

Leith Connections

Stage 1 – Engagement Report

Low Traffic Neighbourhood

City of Edinburgh Council

May 2021

Quality information

Prepared by	Checked by	Verified by	Approved by
Anna McRobbie Consultant & Charlie Fuller Graduate Consultant	Paul Matthews Associate Director	Paul Matthews Associate Director	Paul Matthews Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
Rev 1	11 th May 2021	Client comments	12 th May 2021	Paul Matthews	Associate Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

City of Edinburgh Council
E Market Street
Edinburgh
EH8 8BG

Prepared by:

Anna McRobbie
Consultant
E: anna.mcrobbie@aecom.com

AECOM Limited
1 Tanfield
Edinburgh EH3 5DA
United Kingdom

T: +44 131 301 8600
aecom.com

© 2021 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction	6
1.1	Project Objectives	6
2.	Proposals	7
2.1	Scope	7
2.2	What is a Low Traffic Neighbourhood?	7
2.3	Benefits of a Low Traffic Neighbourhood	9
3.	Engagement Methods	10
4.	Engagement Activities	11
4.1	Community Reference Group	11
4.2	Community Council Meetings	12
4.3	One-to-one Meetings	12
4.4	Organisation Responses	12
4.5	Individual Responses	13
5.	Online Survey Responses	14
5.1	Methods of travel within the Study Area	14
5.2	Trips within the Study Area	19
5.3	Opinions of travel infrastructure and safety in the Study Area	23
5.4	Traffic volumes, vehicle speeds and parking in the Study Area	33
5.5	Placemaking in the Study Area	47
5.6	About You	50
5.7	Further Analysis	54
5.7.1	Postcode Analysis	54
5.7.2	Residents Perspectives	56
5.7.3	Accessibility Perspectives	62
6.	Next Steps	65
	Appendix A – Leaflet	66
	Appendix B – Community Reference Group Meeting Notes	68
	Appendix C – Online Survey	71

Figures

Figure 2:1:	Proposed scope of the Leith LTN	7
Figure 2:2:	Pocket park at Whitney Road, London (credit: Sustrans)	8
Figure 2:3:	Modal filter bollard and signage in Walworth, London (credit: Sustrans)	9
Figure 5:1:	Mode and frequency of travel prior to the COVID-19 pandemic	14
Figure 5:2:	Other modes of travel prior to the COVID-19 pandemic	15
Figure 5:3:	Mode and frequency of travel during the COVID-19 pandemic	16
Figure 5:4:	Other modes of travel during the COVID-19 pandemic	16
Figure 5:5:	Type and frequency of modes which respondents would like to use more often	17
Figure 5:6:	Other modes of transport which respondents would like to use more often	18
Figure 5:7:	Top 10 locations that respondents are currently prevented from making trips to	19
Figure 5:8:	Mode of travel to local destinations in the Study Area	21
Figure 5:9:	Factors that prevent respondents from making trips within the local area	22
Figure 5:10:	Opinion on current conditions for walking in the area	23
Figure 5:11:	Areas or locations where respondents feel walking conditions could be improved	24
Figure 5:12:	Areas where walking could be improved - heatmap	25
Figure 5:13:	Opinion on current conditions for cycling in the area	26

Figure 5:14: Areas or locations where respondents feel cycling conditions could be improved	27
Figure 5:15: Areas where cycling conditions could be improved - heatmap.....	28
Figure 5:16: Opinion on traffic levels and speeds for children cycling or walking.....	29
Figure 5:17: Opinion on walking conditions for accessing schools	30
Figure 5:18: Schools travelled to by respondents (walking).....	30
Figure 5:19: Areas/locations where walking to school could be improved.....	31
Figure 5:20: Opinion on cycling conditions for accessing local schools	31
Figure 5:21: Schools travelled to by respondents (cycling).....	32
Figure 5:22: Areas/locations where cycling to school could be improved	32
Figure 5:23: Opinion on traffic levels in respondents own street prior to the pandemic.....	33
Figure 5:24: Further details provided by respondents regarding traffic levels on respondents own street	34
Figure 5:25: Streets where respondents feel traffic levels are too high on their own street - heatmap.....	35
Figure 5:26: Opinion on traffic levels in other street prior to the pandemic	36
Figure 5:27: Further details provided by respondents regarding traffic levels on other streets	36
Figure 5:28: Streets where respondents feel traffic levels are too high on any street - heatmap.....	39
Figure 5:29: Opinion on traffic speeds in respondents own street prior to the pandemic	40
Figure 5:30: Further details provided by respondents regarding traffic speeds on respondents own street.....	40
Figure 5:31: Streets where respondents feel traffic speeds are too high on their own street - heatmap.....	42
Figure 5:32: Opinion on traffic speeds on other streets prior to the pandemic	43
Figure 5:33: Further details provided by respondents regarding traffic speeds on other streets.....	44
Figure 5:34: Streets where respondents feel traffic speeds are too high on any street - heatmap.....	45
Figure 5:35: Streets/areas where non-resident parking causes issues for local residents ...	46
Figure 5:36: Locations within Leith where respondents would like to see changes (placemaking)	47
Figure 5:37: Streets where respondents have highlighted for placemaking improvements - heatmap.....	49
Figure 5:38: About you: limiting health problems or disabilities over 12 months	50
Figure 5:39: About you: health over the last four weeks	50
Figure 5:40: About you: gender	51
Figure 5:41: About you: age grouping	51
Figure 5:42: About you: employment status	52
Figure 5:43: About you: keyworker	52
Figure 5:44: About you: race / ethnicity	53
Figure 5:45: About you: consultation updates.....	53
Figure 5:46: Geographic distribution of survey responses.....	55
Figure 5:47: Factors that prevent respondents from making trips within the local area – Residents.....	56
Figure 5:48: Residents opinion on current conditions for walking in the area	57
Figure 5:49: Residents opinion on current conditions for cycling in the area	58
Figure 5:50: Residents opinion on traffic levels and speeds for children, cycling or walking	59
Figure 5:51: Residents opinion on walking conditions for accessing local schools	59
Figure 5:52: Residents opinion on cycling conditions for accessing local schools	60
Figure 5:53: Residents opinion on traffic levels on streets prior to the pandemic.....	61
Figure 5:54: Residents opinion on traffic speeds on streets prior to the pandemic	62
Figure 5:55: Factors that prevent respondents from making trips within the local area (accessibility perspective)	63
Figure 5:56: Opinion on current conditions for walking in the area (accessibility perspective)	64

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 initial engagement stage of the Phase 2 Low Traffic Neighbourhood (LTN) 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 LTN project.

This project is separate and distinct from the temporary measures which are being considered/implemented as part of the Council's Spaces for People response to the COVID-19 pandemic.

1.1 Project Objectives

The need for change in the area is based on the following objectives:

- 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

2.1 Scope

Figure 2:1 below shows the project area for the proposed Leith LTN presented for public engagement. The scope of measures to be developed within this project area will be developed following feedback from the engagement activities.

The aim of the public engagement activities is to gather feedback from residents and local stakeholders to inform the project design. Although no design proposals have yet been finalised for the LTN, the interventions and design of the Phase 1 Foot of the Walk to Ocean Terminal cycling link will form a basis for the proposed design.

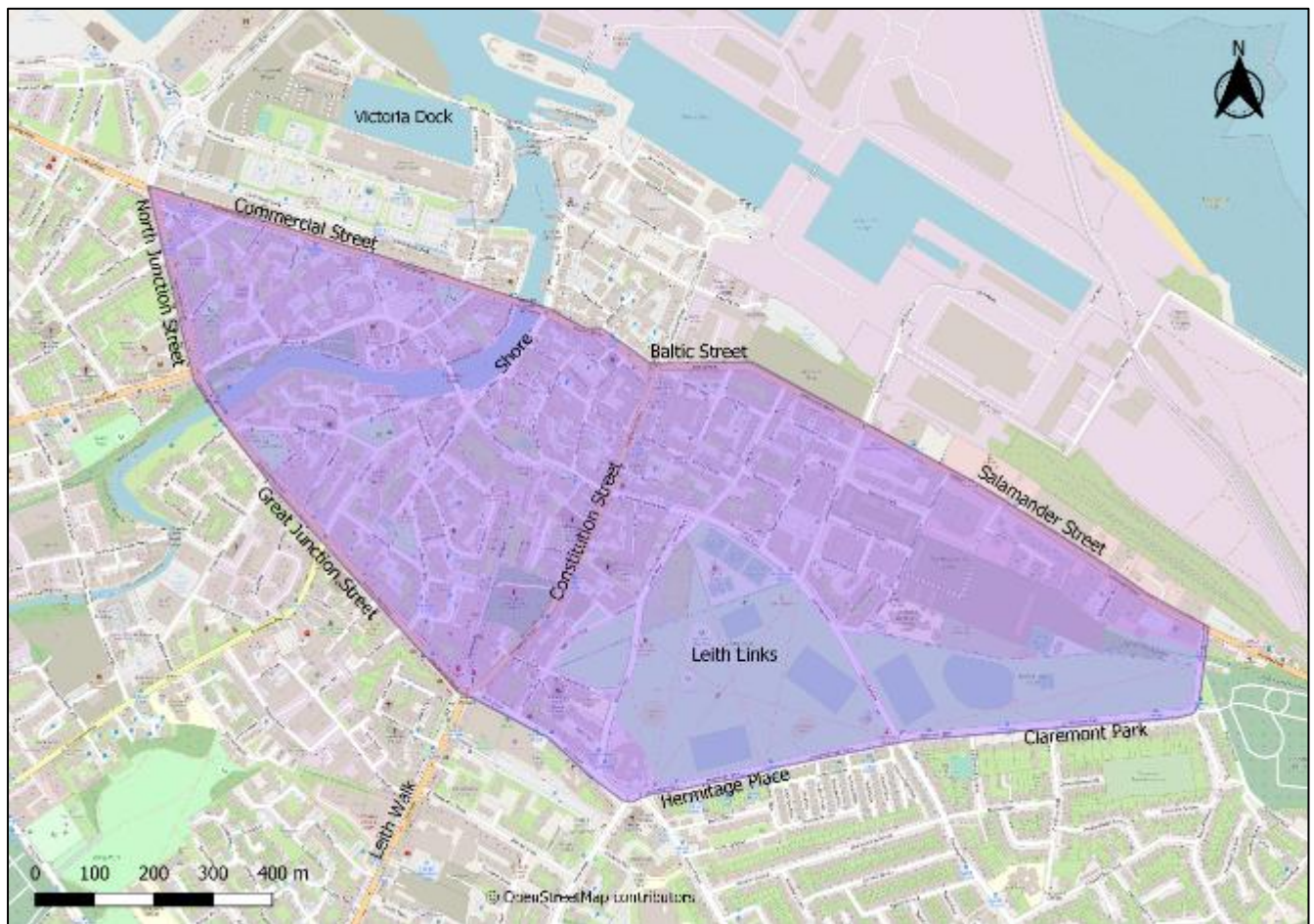


Figure 2:1: Proposed scope of the Leith LTN

2.2 What is a Low Traffic Neighbourhood?

One way of creating an LTN is by stopping motor vehicles from being able to travel between certain streets. This means that local people can still drive onto their street and get deliveries, however non-local traffic cannot travel through the neighbourhood and instead has to use the main or strategic road network which are more suited for these type of journeys.

Other measures include:

- One-way streets – streets that only allow traffic in one direction;

- Traffic calming – a tool to combat speeding and other unsafe behaviours of drivers such as narrowed roads and speed humps;
- Creating new pocket parks – these are two sets of filters, spaced slightly apart to create a new area that cannot be accessed by motor traffic (see example **Figure 2:2**);
- Modal filters – a bollard or planter that stops motor vehicles accessing a particular street (see example **Figure 2:3**).

This is part of a programme of Low Traffic Neighbourhoods that the Council are developing across the city. The first batch of these are in Leith, East Craigs and Corstorphine.



Figure 2:2: Pocket park at Whitney Road, London (credit: Sustrans)



Figure 2:3: Modal filter bollard and signage in Walworth, London (credit: Sustrans)

2.3 Benefits of a Low Traffic Neighbourhood

There are a number of benefits that a LTN could provide including:

- Potential reduced air and noise pollution due to less “through traffic” or “intrusive traffic”
- Make it easier and safer for people to travel through the area on foot, wheeling or by cycle
- Promotes active travel and sustainable transport choices for everyday journeys
- Promotes health benefits through increased uptake of active travel
- Residential streets become quieter and have the potential to be used by children for play and for community activities / social interactions
- Potential to create new public realm areas that can be used as community spaces for artworks and landscaping
- A reduction in “through traffic” will also support wider place making principles
- Safer journeys to/from school

For further guidance/information on Low Traffic Neighbourhoods, please follow this link to the Scottish Parliament information centre - <https://spice-spotlight.scot/2020/10/07/low-traffic-neighbourhoods/>

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. Paper copies were also made available on request.

* 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. 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 organisation 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 initial information gathering opportunity. The organisations/groups that attended meeting 1 can be found in table 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 Meetings

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 businesses 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/points from these organisations are as follows:

- Poor condition of road surfaces on the Shore
- Need to take account of traffic volumes feeding in from East Lothian
- Lack of public transport in the area, particularly in the area north of Leith Links and to the east of the project area
- Road maintenance in the area is poor
- Pavement conditions are poor
- Provide more outdoor seating
- Maintain streetscape heritage attractions
- Placemaking at the Shore and Water of Leith
- Pedestrianise the Shore
- Make Quiet Route 10 more accessible/safe particularly on Queen Charlotte Street and Tolbooth Wynd
- Poor surfaces for cycling
- School runs are difficult/dangerous for families going by bike
- Provide cycle parking

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
- Encourage car owner to join car clubs
- Length of wait between green man crossings for pedestrians are too long
- Narrow pavements
- Maintenance of roads and pavements is needed
- Rat-running on Coburg Street

There was also a number of responses which stated their opposition against the scheme or a desire to see no changes.

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 (Part 1 was about the concept design proposals for the Foot of the Walk to Ocean Terminal walking and cycling route and Part 2 about the proposed LTN), the following section will only discuss the survey findings around Part 2 LTN. Part 1 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 Methods of travel within the Study Area

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

In-order to present a cohesive analysis, for questions which received a large range of differing responses only the most frequently chosen responses have been included in the analysis.

Q1a - How often do you normally (pre-COVID) use each of the following ways of getting around the local area? Please select all that apply.

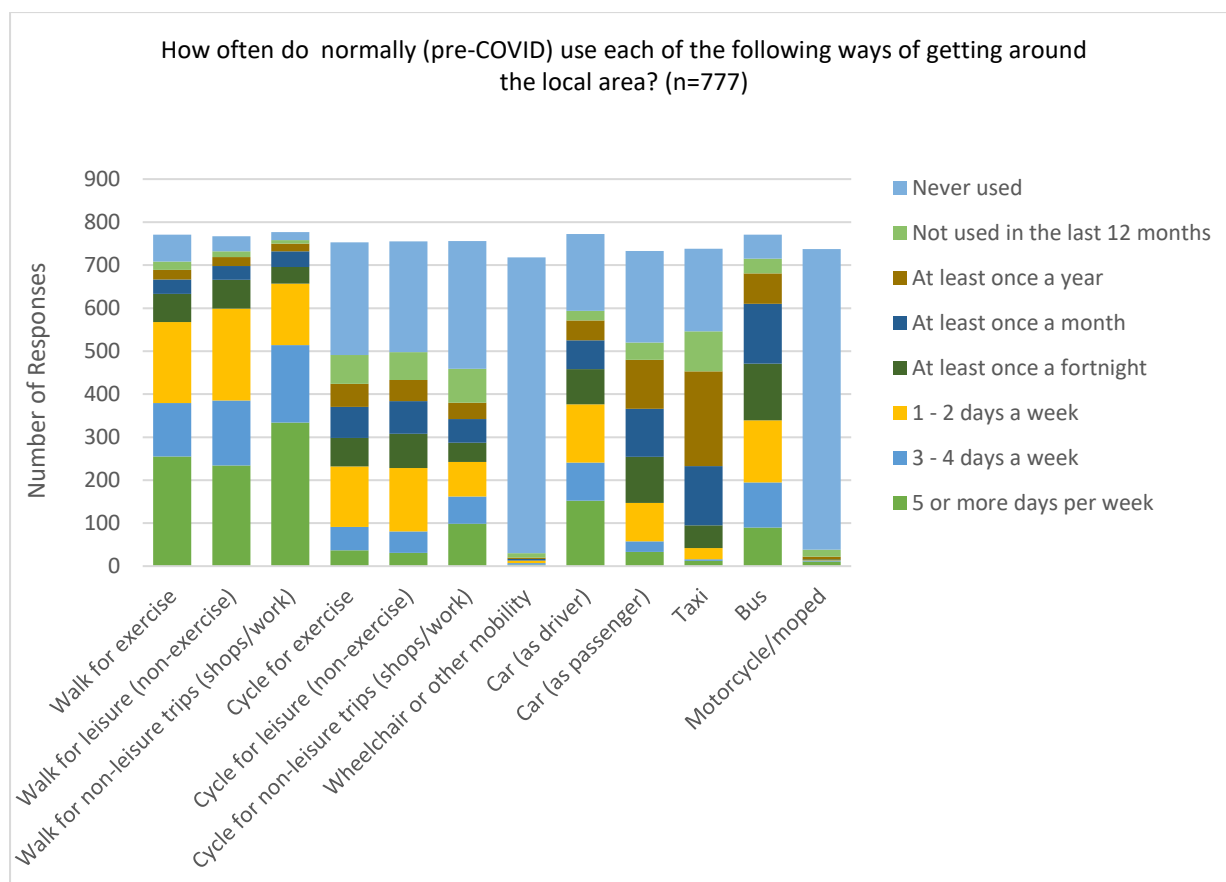


Figure 5.1: Mode and frequency of travel prior to the COVID-19 pandemic

Figure 5.1 shows that a significant number of respondents regularly walk within the local area prior to the COVID-19 pandemic, 255 respondents walk for exercise, 234 walk for

leisure and 334 walk for non-leisure 5 or more times a week. 141 respondents' cycle for exercise 1 or 2 times a week and 147 respondents' cycle for leisure 1 or 2 times a week pre-COVID.

Q1b - If other, please elaborate.

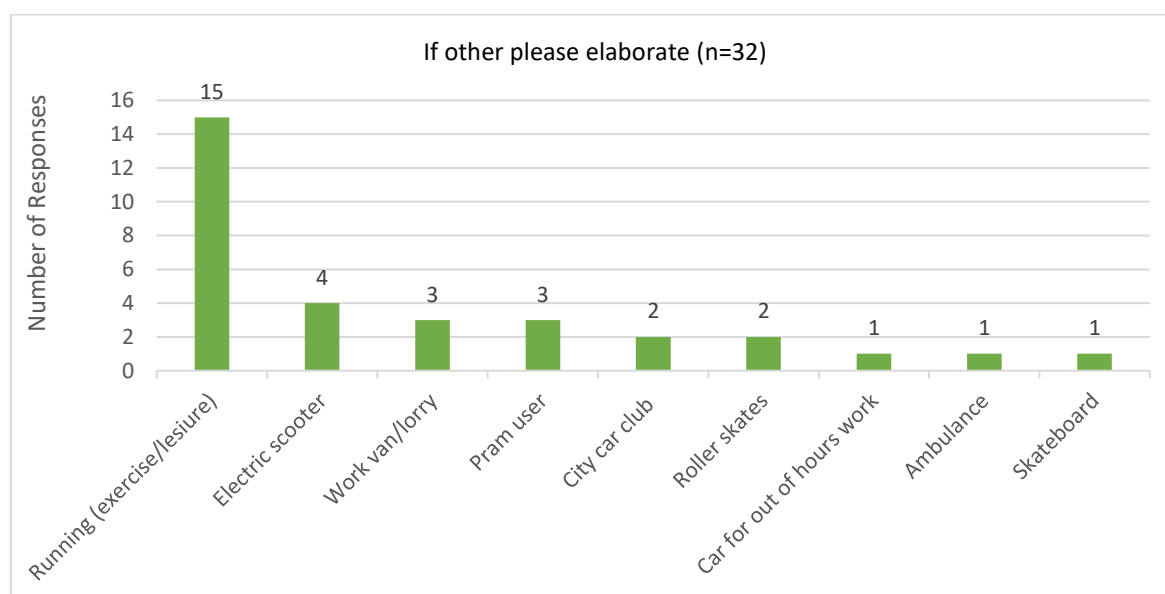


Figure 5:2: Other modes of travel prior to the COVID-19 pandemic

Figure 5:2 shows 15 respondents that selected Other run or jog for exercise.

Q2a – How often do you normally (during COVID) use each of the following ways of getting around the local area? Please select all that apply

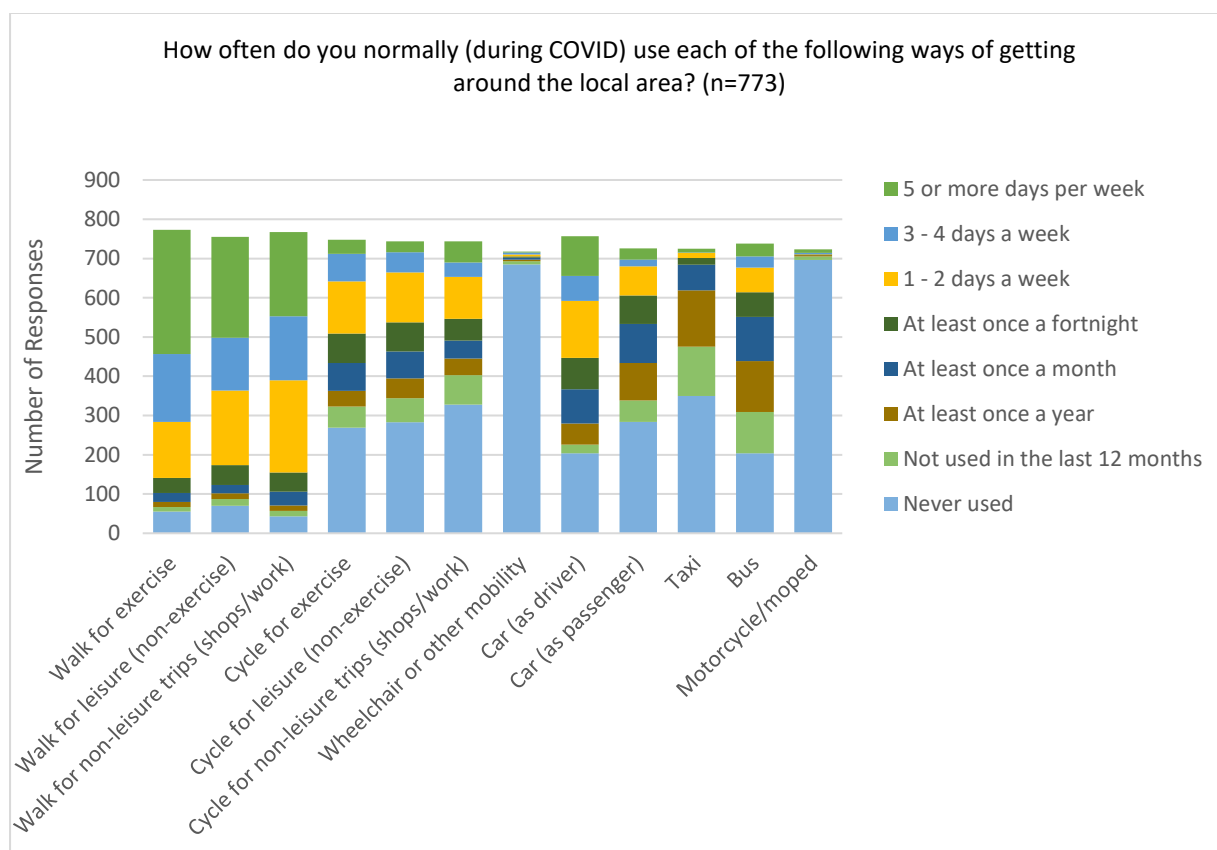


Figure 5:3: Mode and frequency of travel during the COVID-19 pandemic

Figure 5:3 shows that the majority of respondents during COVID walked for exercise, leisure and non-leisure regularly throughout the week, 316 respondents walked for exercise 5 or more days per week. The majority of respondents never cycled but 133 of the respondents cycled for exercise 1 – 2 days a week and 128 cycled for leisure 1 -2 days a week.

