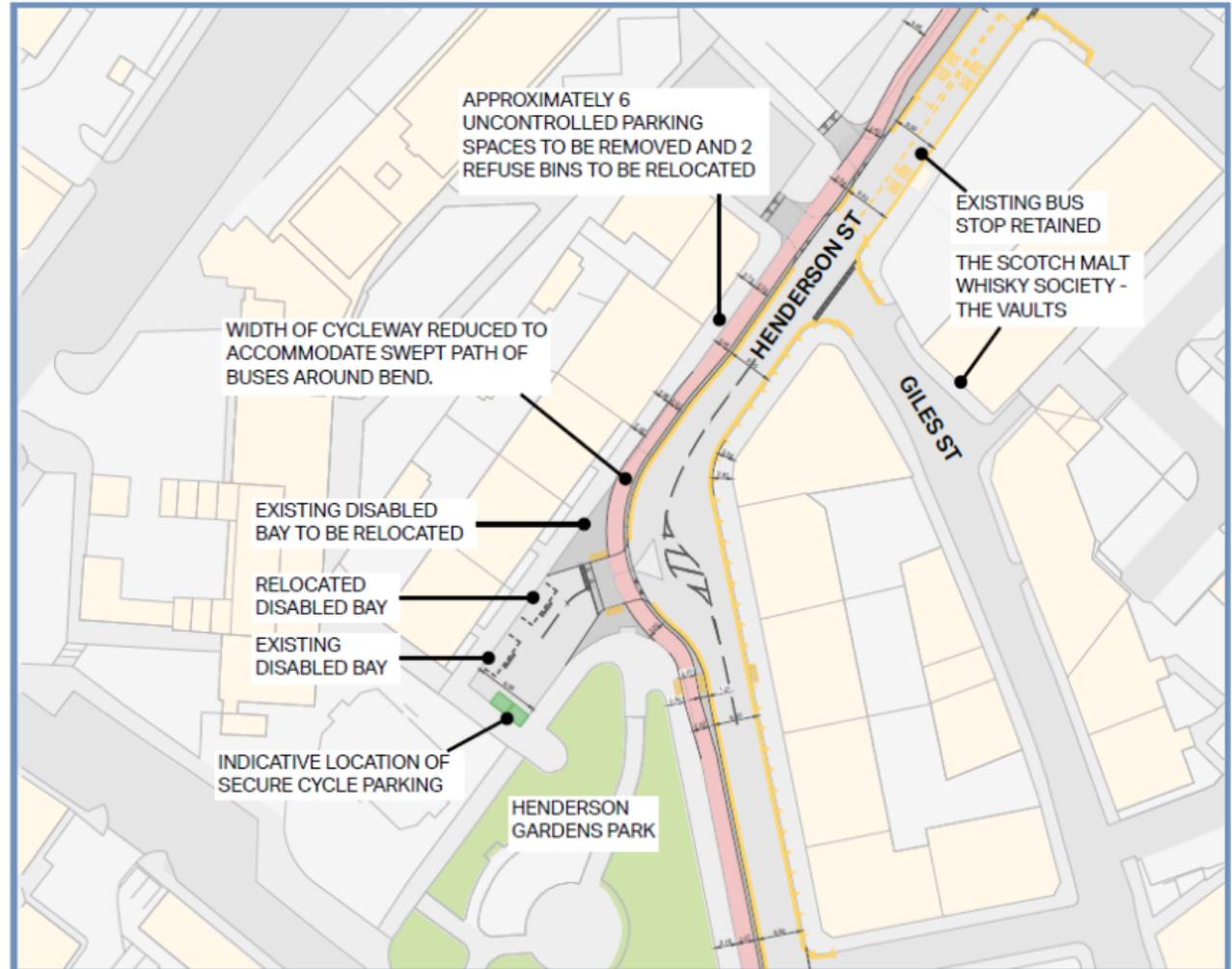
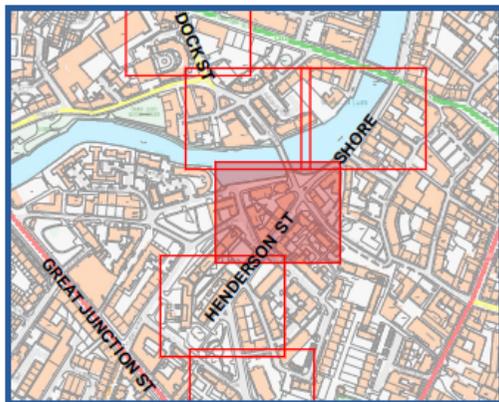


Figure 2:5: Concept design - Henderson Gardens

2.3.4 Henderson Street and the Shore



- KEY**
- NEW KERB LINE
 - ▤ CONTROLLED CROSSING TACTILE PAVING
 - ▥ UNCONTROLLED CROSSING TACTILE PAVING
 - ▧ CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▭ CYCLEWAY
 - ▭ FOOTWAY / SEGREGATION ISLAND

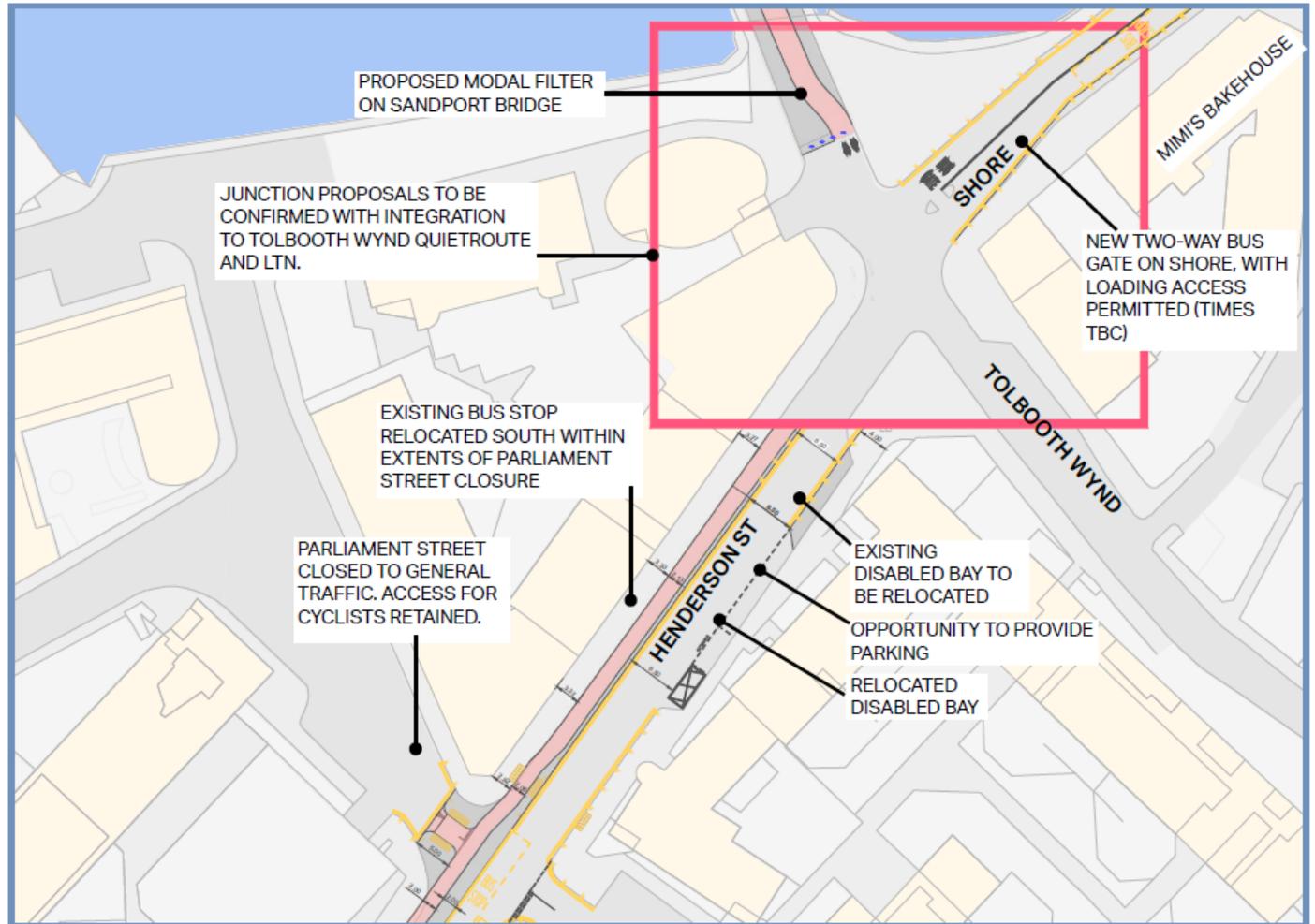
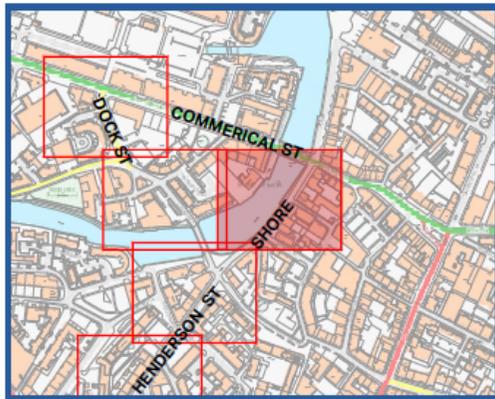


Figure 2:6: Concept design - Henderson Street and Shore

2.3.5 The Shore



KEY

- NEW KERB LINE
- ▤ CONTROLLED CROSSING TACTILE PAVING
- ▥ UNCONTROLLED CROSSING TACTILE PAVING
- ▧ CORDUROY TACTILE PAVING
- TRAFFIC SIGNAL POLE
- NEW ROAD MARKINGS (WHITE)
- NEW ROAD MARKINGS (YELLOW)
- CYCLEWAY
- FOOTWAY / SEGREGATION ISLAND

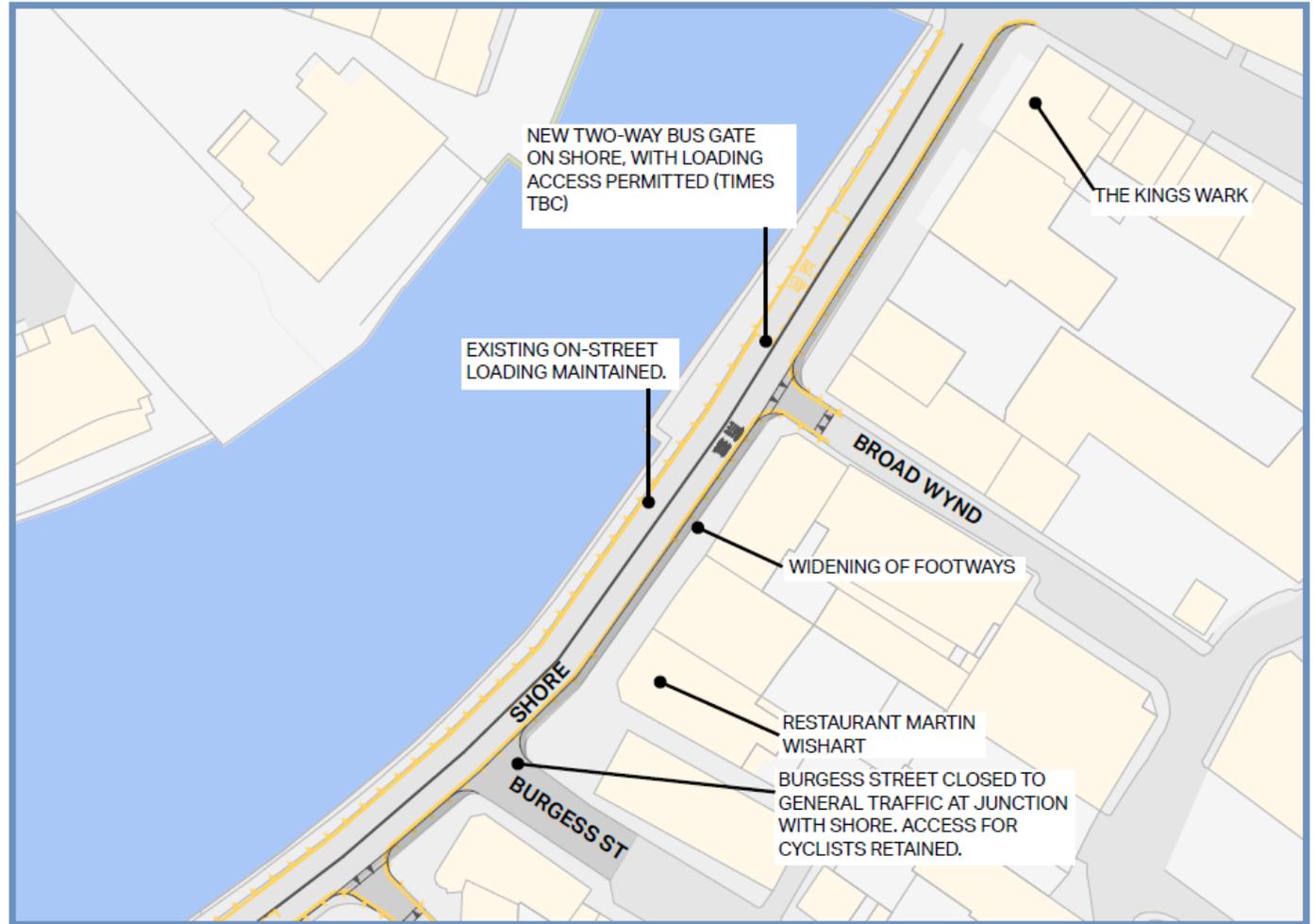
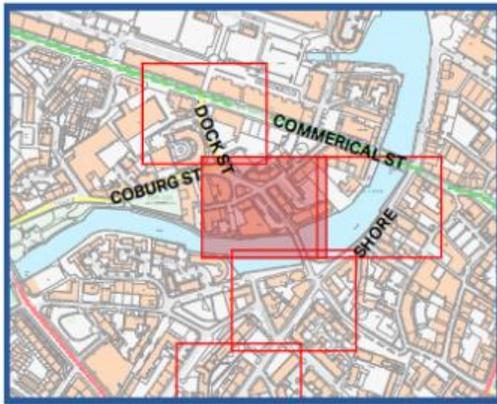


Figure 2:7: Concept design - The Shore

2.3.6 Sandport Place



KEY

- NEW KERB LINE
- ▨ CONTROLLED CROSSING TACTILE PAVING
- ▨ UNCONTROLLED CROSSING TACTILE PAVING
- ▨ CORDUROY TACTILE PAVING
- TRAFFIC SIGNAL POLE
- NEW ROAD MARKINGS (WHITE)
- NEW ROAD MARKINGS (YELLOW)
- ▨ CYCLEWAY
- ▨ FOOTWAY / SEGREGATION ISLAND

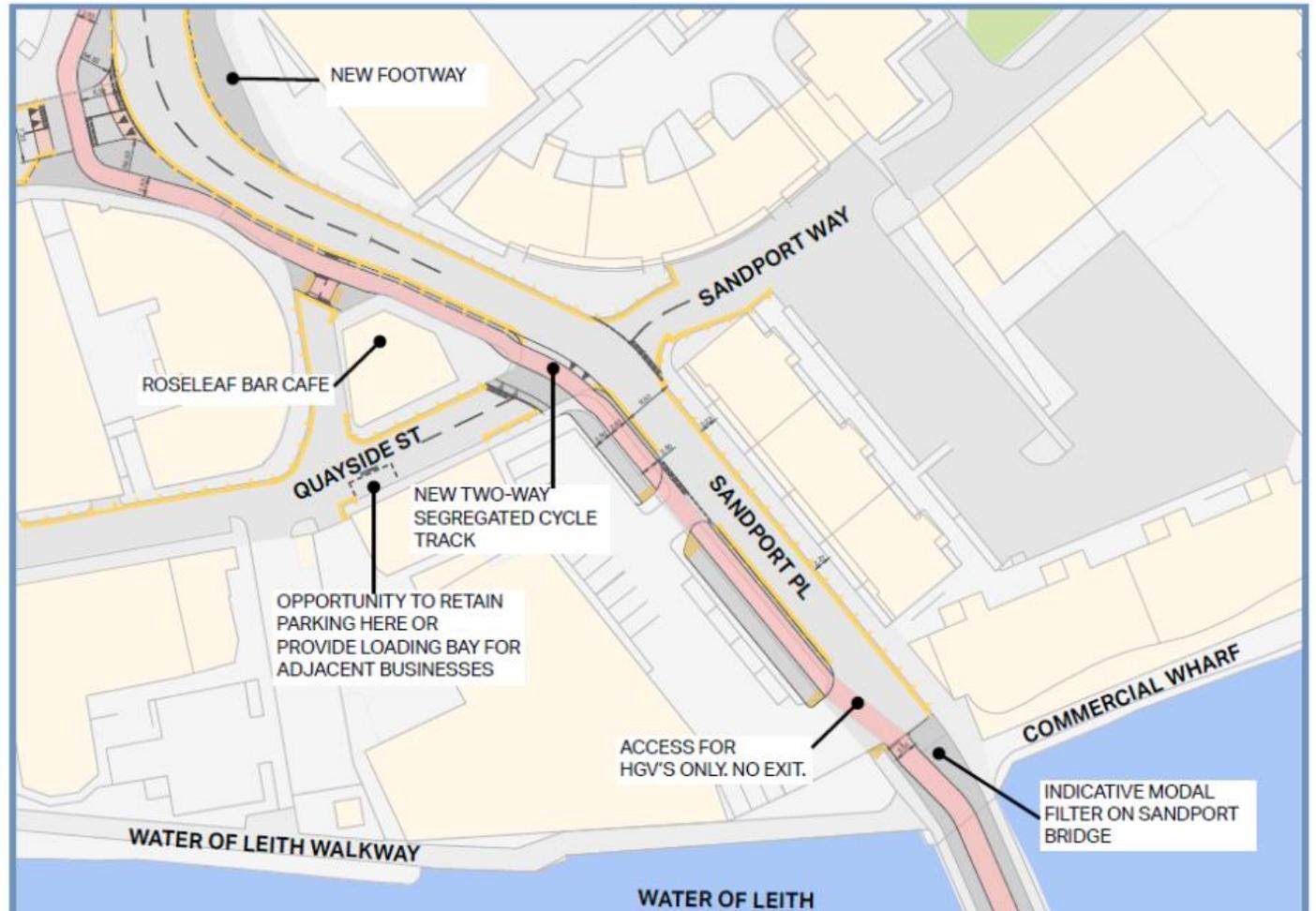
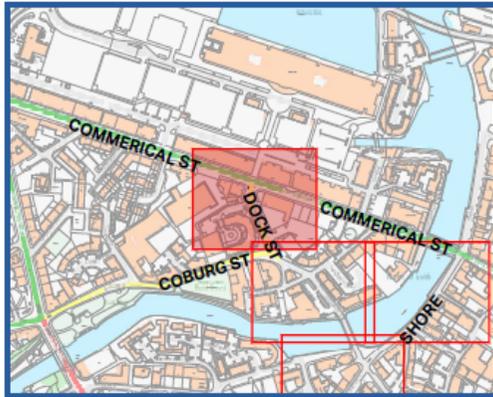


Figure 2:8: Concept design - Sandport Place

2.3.7 Dock Street



KEY

- NEW KERB LINE
- ▤ CONTROLLED CROSSING TACTILE PAVING
- ▥ UNCONTROLLED CROSSING TACTILE PAVING
- ▧ CORDUROY TACTILE PAVING
- TRAFFIC SIGNAL POLE
- NEW ROAD MARKINGS (WHITE)
- NEW ROAD MARKINGS (YELLOW)
- ▭ CYCLEWAY
- ▭ FOOTWAY / SEGREGATION ISLAND

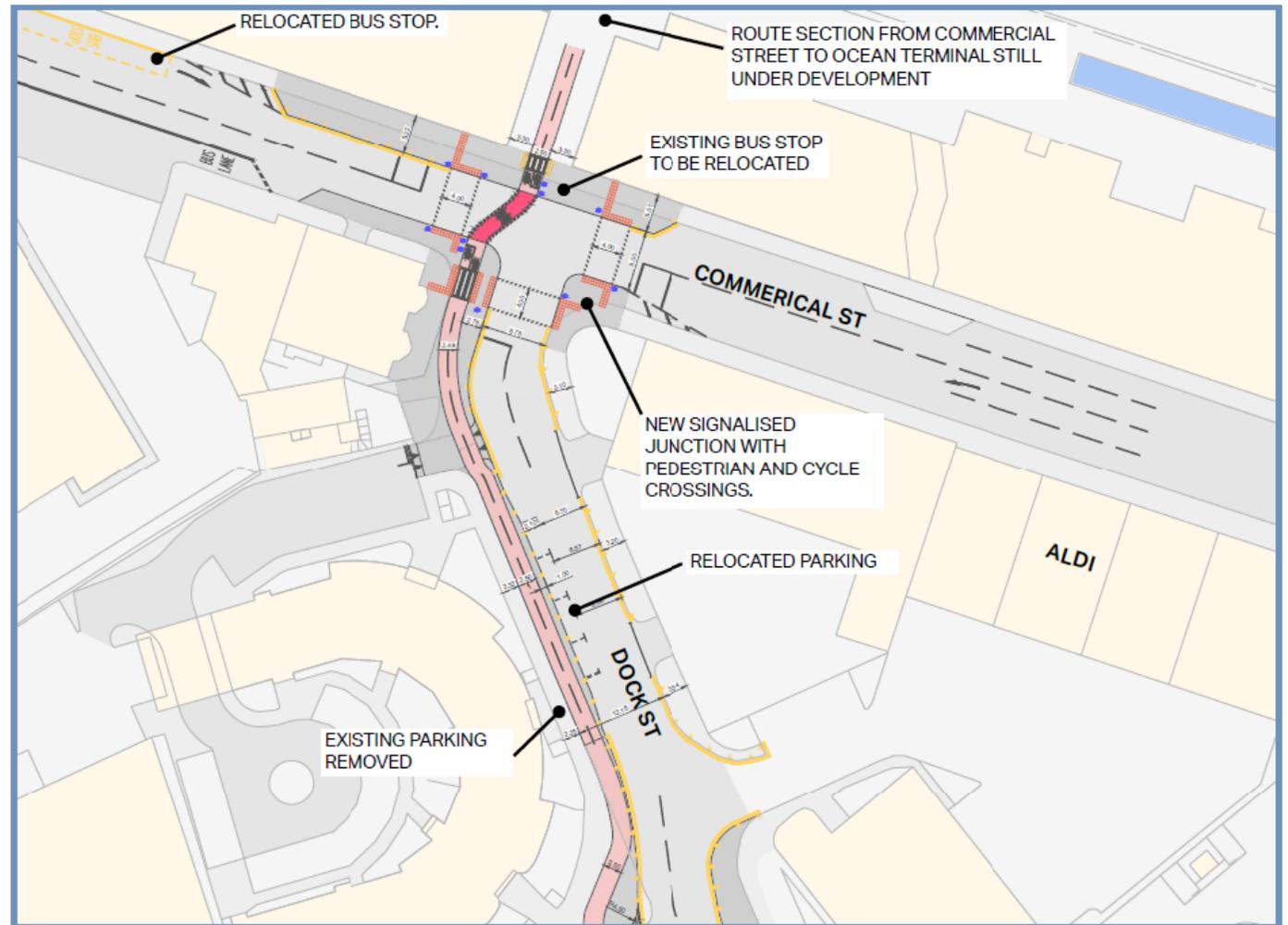


Figure 2:9: Concept design - Dock Street

3. Engagement Methods

The following forms of engagement have been used in Stage 1:

Launch week		The public launch of the project was on the 8th February . This included a press release by the Council and social media posting.
Engagement promotion*		Over 6,000 leaflets were distributed to residents and building occupiers within the project scope area.
E-mail engagement		Email notifications were issued to all stakeholders at the start of the engagement period. This was to raise awareness of the project.
Community Reference Group meetings		The first Community Reference Group meeting was held on the 4 th March to raise awareness of the project and gather initial feedback.
Online survey		A total of 801 completed surveys were received through the project online survey over the engagement period. The survey was hosted on the Council's Consultation Hub.

* A copy of the leaflet can be found in Appendix A

As the engagement phase of this project took place during the COVID-19 pandemic, engagement methods were tailored to suit this. In normal circumstances, and in addition to the online survey, the project team would have engaged directly with the community at a local location. Any meetings were instead carried out over Microsoft Teams. The questions asked in the online survey aimed to gain an understanding of travel habits in the local area pre and post COVID-19.

4. Engagement Activities

This section gathers and summaries all feedback from the engagement period from the Community Reference Group, organisation feedback and individual comments that have been received in response to the engagement. This does not capture the online survey feedback as this will be analysed separately in **Section 5**.

4.1 Community Reference Group

A Community Reference Group (CRG) was formed during the early stages of the engagement process in order to provide an additional way for the community to provide their views on the area and provide local knowledge.

This group is made up of representatives from local organisations and established groups who will continue to meet at key stages of the project to provide feedback on behalf of the community and help share information.

The first CRG meeting was held on the 4th March from 7pm-9pm via a Microsoft Teams meeting. The purpose of this meeting was to introduce the group to the project and scope, outline the typical features and benefits of an LTN and use the time as an initial information gathering opportunity. The organisations/groups that attended meeting 1 can be found below.