Q2b – If Other, please elaborate

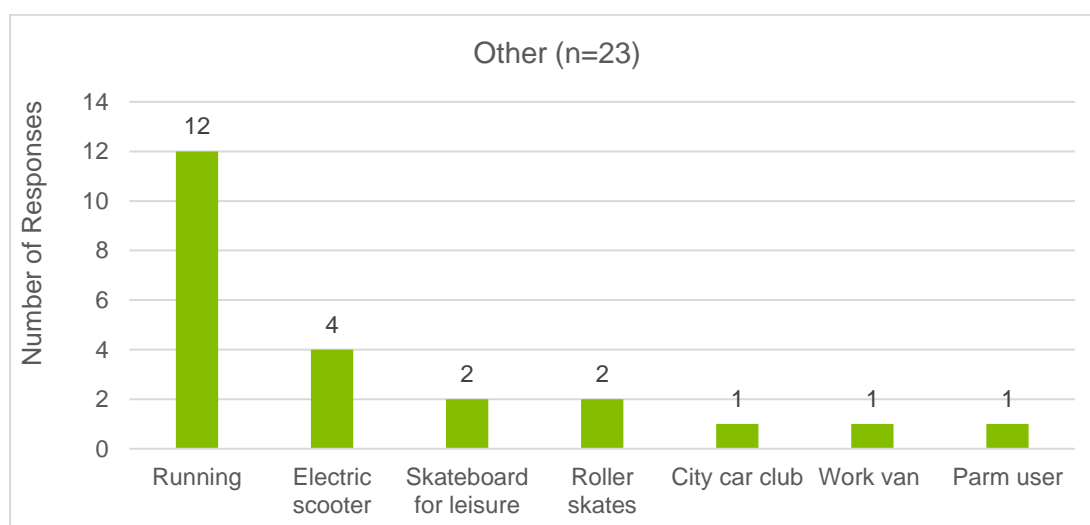


Figure 5:4: Other modes of travel during the COVID-19 pandemic

Figure 5:4 shows 12 respondents using another mode of transport run, 4 use electric scooters and some respondents skateboard for leisure (2) and roller-skate (2)

Q3a – Which of the following forms of transport would you like to use more often around the local area, assuming you had the opportunities and conditions to do so? Please select all that apply

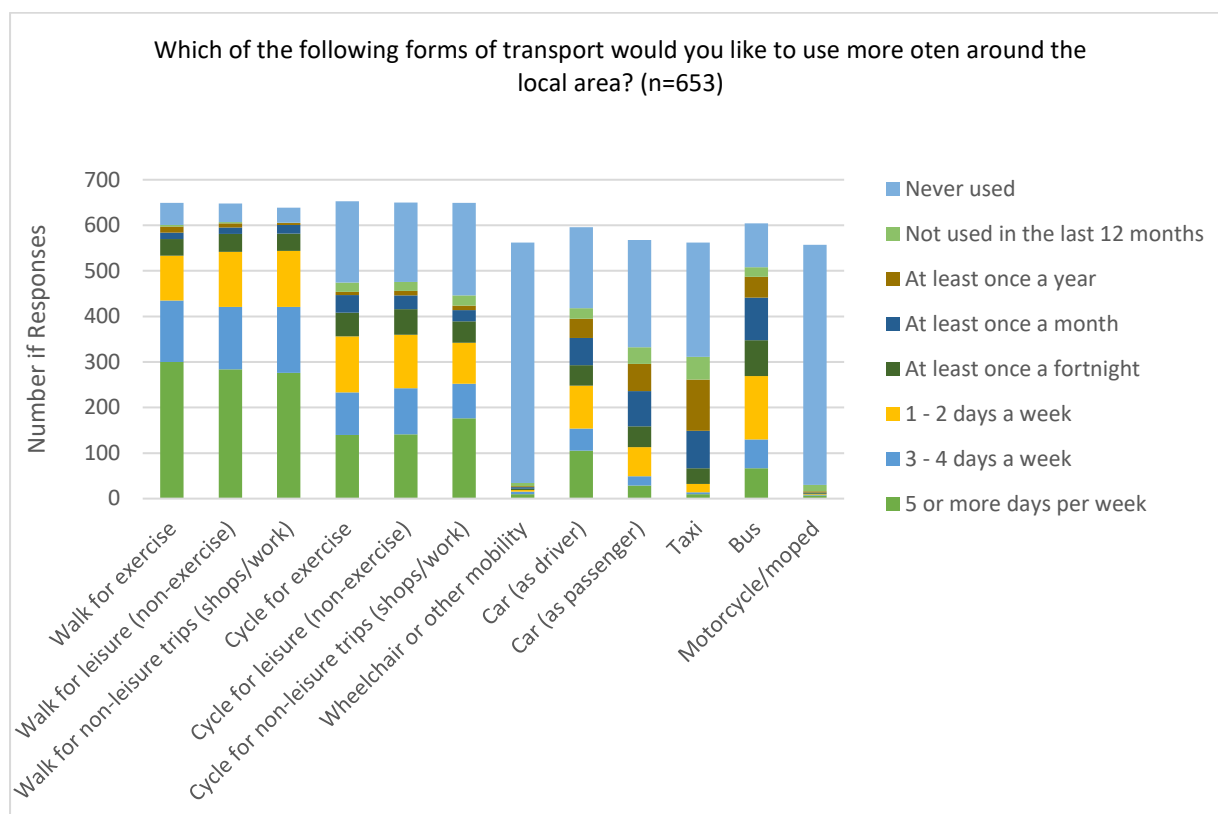


Figure 5:5: Type and frequency of modes which respondents would like to use more often

Figure 5:5 shows a large majority of respondents would like to walk more often in the local area if they had the opportunity and conditions to do so, 300 respondents would like to walk for exercise 5 or more days per week, 284 would like to walk for leisure and 276 would like to walk for non-leisure 5 or more times a week. A majority of respondents wish to cycle more often, with 176 respondents wishing to cycle for non-leisure 5 or more days a week. 360 respondents would like to cycle for leisure at least once a week or multiple times a week.

Q3b – If other, please elaborate

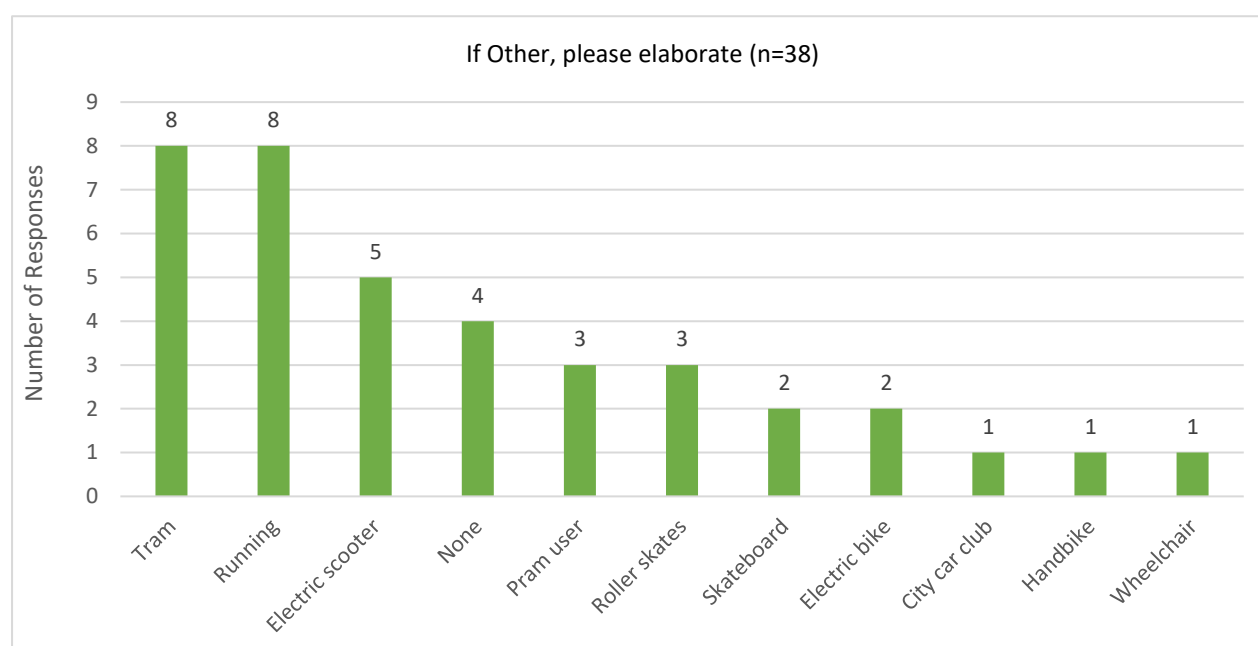


Figure 5:6: Other modes of transport which respondents would like to use more often

Figure 5:6 shows 8 respondents want to travel by tram if they had the opportunity and conditions to do so, 8 respondents want to run or jog more frequently and 5 respondents want the opportunity and conditions to travel by electric scooter.

5.2 Trips within the Study Area

Q3c – Are there any local places or trips you would like to go but are currently prevented from doing so? If so, where?

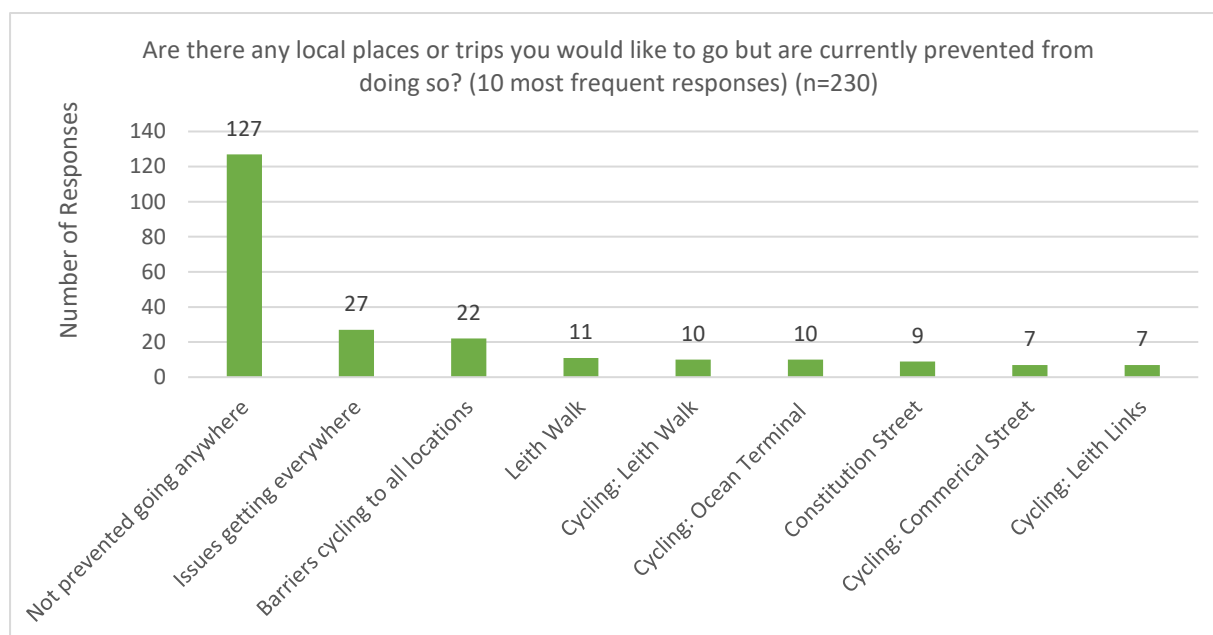


Figure 5:7: Top 10 locations that respondents are currently prevented from making trips to

Figure 5:7 shows 127 respondents felt that they were not prevented from making trips, whilst 27 responses said there were barriers preventing them travelling everywhere in the local area. 22 respondents felt there were barriers preventing cycling to all locations in the local area. 11 respondents were currently prevented from accessing Leith Walk and 10 respondents were prevented from cycling to Leith Walk. 10 respondents are prevented from cycling to Ocean Terminal and 9 respondents are prevented from making trips to Constitution Street. 7 respondents are prevented from cycling to Commercial Street and another 7 prevented from cycling to Leith Links.

The most commonly made comments were around the following areas:

- 127 comments related to there being no barriers preventing respondents making any trips or going to any local places
 - Respondents stated they were able to move around the local area without any inconveniences
 - No barriers preventing access to local amenities, specifically shops
- 27 comments stated issues preventing respondents from making all trips
 - Vehicle volumes and speeds were noted to impact the safety of making trips within the local area
 - Wheelchair users highlighted difficulties navigating cobbled streets and cracked pavements
- 22 comments noted barriers preventing respondents using a bicycle to access all locations in the local area
 - The lack of segregation between cyclists and vehicles imposes a substantial safety concern for users
 - The volume and speed of traffic prevents respondents to make trips by bicycle with their children
 - Comments mentioned the safety issues of leaving a bicycle locked up on the street whilst inside shops due to recent bicycle thefts in the local area
- 11 comments stated difficulties of accessing Leith Walk and using its amenities

- Comments specifically relate to the extensive roadworks currently present due to the installation of trams
- A share of 10 comments related to the difficulties of accessing both Leith Walk and the Ocean Terminal by bicycle
 - Extensive roadworks does not allow for a direct and safe route to both locations by bicycle
 - High volumes of fast-moving vehicle traffic impose safety concerns for cyclists accessing Ocean Terminal
- 7 comments referred to barriers of cycling to Leith Links and Commercial Street
 - Respondents state that Commercial Street is not cycle-friendly due to the lack of segregated infrastructure
 - Limited direct and safe connections prevented respondents accessing Leith Links by bicycle from areas further afield
 - Lack of safe areas to store and lock bikes prevented people cycling to Leith Links



Figure 5:8 shows a that substantial number of respondents walk to all the above local destinations. There is also a large number of respondents cycling to the local destinations, however this is not reflected in the number of respondents cycling to Leith Primary School and St Mary's RC Primary School.

Q4b – If you answered Other, please expand below

- 1 respondent commented on travel to these local destinations as **weather dependant**
- 1 respondent commented that they **travel outside Leith**

Q5a – Is there anything that prevents you from making any trips within Leith or the local area? Please include information about the destination and the particular issues or barriers you face when making that journey. Please select all that apply

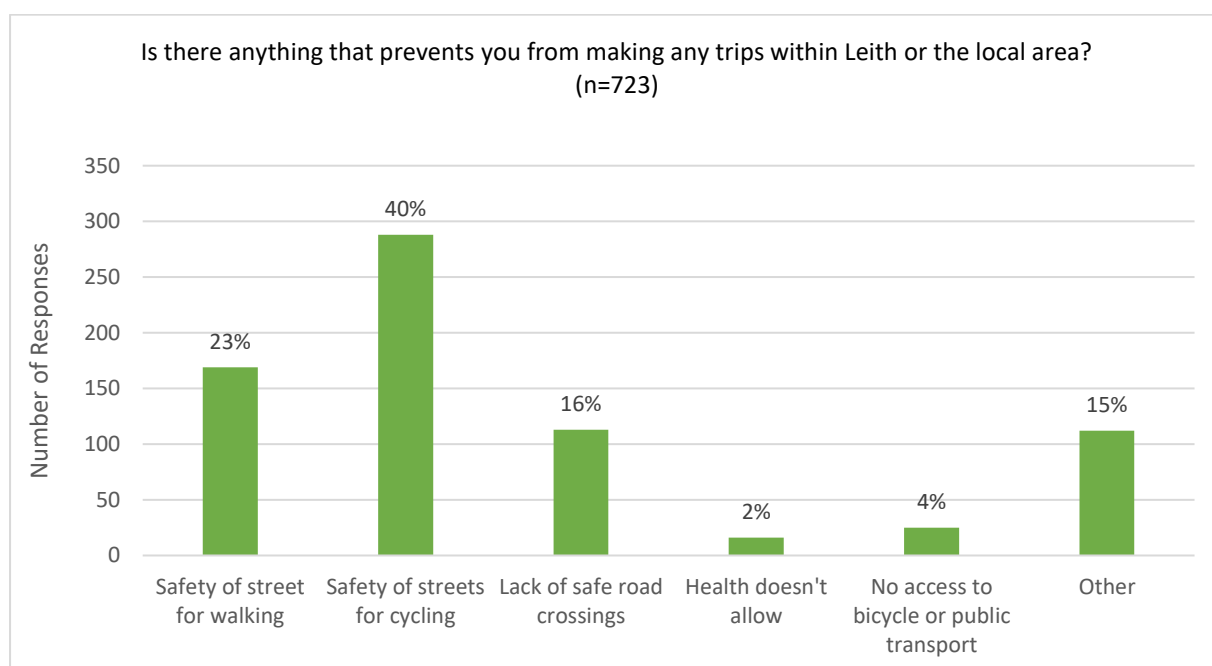


Figure 5:9: Factors that prevent respondents from making trips within the local area

Figure 5:9 shows that 288 (40%) of respondents are prevented from making trips within Leith and the local area due to safety of streets for cycling. 169 (23%) respondents feel prevented by safety of streets for walking, 113 respondents (16%) felt they were prevented from making trips due to a lack of safe road crossings in Leith and the local area.

Q5b – Can you explain why you answered this way?

The most commonly made comments were around the following areas:

- **67** comments were made relating to general cycling safety concerns
 - Respondents felt they were prevented from making safe cycle trips due to no designated or segregated cycle paths
 - Vehicle volumes and speeds were also a concern preventing cyclists
- **40** comments related to the poor conditions of pavements preventing trips
 - Respondents noted pavements to be cracked, uneven and be regularly covered with litter from overflowing bins
- **34** comments related to the general volume and speed of traffic
- **38** respondents felt there were no barriers preventing them from making trips within Leith or the local area
 - Respondents stated that they were able to move around the local area freely by walking, cycling or by using the car

- **21** comments related to closures due to tram work
 - Tram works have narrowed surrounding pavements making it difficult to pass other pedestrians safely
- **20** comments referred to concerns over pedestrian safety preventing them from making trips
 - Lack of street lighting constrains respondents' movements, particularly during the winter months

5.3 Opinions of travel infrastructure and safety in the Study Area

Q6a – What do you think about the current conditions for walking in the area?

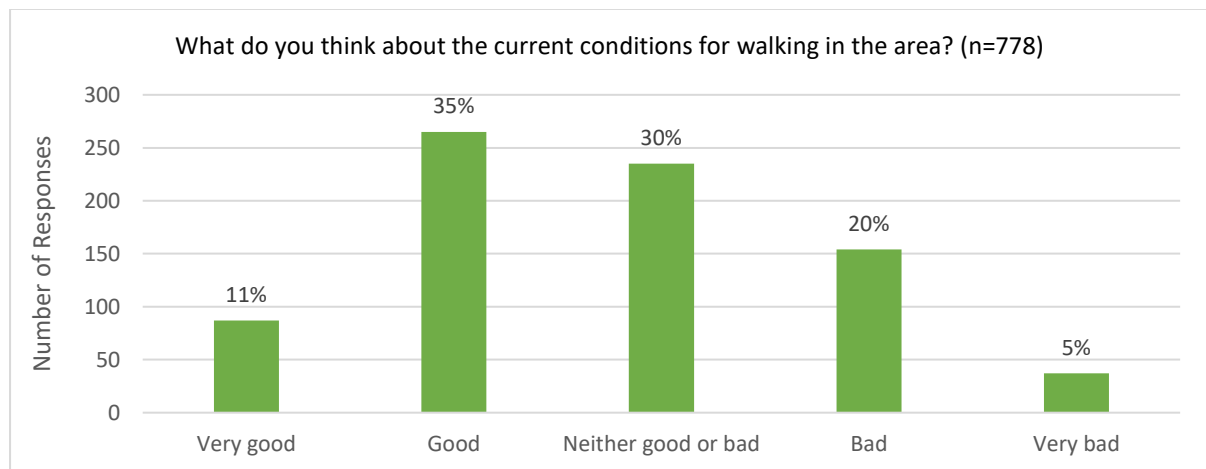


Figure 5:10: Opinion on current conditions for walking in the area

Figure 5:10 shows that the majority of respondents 46% (352) felt the current walking conditions are very good or good, 235 (30%) felt conditions were neither good or bad and 25% (345) or respondents felt the walking conditions in the area were bad or very bad.

Q6b – Are there any particular areas or locations where walking conditions could be improved?

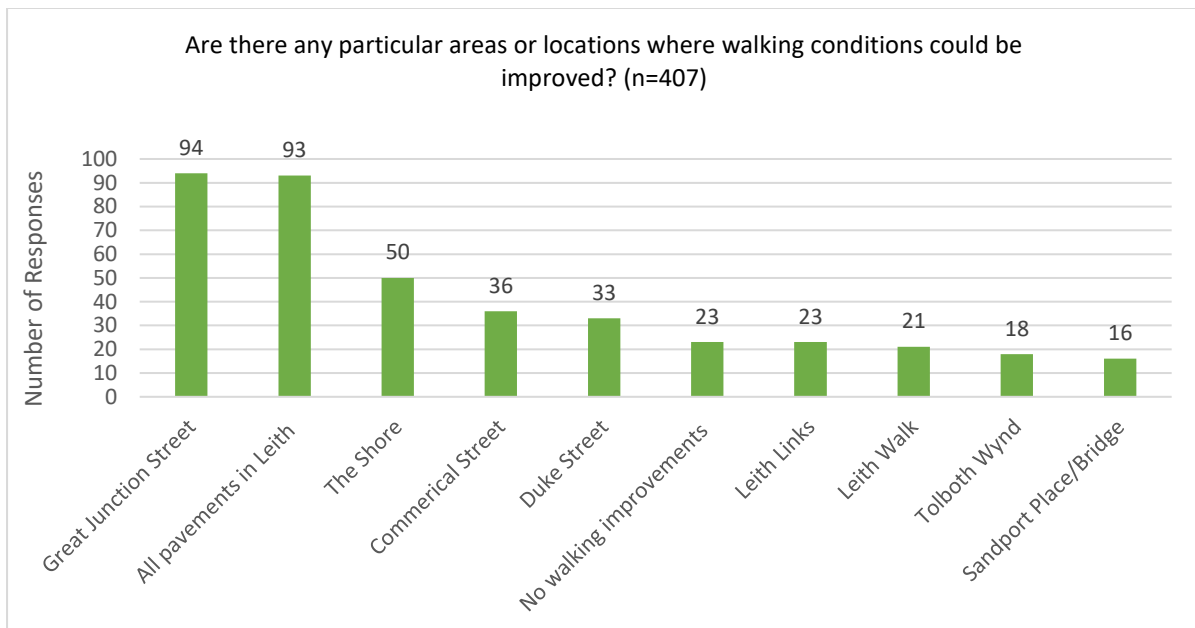


Figure 5:11: Areas or locations where respondents feel walking conditions could be improved

Figure 5:11 shows that a large number of responses feel that walking conditions could be improved at Great Junction Street (94), 50 respondents wanted to see improvements to The Shore and respondents wanted to see improvements to walking conditions on Commercial Street. 93 respondents said that all pavements in Leith need walking improvements, whilst 23 respondents said no improvements were needed to walking conditions.