Leith Harbour & Newhaven Community Council	Leith Links Community Council
Living Streets	Spokes
Edinburgh Access Panel	Leith Primary School (Parent Council)
Edinburgh Bus Users Group	Scottish Government (Victoria Quay)

The organisations in attendance showed a broad level of support for the project, whilst providing feedback on specific aspects of the project for further consideration. A summary of key points are included below – the full meeting note can be found as Appendix B at the end of this report:

- Accessibility
 - Queries over blue badge provision – ensure this is considered in design
 - Concern over parking
 - Be mindful of bus services and accessibility to existing bus services both pre and post Tram
 - Lack of dropped kerbs/crossing points/tactile paving, street clutter and narrow pavements in the area
 - Improve signage to existing Quiet Routes/attractions
- Traffic
 - Queries around progression of cyclists from Leith Walk onto GJS
 - Safety concerns at junctions of Queen Charlotte Street and Constitution Street; and Portland Terrace/Lindsay Road/Commercial Street and Ocean Drive.
 - Concerns with volumes of traffic on Ocean Drive, Ocean Way, Coburg Street, Mill Lane
- Placemaking
 - Coalhill / Sandport Bridge area
 - The Shore
 - Be mindful of heritage/conservation of the area

4.2 Community Council Meeting

The Leith Links Community Council held a special meeting to consider the Leith Connections project on Monday 1st March at which the Council attended and presented the project.

4.3 One-to-one Meetings

Briefings were given to representatives of Police Scotland, Scottish Ambulance Service and Scottish Fire and Rescue Service who all showed a broad level of support for the scheme. All services asked to see further plans as the scheme develops and final proposals.

4.4 Organisation Responses

A number of organisations and a business reached out to respond to the initial engagement. The details of the feedback received from each organisations, although not discussed publicly here, will be used to inform the development of the design. Key suggested actions/point from these organisations are as follows:

- Concerns around floating bus stop design concept on Great Junction Street
- Accommodate blue badge parking
- Concern over closure of Sandport Bridge affecting business operations
- Poor condition of road surfaces on the Shore
- Consider existing routes to private car parks on the Shore and taxi access
- Concern raised over road closures
- Concerns over possible displacement of traffic from road closures
- Make Quiet Route 10 more accessible/safe particularly on Queen Charlotte Street and Tolbooth Wynd
- Poor surfaces for cycling

4.5 Individual Responses

A number of individuals reached out to respond to the initial engagement. The details of the feedback received from each of them, although not discussed publicly here, will be used to inform the development of the design. Key suggested actions/points from these organisations are as follows:

- Ensure emergency services can still easily access the area
- Pedestrianise the Shore
- Maintenance needed at the Shore
- Introduce greenery to the streets
- Absence of road markings on some streets
- Improve lighting for those walking/cycling
- Further opportunities for pedestrians to crossroads safely is needed
- Maintenance of roads and pavements is needed
- Rat-running on Coburg Street and Mill Lane

- Further consideration should be given to which leg of Quayside Street could be closed
- Concerns around intrusive traffic
- Concerns over displacement of traffic from proposed road closures
- Concerns around loss of parking

There was also a number of responses which stated their opposition against the scheme, particularly against the proposed road closures, or a desire to see no changes to the area.

5. Online Survey Responses

There were 801 completed responses to the online survey which was live for a period of five weeks between 8th February – 5th March 2021. An additional 70 surveys were also partially completed. A copy of the online survey can be found in Appendix C. Note, that although there were two parts of the survey, the following section will only discuss the findings from Part 1 – Foot of the Walk to Ocean Terminal. Part 2 (Leith Low Traffic Neighbourhood) will be reported separately.

To ensure consistency only the partially completed surveys that were completed up until the last question have been included in this analysis, any other partially completed surveys that were stopped before the end of the survey have been omitted from the proceeding analysis.

5.1 Analysis

Note that all percentages are calculated against the total number of respondents that answered that question as opposed to the total number of surveys completed. n= in the graphs indicates the total number of responses received for that question.

5.1.1 Walking and Cycling Route Improvements

Q1 – To what extent do you support the aim of improving conditions for people walking in Leith?

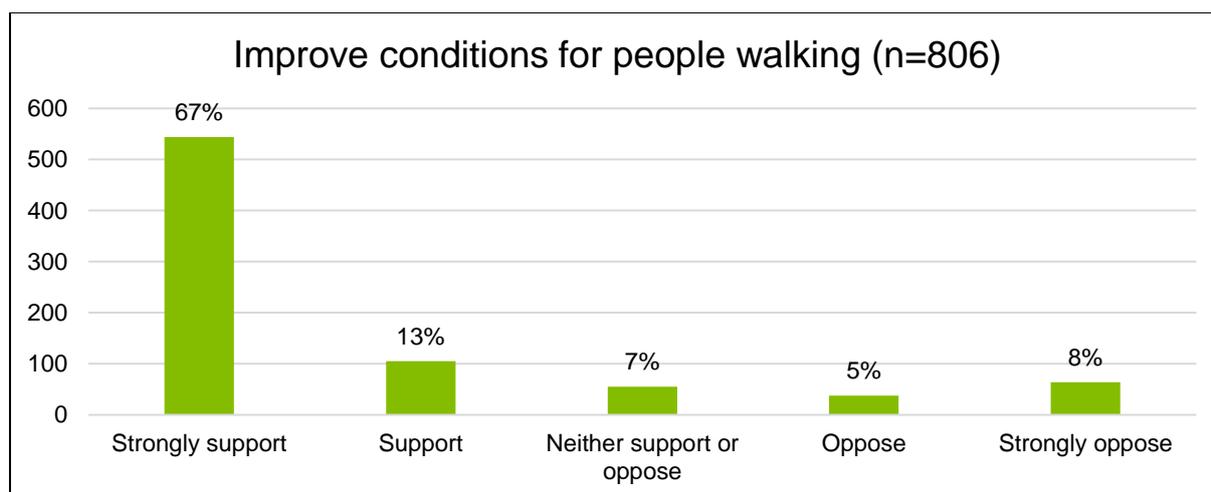


Figure 5:1: Support for improving walking conditions

Figure 5:1 shows that of the 806 respondents for this question, 67% ‘Strongly support’, 13% ‘Support’ and 7% ‘Neither support or oppose’ improvements to walking conditions. 5% were found to ‘Oppose’ and 8% were found to ‘Strongly oppose’ improvements to walking conditions.

When asked to explain their view if they wanted to, 592 responses were received:

- 231 responses related to the quality and extent of **pedestrian infrastructure** of which 52 stated that conditions were ‘Fine as it is’, 33 highlighted that ‘Narrow pavements’ were an issue, 27 stated that improved conditions would ‘Encourage walking & cycling’ and 26 stated that they’d like to see ‘General improvements’ to the local area for walking. Other responses included a ‘Lack of maintenance’, the need for more ‘Pedestrian priority’ and a lack of ‘Pedestrian crossings’.
- 120 responses related to **health and wellbeing** of which 34 stated that improved walking conditions would ‘Reduce pollution’, 32 stated it would be ‘Good for health and fitness’, 21 stated that ‘Current pollution’ was a concern and 12 stated that improved conditions could lead to an ‘Improved quality of life’. 11 responses highlighted that

'Noise pollution' was a concern and 10 stated that improved conditions would 'Encourage modal shift'.

- 92 responses related to **traffic operations** of which 57 responses stated that there are 'High levels of traffic' currently in the area and 16 related to the need to 'Restrict or reduce the number of vehicles'. 7 responses highlighted that 'Rat running' was an issue in the area and other 7 stated that they were concerned about 'Traffic displacement'. The remaining 5 responses stated that the area was 'Too busy'.
- 90 responses related to **safety** of which 36 responses stated that improved conditions would improve 'Pedestrian safety', 23 stated that improved conditions would improve 'Cyclist safety', 16 responses highlighted that 'Speeding vehicles' were a concern and 13 stated that the current conditions were 'Unsafe'. A further 2 responses related to 'Anti-social behaviour' in the area.

A further 59 responses relating to several other factors were received when asked to explain their point of view.

Q2 - To what extent do you support the aim of improving conditions for people cycling in Leith?

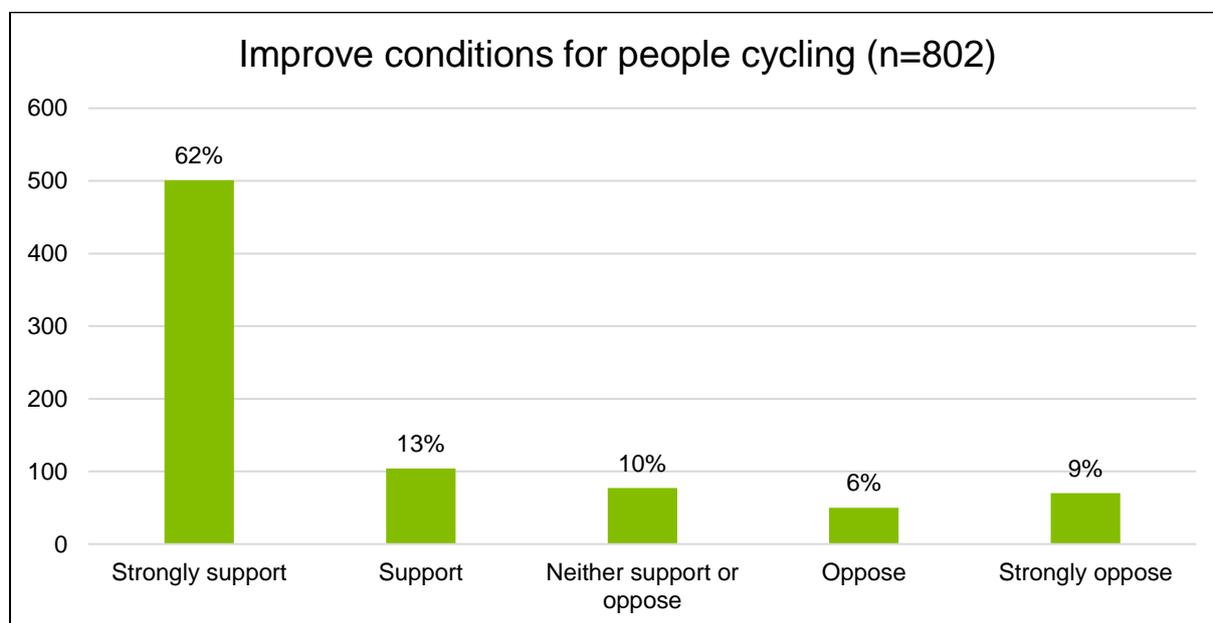


Figure 5:2: Support for improving cycling conditions

Figure 5:2 shows that of the 802 respondents for this question, 62% 'Strongly support', 13% 'Support' and 10% 'Neither support or oppose' improvements to cycling conditions. 6% were found to 'Oppose' and 9% were found to 'Strongly oppose' improvements to walking conditions.

When asked to explain their view if they wanted to, 535 responses were received:

- 153 responses related to **safety** of which 75 responses stated that it was 'Intimidating / dangerous to cycle' with the current infrastructure and 54 stated the current infrastructure was 'Dangerous for cyclists'. The other 24 responses related to 'Speeding and/or aggressive drivers' and 'Anti-social behaviour' in the area.
- 147 responses related to the quality and extent of **cycle infrastructure** of which 38 responses stated that 'Segregation' was required, 32 responses stated that the current infrastructure is 'Good as it is', 26 responses highlighted the need for 'Cycle path connections' and 23 responses highlighted the 'Lack of existing cycle lanes'. The other 28 responses related to 'Cycling on pavements', a 'Lack of maintenance' and that the area is 'Not cycle friendly'.

- 101 responses related to **health and wellbeing** of which 39 stated that improved cycling conditions would be 'Good for health and fitness', 33 responses stated that better conditions would 'Help reduce pollution' and 16 responses stated that it would 'Improve the quality of life'. 7 responses stated that they were concerned about currently levels of 'Pollution' and 6 stated that improved conditions would 'Promote modal shift'.
- 94 responses related to **road infrastructure** and **traffic operations** of which 29 identified that there is currently a 'High volume of traffic' in the area, 23 stated that the 'Roads are in poor condition' and 13 stated that there are 'Narrow streets' in the area.
- 40 responses related to the quality and extent of **pedestrian infrastructure** of which 21 stated that the 'Cobbled streets' are difficult and/or dangerous for cycling and 6 stated that there are 'Conflicts between pedestrians and cyclists'. The other 13 responses related to several other factors including 'Narrow pavements' and 'Poor quality pavements'.

Q3 – To what extent do you support/oppose the proposal for a cycle path that is separated from pedestrian and motor traffic along the proposed route from Foot of the Walk to Ocean Terminal?

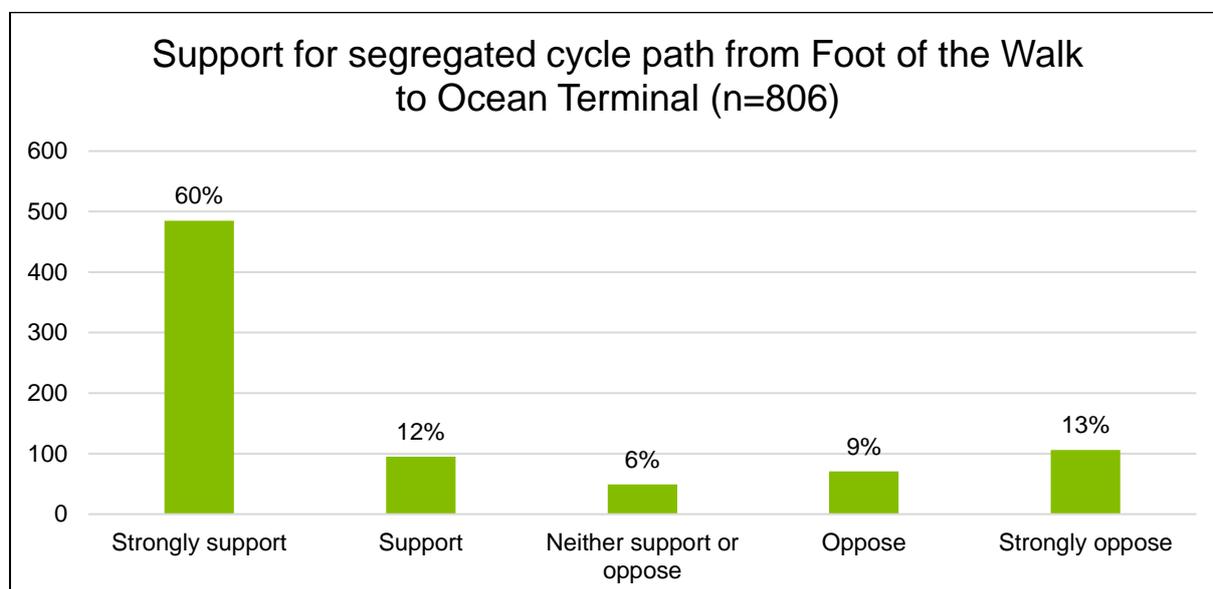


Figure 5:3: Support for implementing a segregated cycle path from Foot of the Walk to Ocean Terminal

Figure 5:3 shows that of the 806 respondents for this question, 60% 'Strongly support', 12% 'Support' and 6% 'Neither support or oppose' a segregated cycle path from Foot of the Walk to Ocean Terminal. 9% were found to 'Oppose' and 13% were found to 'Strongly oppose' the segregated cycle path.

When asked to explain their view if they wanted to, 656 responses were received:

- 266 responses related to **safety** of which 133 stated that the proposed segregated path would 'Improve safety for cyclists', 56 said it would 'Improve pedestrian safety' and 53 stated that the current infrastructure is 'Unsafe'. 14 responses stated it would protect cyclists from 'Impatient drivers' and 8 stated that 'Speeding vehicles' are a concern. 2 stated that 'Anti-social behaviour' in the area is a concern.
- 187 responses related to the quality and extent of **cycle infrastructure** of which 50 stated that the path would 'Encourage cycling', 30 stated that the segregated path 'Is needed' and 29 stated that the path should improve existing 'Cycle path connections'. A further 23 responses stated that the current infrastructure is 'Fine as it is' and 21 stated that 'shared paths are not ideal'. The other 34 responses ranged from highlighting that 'Street clutter' is an issue to 'Cycles on pavements' creating safety issues.

- 55 responses related to **traffic operations** of which the most common response was that 'Traffic levels are too high' in the area with 24 responses. 21 responses stated that they were concerned about the 'Impact on traffic' that the scheme would have e.g. re-routing and 8 responses stated that the scheme would help 'Reduce traffic'. The other 2 responses related to the benefits of 'Traffic restrictions'.
- 43 responses related to **road infrastructure** of which 21 stated that 'Narrow streets' are an issue in the area and 13 were concerned about 'Congestion in the area'. 8 responses stated that the 'Roads are in poor condition' and 1 response stated that the area is currently used for 'Rat running'.

A further 102 responses were received which included concerns about the current quality of pedestrian infrastructure, the health & wellbeing benefits of the scheme, concerns about parking and the impact on public transport that the scheme may have.

5.1.2 Great Junction Street

GQ1 – Overall, to what extent do you support the proposed changes on Great Junction Street?

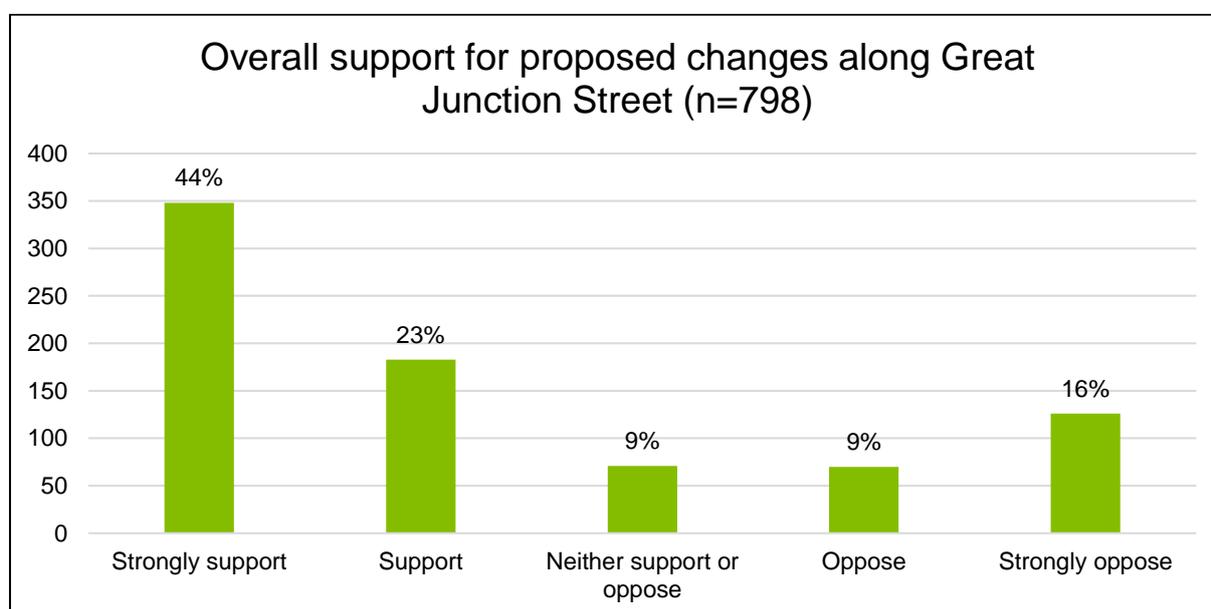


Figure 5:4: Overall support for changes along Great Junction Street

Figure 5:4 shows that of the 798 respondents for this question, 44% 'Strongly support', 23% 'Support' and 9% 'Neither support or oppose' the proposed changes along Great Junction Street. 9% were found to 'Oppose' and 16% were found to 'Strongly oppose' the proposed changes.

When asked to explain their view if they wanted to, 559 responses were received:

- 146 responses related to **traffic operations** of which 48 stated that they were concerned about current and future 'Congestion', 29 stated that they were concerned about the 'Negative impact on traffic flow' in the area, 28 stated that the area experiences 'High traffic flow' and 20 were supportive of 'Signalising the junction'. The remaining 21 responses related to several factors including concerns about the 'Displacement of traffic', concerns about 'Access restrictions' and what level of 'Enforcement' there will be.
- 105 responses related to the quality and extent of **cycle infrastructure** of which 17 stated that they were supportive of 'Extending the cycle network', 14 stated that improved infrastructure would 'Encourage cycling', another 14 stated that they were supportive of 'Segregated infrastructure' and a further 14 stated that they would like to

see 'Improved cycle path connections'. 13 responses stated that the infrastructure is 'Fine as it is' and 9 stated that they did not want a '2-way cycleway'. The remaining 24 responses related to the need to reduce 'Pedestrians in the cycle lane', the need for 'Clearly marked lanes' and the dangers of 'Cycles merging into traffic'.

- 78 responses related to **safety** of which 30 stated that the current conditions were 'Dangerous for cyclists' and that the proposals would help improve safety, 24 stated that the current infrastructure was 'Unsafe' in general, and 16 stated that the current conditions were 'Dangerous for pedestrians'. The remaining 8 responses related to 'Speeding vehicles', 'Impatient drivers' and 'Anti-social behaviour'.
- 55 responses related to the quality and extent of **pedestrian infrastructure** of which 16 stated that the area sees 'High volumes of pedestrians', 10 stated that the 'Pavements are too narrow' and a further 10 stated that there is a need for 'Wider pavements'. The remaining 19 responses included a 'Lack of pedestrian crossings', the need for 'Pedestrian priority' and the removal of 'Street clutter'.

A further 175 responses were received which related to public transport, the impact to business loading areas, parking, road infrastructure, health & wellbeing and placemaking.

GQ2 – To what extent do you support the de-cluttering footways on Great Junction Street?

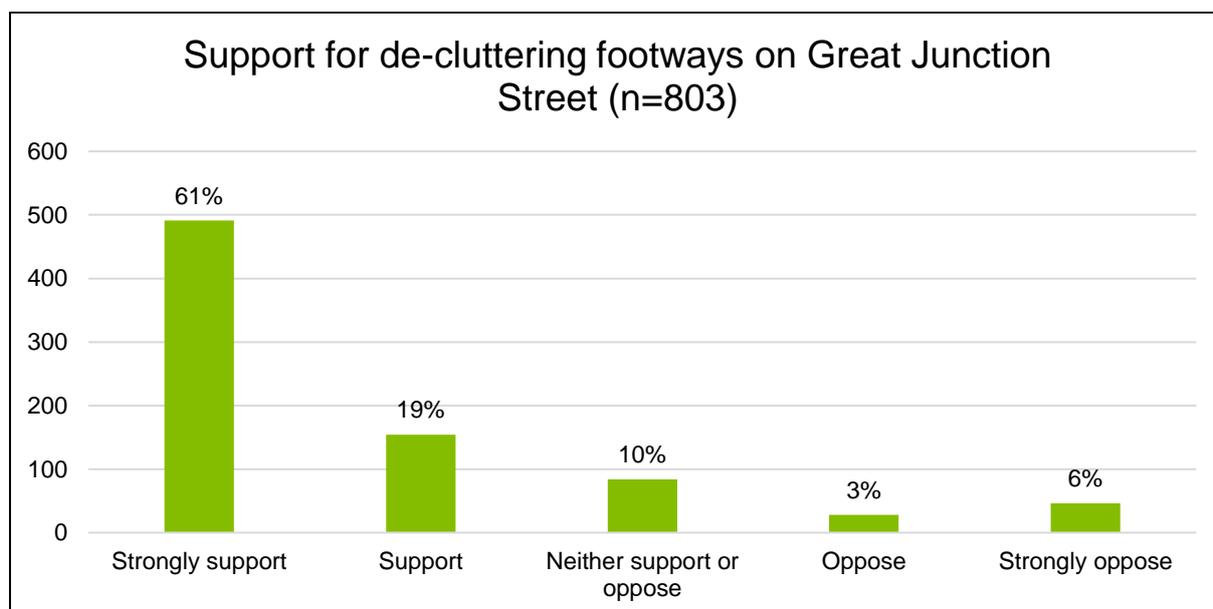


Figure 5:5: Support for de-cluttering footways on Great Junction Street

Figure 5:5 shows that of the 803 respondents for this question, 61% 'Strongly support', 19% 'Support' and 10% 'Neither support or oppose' the de-cluttering footways on Great Junction Street. 3% were found to 'Oppose' and 6% were found to 'Strongly oppose' the de-cluttering.

When asked to explain their view if they wanted to, 377 responses were received:

- 307 responses related to the quality and extent of **pedestrian infrastructure** of which 45 related to 'Narrow pavements', 40 related the need for 'More space / better accessibility', 32 stated that the area currently experiences 'High volumes of pedestrians' and 28 stated the infrastructure was 'Fine as it is'. 24 responses stated that the area is 'Not pleasant / difficult to walk through', 23 stated the footways are 'Messy' and 22 stated that the streets are currently 'Less accessible for those who have mobility issues'. The remaining 44 responses included the 'Need to make the area more attractive', the streets feel 'Cramped' and the need for 'Wider pavements'.