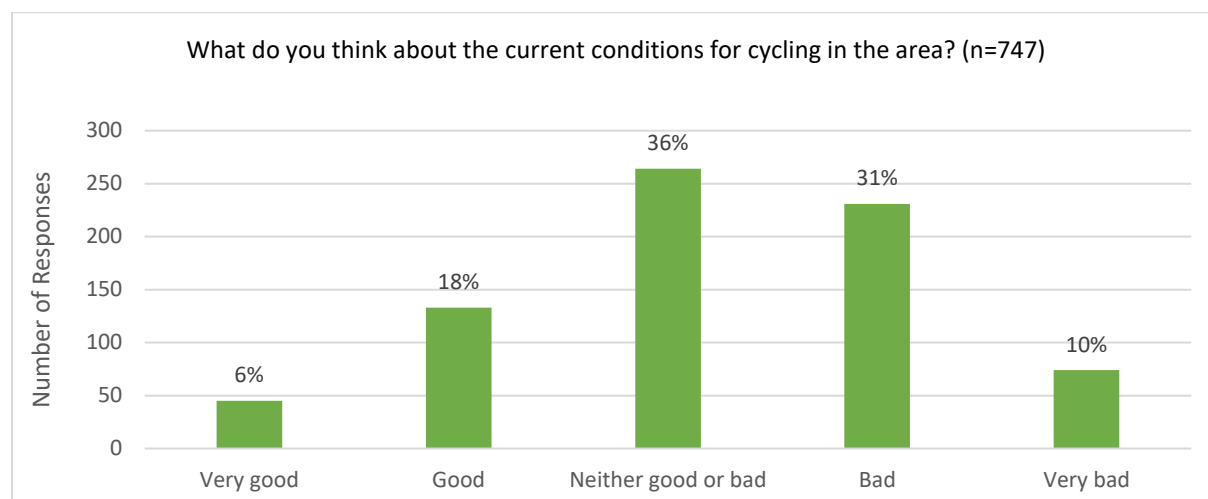
Q7a – What do you think about the current conditions for cycling in the area?

Figure 5:13: Opinion on current conditions for cycling in the area

Figure 5:13 shows that just over a third of respondents (264) feel the current cycling conditions are neither good or bad. A larger percentage of the respondents felt cycling conditions were bad (31%) or very bad (10%) compared to good (18%) and very good (6%).

Q7b – Are there any particular areas or locations where cycling conditions could be improved?

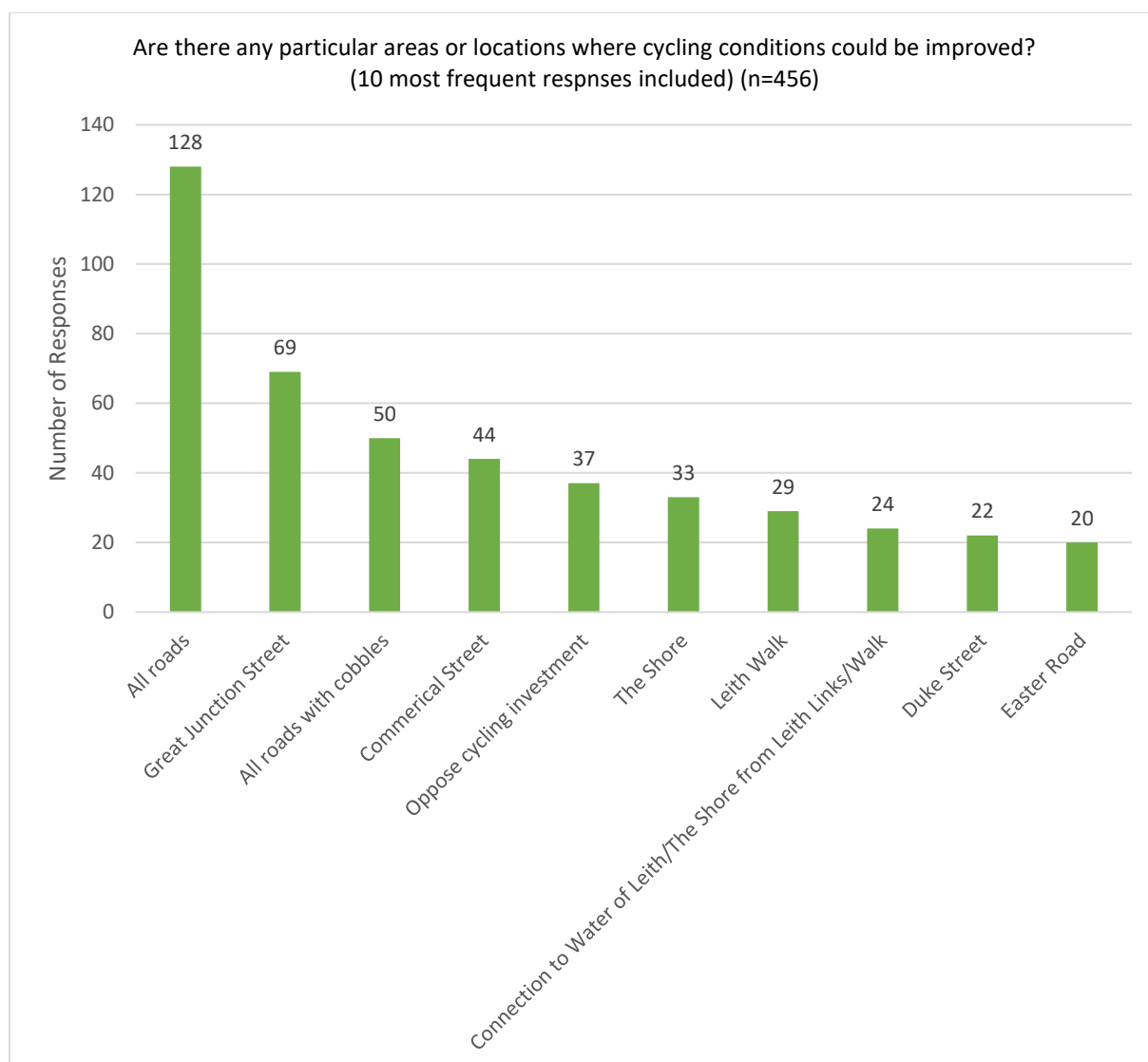


Figure 5:14: Areas or locations where respondents feel cycling conditions could be improved

Figure 5:14 shows 69 respondents want to see improvements for cycling on Great Junction Street, 44 respondents want to see improvements on Commercial street and 33 want to see improvements to cycling conditions on The Shore. 128 respondents felt that all roads in the area need to be improved for cycling compared to 37 respondents that opposed investment in cycle infrastructure and improvement all together. 50 comments related to the poor conditions for cycling on cobbled roads.

Figure 5:15 below shows the locations mentioned above visually.

AECOM
28

Q8 – Any other suggestions to improve accessibility for walking, wheeling, and cycling?

The most commonly made comments were around the following areas:

- 49 related to improved road and pavement surfaces
- 46 related to the volume and speed of traffic
 - Suggestions were made to introduce traffic calming measures to improve opportunities to walk, wheel and cycle
- 80 comments related to improvements to cycle infrastructure
 - Half of these comments wanted to see segregated cycleways for cyclists
 - Respondents suggested a connected cycle network would improve the accessibility for cyclists
 - Comments referred to the need for safe cycle storage and parking
 - Comments suggested the opportunity the access cycle hire would improve accessibility for those wanting to cycle
- 34 comments wanted enforcement of unsuitable parking that limits accessibility for those walking, wheeling and cycling
- 46 comments related to the conditions of pavements in regard to accessibility
 - 30 respondents wanted to see wider pavements
 - 16 respondents wanted the conditions, such as cleanliness, to be improved so that litter and debris doesn't affect accessibility

Q9 – How safe do you think traffic levels and speeds are in the local area, for children cycling or walking?

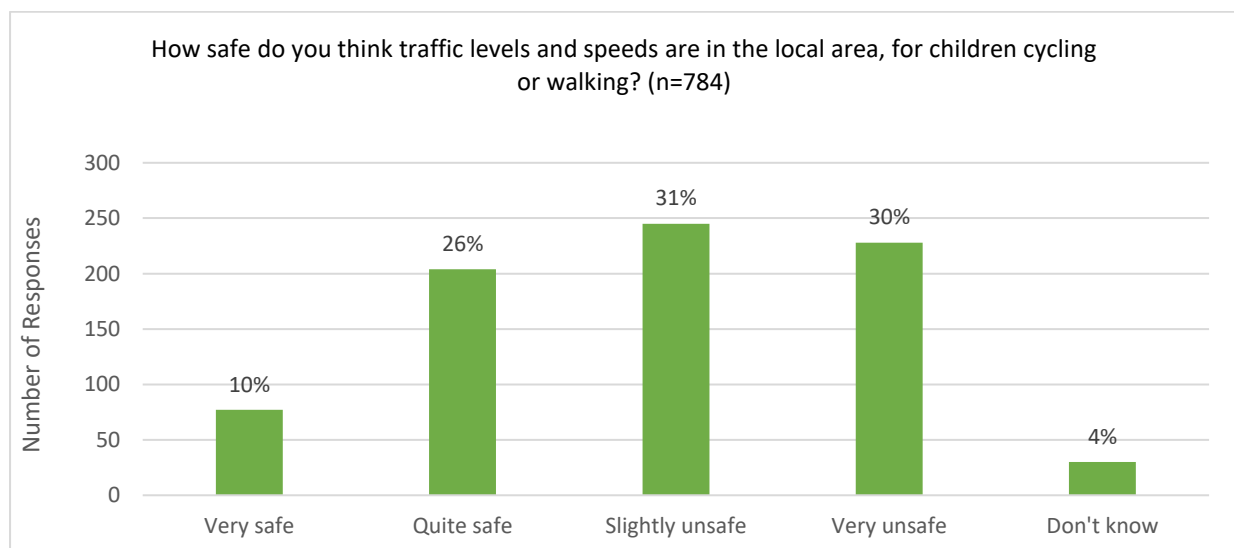


Figure 5:16: Opinion on traffic levels and speeds for children cycling or walking

Figure 5:16 shows the majority of respondents 61% think that traffic levels and speeds for children cycling and walking are slightly unsafe (31%) or very unsafe (30%). 26% of respondents think that it is quite safe whilst 10% think traffic levels and speed are very unsafe.

Q10a – How would you rate the current walking conditions for pedestrians to access local schools?

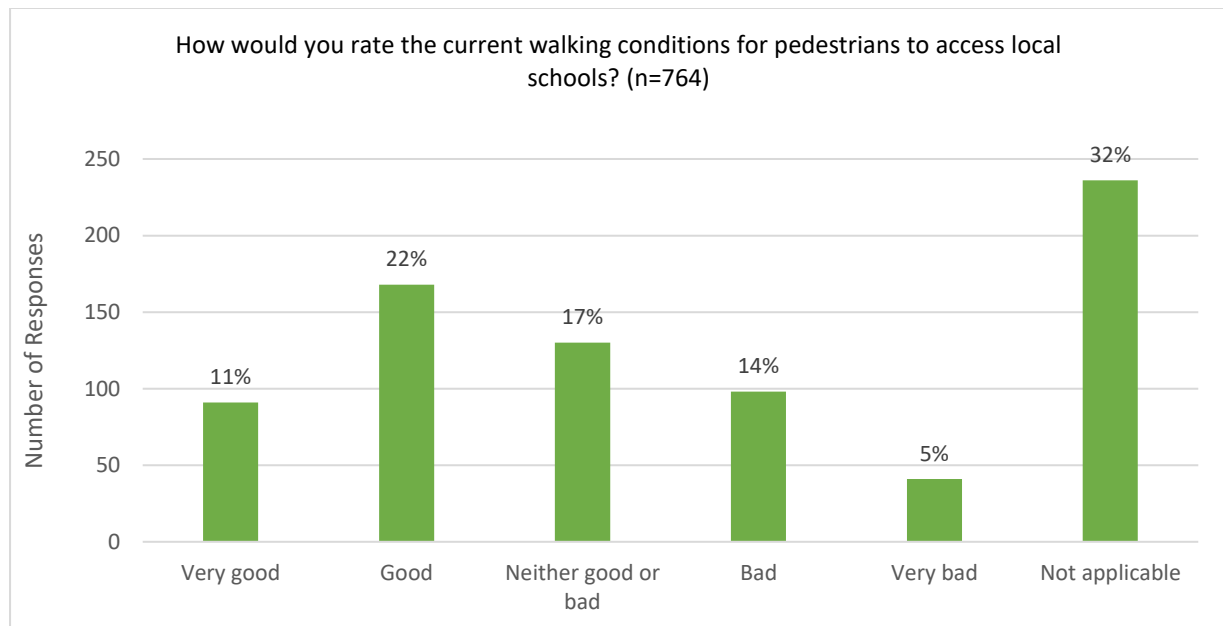


Figure 5:17: Opinion on walking conditions for accessing schools

Figure 5:17 shows that a third (33%) of respondents feel the current walking conditions for pedestrians to access schools is very good (11%) or good (22%). 17% of respondents think walking conditions are neither good or bad whilst 14% think they are bad and 5% think walking conditions to local schools are very bad.

Q10b – Which school do you travel to?

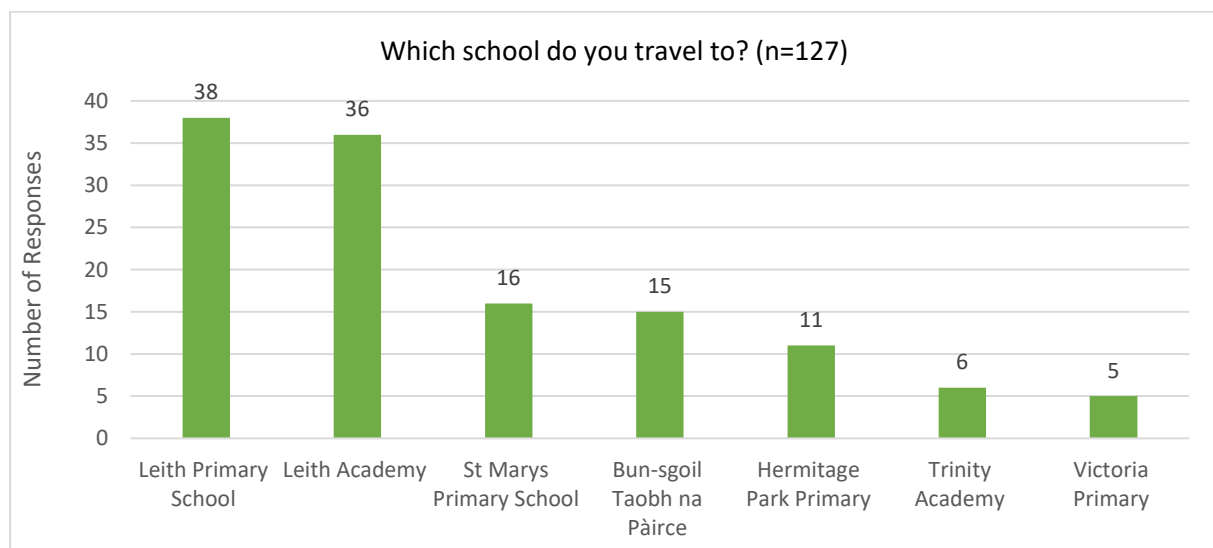


Figure 5:18: Schools travelled to by respondents (walking)

Figure 5:18 shows that 38 respondents indicated that they travel to Leith Primary School closely followed by 36 which travel to Leith Academy. 16 respondents travel to St Marys Primary School.

Q10c – Are there any particular areas or locations where access and conditions to schools could be improved for walking?

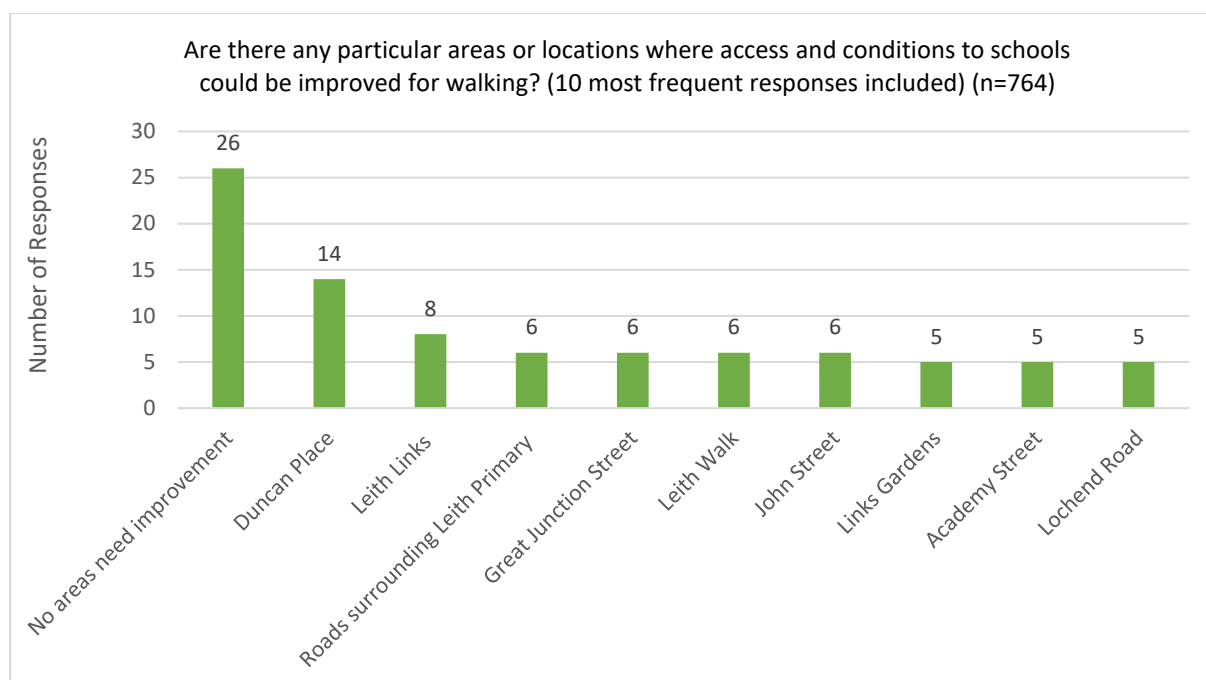


Figure 5:19: Areas/locations where walking to school could be improved

Figure 5:19 shows 26 respondents do not feel any areas need improvement. Respondents (14) felt Duncan Place and Leith Links (8) were areas where conditions for walking could be improved. Furthermore, a share of 6 responses were made for roads directly surrounding Leith Primary, Great Junction Street, Leith Walk and John Street.

Q11a – How would you rate the current conditions for cyclists accessing local schools?

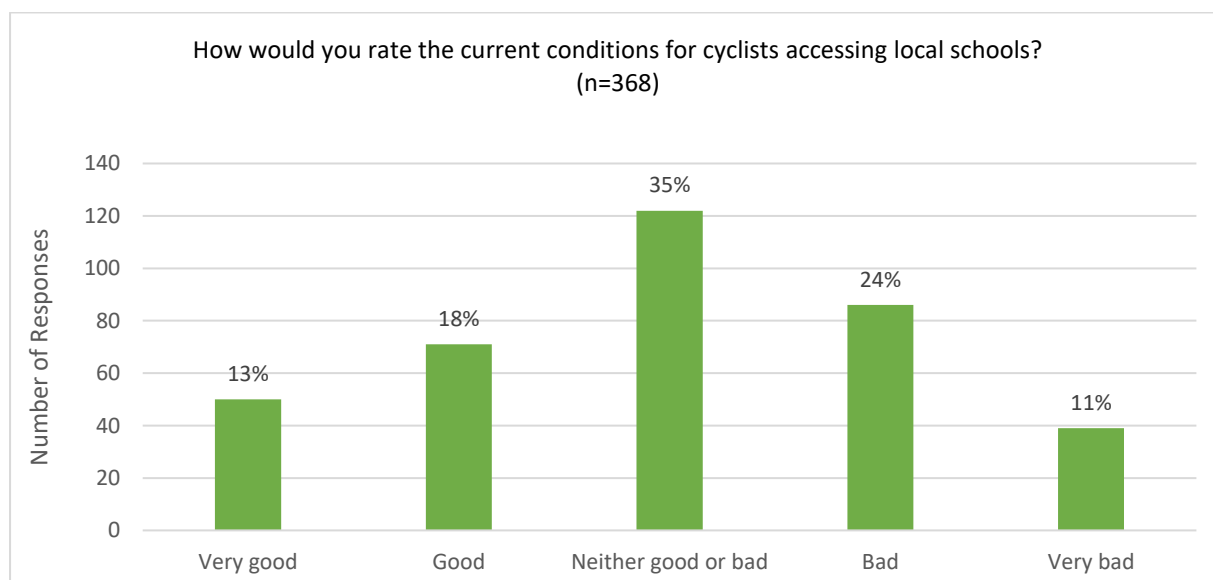


Figure 5:20: Opinion on cycling conditions for accessing local schools

Figure 5:20 shows just over a third (35%) of respondents feel conditions for cycling to school are neither good or bad. 31% respondents rate the current conditions positively, either very good (13%) or good (18%) whilst 35% respondents rated the conditions poorly, as either bad (24%) or very bad (11%)

Q11b – Which school do you travel to?

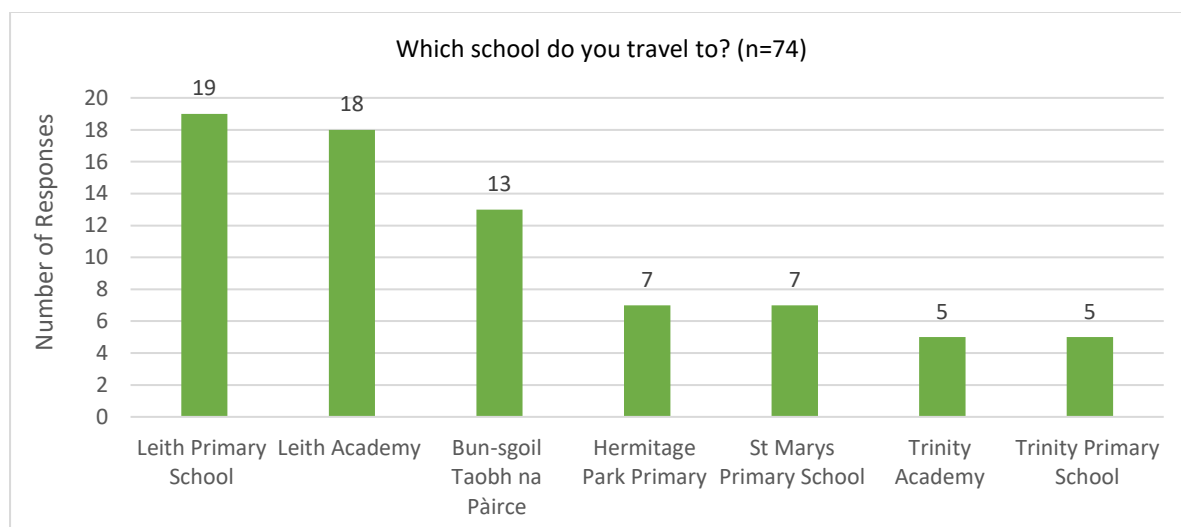


Figure 5:21: Schools travelled to by respondents (cycling)

Figure 5:21 shows that 19 respondents travel to Leith Primary School, 18 to Leith Academy and 13 to Bun-sgoil Taobh na Pàirce.

Q11c – Are there any particular areas or locations where access and conditions to schools could be improved for cycling?

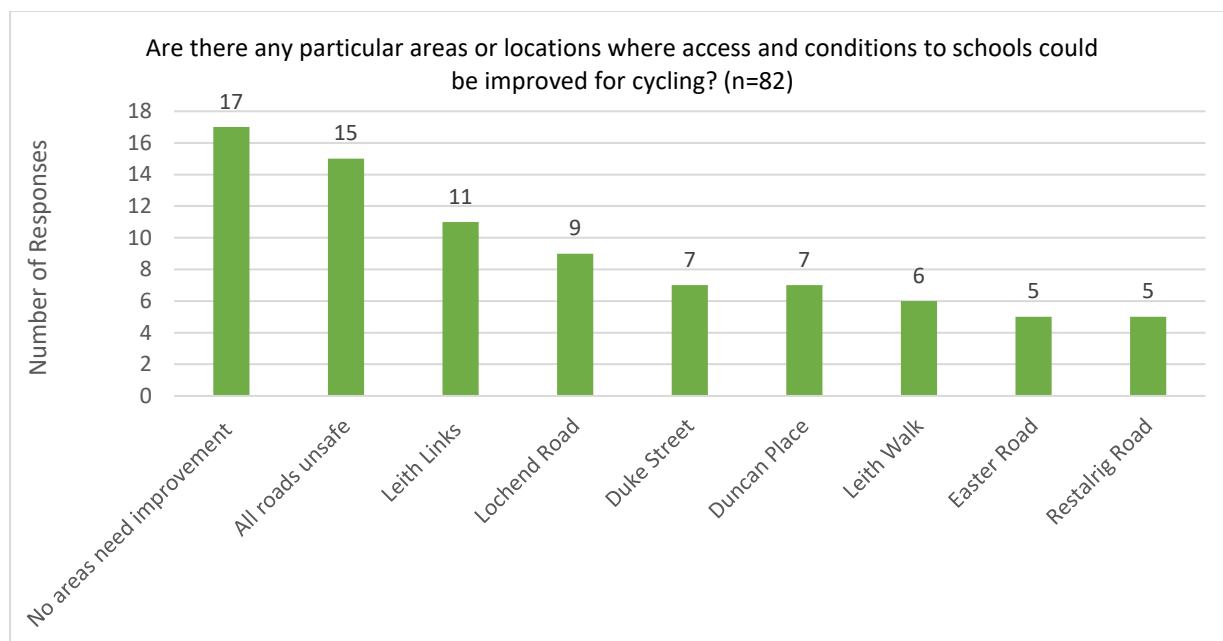


Figure 5:22: Areas/locations where cycling to school could be improved

Figure 5:22 shows 17 respondents think there are no area that need improvements, compared to 15 respondents that felt all roads are unsafe and could be improved for children cycling to schools. Respondents (11) felt Leith Links and Lochend Road (9) were particular areas where access and conditions for cycling to schools could be improved.

5.4 Traffic volumes, vehicle speeds and parking in the Study Area

Q12a – Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on your street?

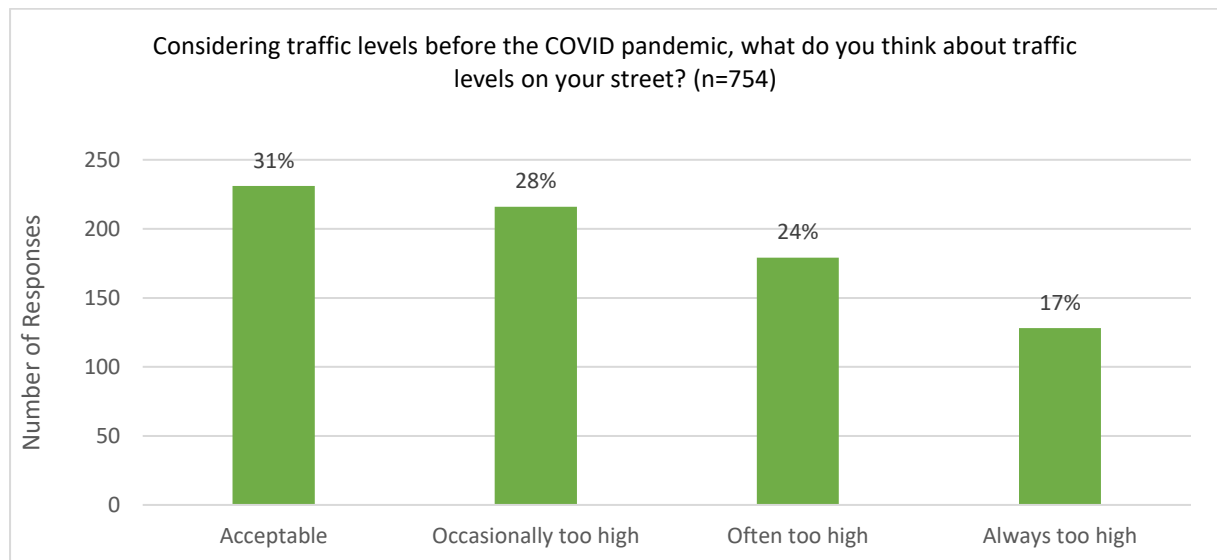


Figure 5:23: Opinion on traffic levels in respondents own street prior to the pandemic

Figure 5:23 shows 231 (31%) respondents think that traffic levels are acceptable. In comparison to 523 (69%) respondents that think traffic levels on their streets are too high, whether that's occasionally (28%), often (24%) or always (17%) too high.

Q12b – If you think traffic levels are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high

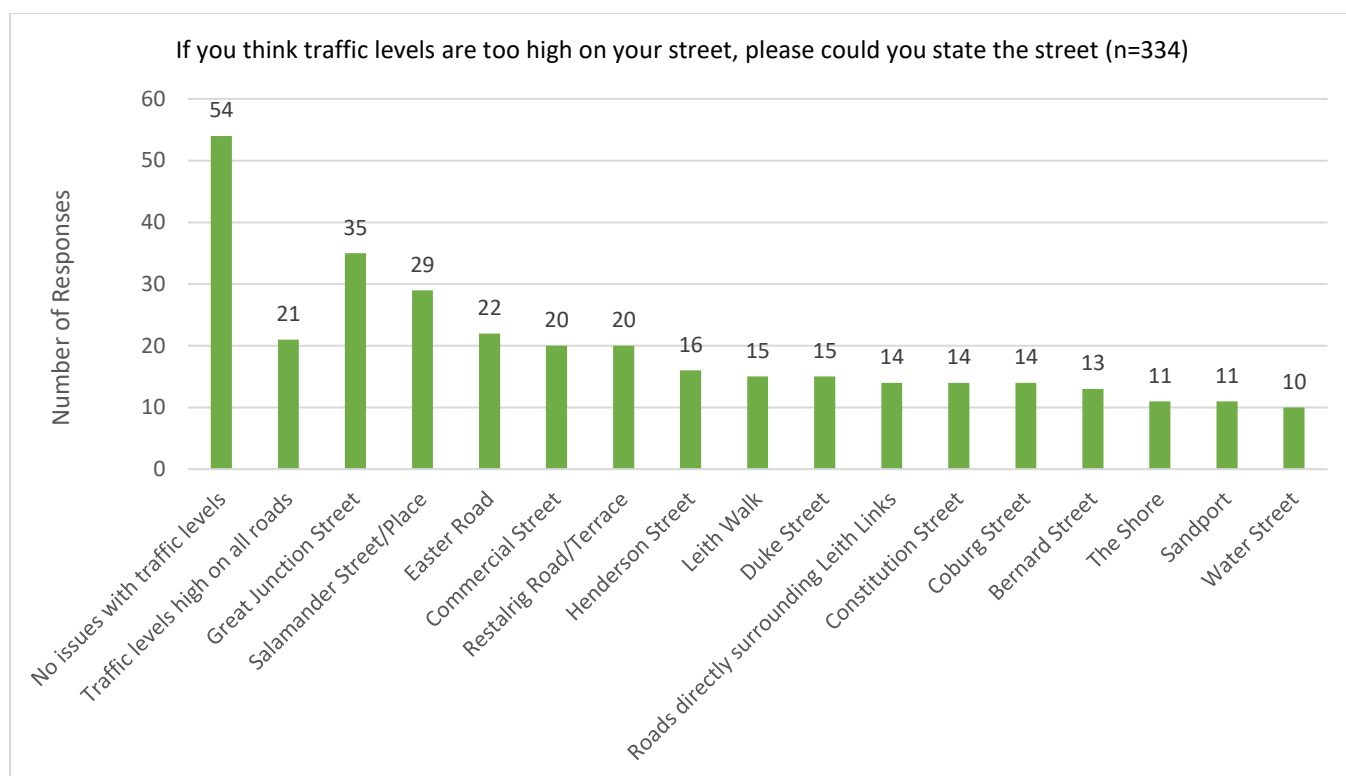


Figure 5:24: Further details provided by respondents regarding traffic levels on respondents own street

Figure 5:24 shows respondents feel traffic levels are too high on Great Junction Street (35), Salamander Street/Place (29) and Easter Road (22). 54 respondents felt there were no issues with traffic levels on their streets and 21 respondents felt traffic levels were high on all roads in the area.

The most commonly made comments were around the following areas:

- 51 comments related to high levels of traffic during commuting hours
 - Relating to early morning high levels of traffic
 - Relating to late night high levels of traffic
- 23 comments referred to there being high levels of traffic throughout the daytime
- 10 comments specifically referred to high levels during school drop off and pick up hours
- 4 comments felt traffic levels were too high at the weekends

Figure 5:25 below visually shows the streets mentioned above in more details, where respondents feel traffic levels are too high on their own street.

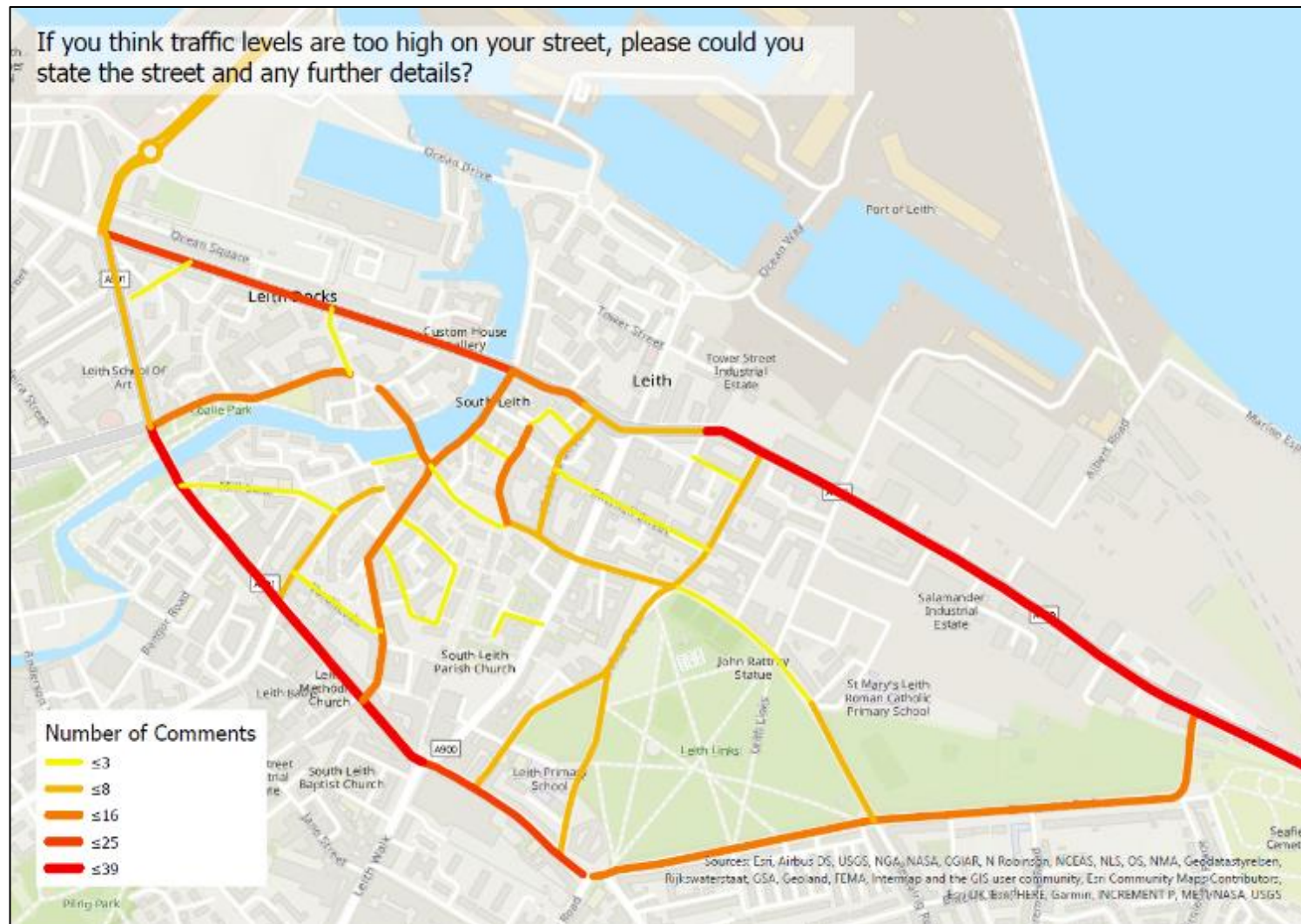


Figure 5:25: Streets where respondents feel traffic levels are too high on their own street - heatmap

Q13a - Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on other streets in the Leith area?

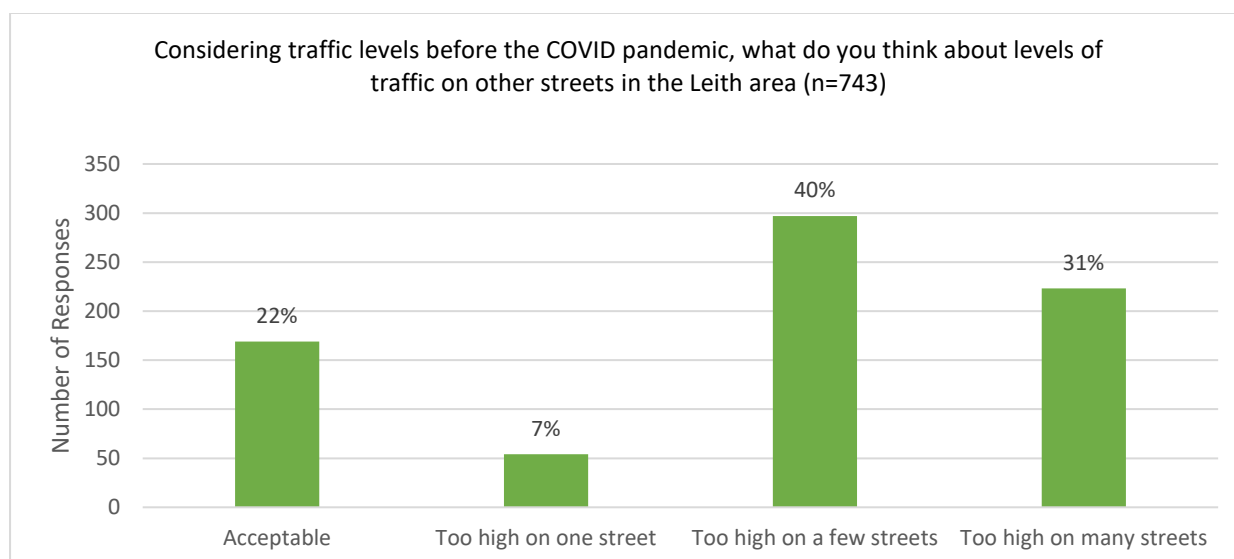


Figure 5:26: Opinion on traffic levels in other street prior to the pandemic

Figure 5:26 shows 169 (22%) respondents think traffic on other streets in Leith is acceptable, compared to 574 (78%) that think traffic levels are either too high on one street (7%), too high on a few streets (40%) or too high on many streets (31%)

Q13b – If you think traffic levels are too high on any street, please could you state the street and any further details, such as the time of day when the levels are too high

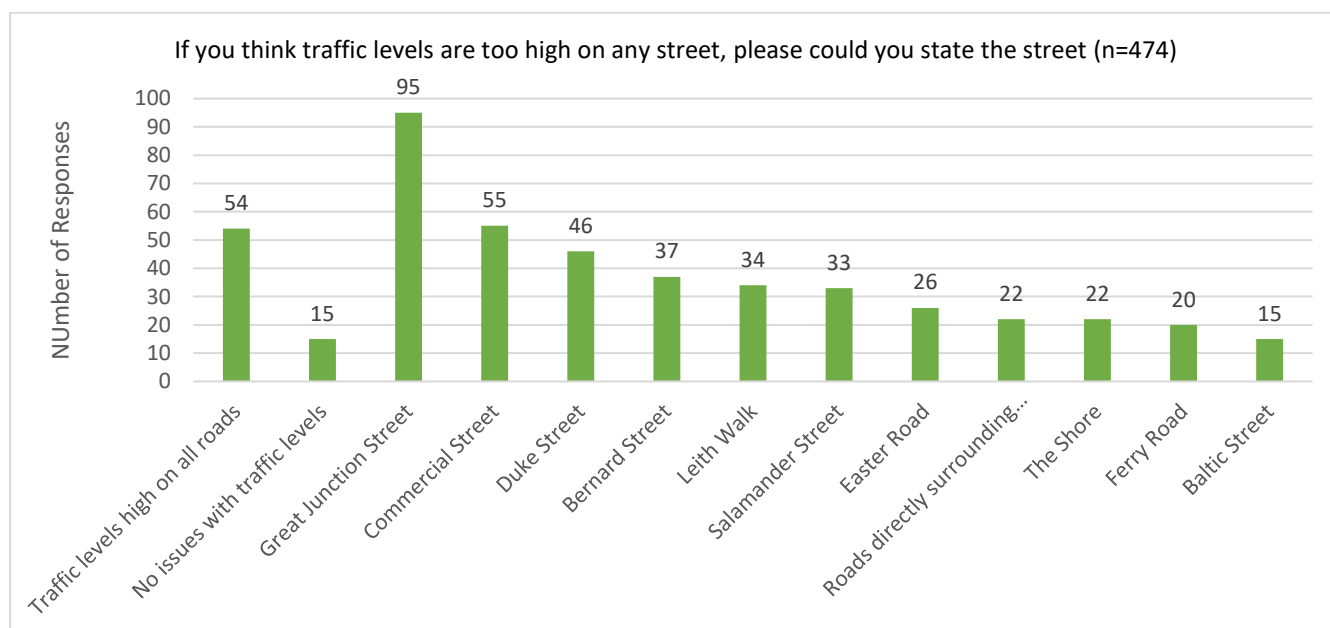


Figure 5:27: Further details provided by respondents regarding traffic levels on other streets

Figure 5:27 shows 54 respondents feel traffic levels are too high on all roads and 15 respondents feel there are no issues with traffic levels. Respondents felt traffic levels were too high on Great Junction Street (95), Commercial Street (55) and Duke Street (46).

The most commonly made comments were around the following areas:

- 27 respondents commented on traffic levels being too high around commuting times
 - related to traffic levels being high in the early morning

- related to traffic levels late in the evening
- 3 comments referred to traffic levels being too high around school drop off and pick up hour

-
-

Figure 5:28 below visually shows the streets mentioned above in more details, where respondent feel traffic levels are too high on any street.

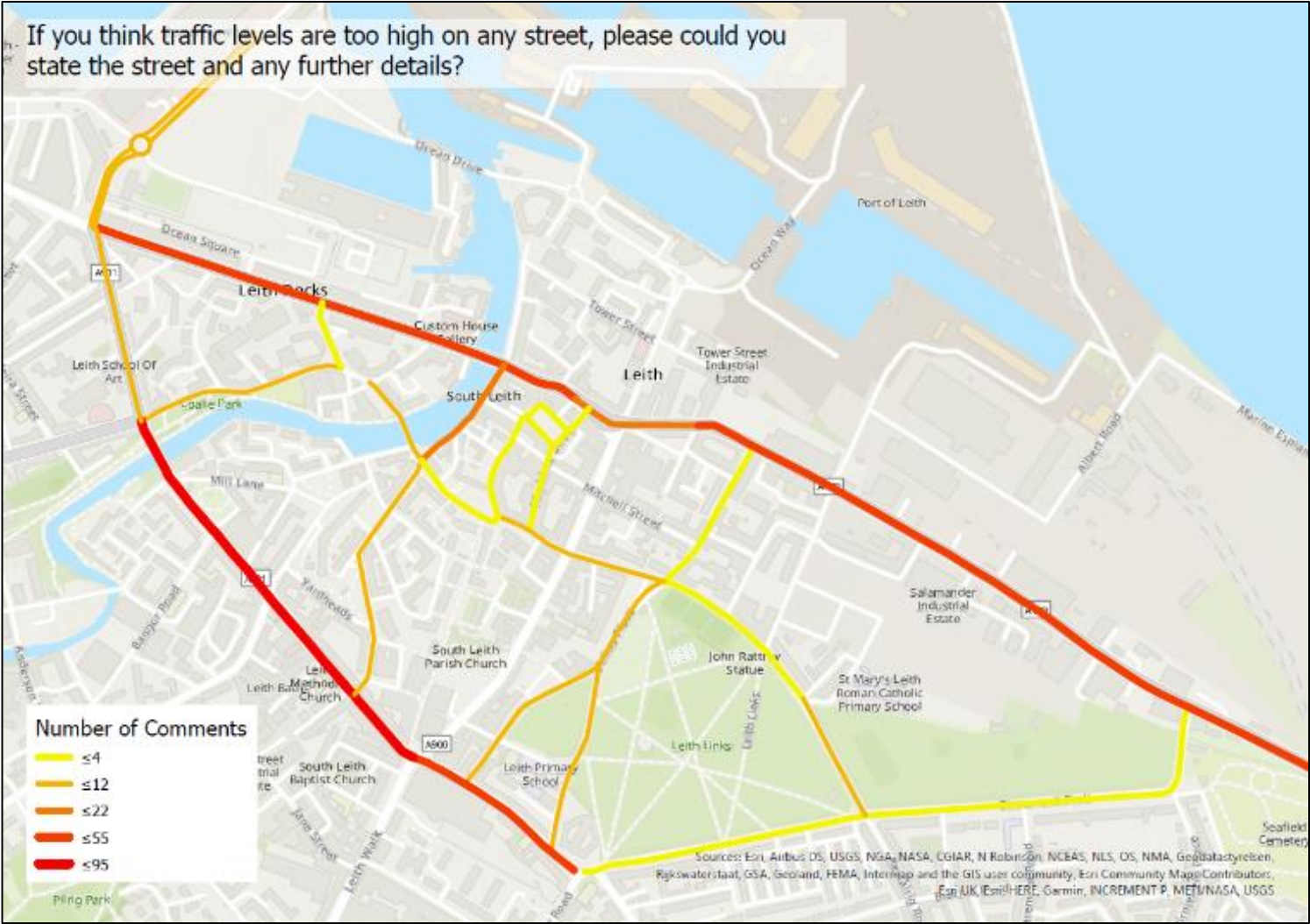


Figure 5:28: Streets where respondents feel traffic levels are too high on any street - heatmap

Q14a – Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on your street?