- 29 responses related to **public transport infrastructure / services** of which 27 stated that ‘Bus stops take up too much space’ and 2 stated that they were ‘Against floating bus stops’.

The remaining 41 responses related to several different factors including that the de-cluttering of footways would help improve safety and that poor parking is currently an issue.

GQ3 – To what extent do you support the resurfacing of footways on Great Junction Street?

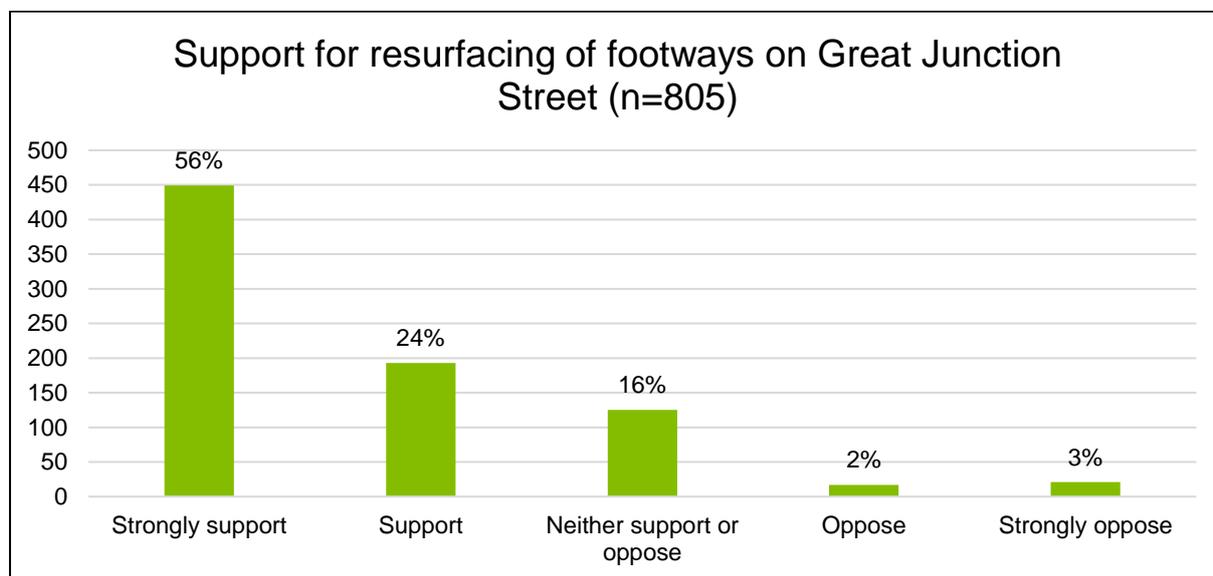


Figure 5:6: Support for resurfacing of footways on Great Junction Street

Figure 5:6 shows that of the 805 respondents for this question, 56% ‘Strongly support’, 24% ‘Support’ and 16% ‘Neither support or oppose’ the resurfacing of footways on Great Junction Street. 2% were found to ‘Oppose’ and 2% were found to ‘Strongly oppose’ the resurfacing.

When asked to explain their view if they wanted to, 315 responses were received:

- 252 responses related to the quality and extent of **pedestrian infrastructure** of which 88 stated that upgrades are needed for ‘Smooth surfaces’, 50 commented on the ‘Poor quality of footways’, 41 stated that footways are ‘Fine as they are’, 22 stated that resurfacing would ‘Improve accessibility’ and 18 stated that current conditions ‘Impact accessibility’. The remaining 33 responses related to several factors including the need to use ‘Natural stone’ in any improvements, the need for ‘Wider pavements’ and that the improvements would likely cause ‘Too much disruption’.
- 29 responses related to **safety** of which 15 stated that current footways conditions are ‘Unsafe’ and 14 stated that resurfacing would ‘Improve pedestrian safety’.
- 13 responses related to **road infrastructure** and stated that the roads are also in ‘Poor condition’ and require resurfacing.

The remaining 21 responses related to parking enforcement and disruption to businesses amongst several other factors.

GQ4 – To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Great Junction Street?

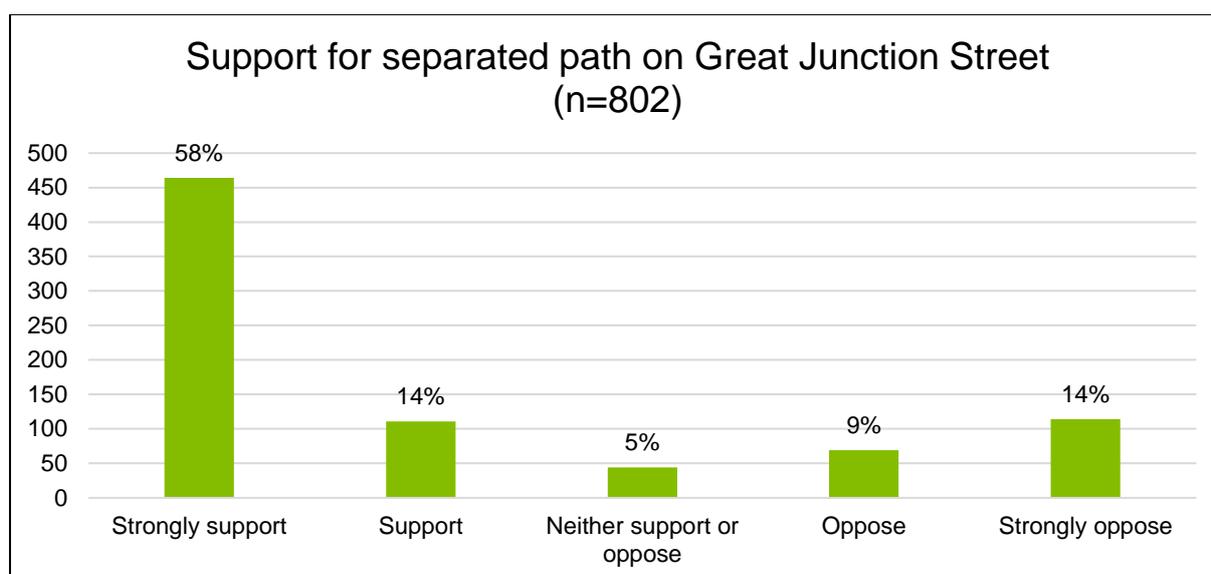


Figure 5:7: Support for separated path on Great Junction Street

Figure 5:7 shows that of the 802 respondents for this question, 58% ‘Strongly support’, 14% ‘Support’ and 5% ‘Neither support or oppose’ the separated path on Great Junction Street. 9% were found to ‘Oppose’ and 14% were found to ‘Strongly oppose’ the separated path.

When asked to explain their view if they wanted to, 585 responses were received:

- 182 responses related to the quality and extent of **cycle infrastructure** of which 59 stated that they supported ‘Segregated infrastructure’, 31 stated that it is ‘Not needed’ and 30 stated that better infrastructure would ‘Encourage cycling’. The remaining 62 responses related to several factors such as the need for more ‘Cycle path connections’, to ‘Extend the cycle lane’, prevent ‘Pedestrians in the cycle lane’ and several others.
- 177 responses related to **safety** of which 86 stated that the segregated path would ‘Improve safety for cyclists’, 37 stated it would ‘Improve safety for pedestrians’, 33 stated that current cycling conditions are ‘Unsafe’ and 19 responses stated that it would help ‘Reduce conflicts with drivers’. A further 2 responses stated that they are currently experiencing ‘Speeding vehicles’.
- 66 responses related to **traffic operations** of which 29 were concerned about ‘Increased congestion’ and 27 stated that the area experiences ‘High volumes of traffic’. The remaining 10 responses related to concerns about ‘Traffic displacement’ and ‘Vehicles restrictions’ as well as how the proposals could help ‘Reduce traffic’.
- 41 responses related to the quality of **road infrastructure** with 30 of the responses stating that the ‘Road is too narrow’, 8 responses stated that the proposals would ‘Reduce the road space’ and 3 stated that the roads are currently in ‘Poor condition’.

The remaining 119 responses related to several factors including the quality and extent of pedestrian infrastructure, opposition against floating bus stops and enforcement to prevent vehicles parking on the cycle path.

Figure 5:8 below shows the level of support for a separated path along Great Junction Street by geographic home location of the respondents that answered.

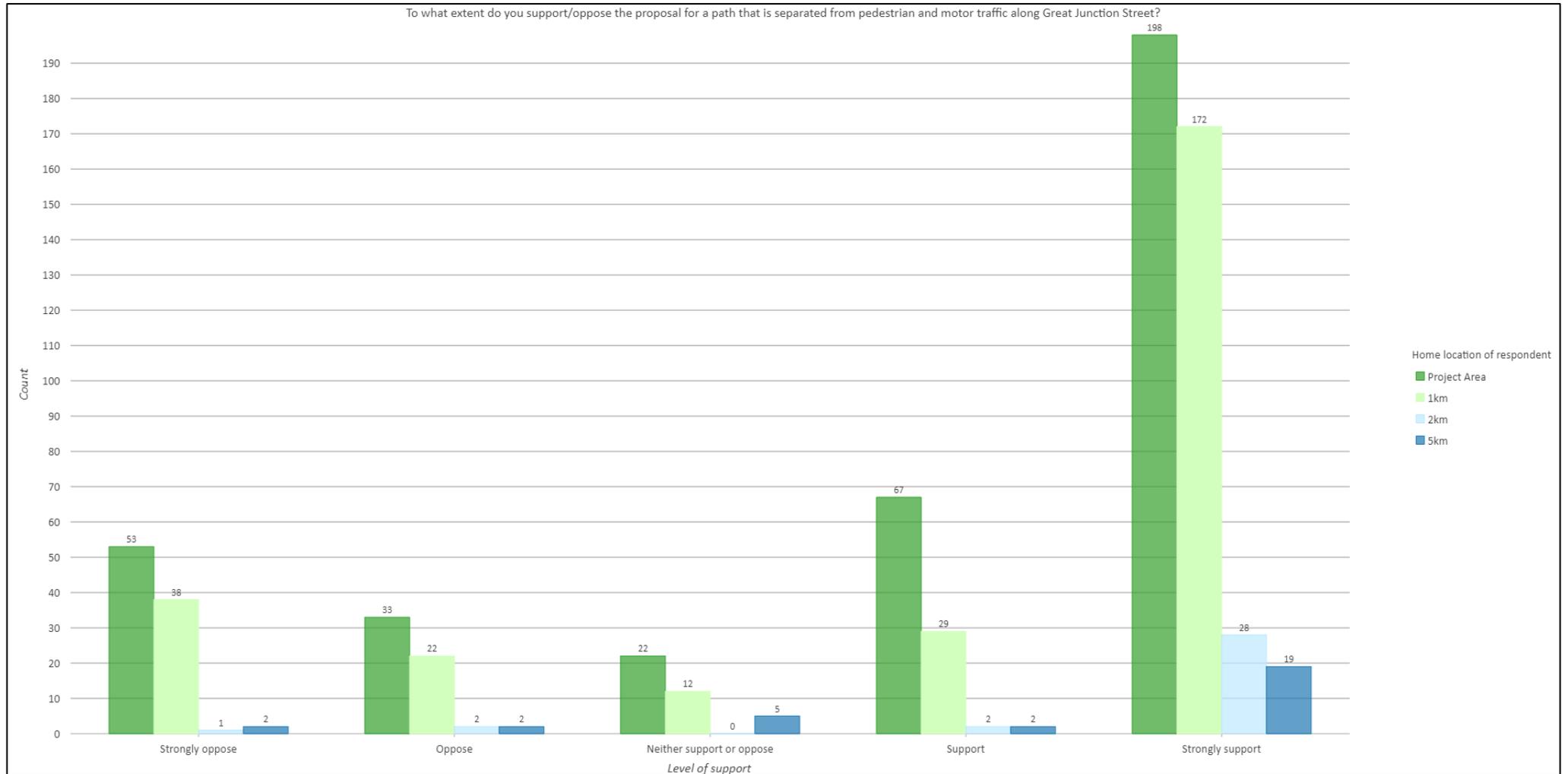


Figure 5:8: Support for separated path on Great Junction Street (geographic response breakdown)

5.1.3 Henderson Street / Henderson Gardens

HQ1 – To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Henderson Street?

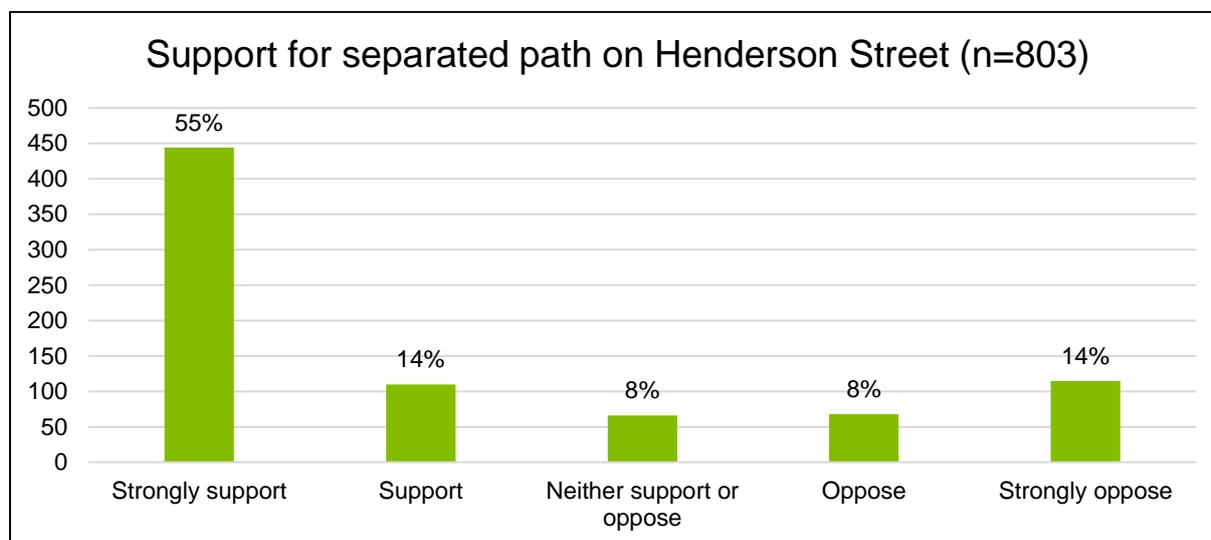


Figure 5:9: Support for separated path on Henderson Street

Figure 5:9 shows that of the 803 respondents for this question, 55% 'Strongly support', 14% 'Support' and 8% 'Neither support or oppose' the separated path on Henderson Street. 8% were found to 'Oppose' and 14% were found to 'Strongly oppose' the separated path.

When asked to explain their view if they wanted to, 545 responses were received:

- 147 responses related to the quality and extent of **cycle infrastructure** of which 47 stated that improvements on Henderson Street are 'Not needed', 25 stated the 'Segregated infrastructure' is needed, 19 stated that improvements would 'Encourage cycling' and 12 stated that the proposed design is 'Dangerous'. The remaining 44 responses included the need for 'Smooth surfaces', the need to improve 'Cycle path connections' and that 'Other streets should be considered instead'.
- 134 responses related to **safety** of which 59 stated that the proposals would help 'Improve safety for cyclists', 32 stated that it would also 'Improve safety for pedestrians', 24 stated that the proposals would 'Benefit drivers' and 15 stated that the 'Current infrastructure is dangerous'.
- 93 responses related to the quality and extent of **road infrastructure** of which 53 stated that 'Cobbled stones are unsuitable', 23 stated that the area has 'Narrow roads', 13 stated the 'Roads are in poor condition', 3 stated that they were concerned about the 'Tight bend on Henderson Street' and 1 stated that they would like to maintain the 'Historic character' of the area.
- 85 responses related to **parking** of which 40 stated that they were 'Concerned about parking spaces' and 14 stated that there are 'Lots of parked cars' in the area. The remaining 31 responses related to 'Concerns about disabled parking', the proposals 'Shifting parked cars into other areas' and several other factors.
- 34 responses related to **traffic operations** of which 10 stated 'Don't close Yardheads to traffic', 7 stated that they were concerned about 'Congestion', 7 stated that the area experiences 'High volumes of traffic' and 6 were concerned about 'Traffic displacement'. Other responses related to 'Rat running', 'Low visibility' and 'Conflicts at junctions'.

The remaining 52 responses related to a number of other factors including the impact on public transport, the impacts to businesses, pedestrian infrastructure, and several others.

Figure 5:10 below shows the level of support for a separated path along Henderson Street by geographic home location of the respondents that answered.

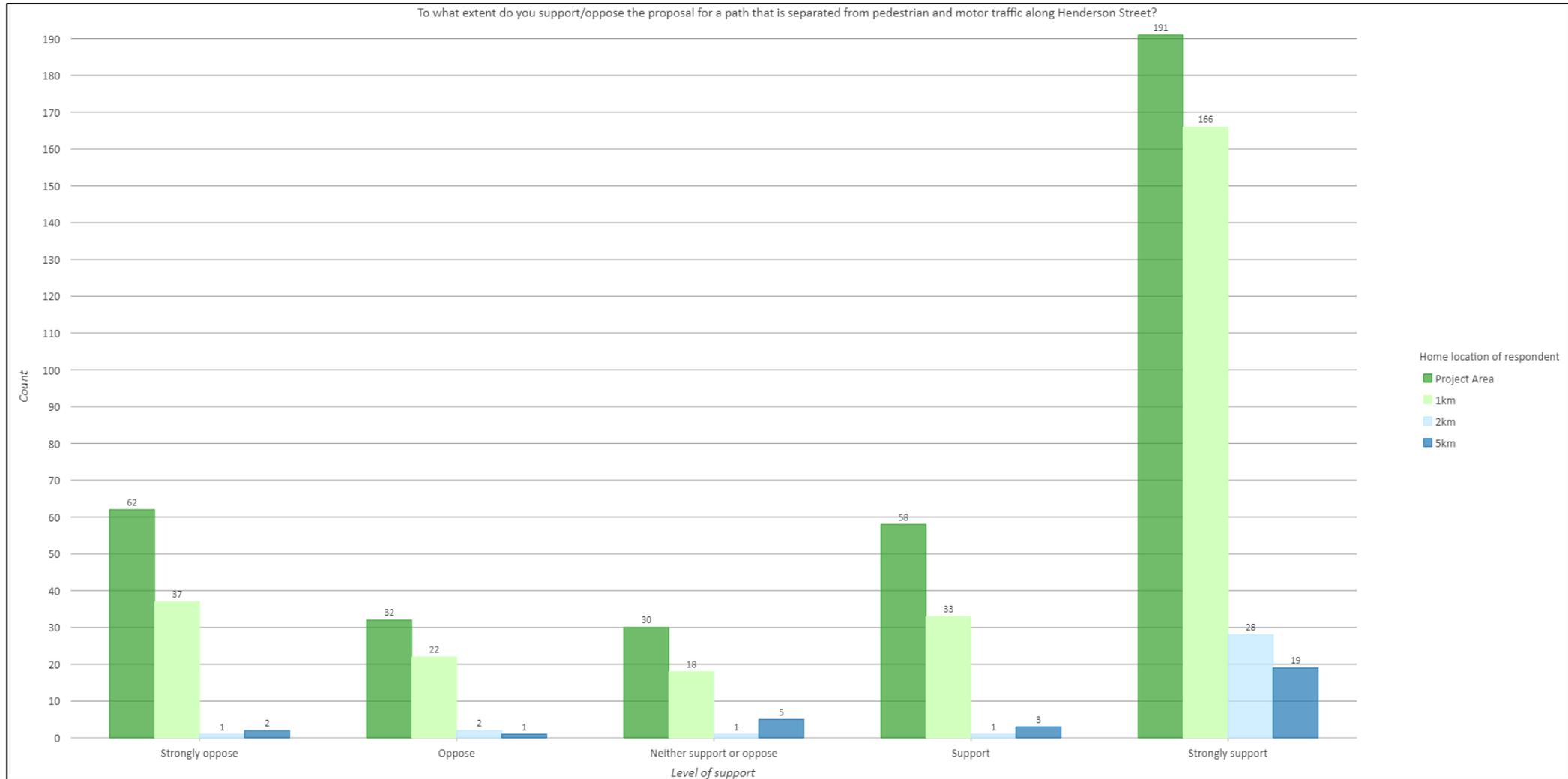


Figure 5:10: Support for separated path on Henderson Street (geographic response breakdown)

Further analysis was conducted to find out what people living along Henderson Street thought of the proposal for a path that is separated from pedestrians and motor traffic. A total of 32 residents live within the 20m boundary along Henderson Street, as shown in **Figure 5:11**.



Figure 5:11: Boundary along Henderson Street

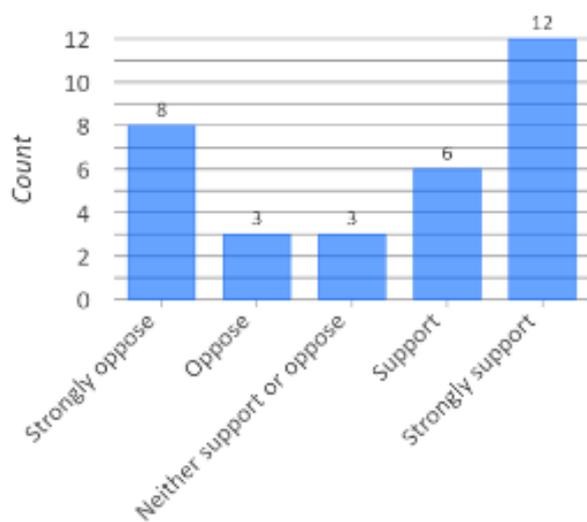


Figure 5:12: Results of HQ1 from residents living along Henderson Street

Figure 5:12 shows that of the 32 respondents, 38% 'Strongly support', 19% 'Support', 9% 'Neither support or oppose', 9% 'Oppose' and 25% 'Strongly oppose'.

HQ2 – The proposals include new crossing improvements across Henderson Street. Do you have any preferred crossing locations or areas for improvement on the street?

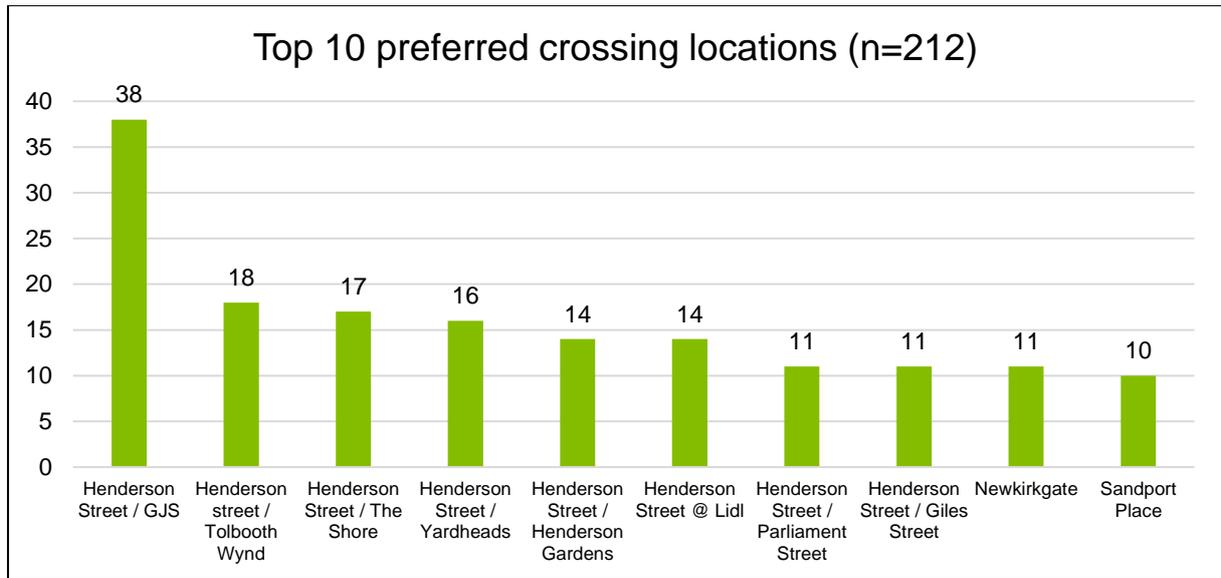


Figure 5:13: Preferred location for crossing improvements on Henderson Street

Figure 5:13 shows that out of the 212 responses which identified locations for crossing, 38 responses (18%) identified the ‘Henderson Street / Great Junction Street’ junction, 18 responses (9%) identified the ‘Henderson Street / Tolbooth Wynd’ junction, 17 responses (8%) identified the ‘Henderson Street / The Shore’ junction and 16 responses (8%) identified the ‘Henderson Street / Yardheads’ junction.

The ‘Henderson Street / Henderson Gardens’ junction and ‘Henderson Street at Lidl’ each received 14 responses (7%) and the ‘Henderson Street / Parliament Street’ junction, ‘Henderson Street / Giles Street’ junction and the ‘Newkirkgate’ area each received 11 responses (5%). ‘Sandport Place’ received 10 responses (5%).

HQ3 – To what extent do you support/oppose the removal of unrestricted parking on Henderson Street and Yardheads to provide more space for people walking, cycling and wheeling?

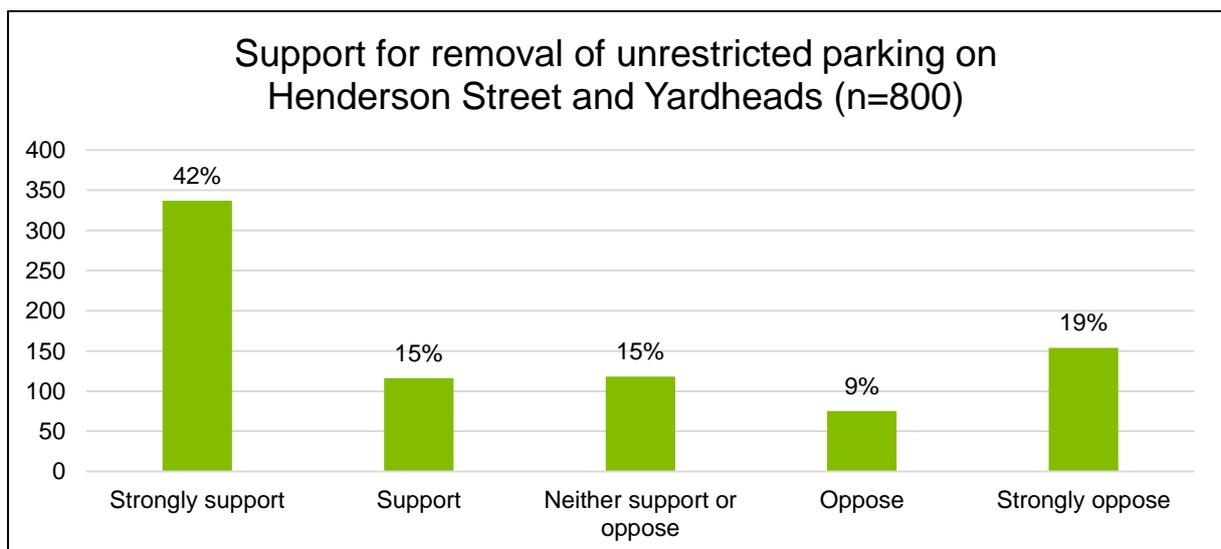


Figure 5:14: Support for removal of unrestricted parking

Figure 5:14 shows that of the 800 respondents for this question, 42% ‘Strongly support’, 15% ‘Support’ and 15% ‘Neither support or oppose’ the removal of unrestricted parking on

Henderson Street and Yardheads. 9% were found to 'Oppose' and 19% were found to 'Strongly oppose' the removal of unrestricted parking.

When asked to explain their view if they wanted to, 455 responses were received:

- 391 responses related to **parking** of which 69 responses stated that they were 'Concerned about a lack of parking', 63 stated they were in favour of 'Greater parking restrictions' in the area, 45 were concerned about 'Displacement of parked cars into other areas' and 41 were in favour of 'Keeping resident and disabled parking'. 39 responses wanted to see 'Alternative parking areas', 33 wanted to 'Keep the current parking' and 33 stated that fewer parking spaces would 'Promote modal shift'. The remaining 66 responses related to there already being a 'Lack of parking', there being 'Too many parked cars' and that changes are 'Not needed' as well as several other factors.

The remaining 64 responses related to poor safety in the area, the potential impact to businesses, the opportunity to reduce pollution and several other factors.

Figure 5:15 below shows the level of support for the removal of unrestricted parking on Henderson Street at Yardheads by geographic home location of the respondents that answered.

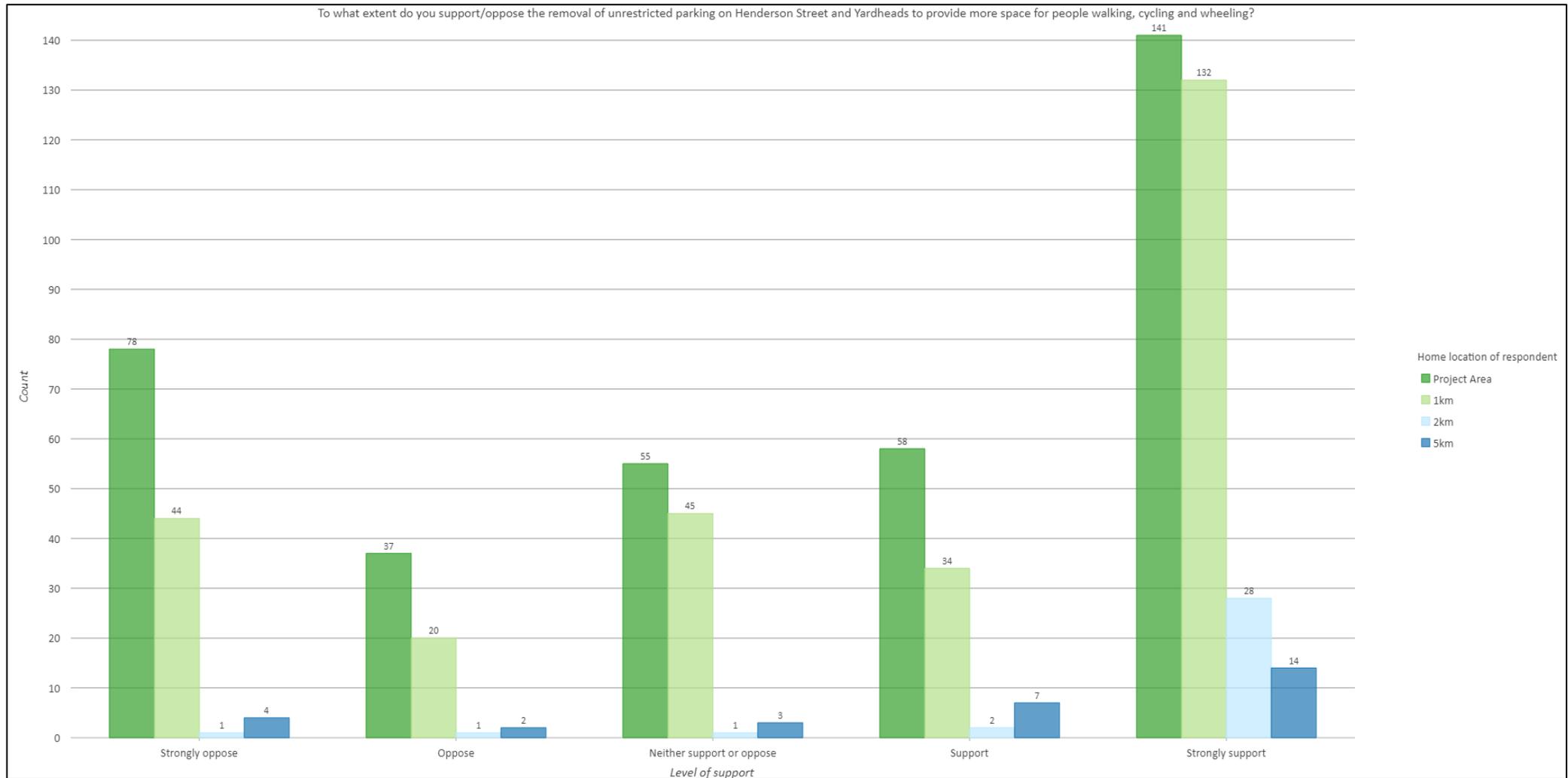


Figure 5:15: Support for removal of unrestricted parking (geographic response breakdown)

Further analysis was conducted to find out what people living along Henderson Street thought of the proposal to remove unrestricted parking along Henderson Street and Yardheads. A total of 32 residents live within the boundary, as shown in **Figure 5:11**.

To what extent do you support/oppose the removal of unrestricted parking on Henderson Street and Yardheads to provide more space for people walking, cycling and wheeling?

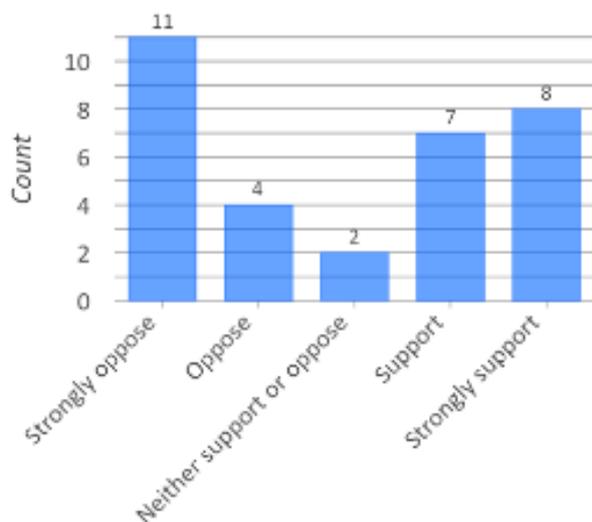


Figure 5:16: Results of HQ2 from residents living along Henderson Street

Figure 5:16 shows that out of the 32 respondents, 25% ‘Strongly support’, 22% ‘Support’, 6% ‘Neither support or oppose’, 13% ‘Oppose’ and 34% ‘Strongly oppose’.

HQ4 – To what extent do you support/oppose restricting access to Yardheads and Parliament Street to provide more space for people walking, cycling and wheeling?

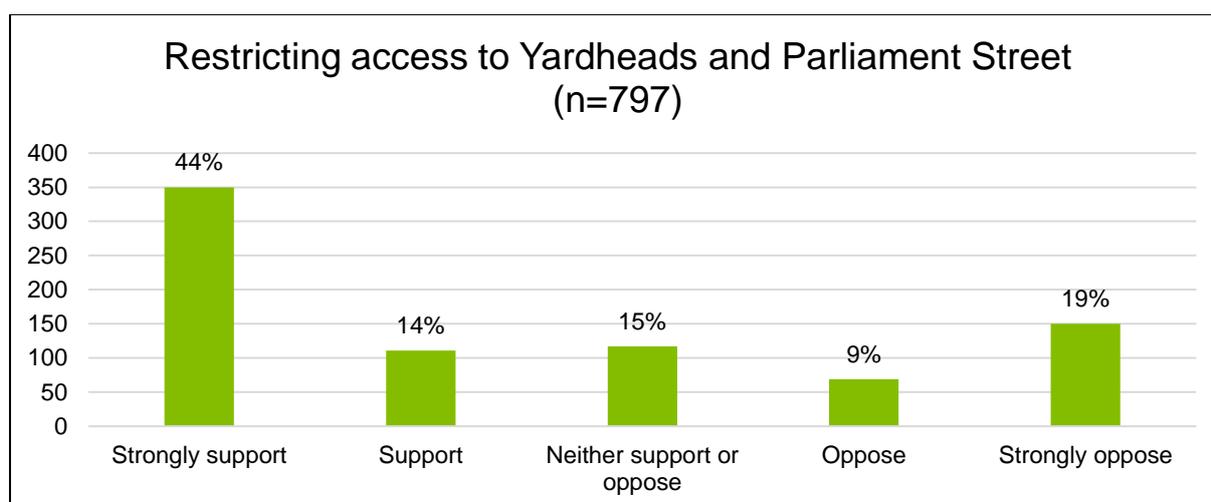


Figure 5:17: Support for restricting access to Yardheads and Parliament Street

Figure 5:17 shows that of the 797 respondents for this question, 44% 'Strongly support', 14% 'Support' and 15% 'Neither support or oppose' restricting access to Yardheads and Parliament Street. 9% were found to 'Oppose' and 19% were found to 'Strongly oppose' the proposed access restrictions.

When asked to explain their view if they wanted to, 395 responses were received:

- 227 responses related to **traffic operations** of which 61 stated that the restricting of access to Yardheads and Parliament Street was 'Not needed', 41 stated they were concerned about 'Traffic displacement' and 30 stated that the restrictions would 'Reduce rat running'. 26 responses were in favour of 'Vehicle restrictions, 25 stated that these roads should be 'Access only' and 21 were concerned about existing and future 'Congestion'. The remaining 23 responses related to the proposals 'Making access worse', wanting the 'Through access retained' and the need for 'Alternative routes'.
- 57 responses related to **safety** of which 25 stated that by restricting access the 'Safety of cyclists' would improve, 24 stated that the 'Safety of pedestrians' would improve and 5 stated that the area is 'Currently unsafe'. The remaining 3 responses related to 'Dangerous drivers'.
- 32 responses related to the quality and extent of **pedestrian infrastructure** of which 14 stated that the restrictions would 'Promote active travel', 7 highlighted the 'Poor quality of paths' and 3 stated that 'Pavements require resurfacing'. The remaining 8 responses were related to several different factors including that the proposals would 'Improve pedestrian access', the need for 'More pedestrian crossings' and that 'Wider pavements' are required.

The remaining 79 responses related to concerns about parking, increased pollution on other streets, the potential benefits to communities that could arise and several other factors.

Figure 5:18 shows the level of support for restricting access to Yardheads and Parliament Street by geographic home location of the respondents that answered.

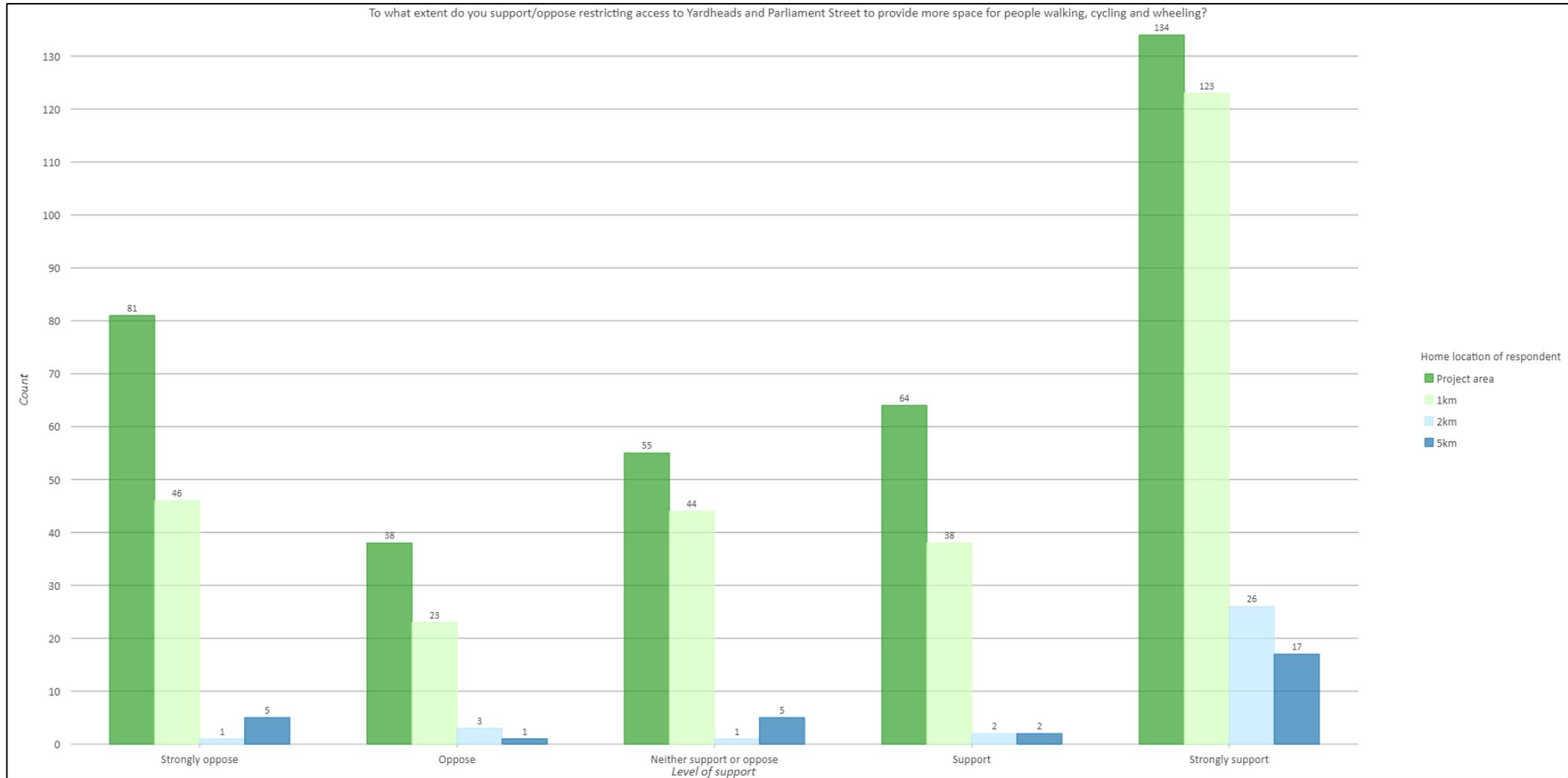


Figure 5:18: Support for restricting access to Yardheads and Parliament Street (geographic response breakdown)

Further analysis was conducted to find out what people living along Henderson Street thought of the proposal to restrict access to Yardheads and Parliament Street to provide more space for people walking, cycling and wheeling. A total of 32 residents live within the boundary, as shown in **Figure 5:11**.

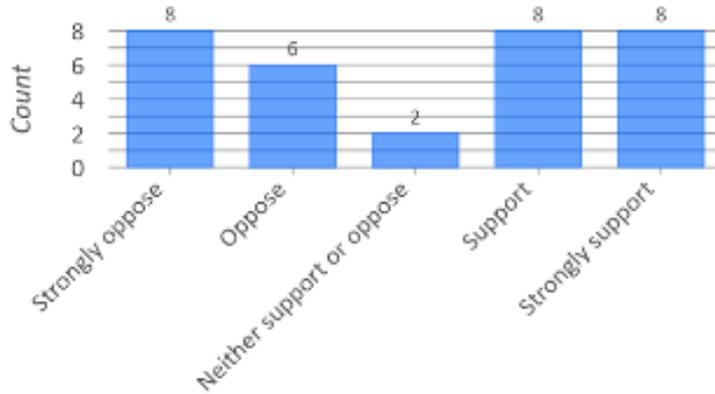


Figure 5:19: Results of HQ4 from residents living along Henderson Street

Figure 5:19 show that out of the respondents, 25% ‘Strongly support’, 25% ‘ Support’, 6% ‘Neither support or oppose’, 19% ‘Oppose’ and 25% ‘Strongly oppose’.

HQ5 – Secure bicycle parking is proposed on Henderson Gardens. Would you support further secure bicycle parking on Henderson Street? If so, what locations?

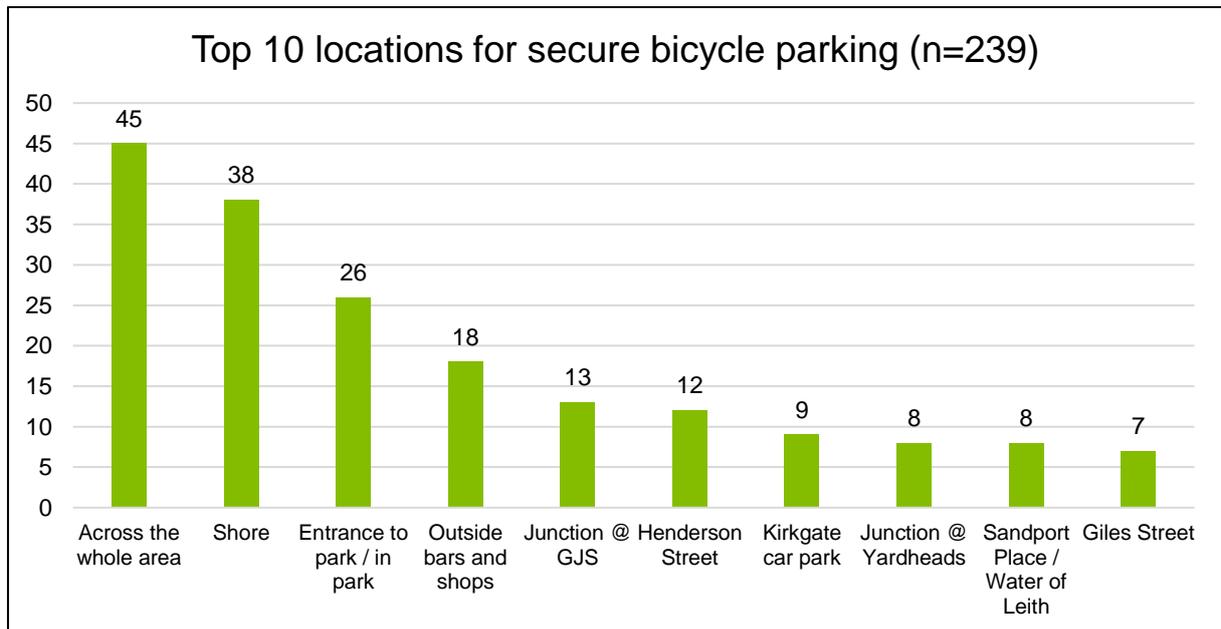


Figure 5:20: Top 10 locations for bicycle parking on or near Henderson Street

Figure 5:20 shows that out of the 239 responses which identified a location for bicycle storage, 45 responses (19%) stated that they would like to see secure bicycle parking ‘Across the whole area’, 38 responses (16%) stated they would like to see them on The Shore, 26 responses (11%) stated they would like to see them at the ‘Entrance to parks / in parks’ and 18 responses (8%) stated they would like to see them ‘Outside bars and shops’.

Other responses identified the ‘Junction at Great Junction Street’, ‘Henderson Street’, ‘Kirkgate Car Park’, the ‘Junction at Yardheads’, ‘Sandport Place / Water of Leith’ and ‘Giles Street’ amongst several other locations.

5.1.4 The Shore / Sandport Place

SQ1 – To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Sandport Place?

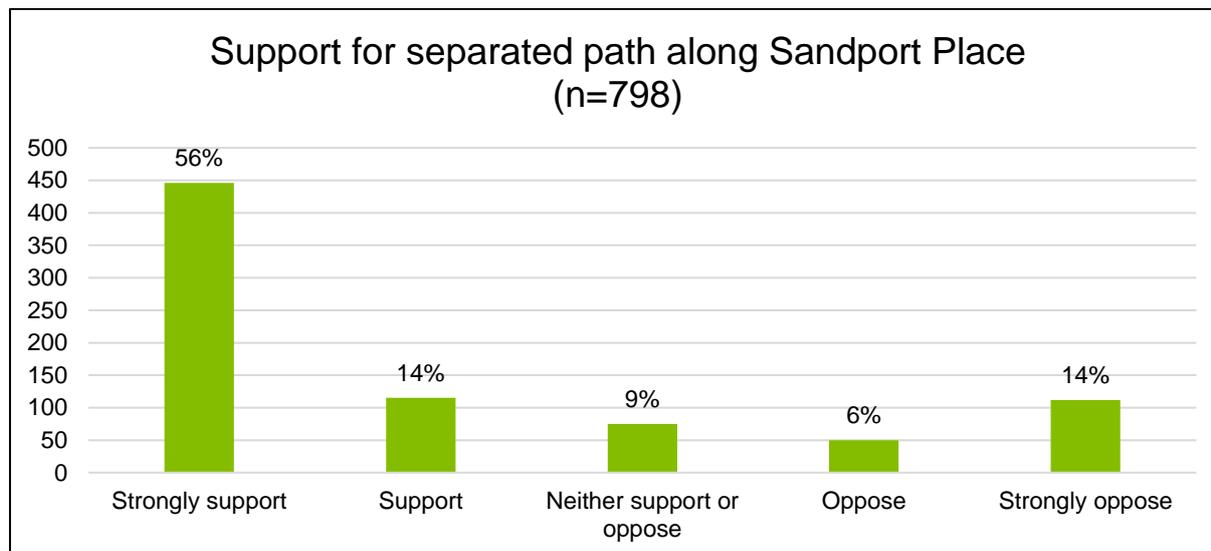


Figure 5:21: Support for separated path along Sandport Place

Figure 5:21 shows that of the 798 respondents for this question, 56% 'Strongly support', 14% 'Support' and 9% 'Neither support or oppose' the proposed separated path along Sandport Place. 6% were found to 'Oppose' and 14% were found to 'Strongly oppose' the separated path.

When asked to explain their view if they wanted to, 358 responses were received:

- 132 responses related to the quality and extent of **cycle infrastructure** of which 40 stated that they were in favour of 'Segregated infrastructure', 38 stated that the proposals were 'Not needed' and 20 stated that better 'Cycle path connections' are required. The remaining 34 responses related to several factors including the proposals would 'Encourage active travel', the proposed designs are 'Dangerous' and that a 'Tarmacked surface' is required.
- 107 responses related to **safety** of which 49 stated that the proposals would 'Improve safety for cyclists' and 27 stated that it would 'Improve safety for pedestrians'. 14 responses stated that the conditions are 'Currently dangerous', 9 stated the area experiences 'Speeding vehicles' and 7 stated that the proposals would be 'Safer for drivers'. 1 response highlighted 'Anti-social behaviour' as an issue.
- 44 responses related to **traffic operations** of which 20 highlighted concerns about the 'Vehicle restrictions', 10 were concerned about 'Increased congestion', 9 were concerned about 'Traffic displacement' and 5 stated that the area 'Currently experiences congestion'.
- 35 responses related to the quality and extent of the **road network** of which 16 stated that the area has 'Narrow roads', 8 stated that the 'Roads are in poor condition', 6 stated that there 'Isn't enough road space' for the proposals, 3 stated that the area experiences 'High traffic volumes' and 2 stated that they would like to see 'Traffic calming' in the area as well.