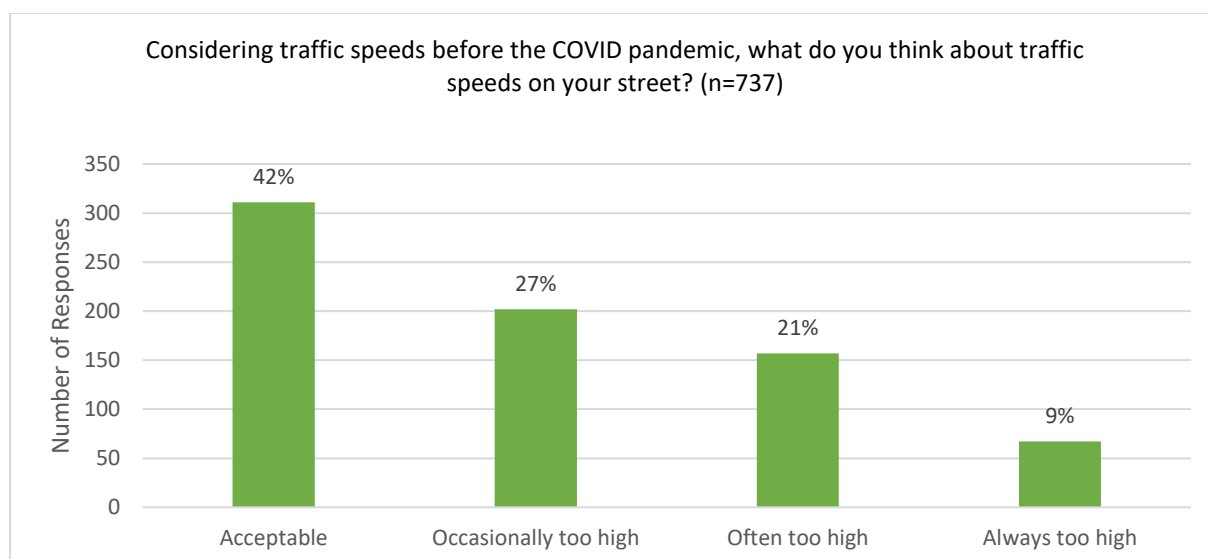


Figure 5:29: Opinion on traffic speeds in respondents own street prior to the pandemic

Figure 5:29 shows 311 (42%) respondents think traffic speeds on their street are acceptable, compared to 426 (58%) that think traffic speeds are either occasionally too high (27%), often too high (21%) or always too high (9%)

Q14b – If you think traffic speeds are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high?

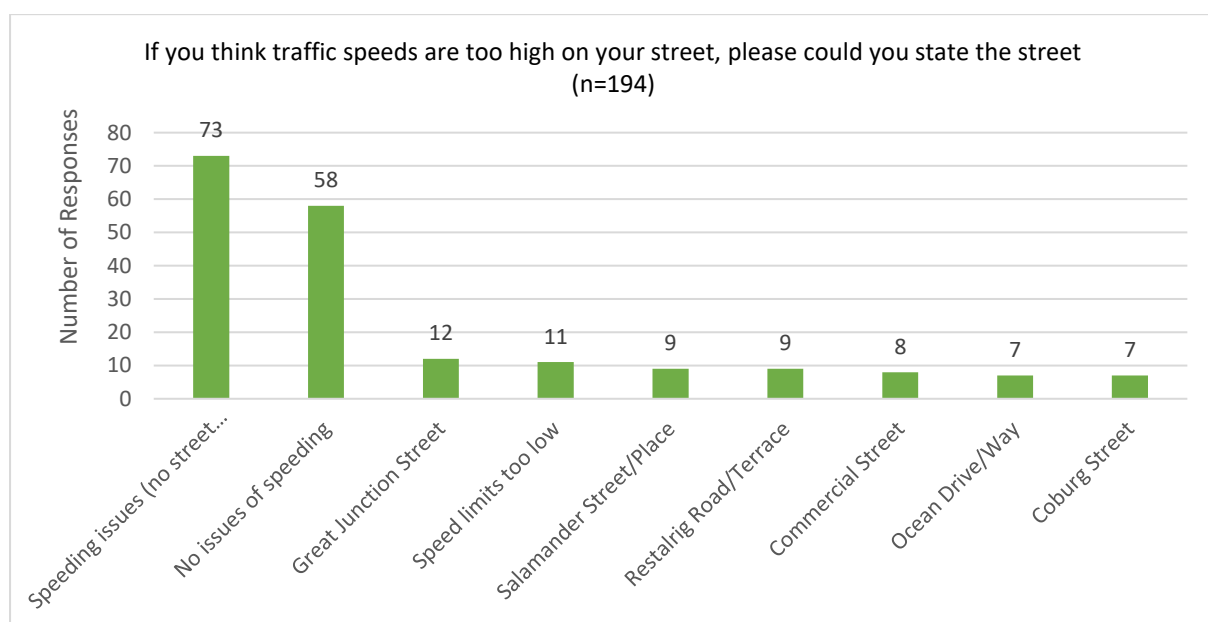


Figure 5:30: Further details provided by respondents regarding traffic speeds on respondents own street

Figure 5:30 shows that a significant number (73) of respondents feel that speeding is an issue but did not specify a street in comparison to 59 respondents feeling that there are no issues with speeding. Respondents felt traffic speeds were too high on Great Junction street (12) and 11 respondents felt that speed limits were too low but did not specify a street.

The most commonly made comments were around the following areas:

- 12 respondents commented on traffic speeds late at night
- 6 respondents commented on traffic speeds in the early morning

Figure 5:31 below visually shows the streets mentioned above in more detail, where respondents feel traffic speeds are too high on their own street.



Figure 5:31: Streets where respondents feel traffic speeds are too high on their own street - heatmap

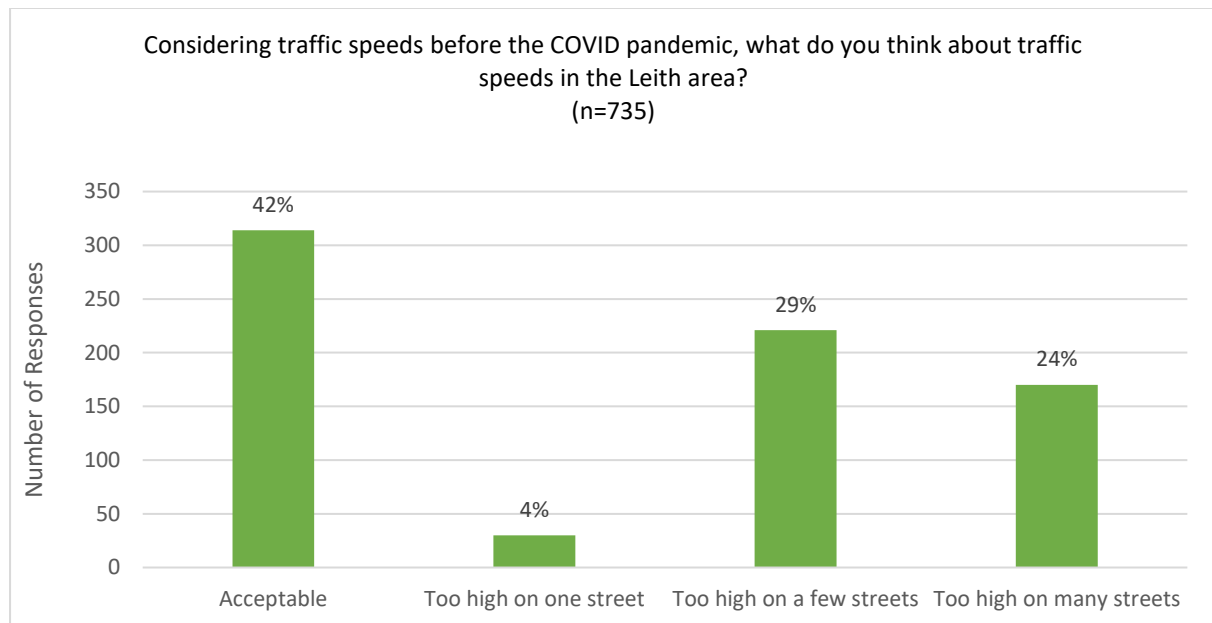
Q15a – Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds in the Leith area?

Figure 5:32: Opinion on traffic speeds on other streets prior to the pandemic

Figure 5:32 shows 314 (42%) respondents think traffic speeds on streets in Leith are acceptable, compared to 421 (58%) respondents that think traffic speeds are either too high on one street (4%), too high on a few streets (29%) or too high on many streets (24%)

Q15b – If you think traffic speeds are too high on other street, please could you state the street and any further details, such as the time of day when the levels are too high?

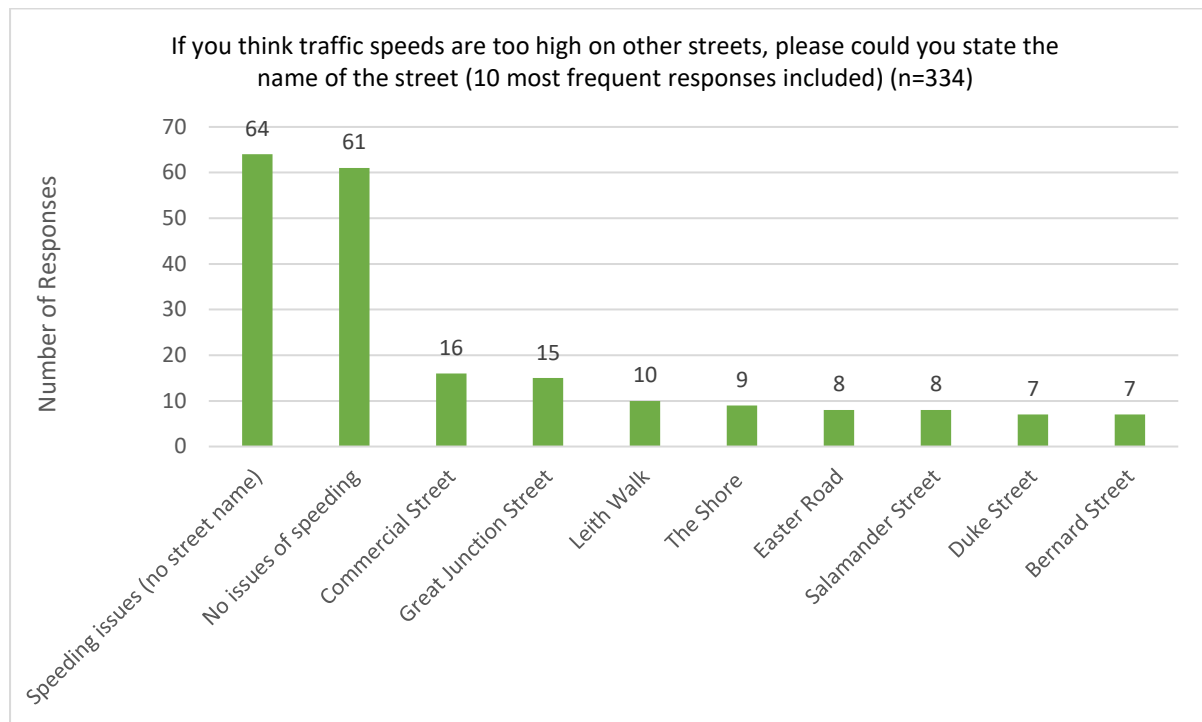


Figure 5:33: Further details provided by respondents regarding traffic speeds on other streets

Figure 5:33 shows 64 respondents felt that there are speeding issues on other streets in the local area but did not specify a street name in comparison to 61 respondents that felt there are no issues with speeding. Respondents felt that traffic speeds are too high on Commercial Street (16) and Great Junction Street (15)

The most commonly made comments were around the following areas:

- 9 comments related to traffic speeds being too high late at night
- 4 comments related to traffic speeds being too high in the early morning

Figure 5:34 below visually shows the streets mentioned above in more detail, where respondents feel traffic speeds are too high on any street.



Figure 5:34: Streets where respondents feel traffic speeds are too high on any street - heatmap

Q16 – Are there any particular areas where non-resident parking causes a problem for local residents?

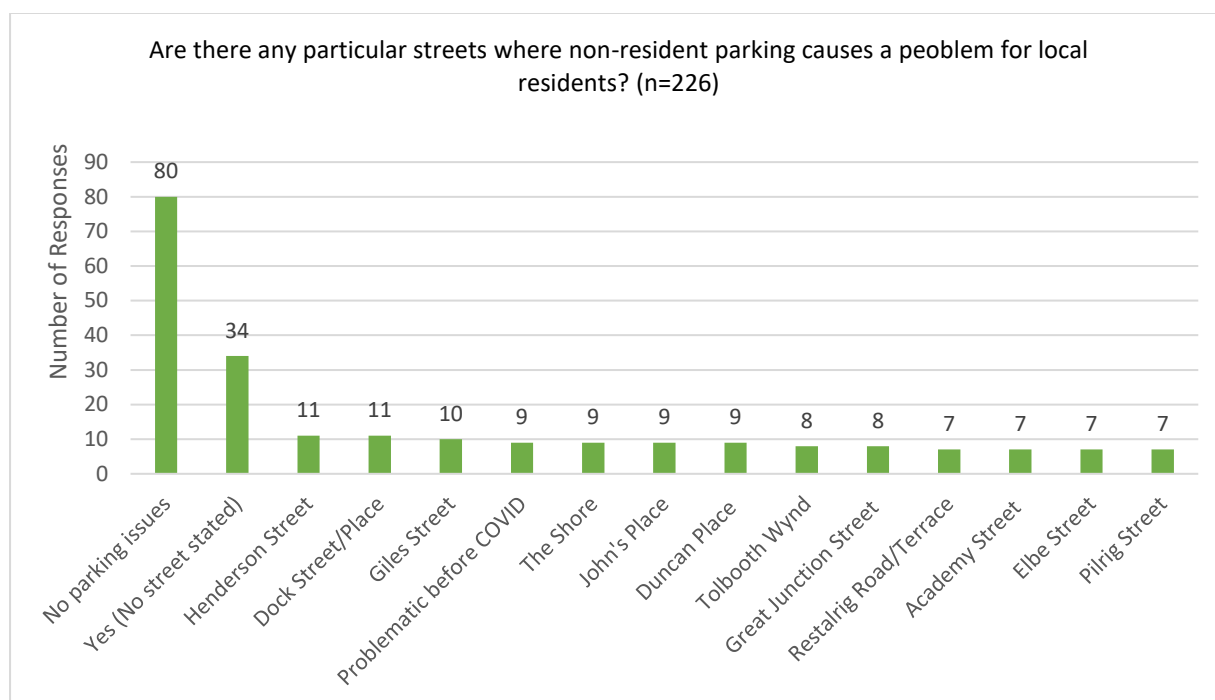


Figure 5:35: Streets/areas where non-resident parking causes issues for local residents

Figure 5:35 shows 80 respondents had no issues with parking, 34 respondents had issues with non-resident parking but did not name specific streets or areas. 9 respondents found that non-resident parking was problematic before the COVID pandemic.

5.5 Placemaking in the Study Area

Q17a – Are there any locations within Leith where you would like to see changes to the streets to improve how they look and feel, such as by introducing things like trees, planters, more space for children and seating?

Q17b – What are the locations?

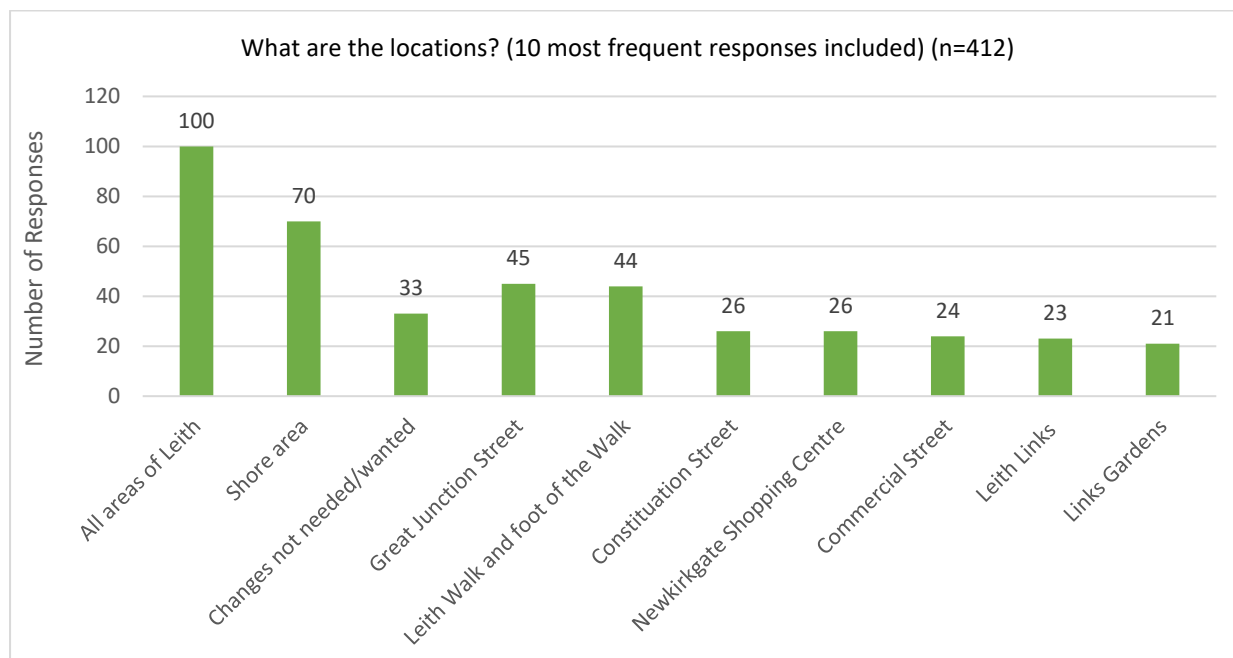


Figure 5:36: Locations within Leith where respondents would like to see changes (placemaking)

Figure 5:36 shows 100 respondents would like to see changes in all areas of Leith, whereas 33 respondents felt no changes are needed or wanted in the area. 70 respondents wanted to see changes in the Shore area, 45 wanted to see change at Great Junction Street and 44 wanted to see improvements and changes on Leith Walk.

Q17c – What would you like to see?

The most commonly made comments were around the following areas:

- **179** comments related to wanting to see more greenery
 - Including additional trees planted around the area and flower beds with plants to improve the areas look and feel
- 78 comments referred to the need for more litter bins in the area
 - Respondents felt littering was an issue that was affecting the look of the area
- 68 comments suggested regular cleaning of streets in the local area would help improve the cleanliness and attractiveness of local streets
- 66 comments related to the desire for more seating in the area
- 65 comments wanted to see improvements to pavement conditions
 - Suggested widening pavements for better accessibility
 - Comments related to the issues and concerns of potholes
 - Suggested additional drop kerbs to make accessibility easier for those with mobility issues
- 63 comments wanted to see more dedicated green space in the area to improve the look and use of spaces
- 50 comments referred to the issues with traffic volumes and felt a reduction in traffic would improve the look and feel of the area
- 27 comments related to improving cycle infrastructure

- Respondents wanted to improve access to bikes, suggesting cycle hire opportunities
- Suggestions to improve cycle routes and connectivity
- Additional cycle parking and storage were suggested by respondents 22 comments suggested pedestrianisation of roads in the area
 - Respondents felt that giving pedestrians priority would improve the look and feel of the area
- 19 comments related to parking, reducing parking spaces was suggested
- 17 comments suggested more artwork and street art in the local area to improve the look
- 17 comments referred to the lack of street lighting, feeling that improving street lighting would make the area feel safer

Figure 5:37 below visually shows the streets mentioned above, where respondents feel placemaking improvements could be made.

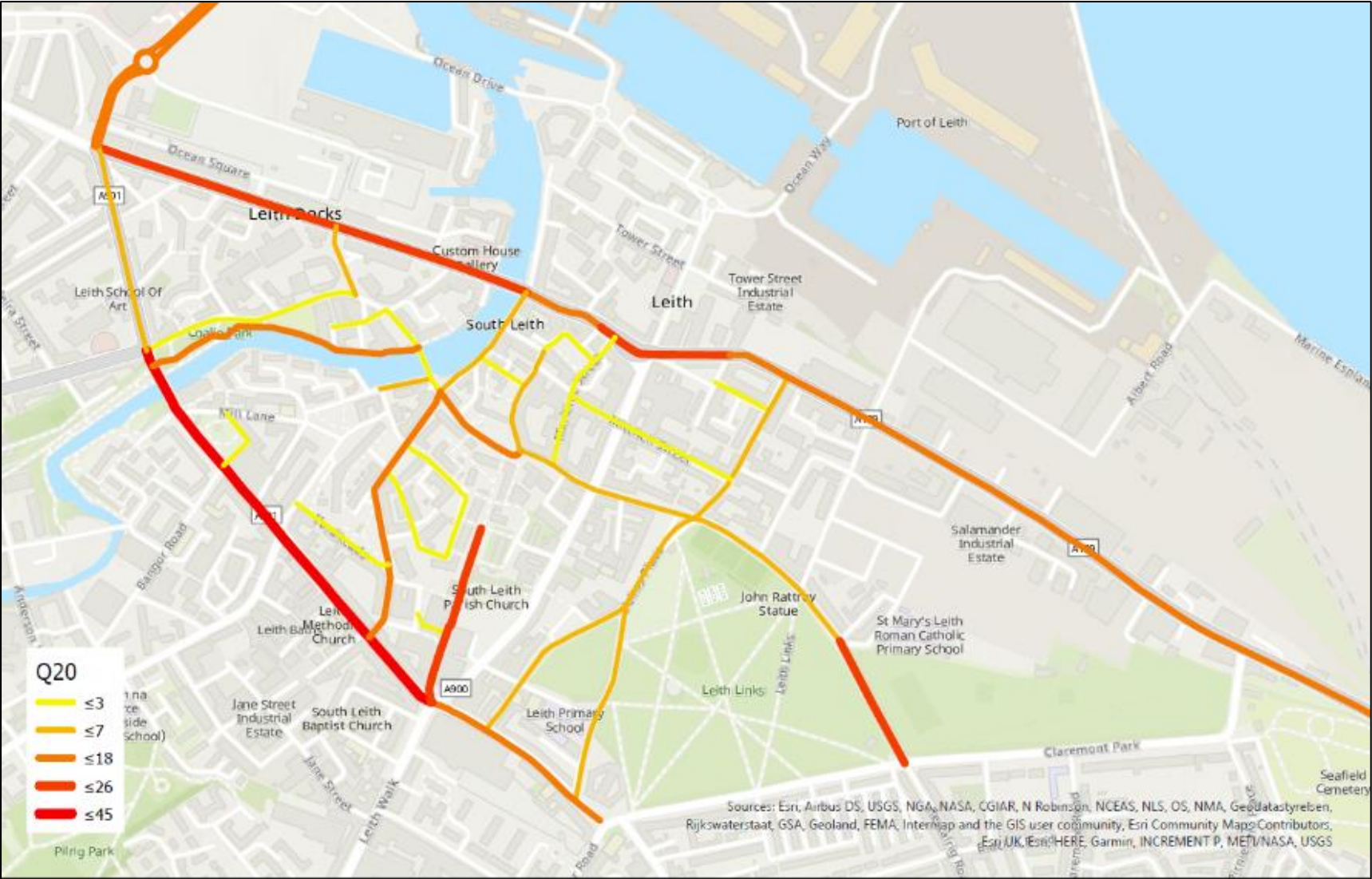


Figure 5:37: Streets where respondents have highlighted for placemaking improvements - heatmap

5.6 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?