The remaining 40 responses related to several factors including the potential impacts to businesses, the quality of pedestrian infrastructure, health & wellbeing impacts and several other factors.

Figure 5:22 shows the level of support for a separated path along Sandport Place by geographic home location of the respondents that answered.

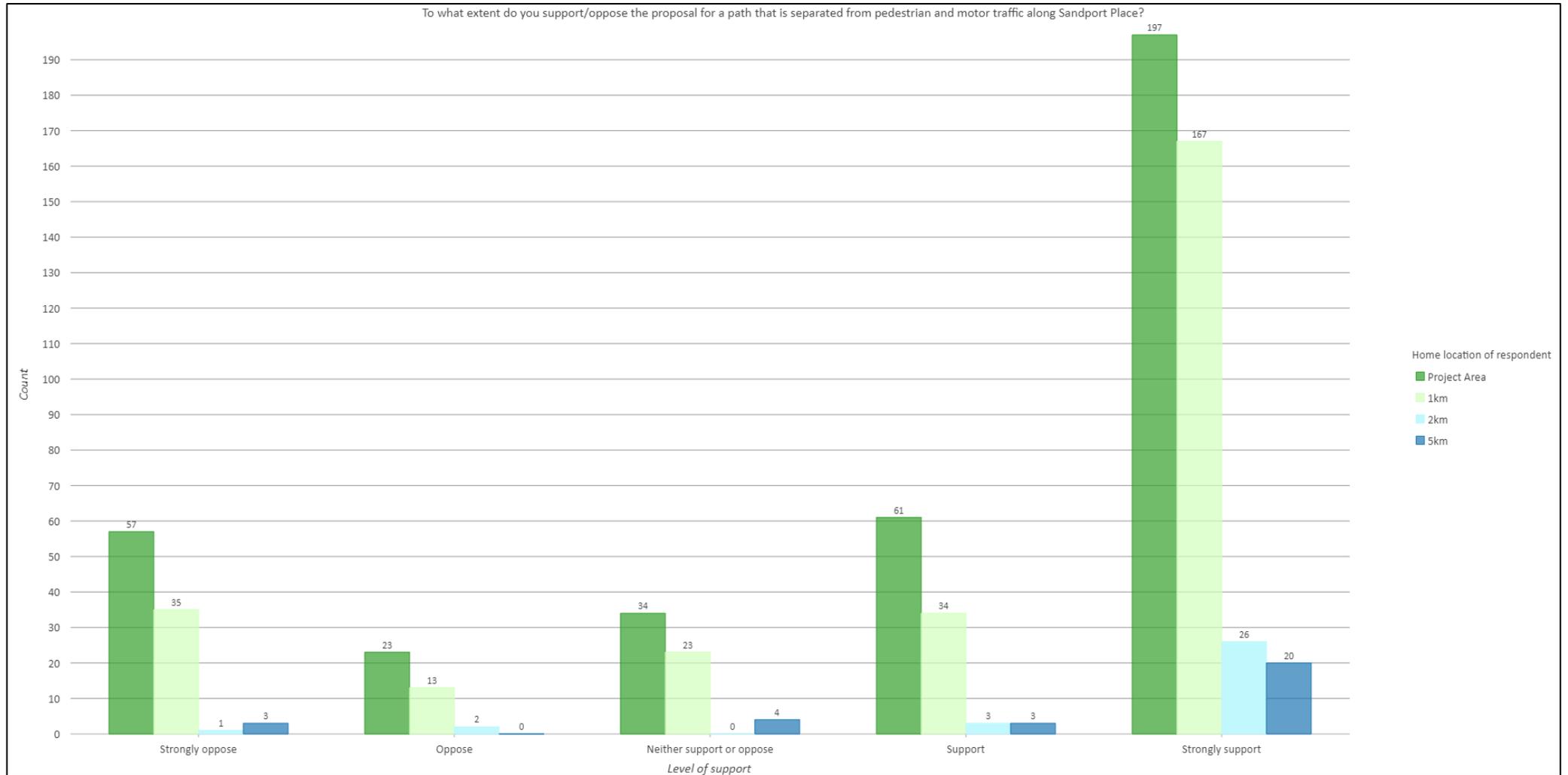


Figure 5:22: Support for separated path along Sandport Place (geographic response breakdown)

Further analysis was conducted to find out what people living along Sandport Place and Dock Street thought of the proposal for a path that is separated from pedestrians and motor traffic. A total of 12 residents live within the 20m boundary along Sandport Place and Dock Street, as shown in **Figure 5:23**.

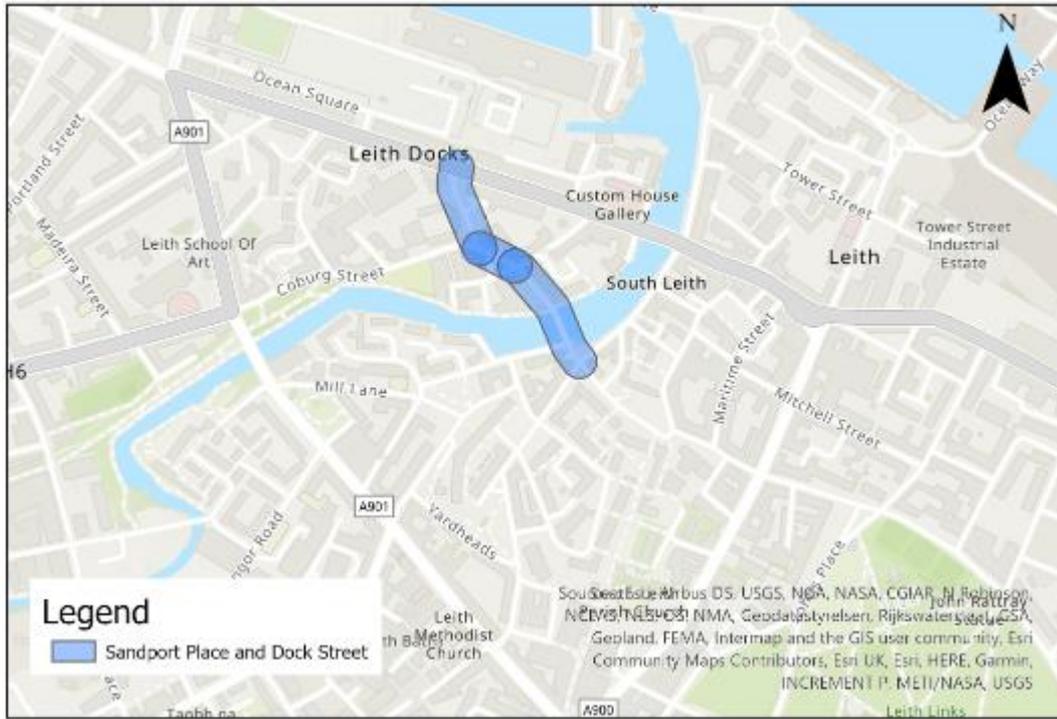


Figure 5:23: Boundary along Sandport Place and Dock Street

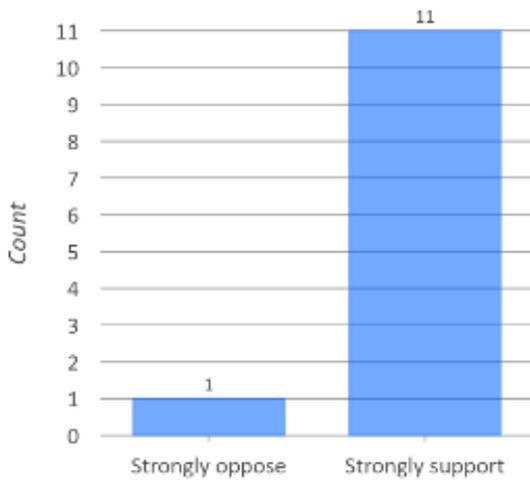


Figure 5:24: Results of SQ1 from residents living along Sandport Place and Dock Street

Figure 5:24 shows that out of the 12 respondents, 92% ‘Strongly support’ and 8% ‘Strongly oppose’.

SQ2 – To what extent do you support/oppose the proposed closure of Sandport Bridge to through traffic to provide more space for people walking, cycling and wheeling?

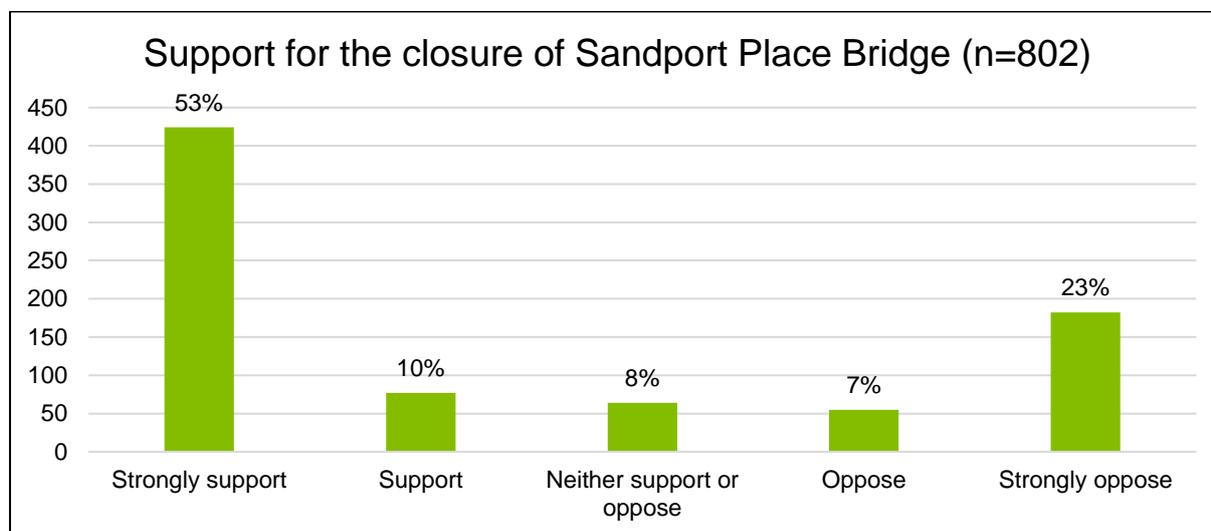


Figure 5:25: Support for the closure of Sandport Place Bridge to through traffic

Figure 5:25 shows that of the 802 respondents for this question, 53% 'Strongly support', 10% 'Support' and 8% 'Neither support or oppose' the closure of Sandport Place Bridge to through traffic. 7% were found to 'Oppose' and 23% were found to 'Strongly oppose' the closure to through traffic.

When asked to explain their view if they wanted to, 647 responses were received:

- 260 responses related to **traffic operations** of which 81 stated they were 'Concerned about traffic displacement', 31 stated that there are a 'Lack of alternative routes', a further 31 stated that the 'Proposals would increase congestion', 28 stated they were concerned about 'Vehicle restrictions' and another 28 stated that 'Road closures' were needed. The remaining 61 responses related to the area being 'Currently congested', concerns about 'Residential access' and several other factors.
- 99 responses related to **safety** with 29 responses stating that the 'Proposals would improve safety', 21 responses highlighted that the area currently experiences 'Speeding vehicles', 16 stated that the area is currently 'Dangerous for pedestrians', 11 stated that the area is currently 'Dangerous for cyclists' and a further 11 stated that the area experiences 'High traffic volumes'. The other 11 responses included concerns about 'Reductions in safety elsewhere' and 'Managing conflicts between cyclists and others'.
- 98 responses related to the quality and extent of **cycle infrastructure** of which 50 responses stated that they were 'Supportive of the proposals', 23 stated that improvements were 'Not needed' and 10 stated that 'Segregated infrastructure' is required. The remaining 15 responses related to the proposals 'Encouraging active travel', 'Poor planning or design' and several other factors.
- 78 responses related to the quality and extent of **pedestrian infrastructure** of which 37 stated that the 'Footpaths are too narrow', 22 were supportive of 'Full pedestrianisation' and 9 stated that the proposals would 'Improve connectivity'. The remaining 10 responses related to the need for 'Wider footpaths', a 'Lack of pedestrian crossings' and several other factors.
- 42 responses were related to **placemaking & landscaping** of which 32 stated that the proposals would have a 'Positive impact to public spaces' and 10 stated that the proposals needed to 'Provide spaces for people to enjoy the area'.

The remaining 70 responses related to health & wellbeing impacts, the quality and extent of road infrastructure, the potential impacts to businesses, the impacts to public transport and parking.

Figure 5:26 below shows the level of support for the proposed closure of Sandport Bridge to through traffic by geographic area of the respondents which answered.

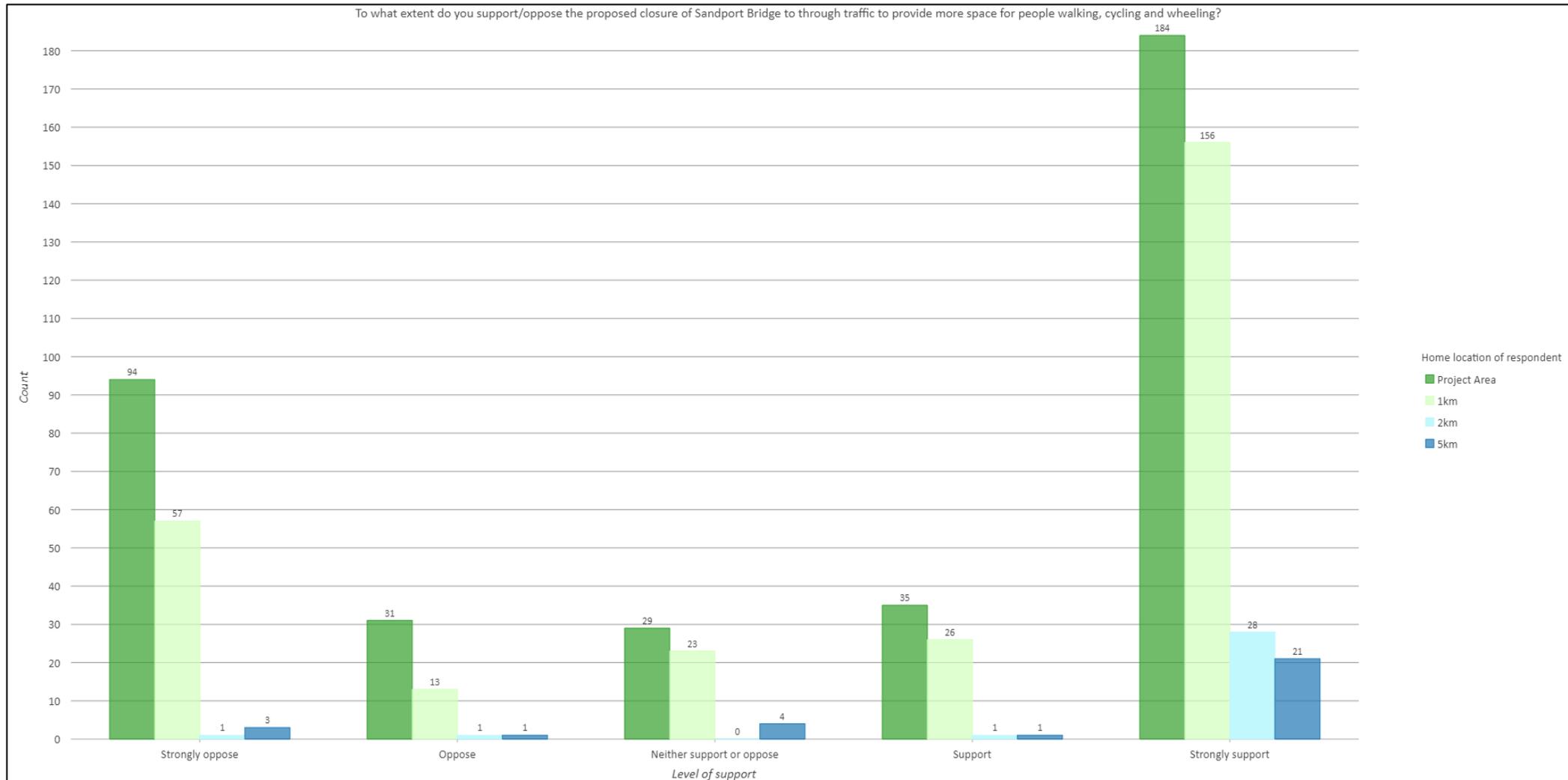


Figure 5:26: Support for the closure of Sandport Place Bridge to through traffic (geographic response breakdown)

Further analysis was conducted to find out what people living along Sandport Place and Dock Street thought of the proposal for a closure of Sandport bridge to through traffic to provide more space for people walking, cycling and wheeling. A total of 12 residents live within the boundary along Sandport Place and Dock Street, as shown in **Figure 5:23**.

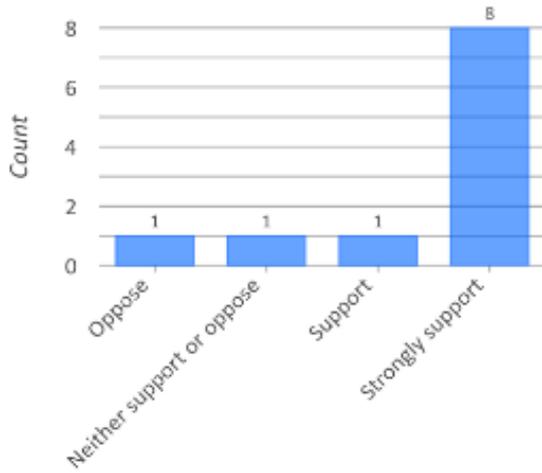


Figure 5:27: Results of SQ2 from residents living along Sandport Place and Dock Street

Figure 5:27 shows that out of the respondents, 73% ‘Strongly support’, 9% ‘Support’, 9% ‘Neither support or oppose and 9% ‘Oppose’.

SQ3 – To what extent do you support/oppose the proposed two-way bus gate (and removal of general traffic) on the Shore to improve conditions for people walking and cycling and enjoying the area?

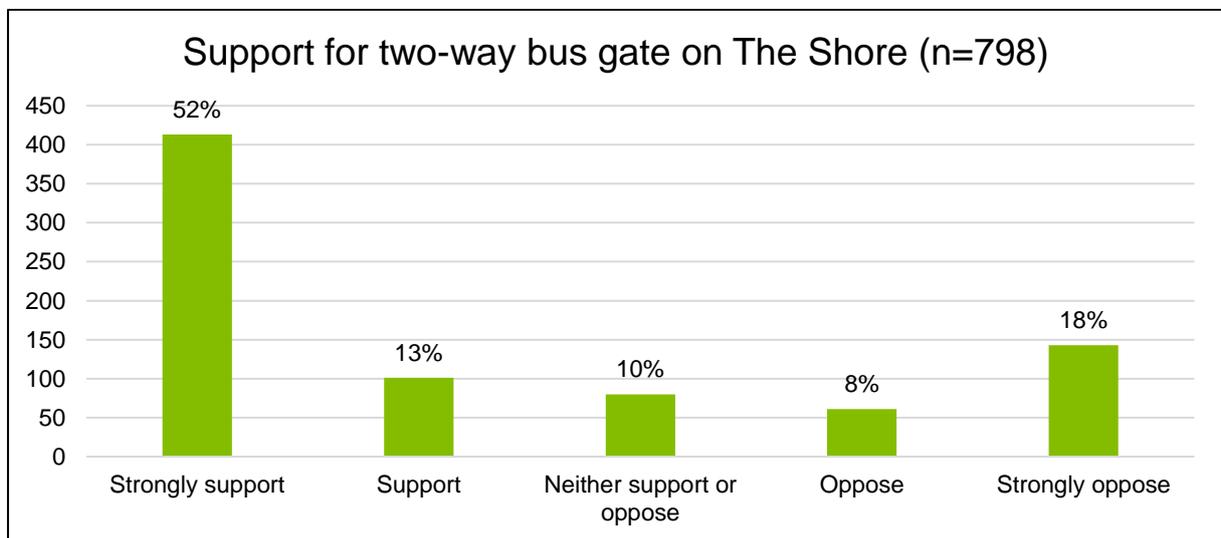


Figure 5:28: Support for two-way bus gate on The Shore

Figure 5:28 shows that of the 798 respondents for this question, 52% ‘Strongly support’, 13% ‘Support’ and 10% ‘Neither support or oppose’ the proposed two-way bus gate on The Shore. 8% were found to ‘Oppose’ and 18% were found to ‘Strongly oppose’ the bus gate.

When asked to explain their view if they wanted to, 642 responses were received:

- 244 responses related to **placemaking & infrastructure** of which 61 stated that they were in favour of the ‘Removal of traffic / full pedestrianisation’, 33 stated that the ‘Proposals will improve the look and feel of the area’, 32 stated that the ‘Proposals will

improve the amenity of the area' and a further 32 stated that 'Street space should be given to local businesses'. The remaining 86 responses included that 'Proposals will improve walking & cycling conditions', the need for 'Improved road conditions', that 'Road space should be re-purposed' and several other factors.

- 159 responses related to **traffic operations** of which 46 stated that they were 'Concerned about traffic re-routeing', 28 stated that there are a 'Lack of alternative routes if this is closed', 25 were 'Concerned about impacts to residents' and 17 stated that the 'Proposals would shift congestion to other areas'. The remaining 43 responses related 'Increased congestion', 'Increased pollution on other streets',
- 57 responses were **supportive of the proposals** in general whereas 53 responses were **opposed to the proposals**.
- 39 responses were related to **safety** of which 18 stated that the 'Proposals support improvements to safety', 8 stated that 'Cobbles are dangerous for cyclists and pedestrians' and 4 stated that they were supportive of measures that 'Limit traffic to improve safety'. The remaining 9 responses related to the proposals 'Decreasing safety on other roads', the area currently being 'Dangerously congested' and several other factors.
- 35 responses related to **public transport** of which 20 stated they would prefer to 'Re-route public transport to avoid the area', 10 stated that 'Buses also cause harm to the area' and 5 stated that the bus gate would 'Provide benefits to services'.

The remaining 55 responses related to comments about the bus gate, health & wellbeing impacts, and potential impacts to businesses.

5.1.5 Dock Street

DQ1 – To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Dock Street?

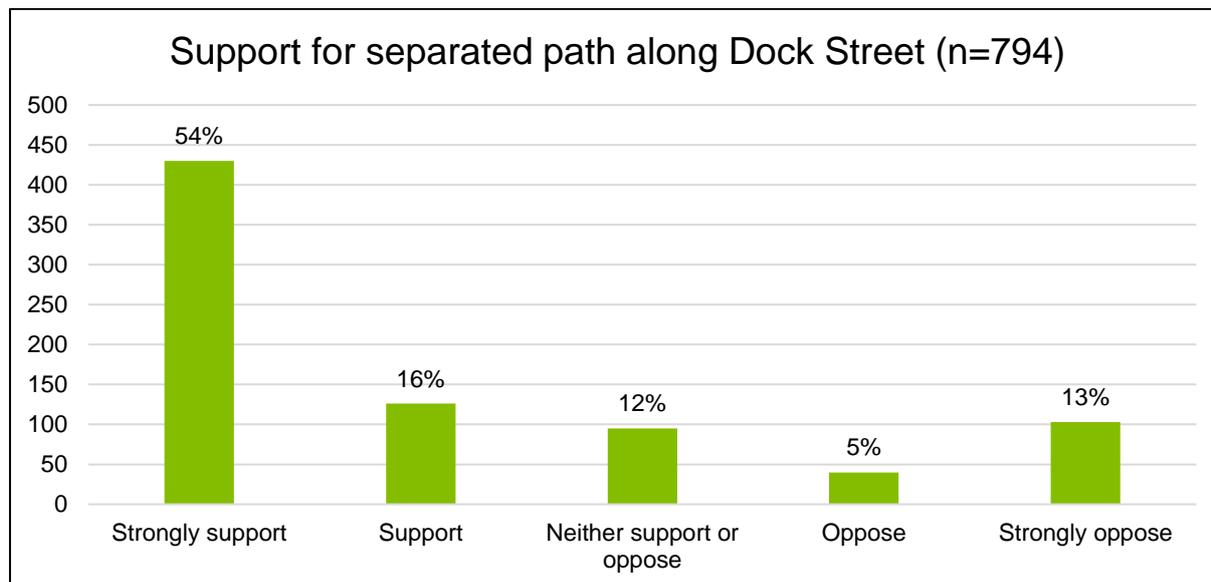


Figure 5:29: Support for separated path along Dock Street

Figure 5:29 shows that of the 794 respondents for this question, 54% 'Strongly support', 16% 'Support' and 12% 'Neither support or oppose' the proposed separated path along Dock Street. 5% were found to 'Oppose' and 13% were found to 'Strongly oppose' the separated path.

When asked to explain their view if they wanted to, 391 responses were received:

- 143 responses related to **cycle infrastructure**, of which 65 were in favour of 'segregation for cyclists from traffic and pedestrians', 30 comments stated that they felt the proposal for cycle infrastructure was not required and 14 responses referred to the need to 'improve cycle path connections'. 8 responses related to the conditions of surfaces, specifically finding 'cobblestones were dangerous and unattractive for cyclists'.
- 90 of the responses related to **safety** concerns. 28 of these referred to general concerns for safety, referencing safety concerns for all road users, 28 comments were specifically concerned about safety for cyclists and 16 were concerned about pedestrian safety
- 53 responses related to **road infrastructure**, 15 of these comments wanted to see 'cyclists restricted from roads and pedestrian paths', 13 comments felt that traffic and congestion was already an issue or would be made worse by the proposed plans and 10 responses related to roads being in 'poor condition'. 8 responses supported the idea of restricting vehicle use.
- 44 general comments were made, 27 related to supporting green infrastructure in general and 16 stated that there was no need for the proposal and 'didn't want to see these changes made'.
- 34 comments related to **pedestrian infrastructure**, 11 comments referred to wanting to see 'improvements to the general walking environment', 6 comments wanted to see 'priority given to pedestrians', 6 more comments referred to the 'need for wider pavements' and 6 related to the need for 'more pedestrian crossings'.

Figure 5:30 below shows the level of support for a separated path along Dock Street by geographic area of the respondents which answered.

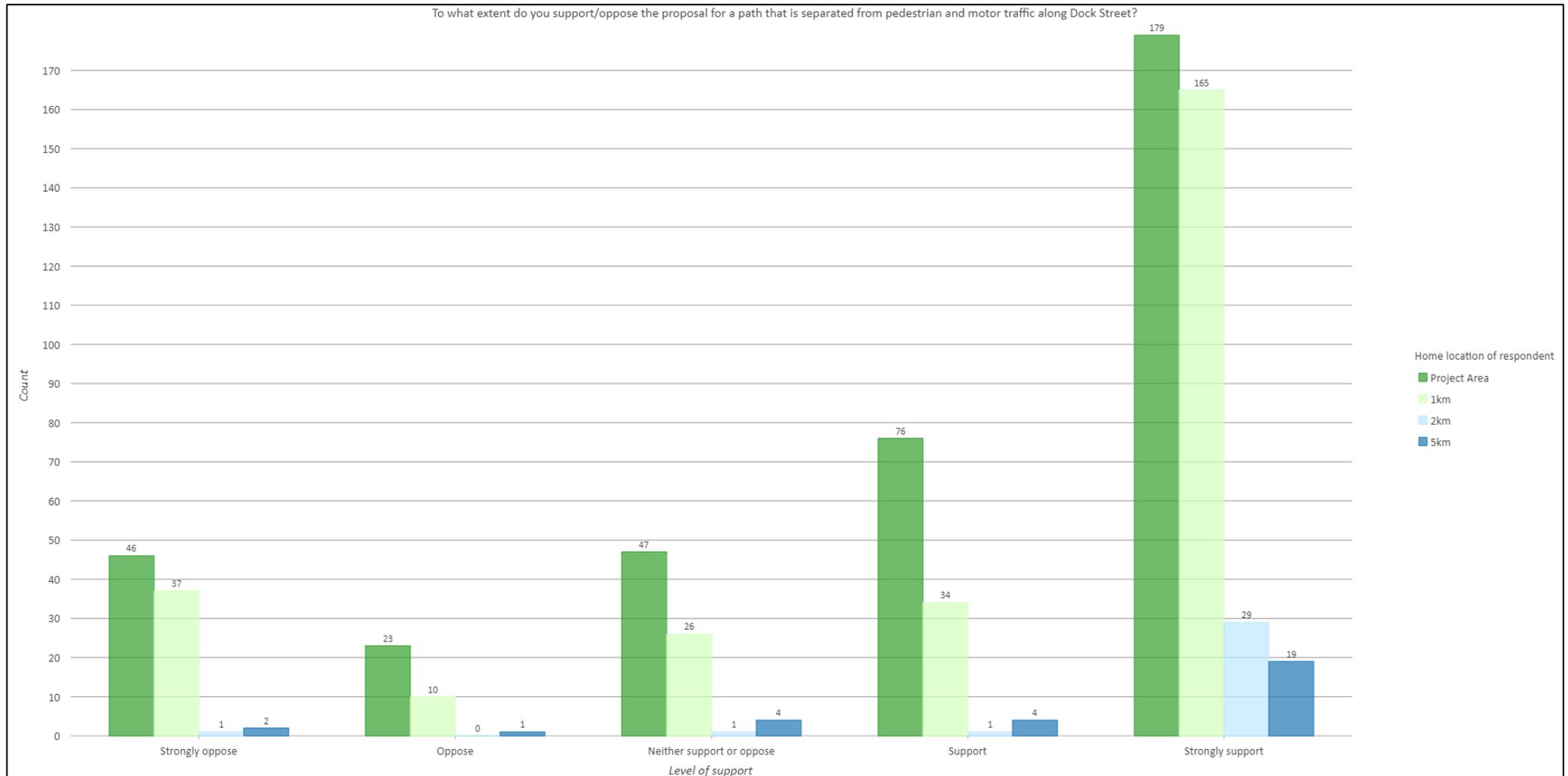


Figure 5:30: Support for separated path along Dock Street (geographic response breakdown)

Further analysis was conducted to find out what people living along Sandport Place and Dock Street thought of the proposal for a path that is separated from pedestrians and motor traffic along Dock Street. A total of 12 residents live within the 20m boundary along Sandport Place and Dock Street, as shown in **Figure 5:23**.

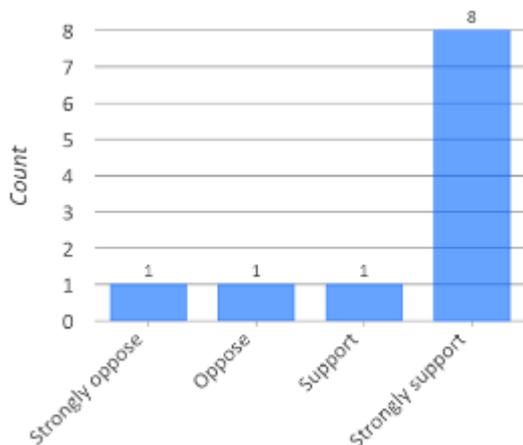


Figure 5:31: Results of DQ1 from residents living along Sandport Place and Dock Street

Figure 5:31 shows that out of the respondents, 73% ‘Strongly support’, 9% ‘Support’, 9% ‘Oppose’ and 9% ‘Strongly oppose’.

DQ2 – With Sandport Bridge closed to through traffic, Dock Street will have low volumes of vehicle traffic. There could be an opportunity to keep cyclists on-road on a relatively quiet street. However, there are issues with existing cobbled road surface and a number of business accesses on this stretch.

Would you have a preference of the following provision for cyclists on Dock Street?

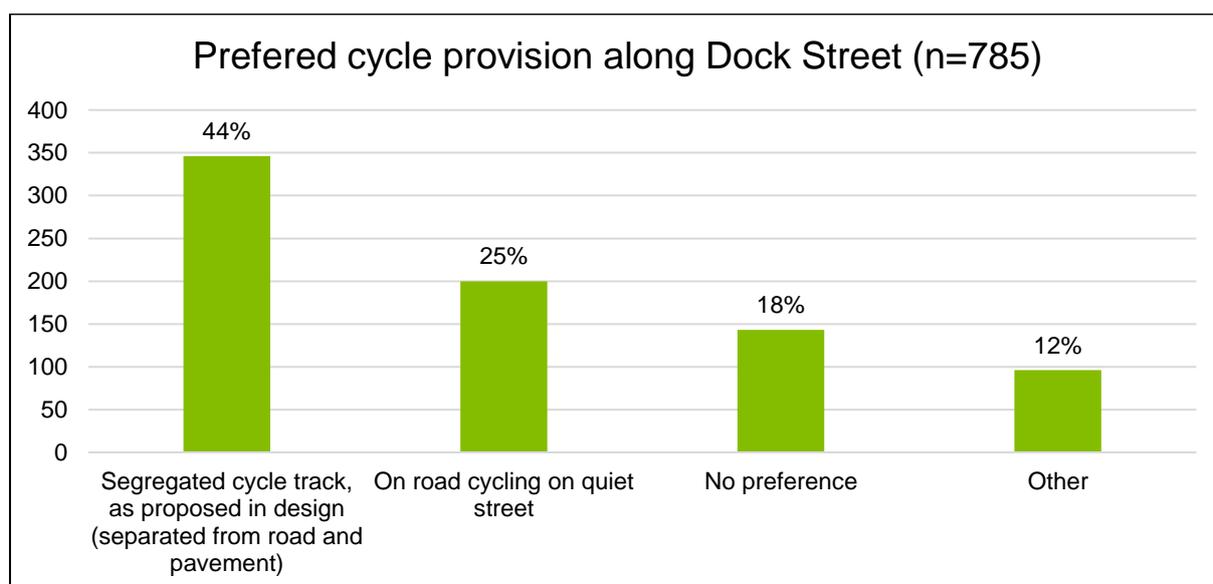


Figure 5:32: Support for separated path along Dock Street

Figure 5:32 shows that of the 785 respondents for this question, 44% of respondents would prefer a ‘Segregated cycle track as proposed in design’, 25% support ‘On road cycling on quiet street’, 18% had ‘No preference’ and 12% preferred ‘Other’ solutions.

When asked to explain their view if they wanted to, 278 responses were received:

- 66 responses related to **general** comments about the proposals, 34 of which were in favour of 'Leaving it as it is', 27 stated they were 'Against closing it to traffic', 3 stated they were 'Happy with either option' and 2 stated that they were 'Confident cyclists' and therefore happy with any option.
- 64 responses related to **road and footpath surfaces** of which 23 wanted to 'Maintain cobbles for the character / history of the area', 23 preferred 'Smooth surfaces for walking and cycling', 16 stated that the 'Current road surface requires improvement' and 2 stated that 'Clear road markings are required'.
- 57 responses related to the **cycle infrastructure** of which 35 stated that they support 'Segregated cycle infrastructure in general', 19 stated that the 'Cycle lane should not have any cobbles', 2 stated that they would prefer a 'Cycle lane with cobbles on either side' and 1 would like a 'Shared cycle & pedestrian path'.
- 47 responses related to **safety** of which 39 stated that 'Cobbles are restrictive and dangerous to cyclists', 6 responses stated that they were 'Concerned about HGVs accessing businesses over the path' and 2 responses were supportive of 'Whatever options improve safety'.
- 44 responses related to **on-road cycle infrastructure** of which 21 stated that they would prefer 'Cycle lanes on the road but with less traffic', 13 preferred to 'Keep cyclists on the road but improve the road surfaces / remove cobbles' and 10 responses supported 'Keeping cyclists on the road' in general.

DQ3 – To what extent do you support the removal of unrestricted parking on Dock Street to provide more space for people walking, cycling and wheeling?

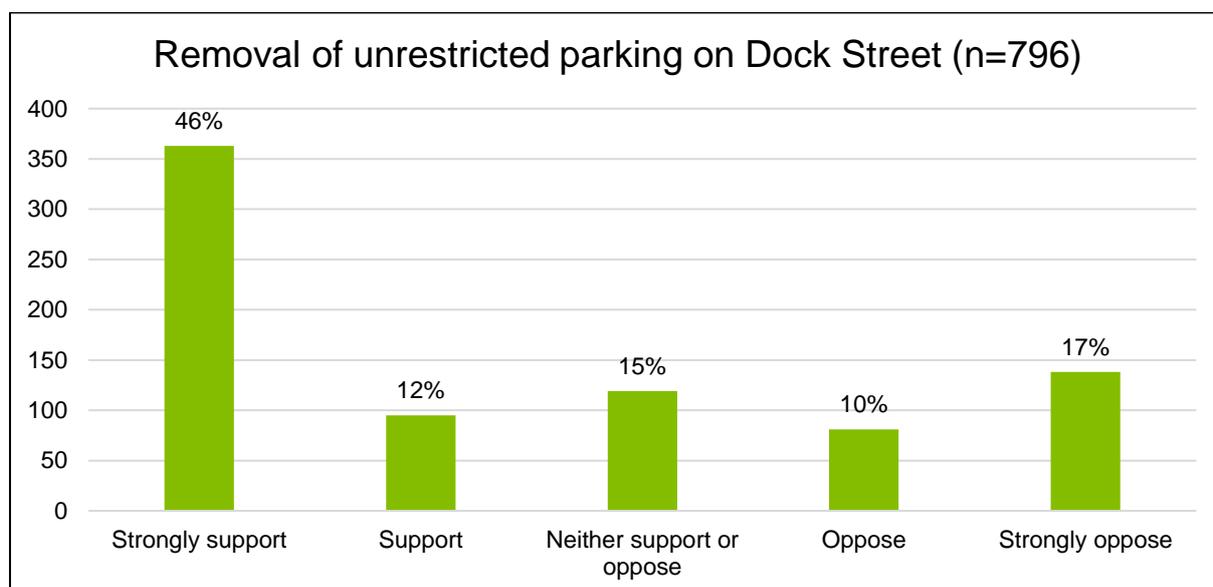


Figure 5:33: Support for removal of unrestricted parking on Dock Street

Figure 5:33 shows that of the 796 respondents for this question, 46% 'Strongly support', 12% 'Support' and 15% 'Neither support or oppose' the removal of unrestricted parking on Dock Street. 10% were found to 'Oppose' and 17% were found to 'Strongly oppose' the removal of unrestricted parking.

When asked to explain their view if they wanted to, 262 responses were received:

- 142 comments were in regards to **parking**, 45 of these comments felt that 'parking was already poor in the area for the number of people that live here', 44 responses stated that it would create 'unfair issues for residents trying to park' and 18 comments referred to the issues this would cause for local businesses as it may affect their customers and

hence their trade. 16 responses supported the removal of unrestricted parking as they felt it wasn't necessary and 16 comments wanted to see some form of 'parking enforcement' in the area.

- 41 responses referred to the **road infrastructure**, 30 of these were concerned that by removing unrestricted parking, traffic and those wanting to park would be displaced and cause problems elsewhere, 7 comments related to traffic congestion being an issue and 4 comments mentioned the 'poor road conditions'.
- 40 responses related to **pedestrian infrastructure**, 19 of which wanted to see 'priority given to pedestrians' and 18 comments stated they wanted to see general improvements in the walking environment.
- 24 responses related to **cycle infrastructure**, 16 of those stated that priority should be given to cyclists to encourage active travel and 4 comments wanted to see a general improvement to the local cycle connections.
- 24 responses supported **green infrastructure** and wanted to see more of it, 7 felt that there would be a community benefit from encouraging active travel.
- 16 responses were concerned how the removal of unrestricted parking would negatively affect those who rely on cars for multiple health and personal reasons.
- 15 responses felt the proposed removal of unrestricted parking was not needed.

Further analysis was conducted to find out what people living along Sandport Place and Dock Street thought of the proposal for the removal of unrestricted parking along Dock Street. A total of 11 residents live within the boundary along Sandport Place and Dock Street, as shown in **Figure 5:23**.

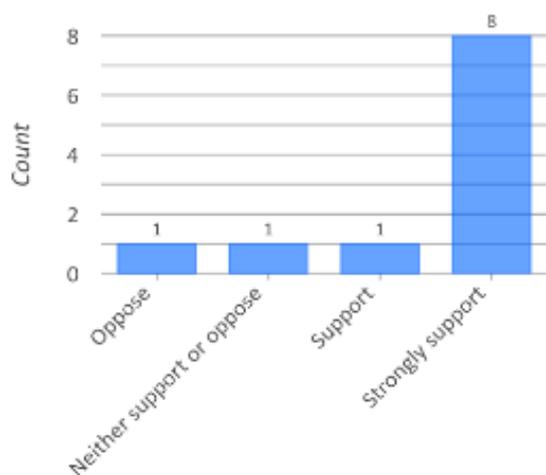


Figure 5:34: Results of DQ3 from residents living along Sandport Place and Dock Street

Figure 5:34 shows that out of the respondents, 73% 'Strongly support', 9% 'Support', 9% 'Neither support or oppose and 9% 'Oppose'.

DQ4 – To what extent do you support the proposed junction and pedestrian crossing improvements on Commercial Street?

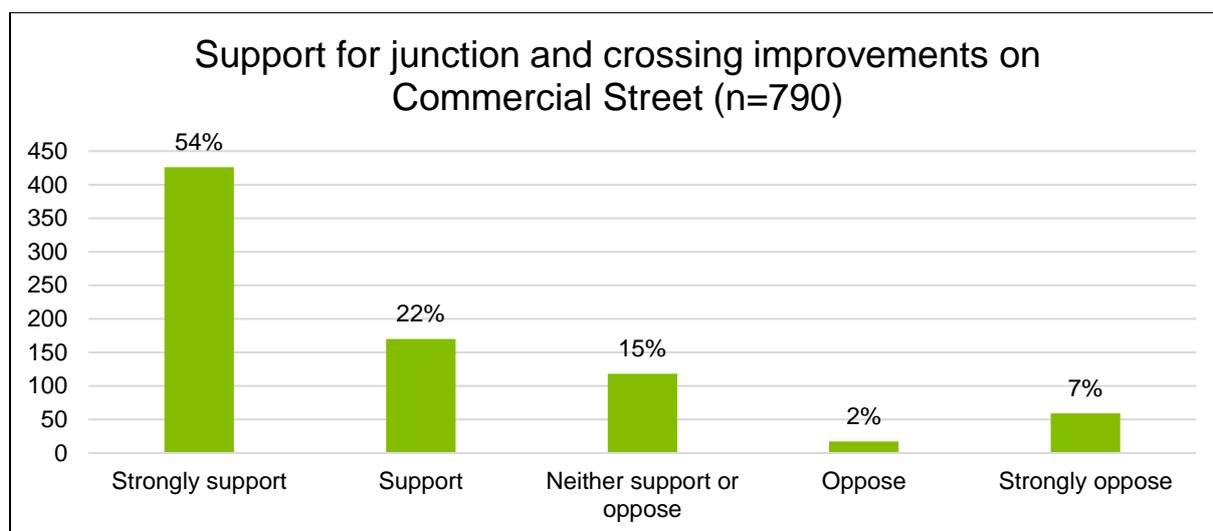


Figure 5:35: Support for junction and crossing improvements on Commercial Street

Figure 5:35 shows that of the 790 respondents for this question, 54% ‘Strongly support’, 22% ‘Support’ and 15% ‘Neither support or oppose’ the proposed junction and crossing improvements on Commercial Street. 2% were found to ‘Oppose’ and 7% were found to ‘Strongly oppose’ the proposed improvements.

When asked to explain their view if they wanted to, 521 responses were received:

- 156 responses related to pedestrian infrastructure, 68 of which were in general support for pedestrian crossings and 39 comments wanted to see a general improvement to the walking environment to encourage active travel. 34 responses were in support of pedestrian crossings on Commercial Street for safety and ease for those walking, cycling and wheeling and 11 responses felt that pedestrians should have priority.
- 114 comments related to safety, 46 of these supported the crossing improvements to improve safety specifically for pedestrians, 29 supported improvements to safety in general and 23 responses related to improving safety for cyclists.
- 112 responses related to road infrastructure, 44 of which felt that the junction and crossing were not required, and 33 responses related to concerns that it would increase congestion and travel times, making roads more congested and busier.
- 49 comments related to cycle infrastructure, 18 responses referred to safe crossing also being a priority for cyclists, 14 comments related to the need for cyclists to be segregated from pedestrians and from traffic and 13 responses mentioned the need to improve cycle path connections.
- 35 comments supported the idea of green infrastructure and encouraging active travel and 8 responses felt that the community would benefit.
- 7 comments referred to the time given for pedestrians and cyclists to cross the road, they wanted to see improved timings to make the crossing flow better.

DQ5 – To what extent do you support/oppose restricting access to Coburg Street to provide more space for people walking, cycling and wheeling and improving access to the Water of Leith Walkway?

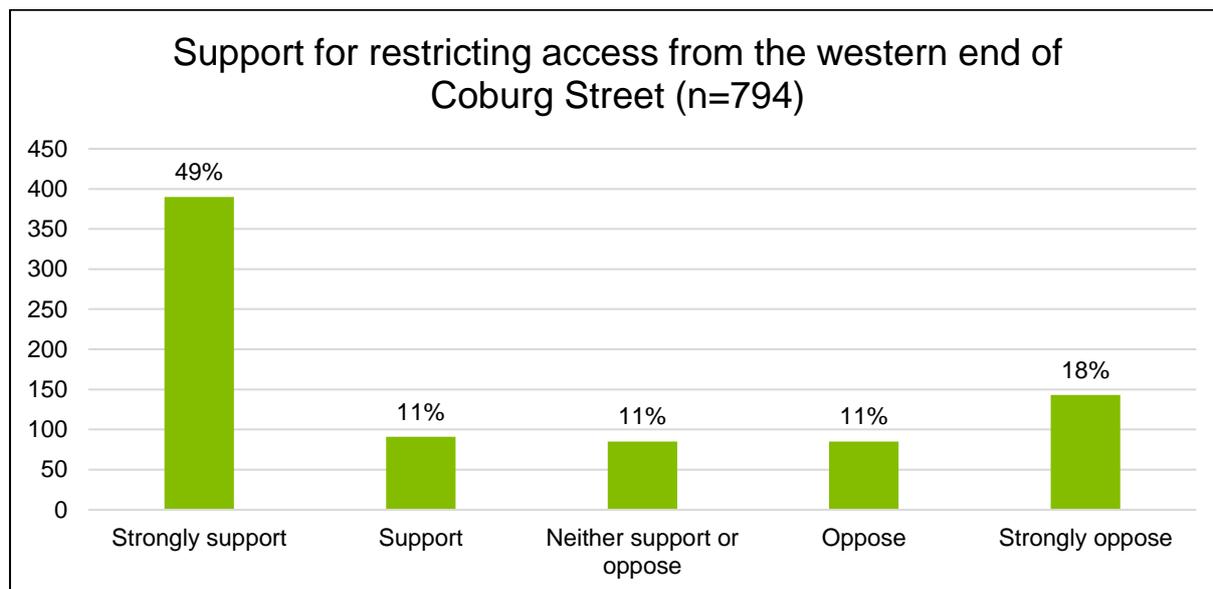


Figure 5:36: Support for restricting access from the western end of Coburg Street

Figure 5:36 shows that of the 794 respondents for this question, 49% ‘Strongly support’, 11% ‘Support’ and 11% ‘Neither support or oppose’ the restricting of vehicular access from the western end of Coburg Street. 11% were found to ‘Oppose’ and 18% were found to ‘Strongly oppose’ the restrictions on the western end of Coburg Street.

When asked to explain their view if they wanted to, 400 responses were received:

- 101 comments related to traffic operations, 27 of which stated the concern that traffic would be displaced elsewhere, and 23 responses wanted to see vehicles restricted. 22 responses referred to issues with traffic flow, congestion and rat running and 21 comments did not want the access to Coburg Street restricted.
- 52 responses related to pedestrian infrastructure, 23 of which wanted to see general improvements to the walking environment and 19 responses referred to the support of pedestrian priority.
- 44 responses related to safety, 16 of which referred to general safety being improved with the restricting access and 11 comments stated that speeding was an issue on Coburg Street which was an issue for those walking, cycling and wheeling.
- 37 responses related to cycle infrastructure, 13 comments supported cyclist priority and 13 responses stated that they agreed with segregation for cyclists with cycle lanes or cycle routes, but they did not support restricted access.
- 29 responses were concerned about access for residents and businesses
- 25 comments stated the ‘object’ and 24 responses had no issues with how Coburg Street currently is.
- 23 responses related to health and wellbeing, 9 responses thought that restricting access would be beneficial for people’s health and 6 comments felt it would reduce pollution and improve the environment.
- 20 responses related to road infrastructure, 18 of which were concerned traffic being congested elsewhere if this street is restricted.

5.2 About you

Q21 – Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months?

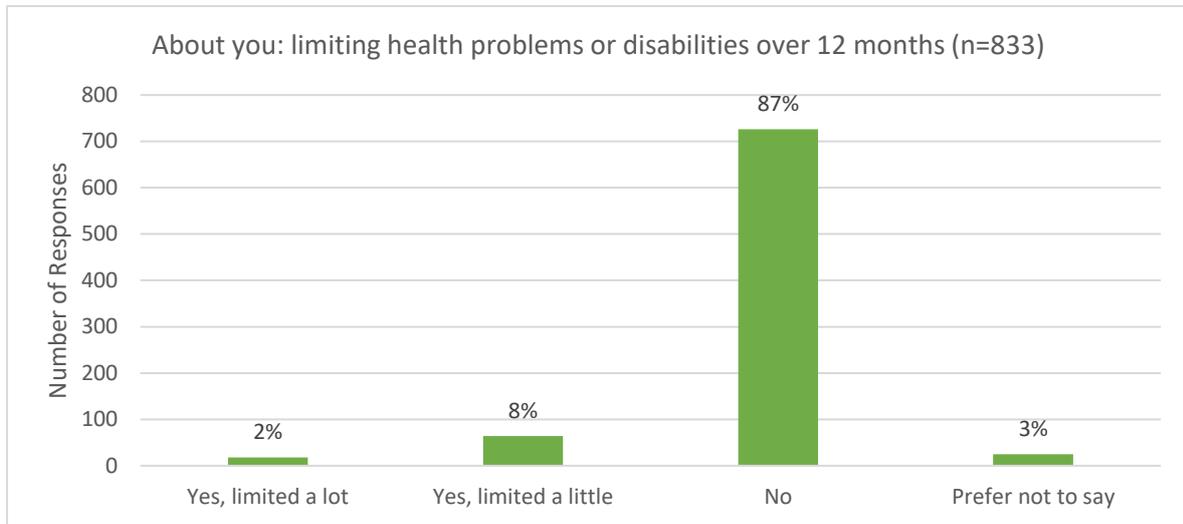


Figure 5:37: About you: limiting health problems or disabilities over 12 months

With regards to limiting health problems or disabilities lasting or expected to last over 12 months, **Figure 5:37** shows that 2% of respondents stated **'Yes, limited a lot'**, 8% stated **'Yes, limited a little'**, 87% stated **'No'** and 3% stated that they would **'Prefer not to say'**.