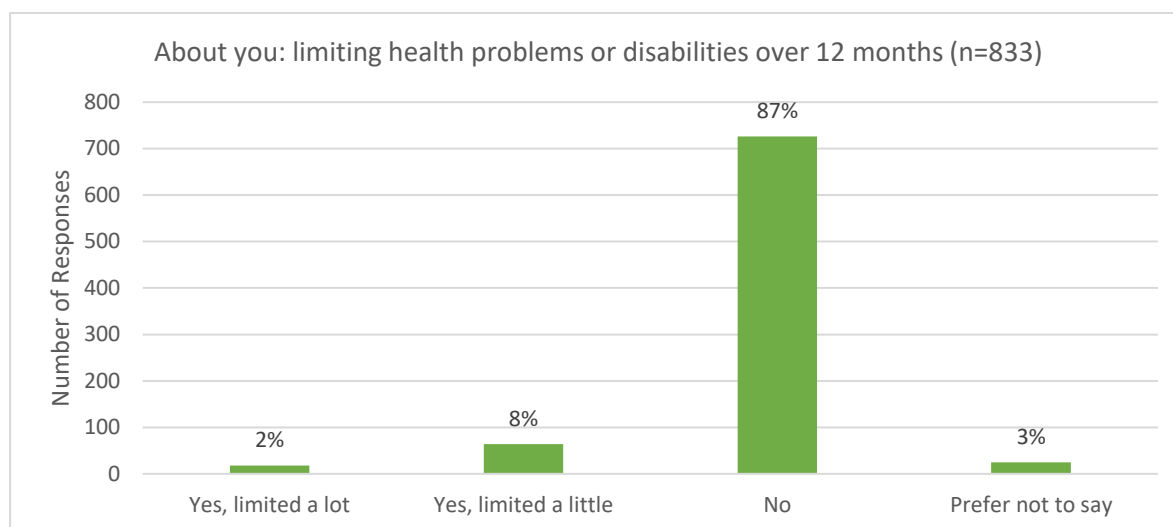


Figure 5:38: About you: limiting health problems or disabilities over 12 months

With regards to limiting health problems or disabilities lasting or expected to last over 12 months, **Figure 5:38** 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?

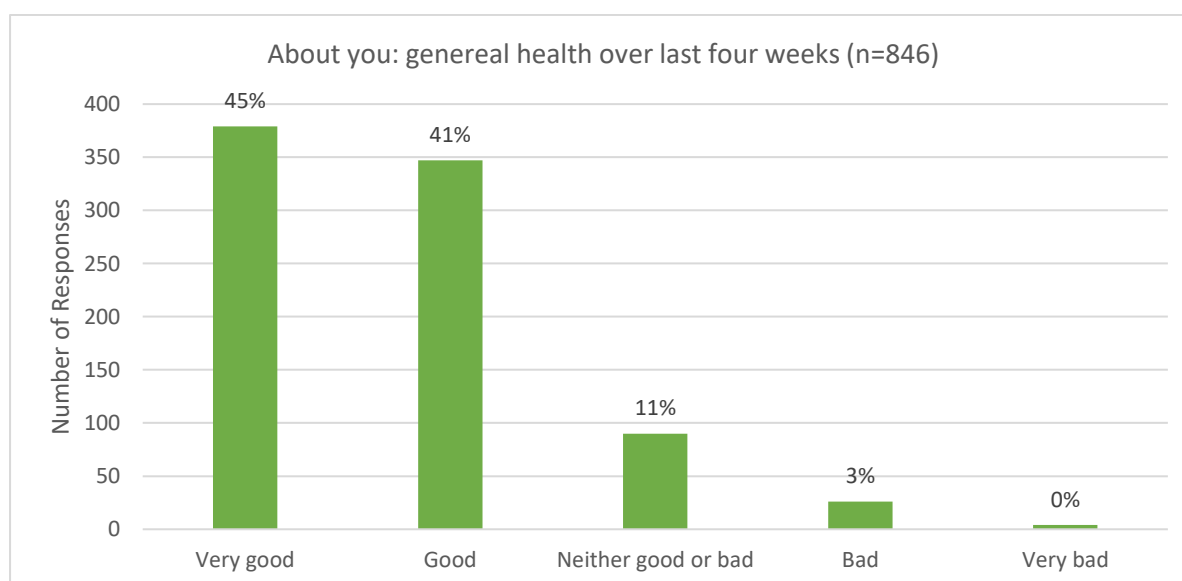


Figure 5:39: About you: health over the last four weeks

With regards to their health over the last four weeks, **Figure 5:39** 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?

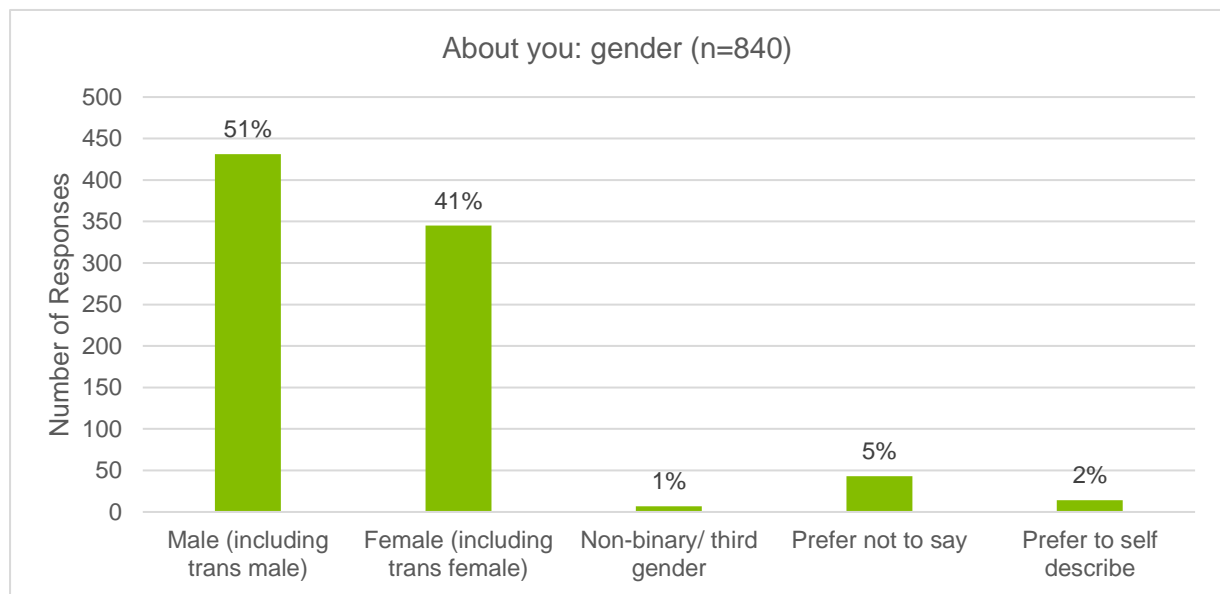


Figure 5:40: About you: gender

Figure 5:40 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?

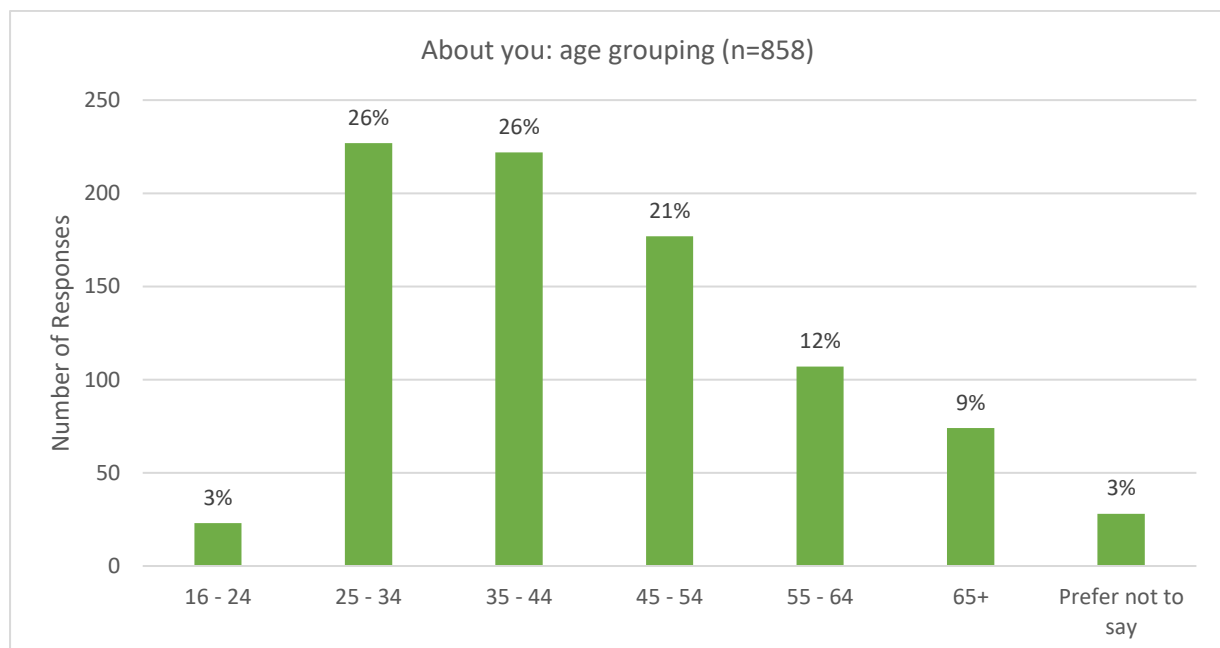


Figure 5:41: About you: age grouping

Figure 5:41 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?

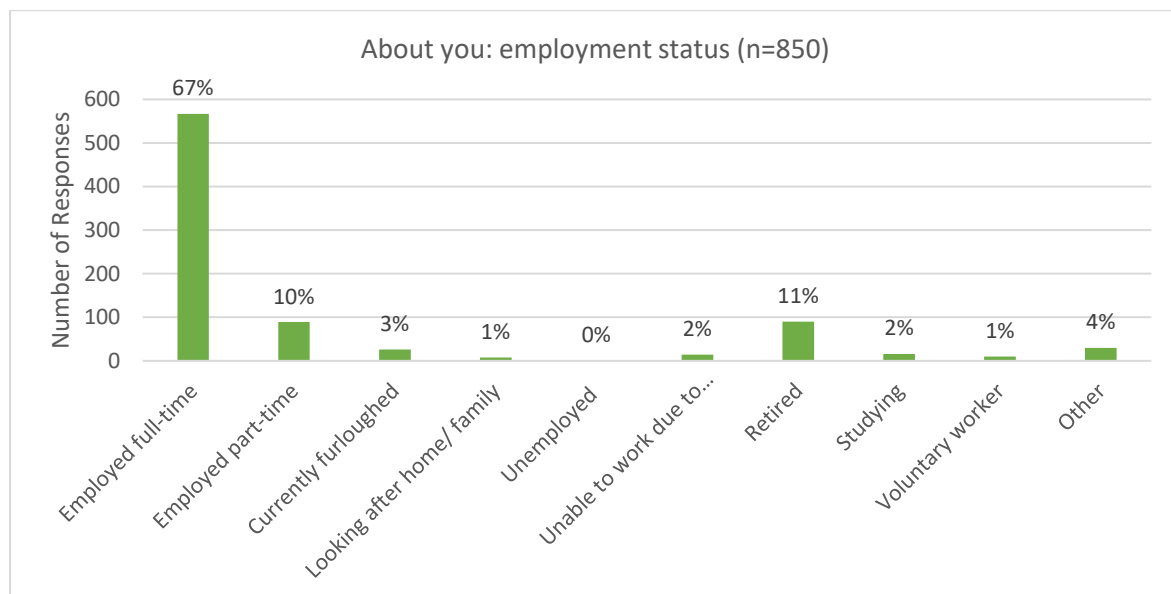


Figure 5:42: About you: employment status

With regards to employment status, **Figure 5:42** 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?

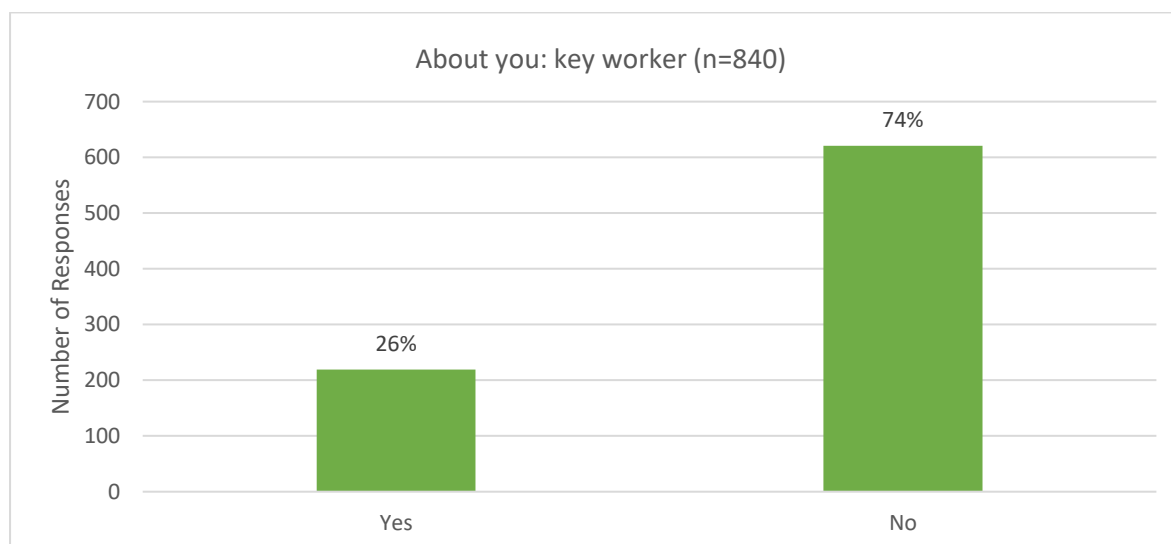


Figure 5:43: About you: keyworker

Figure 5:43 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?

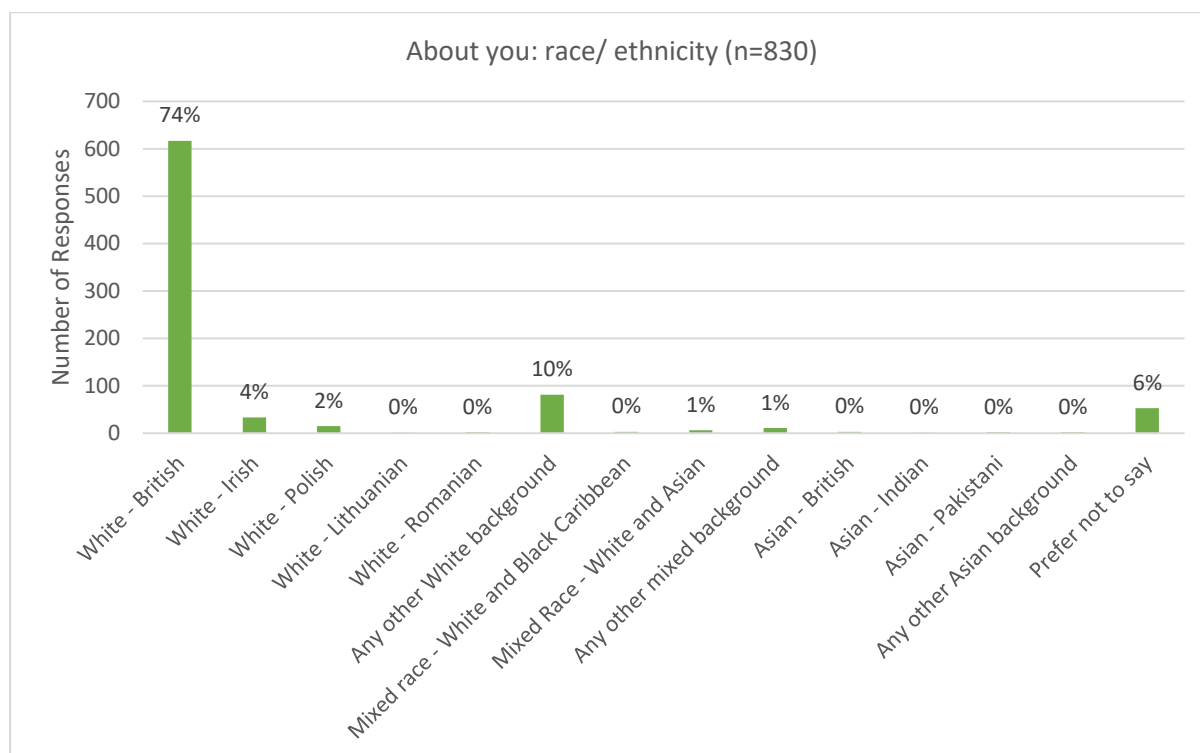


Figure 5:44: About you: race / ethnicity

Figure 5:44 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?

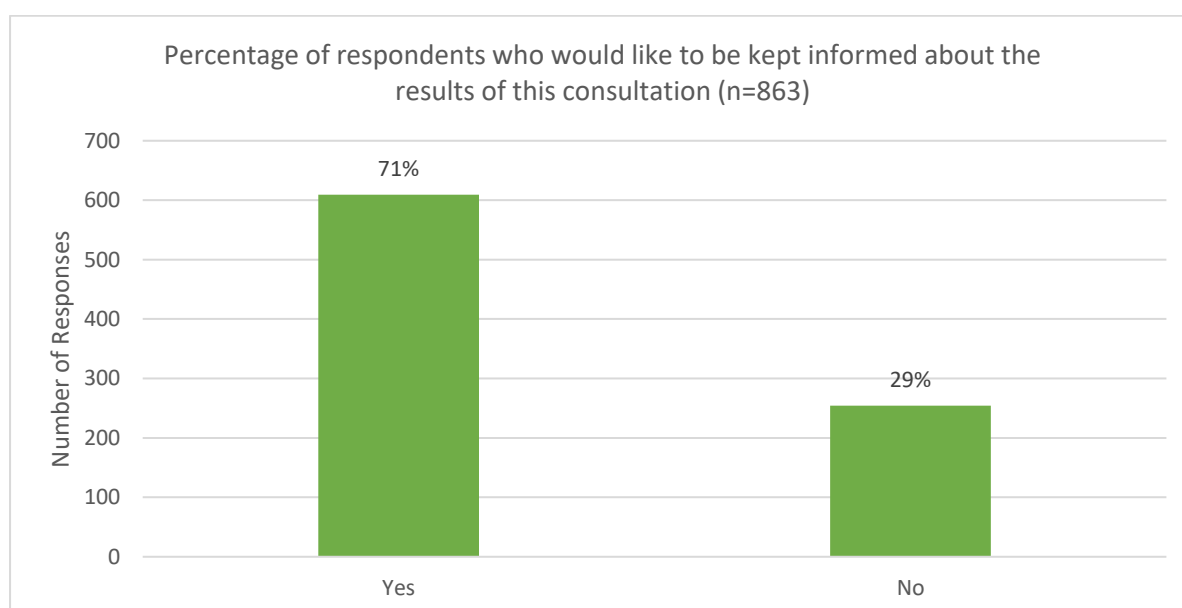


Figure 5:45: About you: consultation updates

Figure 5:45 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.

5.7 Further Analysis

5.7.1 Postcode Analysis

The figure below shows the number and location of respondents that answered the online survey by proximity to the project area. Respondents originally provided their post code in Q2 of the online survey. The mapping shows that the majority of respondents (456) reside within the project area. 333 respondents reside within 1km of the project area, 45 within 2km and 32 within 5km. A further 5 responses came from out with 5km.

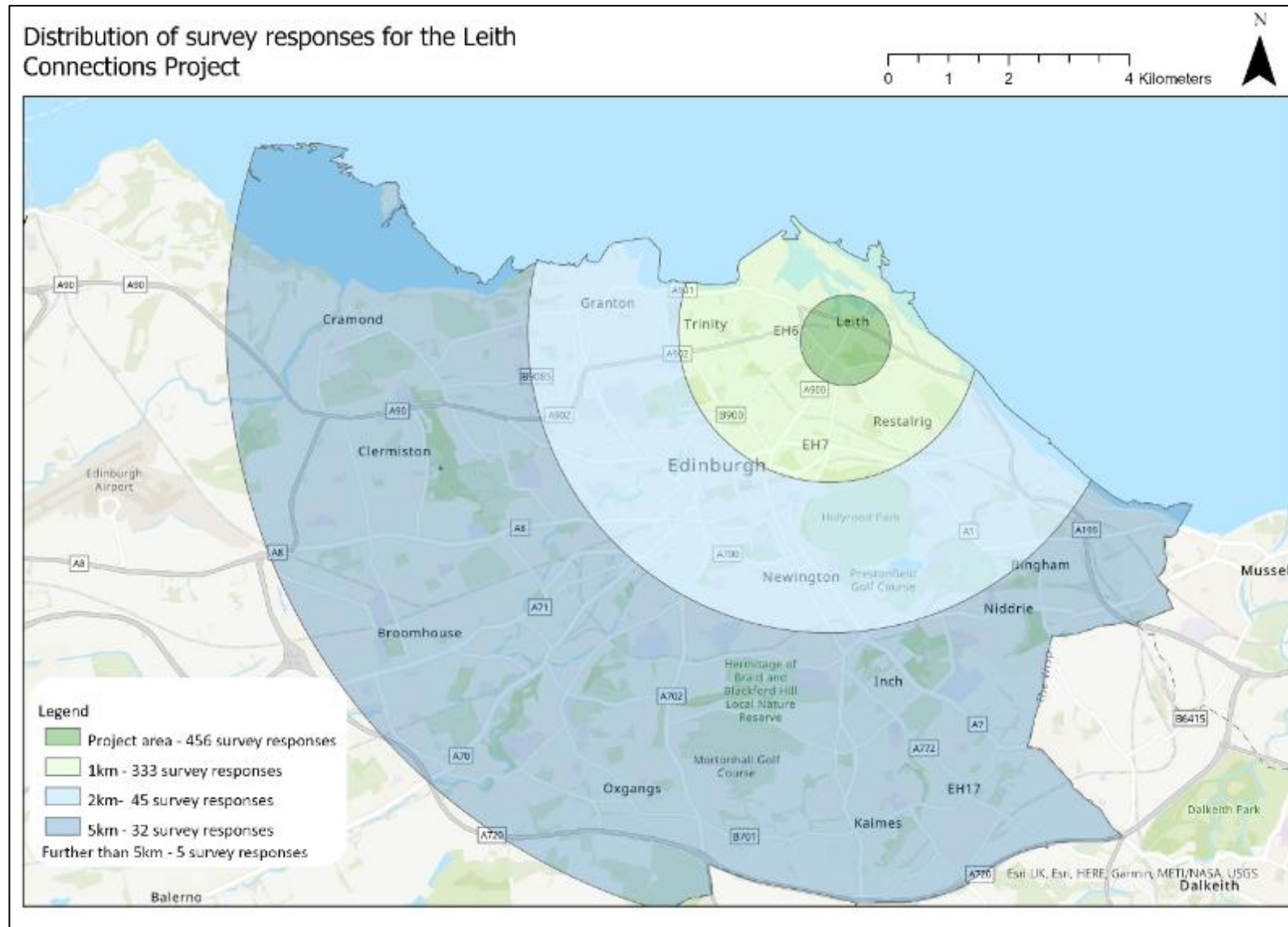


Figure 5:46: Geographic distribution of survey responses

5.7.2 Residents Perspectives

Further analysis has been done on the online survey results to analyse the questions from residents' perspectives. This was done by filtering the results to show only responses from the 530 respondents that indicated that they 'live within the project area' in Q1 (61% of overall respondents). The following key questions have been selected to give an overview of residents' opinions.

n= in the graphs indicates the total number of residents that responded to that question.

Q8: Is there anything that prevents you from making any trips within Leith or the local area?

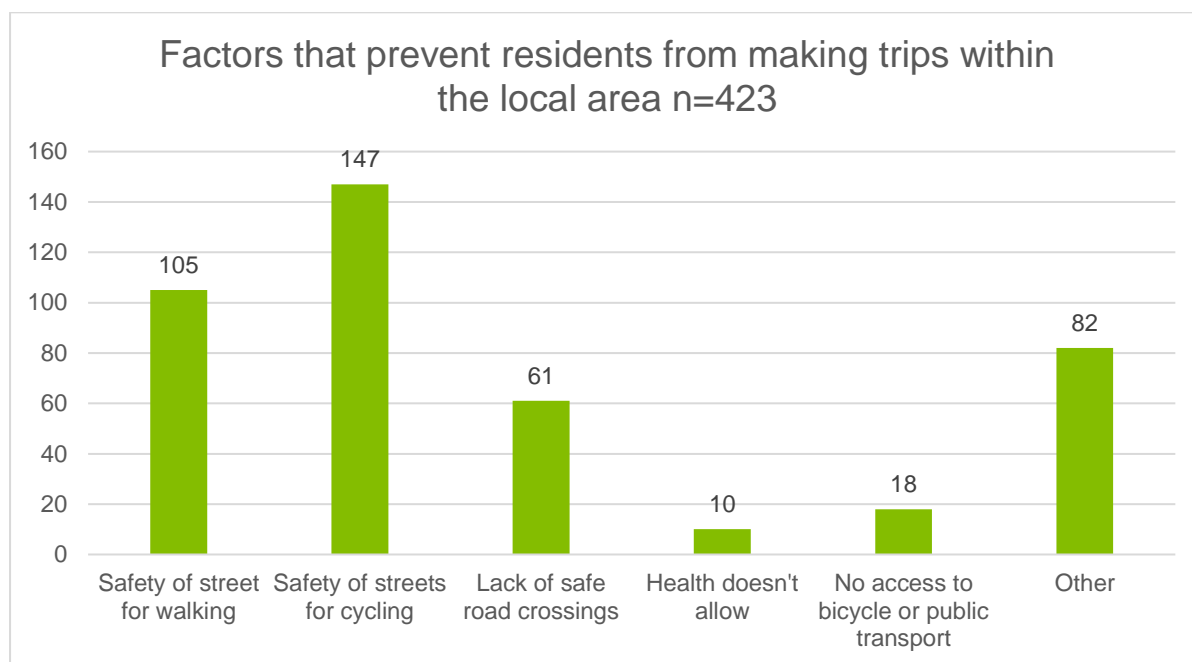


Figure 5:47: Factors that prevent respondents from making trips within the local area – Residents

Figure 5:47 shows that **Safety for streets for cycling** was the most common factor which prevents residents from making trips in the local area with 147 responses (35%). **Safety of streets for walking** was the second most common factor with 105 responses (25%). Other factors included **Lack of safe road crossings** (14%) and **Health doesn't allow** (2%). 82 residents (19%) selected **Other**. Of those responses:

- 22 comments related to issues identified with existing traffic management schemes/road closures in the area
- 12 comments related to issues with insufficient parking
- 8 comments identified that there are no issues
- 4 comments mentioned hinderance due to COVID
- 3 comments mentioned issues relating to road maintenance

Q9: What do you think about the current conditions for walking in the area?

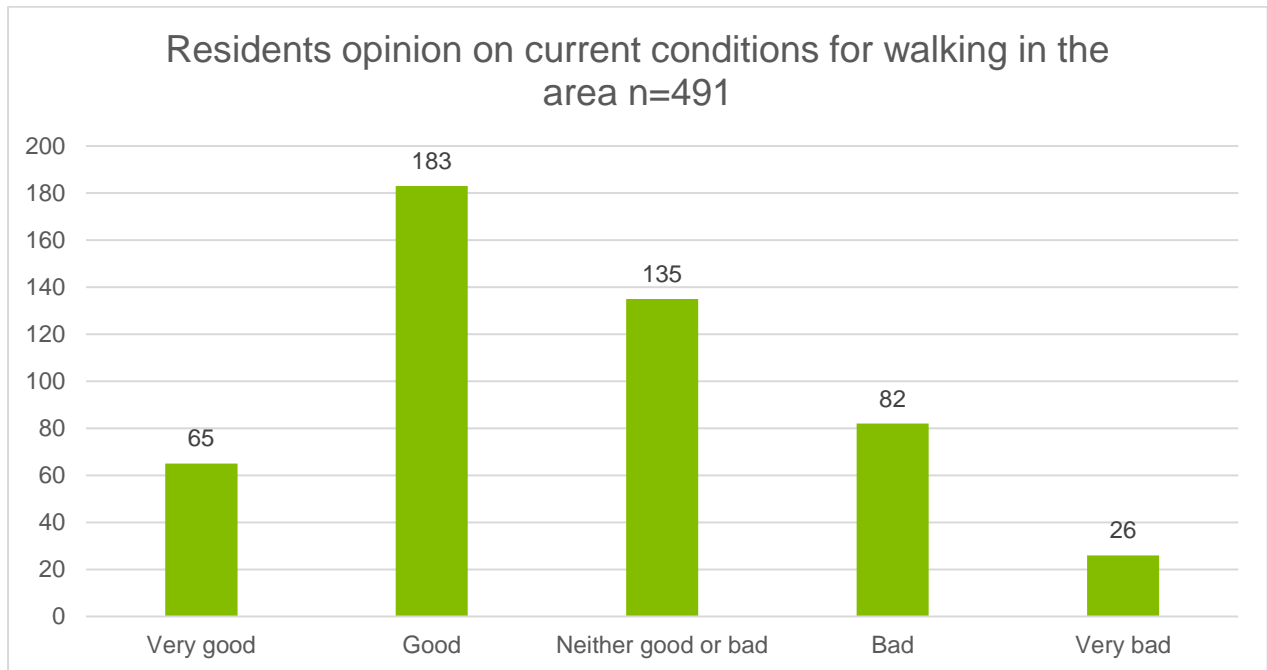


Figure 5:48: Residents opinion on current conditions for walking in the area

Figure 5:48 shows that the majority of residents think that the current walking conditions in the area are **Good** (183) followed by **Neither good or bad** (135). Overall, 51% of residents think conditions are **Very good/Good** and 22% think that they are **Very Bad/Bad**.

Q10: What do you think about the current conditions for cycling in the area?

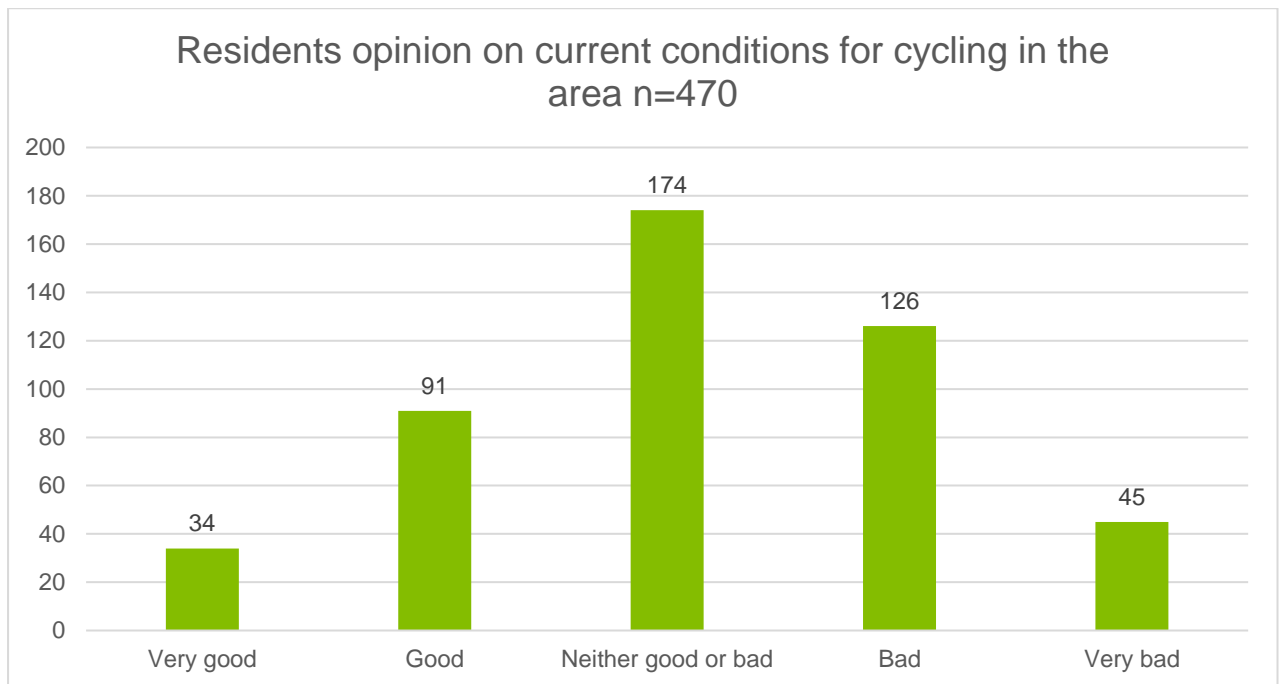


Figure 5:49: Residents opinion on current conditions for cycling in the area

Figure 5:49 shows that 174 (37%) of residents think that current cycling conditions in the area are **Neither Good or bad**. Overall, 27% of residents think conditions are **Very good/Good** and 36% think that they are **Very Bad/Bad**.

Q12 – How safe do you think traffic levels and speeds are in the local area for children cycling or walking?

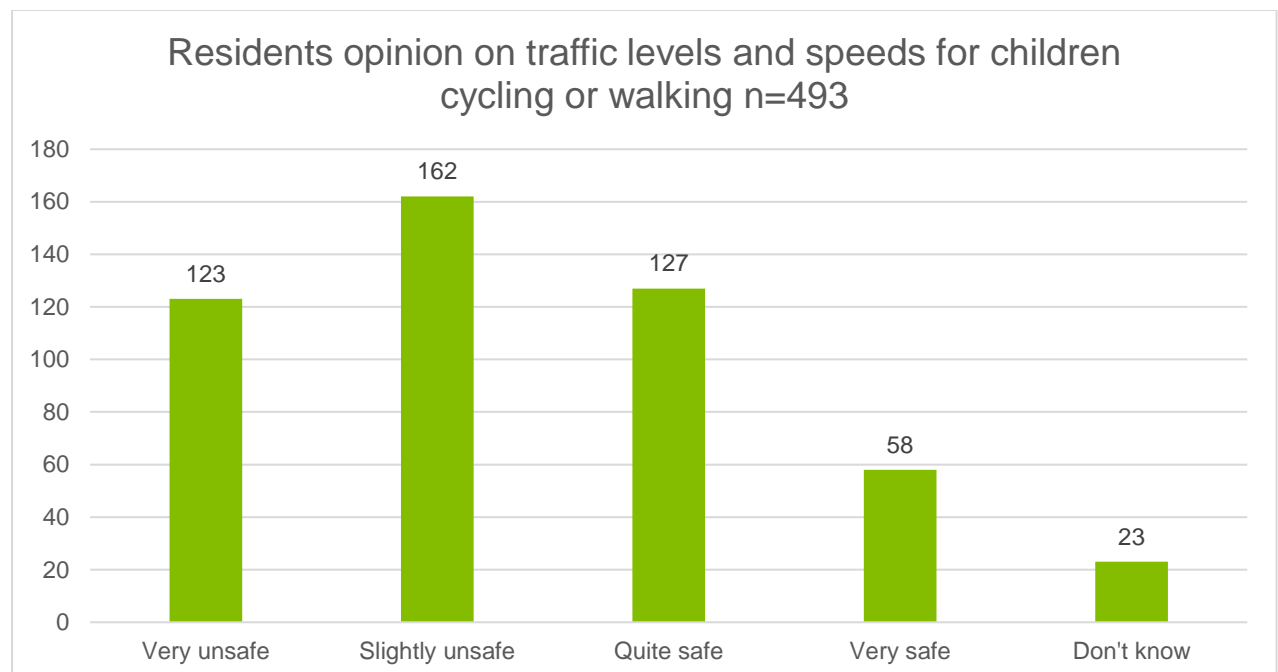


Figure 5:50: Residents opinion on traffic levels and speeds for children, cycling or walking

Figure 5:50 shows that the majority of residents think that traffic levels and speeds are **Slightly unsafe** and **Very unsafe** (combined total of 285 responses). 127 think that they are **Quite Safe** and 58 think **Very safe**.

Q13 – How would you rate the current walking conditions for pedestrians to access local schools?

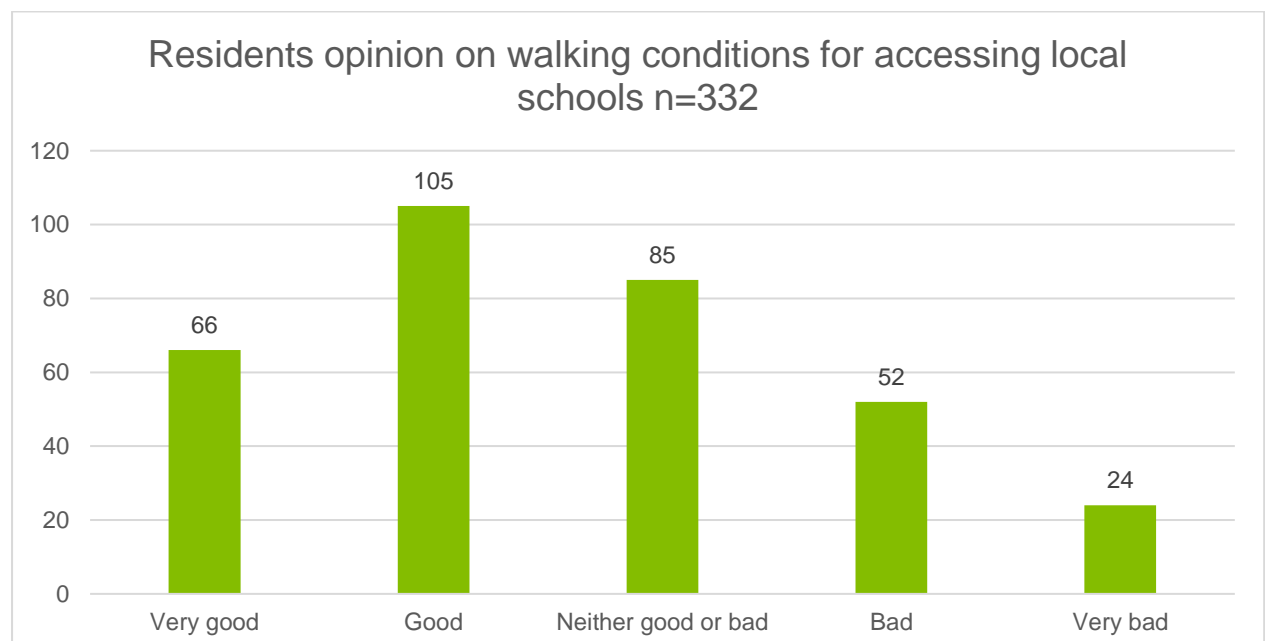


Figure 5:51: Residents opinion on walking conditions for accessing local schools

Figure 5:51 shows that 105 residents think that current walking conditions to schools are **Good** closely followed by 85 residents that think they are **Neither good or bad**. Overall,

52% of residents think that conditions are **Very Good/Good** and 41% believe that they are **Very Bad/Bad**.

Q14 – How would you rate the current conditions for cyclists accessing local schools?

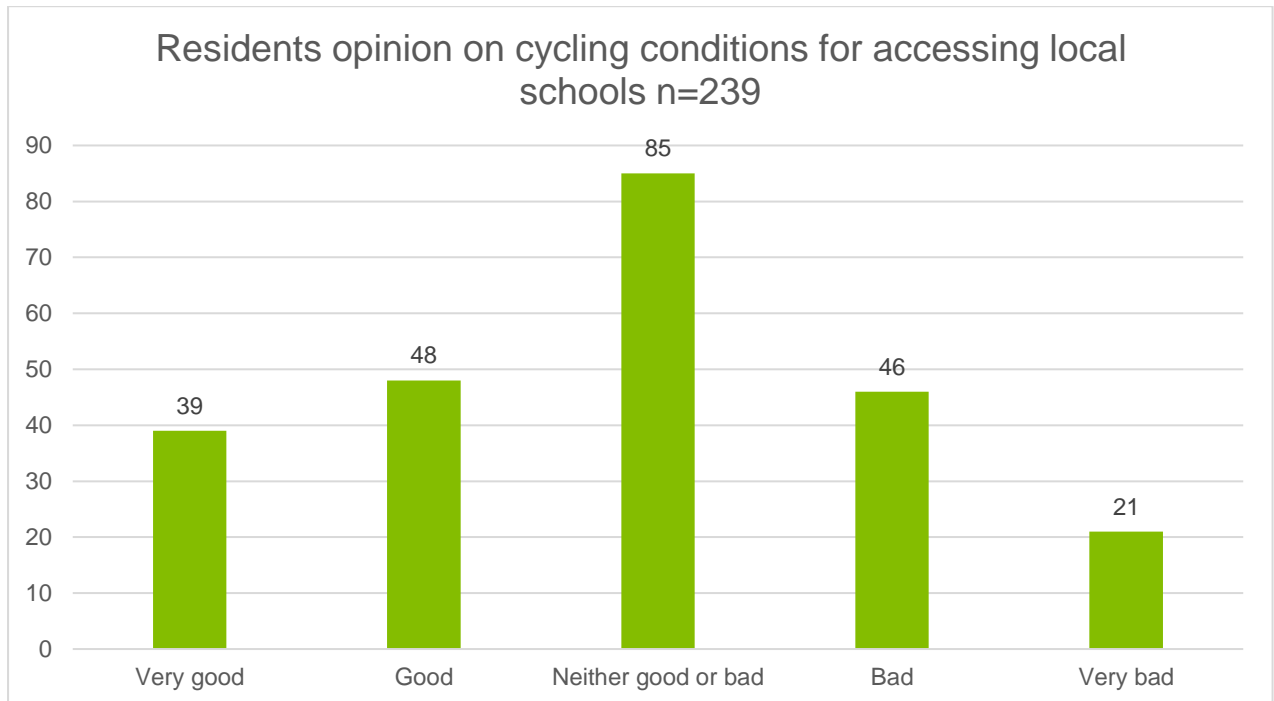


Figure 5:52: Residents opinion on cycling conditions for accessing local schools

Figure 5:52 shows that 85 residents think that current cycling conditions to schools are **Neither good or bad**. Overall, 36% think that cycling conditions are **Very good/Good** and 28% think that they are **Very bad/Bad**.

Q16 - Considering traffic levels before the COVID pandemic, what do you think about the level of traffic on other streets in the Leith area?

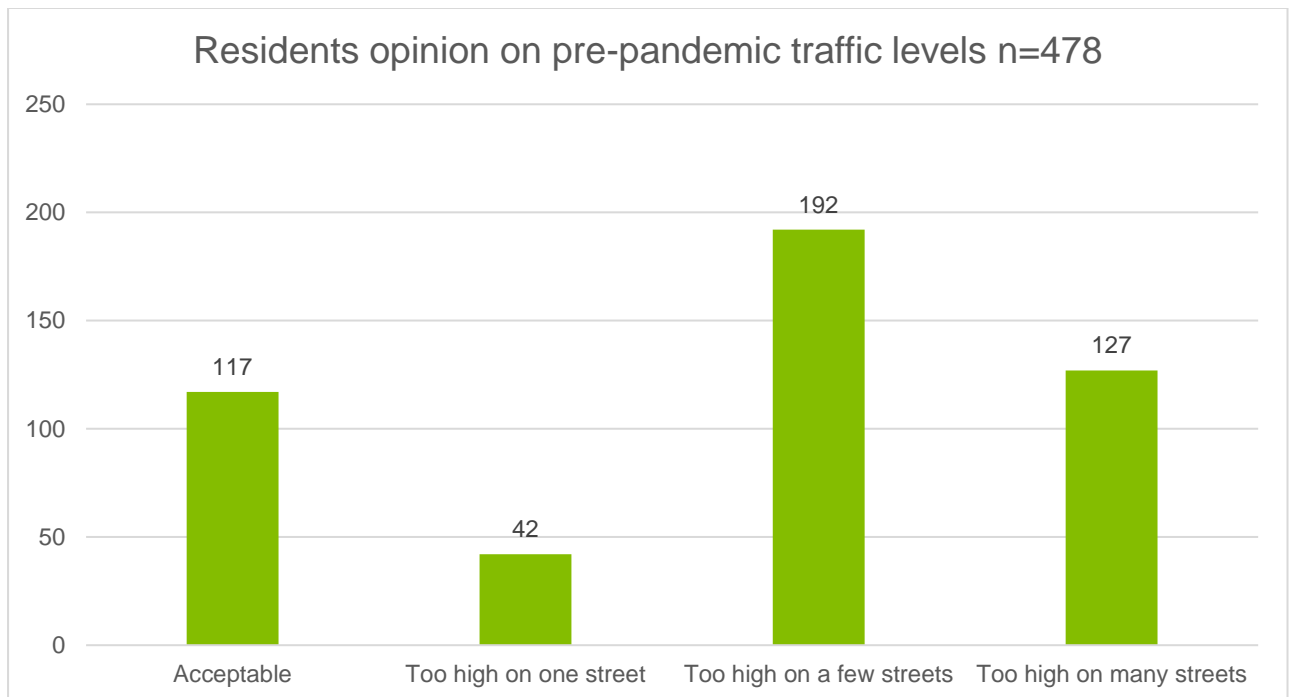


Figure 5:53: Residents opinion on traffic levels on streets prior to the pandemic

Figure 5:53 shows that the majority of residents think that traffic levels before the pandemic on streets in Leith were **Too high on a few streets** (192). 127 residents think that they were **Too high on many streets** followed by 117 stating that they were **Acceptable** and 42 believing they were **Too high on one street**.