Q22 – Overall, how would you rate your general health over the last four weeks?

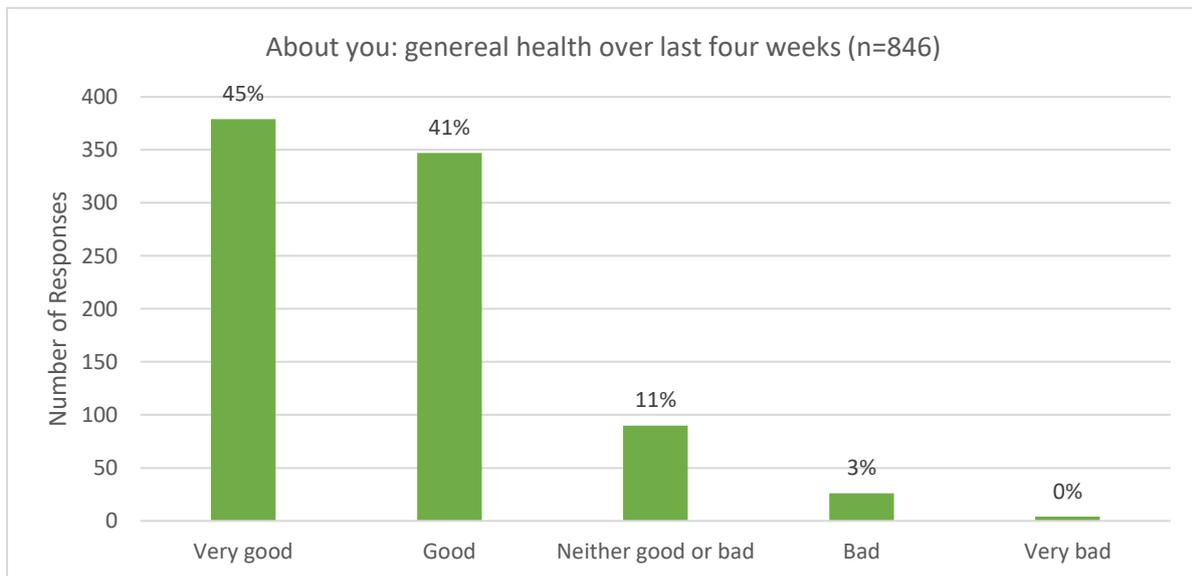


Figure 5:38: About you: health over the last four weeks

With regards to their health over the last four weeks, **Figure 5:38** shows that 45% of respondents stated **'Very good'**, 41% stated **'Good'**, 11% stated **'Neither good or bad'**, 3% stated **'Bad'** and less than 1% stated **'Very bad'**.

Q23 – What is your gender?

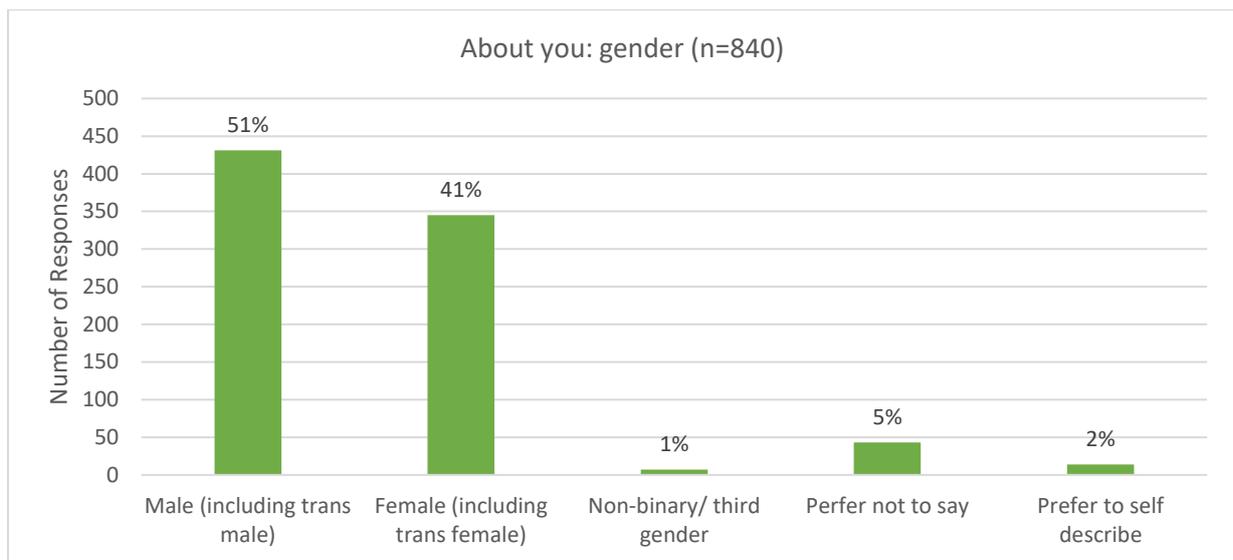


Figure 5:39: About you: gender

Figure 5:39 shows that 51% of respondents identified as **'Male (including trans male)'**, 41% identified as **'Female (including trans female)'**, 1% identified as **'Non-binary/ third gender'**, 5% stated that they would **'Prefer not to say'** and 2% **'Prefer to self-describe'**.

Q24 – What age group do you fit into?

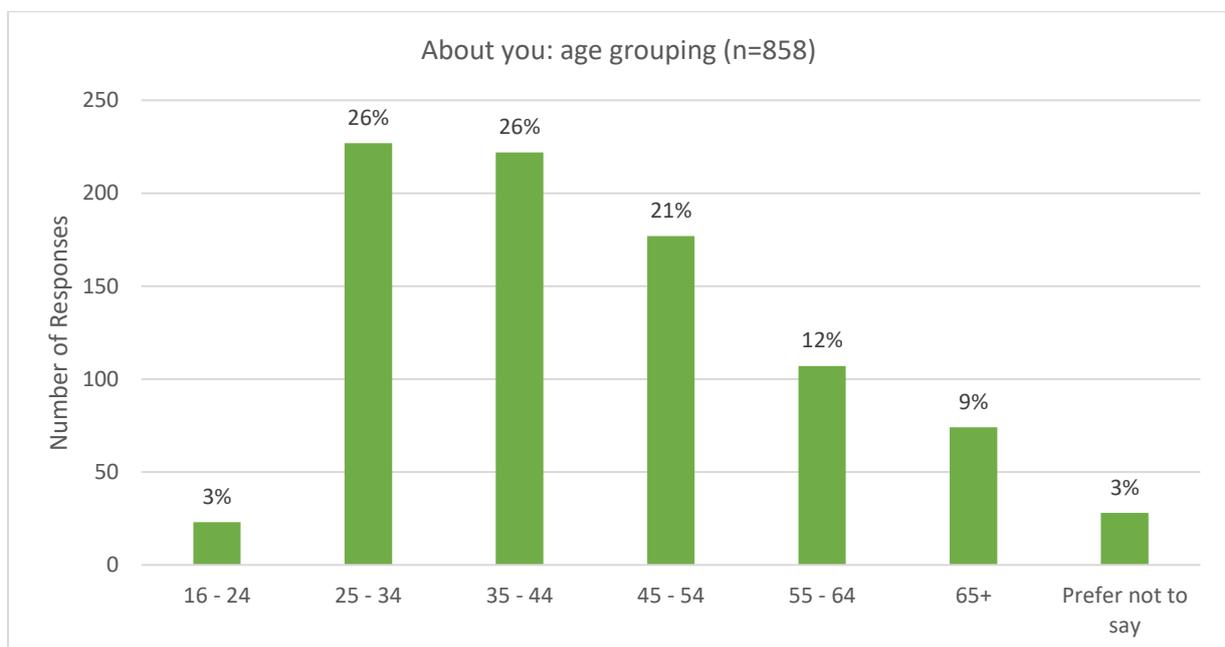


Figure 5:40: About you: age grouping

Figure 5:40 shows the age grouping of the survey respondents. 3% were **'16-24'**, 26% were **'25-34'**, 26% were **'34-44'**, 21% were **'45-54'**, a further 12% were **'55-64'** and 9% were **'65+'**, while 3% **'Prefer not to say'**.

Q25 – Which of the following best describes your working status?

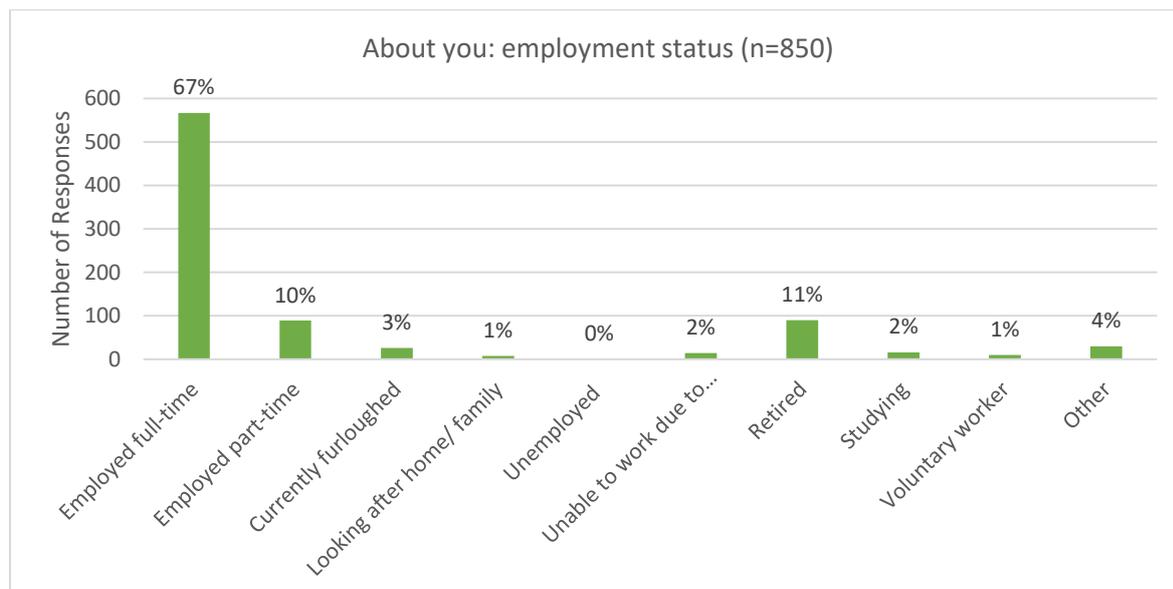


Figure 5:41: About you: employment status

With regards to employment status, **Figure 5:41** shows that 67% of respondents were **'Employed full-time'**, 11% were **'Retired'** and 10% were **'Employed part-time'**. Of the remaining respondents, 3% were **'Currently furloughed'**, 1% were either **'Looking after home/ family'** or a **'Voluntary Worker'**. A further 2% were **'Studying'**, 2% were **'Unable to work'** and less than 1% were either **'Unemployed'**. 4% of respondents selected **'Other'** of which the most common response was **'Self-employed'**.

Q25.1 – Are you a key worker?

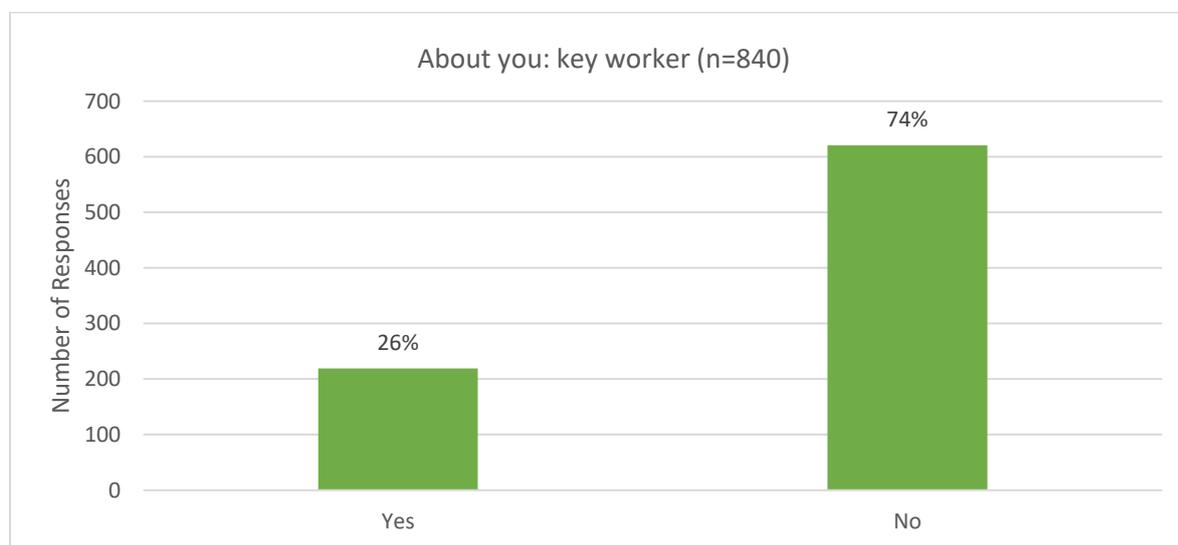


Figure 5:42: About you: keyworker

Figure 5:42 shows that 26% of respondents stated that **'Yes'** they are a keyworker and 74% stated **'No'** they are not.

Q26 – To which of these groups do you consider you belong?

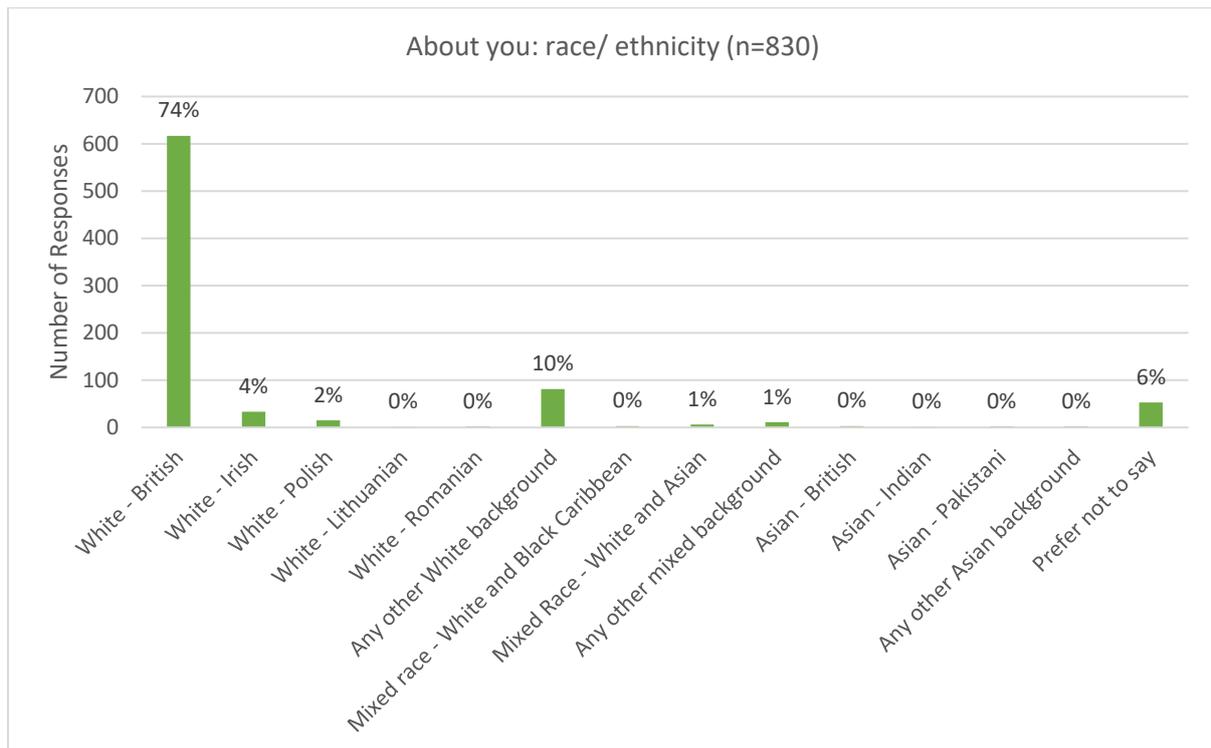


Figure 5:43: About you: race / ethnicity

Figure 5:43 shows that 74% of respondents considered themselves **'White-British'**, 10% of respondents considered themselves as **'any other White background'**, 4% considered themselves **'White-Irish'** and 2% considered themselves as **'White-Polish'**. 1% considered themselves **'Mixed Race – White and Asian'** or **'Any other mixed background'** and 6% stated they would **'Prefer not to say'**.

Q27 – Would you like to be kept informed about the results of this consultation?

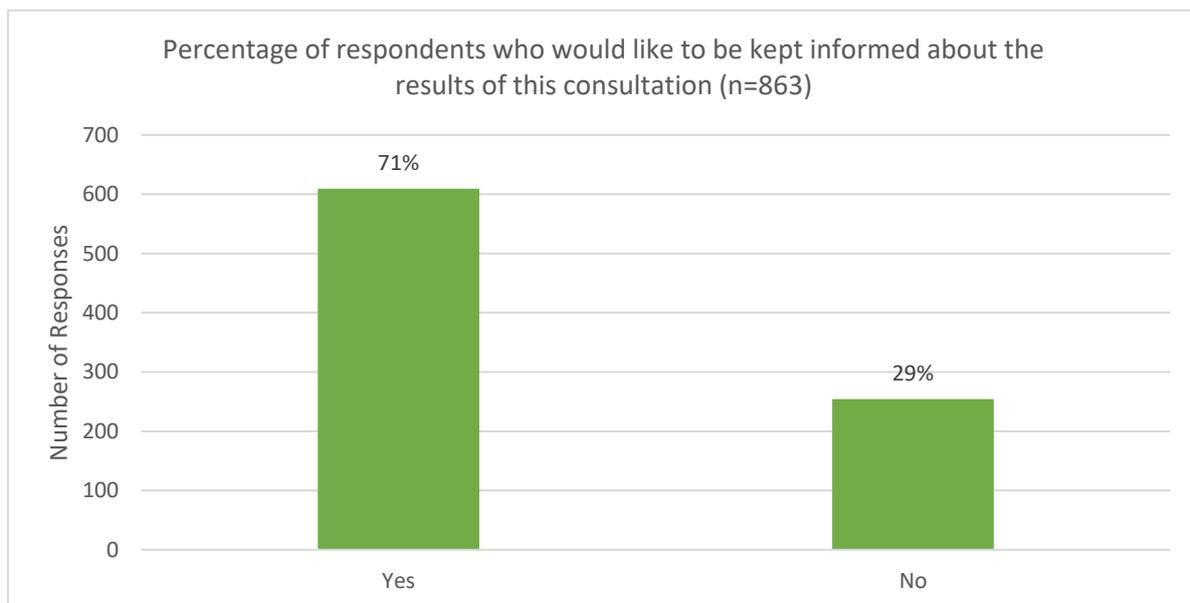


Figure 5:44: About you: consultation updates

Figure 5:44 shows that 71% of respondents stated that **'Yes'** they would like to be kept informed and 29% stated **'No'** they would not like to be kept informed of the results of this consultation

6. Next Steps

The next step will be for the route proposals to move forward into Developed Design and Technical Design stages taking into account the feedback received. There will be further development and community engagement for the northern part of the route from Dock Street to Ocean Terminal.

Traffic regulation orders will be brought forward in the coming months along with Council committee approvals.

Appendix A – Leaflet



HAVE YOUR SAY...

The City Of Edinburgh Council is seeking feedback from local residents and businesses on a new project which aims to create a safer and more comfortable environment for residents and visitors walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Leith. To meet these objectives, the Council is developing proposals for and seeking your comment on:

1. Concept design for a new high quality cycling link from the Foot of the Walk to Ocean Terminal.
2. Setting the scope of a Low Traffic Neighbourhood in Leith.

Full details on the project, including cycle route designs, are available on the Council's Consultation Hub. This will be live from 8th to 28th February 2021, please see below for details on how to respond.

All materials related to the proposed street improvements are available online at:

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

You can respond in a number of ways:

1. Online survey
2. Via the following email address: miles.wilkinson@edinburgh.gov.uk, martyn.lings@edinburgh.gov.uk

Please write to us below or email anna.mcrobbie@aecom.com if you wish to receive a paper copy of the survey:

FREEPOST RTRS-YLCY-EAEA
Community Engagement: Leith Connections
Clocktower
Unit 1 Flassches Yard
South Gyle Crescent
Edinburgh
EH12 9LB



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JOB: THE MOVEMENT

AECOM



Leith Connections, Low Traffic Neighbourhood; Project Area



Visualisation looking west on Great Junction Street, towards Henderson Street

Appendix B – Community Reference Group Meeting Notes

Leith Connections Community Reference Group – Key themes meeting note

Meeting name	Time	Attendees	Circulation	Apologies
CRG Meeting 1	7pm-9pm	Jennifer Marlborough – Leith Harbour & Newhaven CC	All	-
Meeting date	Project name	Jim Scanlon – Leith Links CC		
4 th March 2021	Leith Connections	Sally Millar – Edinburgh Bus Users Group		
Location	Prepared by	Stuart Hay – Living Streets		
Microsoft Teams	Anna McRobbie	Andrew McPake – Spokes		
		Nikki Dunne – Leith Primary School (parent council)		
		Clara Johnston – Edinburgh Access Panel		
		Leah Gallacher – Scottish Government (Victoria Quay)		
		Martyn Lings – City of Edinburgh Council		
		Miles Wilkinson – City of Edinburgh Council		
		Paul Matthews – AECOM		
		Anna McRobbie – AECOM		

1. Foot of the Walk to Ocean Terminal cycle route

Introduction

- Purpose of the CRG is to help develop consistent dialogue with local people throughout the development of the project, especially during these times when public meetings are restricted.
- The group will be a touchstone for local feedback and views; however, it will not supersede the views of residents expressed during the consultation surveys. It is simply an additional way for the project team to create dialogue with the local community.

Accessibility

- Query over whether the Henderson Street cycle lane will remain cobbled or whether it will have a smooth surface.
Project team confirmed that the intention is to have a new surface, currently looking at options.
- Important to consider blue badge provision on Great Junction Street.
Project team highlighted that this kind of information is helpful. A survey was commissioned recently to understand the parking in the area so at the next stage we will have some data to help identify where blue badge provision should be provided. Feedback from CRG and online surveys will also be important.
- Concern raised over the floating bus stops proposed on Great Junction Street. Concerns raised by members including feeling dangerous, particularly by the elderly/vulnerable. Suggested that there may be a moratorium placed on this kind of design by the Transport and Environment Committee pending further consultation.
Project team suggested that the moratorium is for temporary floating bus stops not permanent ones but will look into this.
- Concern raised around how far bus stops will be from each other and need to ensure these are accessible.

- Moving bus stops on Henderson Street and relocating them won't make a big difference but will be inconvenient to people accessing church halls and local amenities. *Project team should consider the location of bus stops in accessing local places of interest/demand.*
-
- Query over how this project is promoting access to the waterfront. Suggestion of a route via Victoria Quay (Ocean Drive) to Ocean Terminal. How will cyclists manage here without a cycle route? This area is important but not included in the current plan.
Project team highlighted that a connection from Commercial Street to Ocean Terminal is part of the proposed cycling route however, due to issues relating to land ownership, there has been a delay at this stage but is in the scope for development and more details will be shared when we have received them.
- Noted that a number of cyclists may wish to turn right at the Foot of the Walk towards Leith Links and not left. The new cycle route is diverting people away from the Links. Important to consider the connections to the Links as part of the project.
- Where are people to park their cars after these proposals are implemented? Suggestion of a new car park which would also accommodate people from East Lothian which may come to use the tram into the city.
Project team noted that park and ride concepts are being considered on the periphery of the city, although that is happening separately to any proposals being discussed here.
- Noted that parking spaces are being sacrificed to accommodate the proposed cycle route.
Project team note that unrestricted parking on Henderson Street will be lost. Parking surveys have been carried out to understand what capacity needs to be accommodated for in the area so that we can consider the provision for some spaces lost elsewhere. Also noted that a Controlled Parking Zone project is progressing in Leith, separate to the proposal's beings discussed here.
- Noted that the proposed partial closure of Coburg Street to through traffic and the changes on Sandport Bridge could encourage cyclists to use other routes other than the narrow path of the Water of Leith which is often overcrowded and is a positive measure.

Traffic

- Henderson Street and Cables Wynd will effectively become dead ends. A concern was raised over the closure of Parliament Street – with suggestion to keep it open to local traffic, residents, and business traffic but not to through traffic.
- Query around progression of cyclists from Leith Walk onto Great Junction Street and safety concerns.
Noted that the project team are liaising closely with the Trams to Newhaven Team as the junction itself is being delivered as part of the Trams scheme and out with the Leith Connections project scope.
- Query over whether this is a plan to create cycling provision on Kirkgate/Newkirkgate.
Noted by the project team that this area was looked at during the inception stage of the cycle route but early engagement with community groups revealed that the proposed Foot of the Walk to Ocean Terminal cycle route was the preferred route favoured. Hence, this project does not propose any changes to Kirkgate/Newkirkgate.

Placemaking

- Be mindful of heritage/conservation of the area.

Other points

- Query over what type of design guidance is being implemented.
Project team confirm that Edinburgh Design Guidance is being used.

Appendix C – Online Survey

Welcome to our survey!

Thank you for taking an interest in this project. This survey is to help us understand more about how you travel around your local area and what you think are the current conditions and future challenges for walking, cycling and wheeling in the area. Firstly, we'd like to give you an overview of the project and more information about the survey.

Leith Connections

The City of Edinburgh Council are developing a project to create a safer and more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Leith.

The project will build upon the City of Edinburgh Council's [Active Travel Action Plan](#), which aims to make travelling around Edinburgh more environmentally friendly, healthy and accessible.

The survey

This survey should take no more than 15 minutes to complete.

The survey aims to gather feedback from residents that will inform the project design and objectives. The information you provide will be used will help us to further meet the needs of the local area and its residents.

This survey is in two parts and you can provide a response to either or both of these.

- 1) Concept Design proposals for Foot of the Walk to Ocean Terminal walking and cycle route improvements; and
- 2) Leith Connections, Low Traffic Neighbourhood. The survey aims to gather feedback from residents that will inform the project design, alongside information gathered at previous consultations and traffic data and objectives. Further consultation will then be conducted with residents on the design proposals.

Data protection

AECOM are conducting this survey on behalf of the City of Edinburgh Council, who are delivering this project in partnership with Sustrans. The information that you share with us will only be used by the Council and these partners to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager using the contact details on the project webpage:

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

AECOM is an independent Market Research agency and is an MRS Company Partner- as such this survey is being conducted in accordance with the MRS Code of Conduct.

The study team will feed back on the results of the survey in due course to the public and stakeholders as this work is taken forward. If you have any queries about the survey, please contact Anna.McRobbie@aecom.com.

For project related queries, please contact martyn.lings@edinburgh.gov.uk or kevin.gauld@edinburgh.gov.uk.

Project Area



1. Do you live within the project area (Leith)?

- Yes
- No

2. Please provide your postcode and street name:

This will be used for mapping purposes only and will not be shared with any third party

3. Are you responding as an individual, business or on behalf of an organisation / group?

- Individual
- Business
- Organisation / Group

3.1 What is the name of your [business or organisation / group]?

The following survey is split in the two parts of the Leith Connections project. Please select which parts you would like to comment on:

- Foot of the Walk to Ocean Terminal walking and cycling route improvements
 - Leith Connections Low Traffic Neighbourhood
 - Both
-

Part 1: Foot of the Walk to Ocean Terminal walking and cycling route improvements

Concept designs have been produced for the cycle link from the Foot of the Walk to Ocean Terminal, which will complement the adjacent Trams to Newhaven project. It will help promote active travel and support sustainable transport choices for those living and travelling through this area, enabling people to walk and cycle for everyday journeys.



1. To what extent do you support the aim of improving conditions for people walking in Leith?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

1.1 Could you briefly explain your view?

2. To what extent do you support the aim of improving conditions for people cycling in Leith?

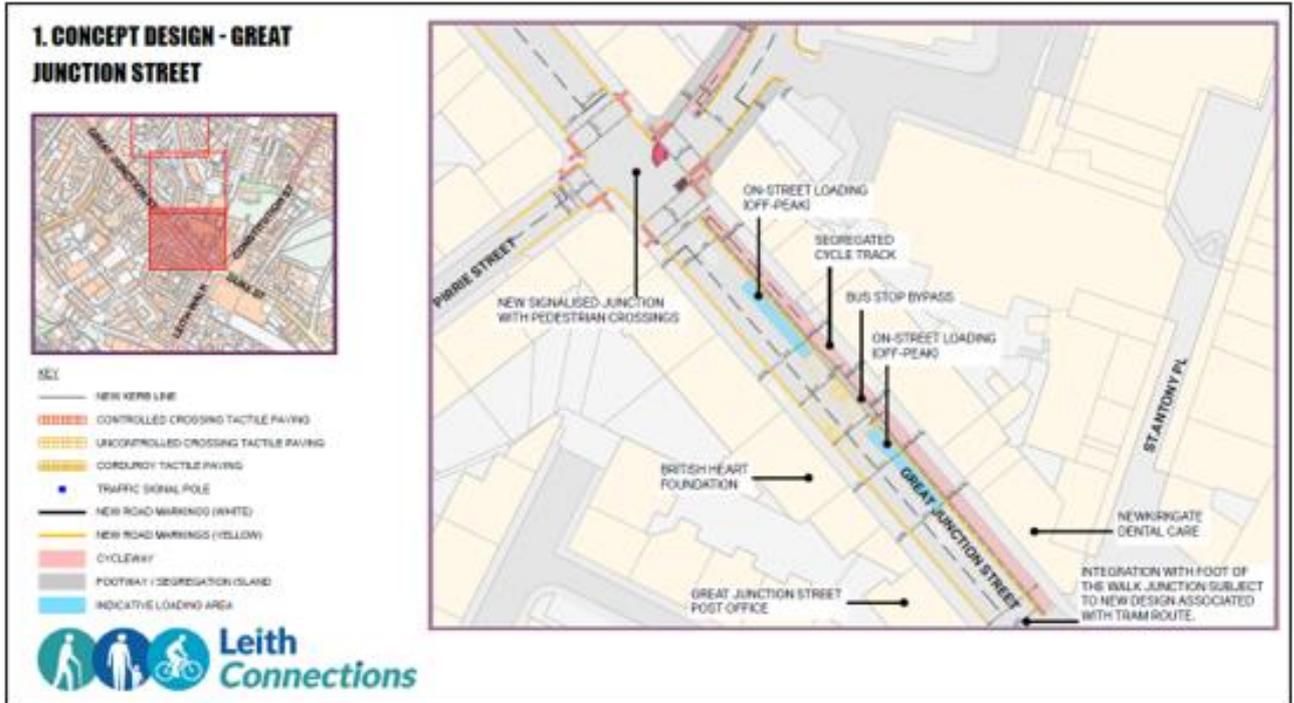
- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

2.1 Could you briefly explain your view?

3. To what extent do you support/oppose the proposal for a cycle path that is separated from pedestrian and motor traffic along the proposed route from Foot of the Walk to Ocean Terminal?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

3.1 Could you briefly explain your view?



GQ1: Overall, to what extent do you support the proposed changes on Great Junction Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

GQ1a: Could you briefly explain your view?

GQ2: To what extent do you support the de-cluttering footways on Great Junction Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

GQ2a: Could you briefly explain your view?

GQ3: To what extent do you support the resurfacing of footways on Great Junction Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

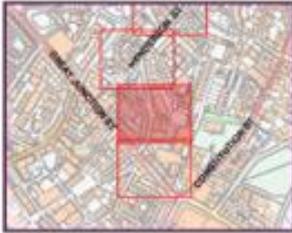
GQ3a: Could you briefly explain your view?

GQ4: To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Great Junction Street?

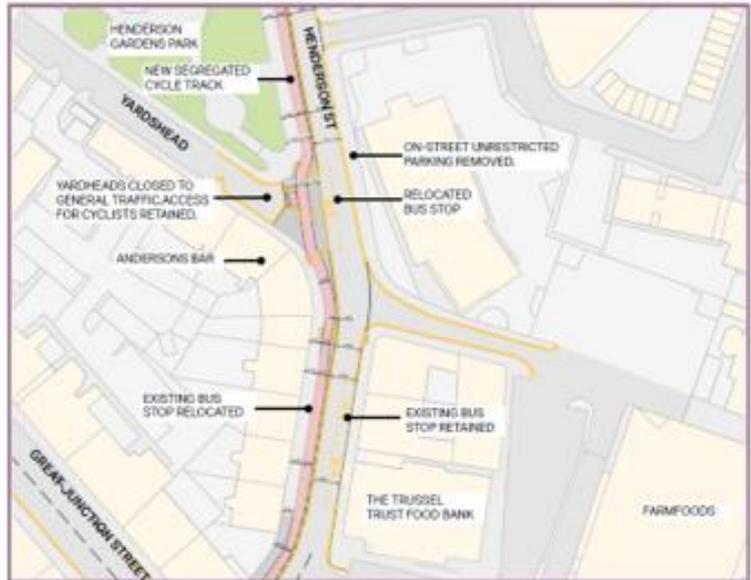
- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

GQ4a: Could you briefly explain your view?

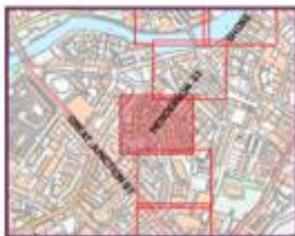
2. CONCEPT DESIGN - HENDERSON STREET



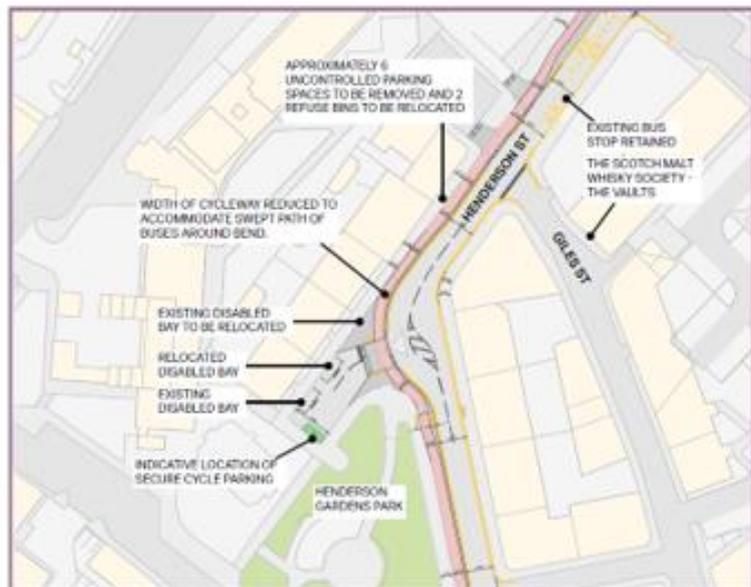
- SKL
- NEW KERB LINE
 - ▨ CONTROLLED CROSSING TACTILE PAVING
 - ▨ UNCONTROLLED CROSSING TACTILE PAVING
 - ▨ COBUROV TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▨ CYCLEWAY
 - ▨ FOOTWAY / SEGREGATION ISLAND



3. CONCEPT DESIGN - HENDERSON GARDENS



- SKL
- NEW KERB LINE
 - ▨ CONTROLLED CROSSING TACTILE PAVING
 - ▨ UNCONTROLLED CROSSING TACTILE PAVING
 - ▨ COBUROV TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▨ CYCLEWAY
 - ▨ FOOTWAY / SEGREGATION ISLAND



HQ1: To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Henderson Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

HQ1a: Could you briefly explain your view?

HQ2: The proposals include new crossing improvements across Henderson Street. Do you have any preferred crossing locations or areas for improvement on the street?



HQ3: To what extent do you support/oppose the removal of unrestricted parking on Henderson Street and Yardheads to provide more space for people walking, cycling, and wheeling?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

HQ3a: Could you briefly explain your view?

HQ4: To what extent do you support/oppose restricting access to Yardheads and Parliament Street to provide more space for people walking, cycling, and wheeling?

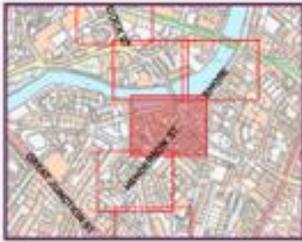
- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

HQ4a: Could you briefly explain your view?

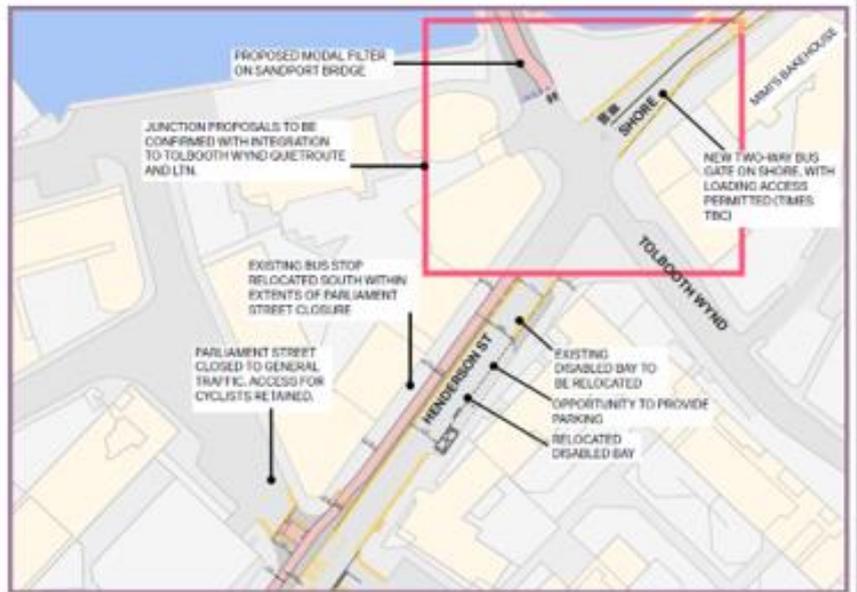
HQ5: Secure bicycle parking is proposed on Henderson Gardens. Would you support further secure bicycle parking on Henderson Street? If so, what locations?



4. CONCEPT DESIGN - HENDERSON ST AND THE SHORE



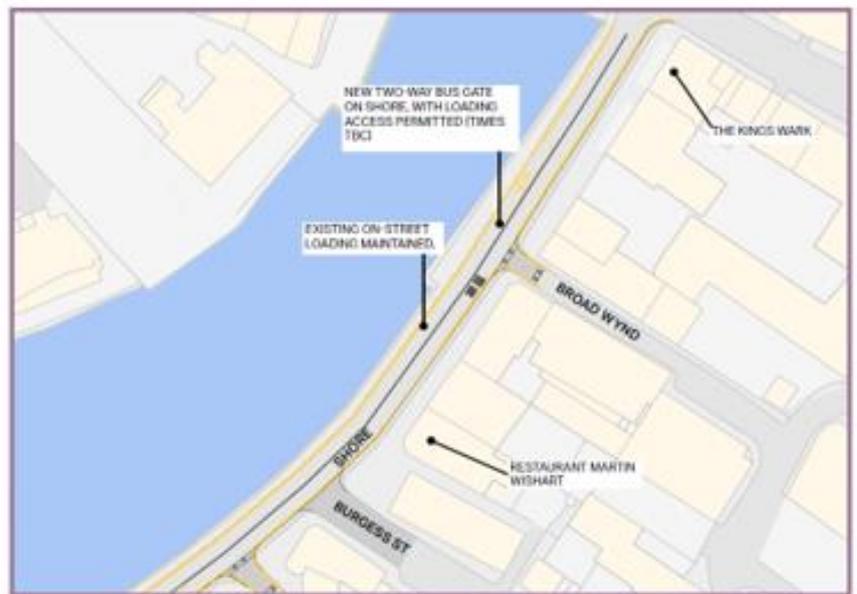
- KEY**
- NEW KERB LINE
 - ▨ CONTROLLED CROSSING TACTILE PAVING
 - ▨ UNCONTROLLED CROSSING TACTILE PAVING
 - ▨ CORRIDOR TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▨ CYCLEWAY
 - ▨ FOOTWAY / SEPARATION ISLAND

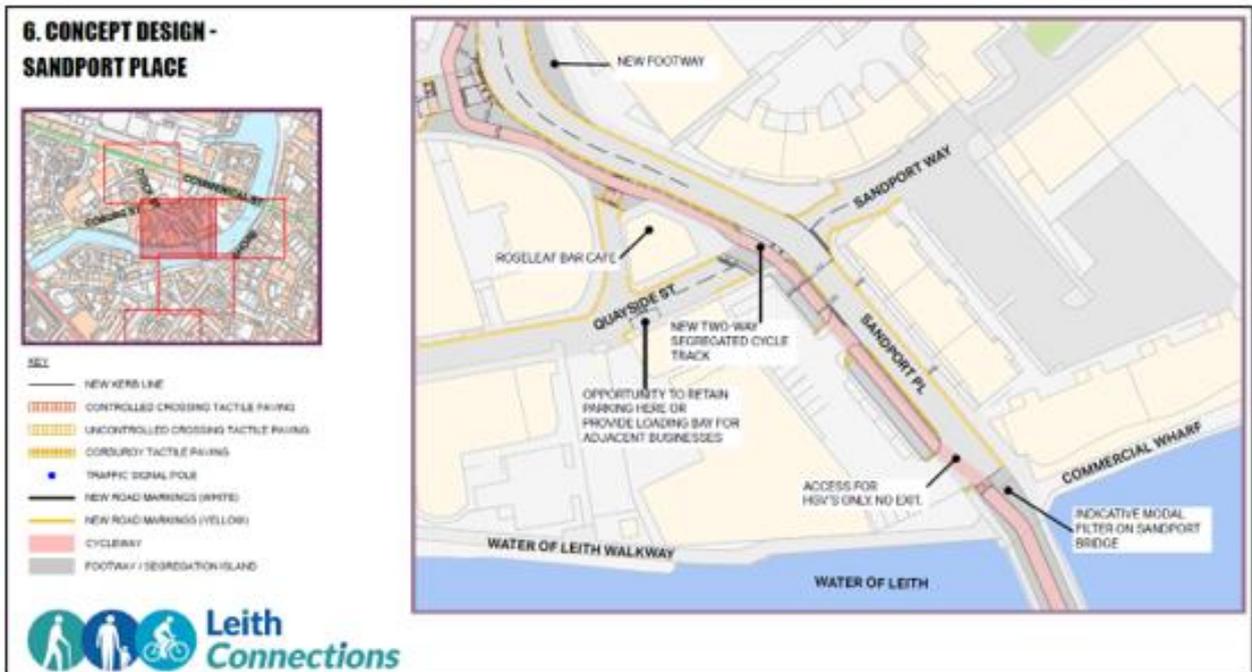


5. CONCEPT DESIGN - THE SHORE



- KEY**
- NEW KERB LINE
 - ▨ CONTROLLED CROSSING TACTILE PAVING
 - ▨ UNCONTROLLED CROSSING TACTILE PAVING
 - ▨ CORRIDOR TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - ▨ CYCLEWAY
 - ▨ FOOTWAY / SEPARATION ISLAND





SQ1: To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Sandport Place?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

SQ1a: Could you briefly explain your view?

SQ2: To what extent do you support/oppose the proposed closure of Sandport Bridge to through traffic to provide more space for people walking, cycling, and wheeling?

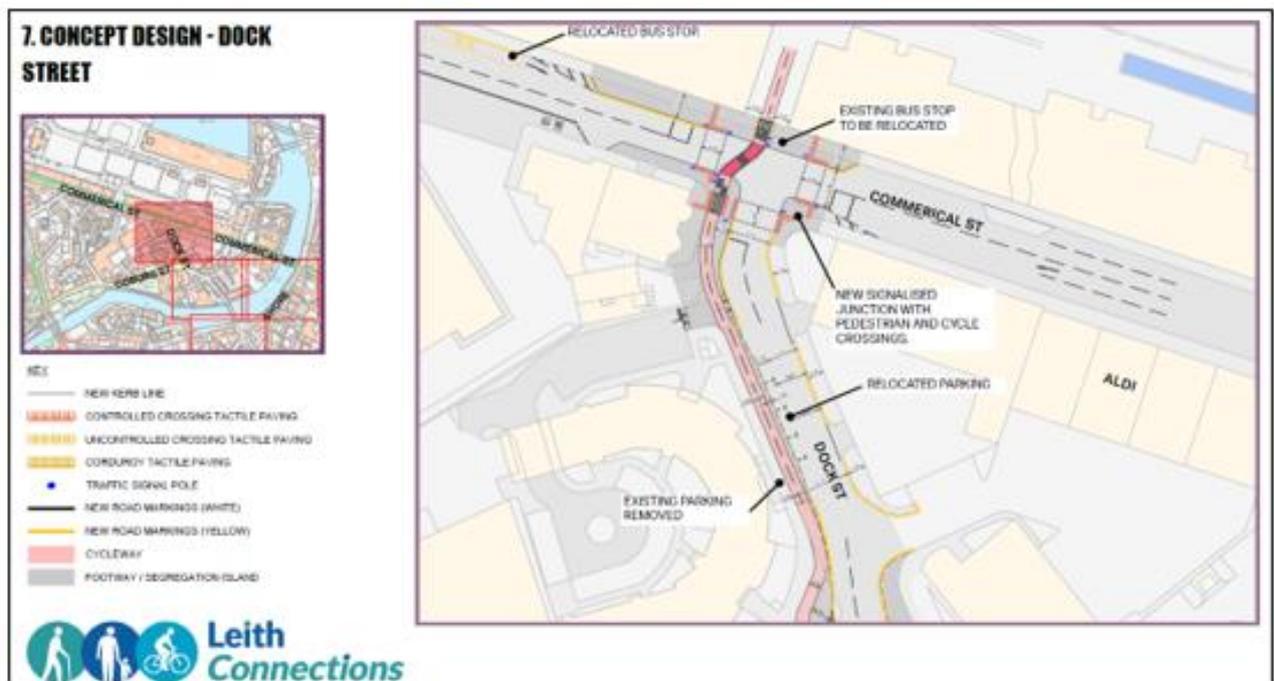
- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

SQ2a: Could you briefly explain your view?

SQ3: To what extent do you support/oppose the proposed two-way bus gate (and removal of general traffic) on the Shore to improve conditions for people walking and cycling and enjoying the area?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

SQ3a: Could you briefly explain your view?



DQ1: To what extent do you support/oppose the proposal for a path that is separated from pedestrian and motor traffic along Dock Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

DQ1a: Could you briefly explain your view?

DQ2: With Sandport Bridge closed to through traffic, Dock Street will have low volumes of vehicle traffic. There could be an opportunity to keep cyclists on-road on a relatively quiet street. However, there are issues with existing cobbled road surface and a number of business accesses on this stretch.

Would you have a preference of the following provision for cyclists on Dock Street?

- Segregated cycle track, as proposed in design (separated from road and pavement)
- On-road cycling on quiet street
- No preference
- Other

DQ3: To what extent do you support the removal of unrestricted parking on Henderson Street and Yardheads to provide more space for people walking, cycling, and wheeling?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

DQ3a: Could you briefly explain your view?

DQ4: To what extent do you support the proposed junction and pedestrian crossing improvements of Commercial Street?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

DQ4a: Could you briefly explain your view?

DQ5: To what extent do you support/oppose restricting access to Coburg Street to provide more space for people walking, cycling, and wheeling and improving access to the Water of Leith Walkway?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

DQ5a: Could you briefly explain your view?

About You

19. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months?

- A) Yes, limited a lot
- B) Yes, limited a little
- C) No
- D) Prefer not to say

20. Overall, how would you rate your general health over the last four weeks?

- A) Very Good
- B) Good
- C) Fair
- D) Bad
- E) Very Bad

21. What is your gender?

- A) Male (including trans male)
- B) Female (including trans female)
- C) Non-binary/third gender
- D) Prefer not to say
- E) I prefer to self-describe

Self-description _____

22. Which age group do you fit into?

- A) 16 - 24
- B) 25 - 34
- C) 35 - 44
- D) 45 - 54
- E) 55 - 64
- F) 65+
- G) Prefer not to say

23. Which of the following best describes your working status?

- A) Employed full-time
- B) Employed part time
- C) Currently furloughed
- D) Looking after home/family
- E) Unemployed
- F) Unable to work due to illness / disability
- G) Retired
- H) Studying
- I) Voluntary worker
- J) Other

23.1 Are you a key worker?

- Yes
- No

23. To which of these groups do you consider you belong?

A) White

- a1) British
- a2) Irish
- a3) Polish
- a4) Lithuanian
- a5) Romanian
- a6) Other Eastern European
- a7) Any other White background

Please describe _____

B) Mixed race

- b1) White and Black Caribbean
- b2) White and Black African
- b3) White and Asian
- b4) Any other Mixed background

Please describe _____

C) Asian

- c1) British
- c2) Indian
- c3) Pakistani
- c4) Bangladeshi
- c5) Sri Lankan Tamil
- c6) Any other Asian background

Please describe _____

D) Black

- d1) British
- d2) African
- d3) Caribbean
- d4) Nigerian
- d5) Somali
- d6) Ghanaian
- d7) Any other Black background

Please describe _____

E) Chinese

- e1) British
- e2) Chinese
- e3) Any other Chinese background

Please describe _____

F) Other ethnic group

- f1) Irish Traveller
- f2) Roma Gypsy/Traveller
- f3) Any other ethnic group

Please describe _____

G) Prefer not to say

24. Would you like to be kept informed about the results of this consultation?

- Yes
- No

If you would like us to keep you updated with the progress of the consultation, please enter your e-mail address in the box below.

Space for e-mail address:

We will only use this information to keep you informed about this consultation.