Q18 - Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on other streets in the Leith area?

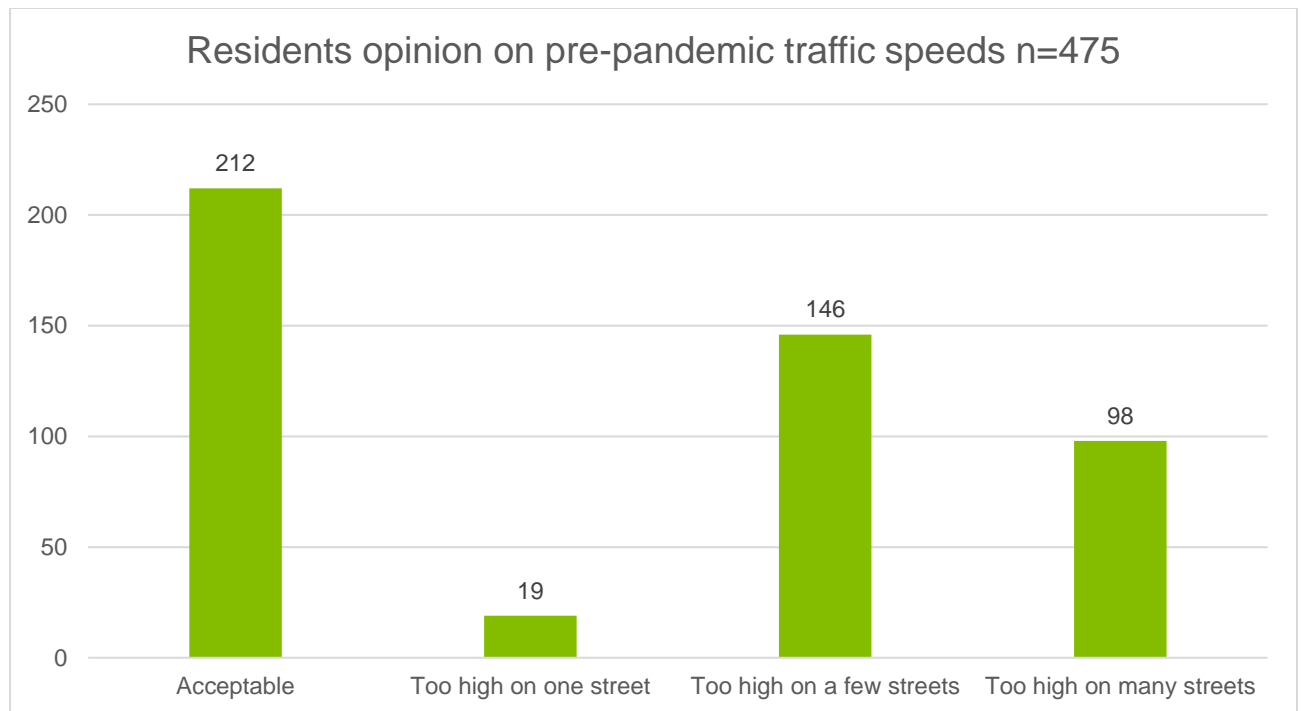


Figure 5:54: Residents opinion on traffic speeds on streets prior to the pandemic

Figure 5:54 shows that the majority of residents that answered (212) think that traffic speeds prior to the pandemic were **Acceptable**. This is followed by 146 residents stating they were **Too high on a few streets** and **Too high on many streets** (98).

5.7.3 Accessibility Perspectives

Further analysis has been done on the online survey results to analyse key questions from an accessibility perspective. This was done by filtering the results of Q19 in the survey: "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?" to show only the responses from the 82 respondents that selected answer A) Yes, limited a lot and B) Yes, limited a little. The following key points below highlight areas of concern.

Q6.2: Are there any local places or trips you would like to make but are currently prevented from doing so? If so, where?

- A number of comments mentioned difficulty in accessing certain areas/streets by bicycle including between Lindsay Road to Salamander Street, from Ocean Drive to Great Junction Street, from Leith Links to Ocean Terminal, Portobello, Newhaven, from Ryehill to Canonmills/St Marks, Baltic Street and Bernard Street.
- 2 comments mentioned concern around air pollution in the area
- 2 comment mentioned current difficulty navigating around the tram works
- A comment mentioned that walking on Leith Links is hindered by cyclists on the walkways
- A comment mentioned that they are hindered by the bus no longer serves Links Gardens
- General comments around the conditions of the pavements, kerbs and cobbled areas which hinder travel

- A comment from a resident mentioned difficulty getting out of Salamander Street and concern that traffic here will increase
- Comment around lack of safe bicycle storage in the area

Q8: Is there anything that prevents you from making any trips within Leith or the local area?



Figure 5:55: Factors that prevent respondents from making trips within the local area (accessibility perspective)

Figure 5:55 shows that 23 respondents indicated that the safety of streets for cycling prevents them from making trips. This is followed closely by the safety of streets for walking and 'Other'.

Of those respondents that answered 'Other':

The most commonly made comments were around the following themes:

- 3 comments mentioned that the current tram works hinder them from making local trips
- 2 comments mentioned poor driving routes and high traffic
- 2 comments mentioned lack of parking
- 1 comment mentioned that disabled access could be improved
- 1 comment highlighted that Water Street, Maritime Lane and some of Commercial Street are wheelchair inaccessible.

Q9: What do you think about the current conditions for walking in the area?

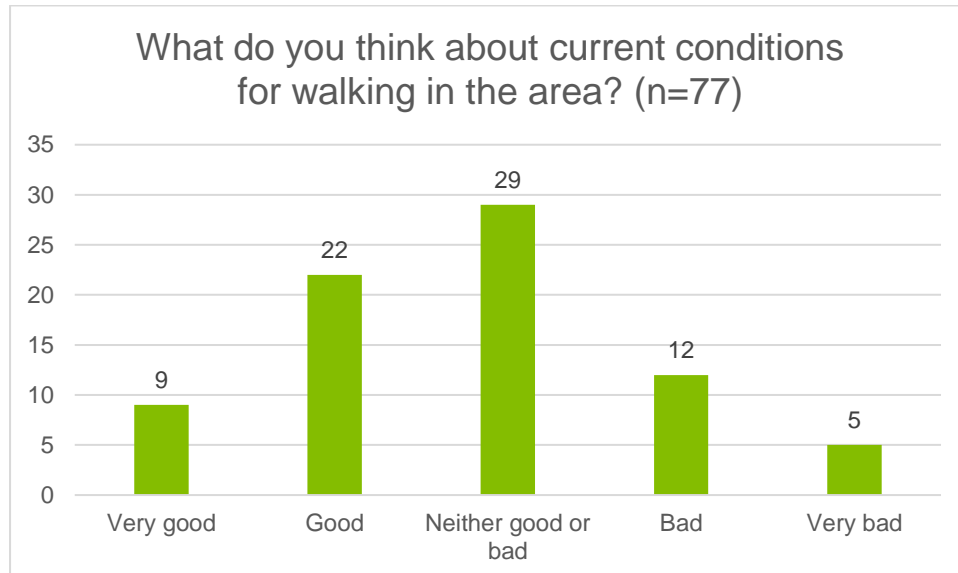


Figure 5:56: Opinion on current conditions for walking in the area (accessibility perspective)

Figure 5:56 shows that 29 respondents think that conditions for walking in the area are neither good or bad. 22 respondents think that walking conditions are good and 7 think that they are very good. 17 respondents think that walking conditions area bad (12) and very bad (5).

Q9.1: Are there any particular areas or locations where walking conditions could be improved?

The most commonly made comments were around the following themes:

- 8 comments mention issues with maintenance/condition of existing walkways and pavements
- 8 comments mention difficulty accessing and walking along Great Junction Street
 - Other streets of concern mentioned include Constitution Street (3 mentions), Baltic Street (1 mention), the Shore (1 mention), Leith Walk (2 mentions), Duke Street (2 mentions), Sheriff Brae (1 mention), Commercial Street (3 mentions)
- 4 comments mention that some pavements in the area are too narrow
- 4 comments mention issues with the condition of local roads in the area
- 3 comments mention issues with pavement clutter
- 2 comments mention concerns with lack of street lighting particularly on Leith Links

Other comments mentioned lengths of green man wait times at local crossings, issues with pavement cycling and lack of pedestrian crossings.

Q11: Any other suggestion to improve accessibility for walking, wheeling and cycling?

- 5 comments mention the provision of secure cycle parking
- 3 comments mention removing clutter from the pavements/streets
- 2 comments mention improving pavement surfaces
- 1 comment mentions that cars are needed in some circumstances to transport wheelchairs around that restrictions to private cars hinders them

Other comment mention prioritising pedestrians at junctions and road crossing by reducing distance to walk and green man wait times, giving cyclists a green light ahead of traffic, monitoring pavement parking, enforcing parking restrictions, link existing cycle paths and provide more dropped kerbs.

Q19: Are there any particular streets where non-resident parking causes a problem for local residents?

- Henderson Street (4 mentions)
- Giles Street (3 mentions)
- Leith Walk (2 mentions)
- Dock Street (2 mentions)
- Cables Wynd (2 mentions)

Other streets mentioned include Maritime Street, Taylor Gardens, Cromwell Place, Salamander Place, Claremont Park/Road, Mill Lane, Tolbooth Wynd, Citadel Place, East Hermitage Place, Coatfield Lane, Parliament Street.

6. Next Steps

The next step will be for the project to move on to Concept Design where there will be further consultation opportunities in May 2021.

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/>

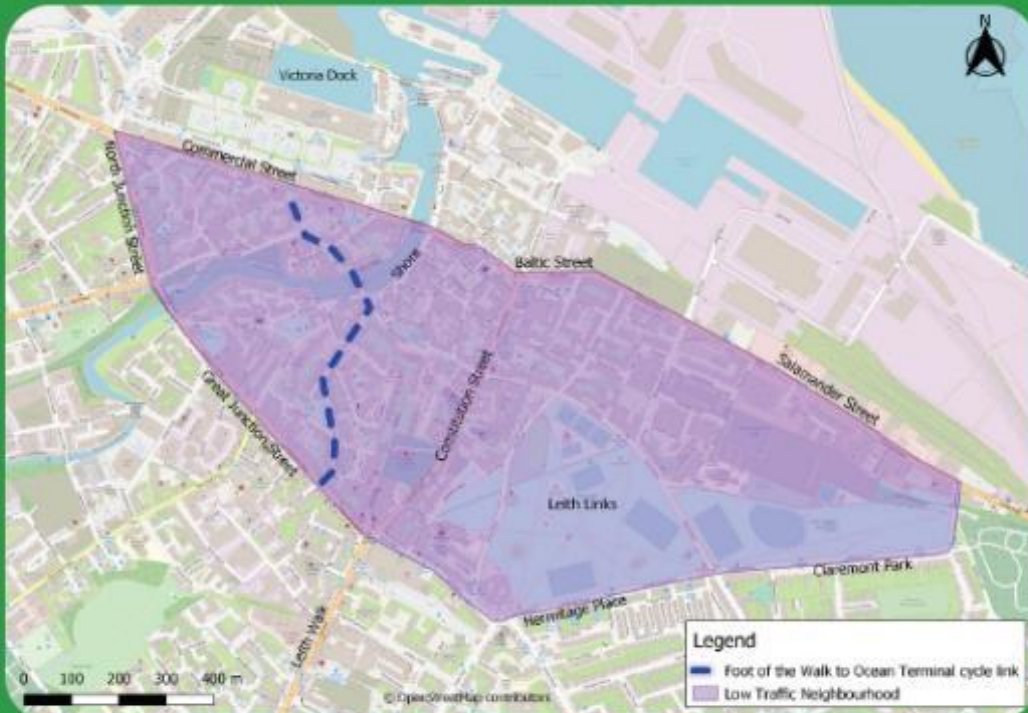
You can respond in a number of ways:

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





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 4 th March 2021	Project name Leith Connections	Jim Scanlon – Leith Links CC Sally Millar – Edinburgh Bus Users Group Stuart Hay – Living Streets		
Location Microsoft Teams	Prepared by 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		

2. Low Traffic Neighbourhood

Accessibility

- Query over how the project will promote public transport.
Project team responded by saying that by closing the route to through traffic and introducing a bus gate on the Shore, we believe this will make an improvement to bus services. Engagement with public transport teams and providers is also ongoing.
- Noted that the proposed LTN should not make bus operation or bus services more difficult to access or a more unattractive option. There could be potential issues with the eastern section of the proposed LTN. The people living in this area have already lost access to bus services – service 12 has been removed which only leaves the option of the service 1 which is a further walk to access. Due to the tram work, the service 16 has been removed from Constitution Street. This eastern area has a number of proposed developments and will bring in thousands of people and concern that these people won't have adequate access to bus services.
- Concerns raised with future provisions for public transport when there is no information available about the post tram servicing and coverage.
- Footway widths on the southside of Great Junction Street are narrow and could do with widening.
- A lack of dropped kerbs and tactile paving in the area, many are missing.
- Street clutter is an issue.
- Quiet Routes in the area are not well advertised and could be better signposted.
- Signage for the Britannia and other local trip attractions could also be improved.
- Would be good to make a safe route from Leith Links to the Water of Leith, especially for bikes.
- Brown field sites in Leith are now being developed and so a bus service through the centre of the proposed LTN area would be supported.
- Area south of East Hermitage Place is residential. Children come from here to attend the schools north of the Links and have to cross East Hermitage Place however there are no safe crossings and this road is becoming much busier due to the tram works.
- Parking restrictions or one-way system implemented on Duncan Place and John's Place would be beneficial for children crossing the road to school.
- With the CPZ to be implemented in the area, it is important that there is allowance made for those that require blue badge parking.
- Query over whether Phase 1 of the CPZ has been shelved due to the tram works and this Leith Connections project.
Project team confirms that this is not our understanding. The proposals for the CPZ are not being consulted on at the moment but will be in the coming months.
- Issues with dropped kerbs and tactile paving on Cables Wynd.
- Prioritise entry and exit points of the LTN for peds/cyclists. Highlighted that crossing the Lindsay Road/Commercial Street, Portland Terrace junction is a safety concern. Suggestion to encourage cyclists to filter up the middle of this junction. Key to also ensure this junction provides safe crossing for cyclists also.
- Noted that with an ageing population, a growing number of people need easy access to public transport at relatively short distances from where they live. Be mindful of this and the need for good public transport support.
- Long spacings between bus stops on Commercial Street is an issue currently. Narrow pavements here also noted.
- There was a suggestion to remove parking from Commercial Street and widen pavements.
- Links Place onto Queen Charlotte Street is a critical cycling route and needs some kind of treatment. Could it be two-way to cycle traffic?

- Suggestion for crossings around Leith Links to be raised or made into zebras to give priority to pedestrians.
- Provide a better link to Ocean Drive via the Shore.

Traffic

- Aspiration of the LTN is promising, but there may be a possibility that it increases congestion on the perimeter roads. That kind of congestion can lead to delays to buses as well as everyone else and could be a potential barrier for bus users.
- Junctions in the area generally need looked at in terms of their capacity and operations.
- Junction of Queen Charlotte Street and Constitution Street is an accident hotspot. Junction of Portland Terrace/Lindsay Road/Commercial Street and Ocean Drive also a dangerous one. Concerns over safety here.
- Salamander Street and Commercial Street are feeder roads from East Lothian. Any proposals made will affect them. There is a lot of residential building happening in East Lothian and so there may be higher numbers of people entering the city via Leith. If there are any diversions, then Ocean Drive may pick up this traffic.
- Great Junction Street is a concern, suggested that it could be made one-way but noted that there is a still a need to access business. The number of movements at the Foot of the Walk junction would therefore be reduced and improve safety.
- Proposed idea for a one-way loop via Duncan Place/ John's Place/ Links Place/ Links Gardens to reduce traffic but allow for a smooth access and exit to the LTN scheme.
- Ocean Drive and Ocean Way have high volumes of traffic and have problems with speeding. They have been used as rat runs in the past.
- Coburg Street is also used as a rat run.
- Mill Lane also used as a rat run, as a way of getting around Henderson Street/ Shore.
- Salamander Street/ Place used by heavy traffic. Surfaces are poor and dangerous for cyclists.
- Duncan Place/ Links Place junction – crossing is dangerous here as it is a wide junction and people drive round it at speed. Safety issue here for pedestrians crossing.

Placemaking

- Support to maintain Kirkgate as a primary pedestrian space.
- Suggestion to improve the public realm where Coalhill and Sandport Bridge meet.
- Potential to look at improving Commercial Wharf as a thoroughway for pedestrians although there are problems here with uneven ground and obstructions.
- The Shore, Tolbooth Wynd and Bernard Street should be community focussed and pavements widened.
- The Shore area could do with some maintenance to freshen it up along with more seating.

Other points

- *Highlighted by project team that there are no set proposals for this proposed LTN as of yet. This consultation phase and communication with Community Reference Groups is part of an evidence gathering stage to inform any design decision making.*
- Noted that Leith Docks is putting forward an application to become a Freeport. If it wins this right, then it could become a lot busier and this would affect traffic levels in the area.

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:

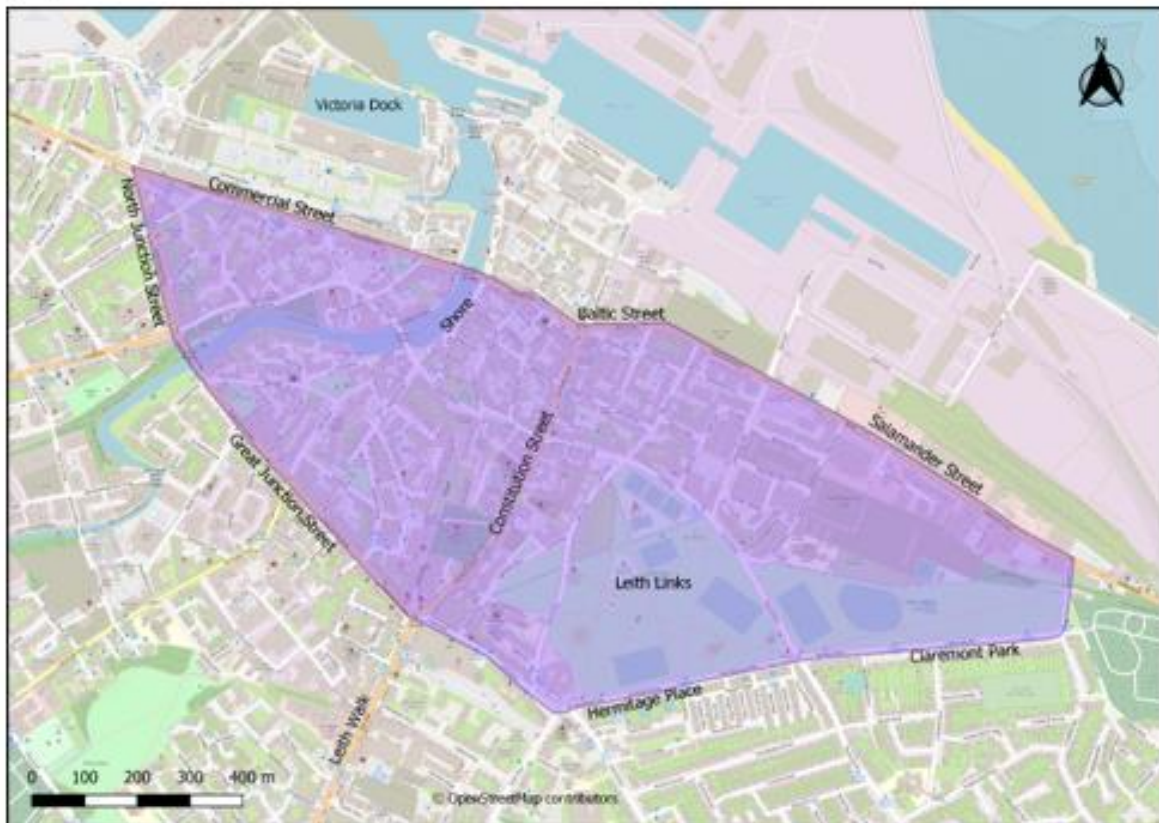
- Foot of the Walk to Ocean Terminal walking and cycling route improvements
- Leith Connections Low Traffic Neighbourhood
- Both

Part 2: Leith Connections, Low Traffic Neighbourhood

A Low Traffic Neighbourhood (LTN) is a group of residential streets where “through traffic” or “intrusive traffic” is removed. HGVs and non-local traffic use the main or strategic roads instead.

One way of creating an LTN is by stopping motor vehicles from being able to travel between certain streets. **This means that local people can still drive onto their street and get deliveries,** however non-local traffic cannot travel through the neighbourhood and instead has to use the main or strategic road network which is built for these type of journeys.

We would like to know about your everyday journey experiences of using the streets within the project area.



1. How often do you normally (pre-COVID) use each of the following ways of getting around the local area? Please select all that apply

		5 or more days per week	3-4 days a week	1-2 days a week	At least once a fortnight	At least once a month	At least once a year	Not used in the last 12 months	Never used
A	Walk for exercise								
B	Walk for leisure (non-exercise)								
C	Walk for non-leisure trips (shops/work)								
D	Cycle for exercise								
E	Cycle for leisure (non-exercise)								
F	Cycle for non-leisure trips (shops/work)								
G	Wheelchair or other mobility aid								
H	Car (as driver)								
I	Car (as passenger)								
J	Taxi								
K	Bus								
L	Motorcycle/Moped								
M	Other								

1.1 If Other, please elaborate.

2. How often do you normally (during COVID) use each of the following ways of getting around the local area? Please select all that apply

		5 or more days per week	3-4 days a week	1-2 days a week	At least once a fortnight	At least once a month	At least once a year	Not used in the last 12 months	Never used
A	Walk for exercise								
B	Walk for leisure (non-exercise)								
C	Walk for non-leisure trips (shops/work)								
D	Cycle for exercise								
E	Cycle for leisure (non-exercise)								
F	Cycle for non-leisure trips (shops/work)								
G	Wheelchair or other mobility aid								
H	Car (as driver)								
I	Car (as passenger)								
J	Taxi								
K	Bus								
L	Motorcycle/Moped								
M	Other								

2.1 If Other, please elaborate.

3. Which of the following forms of transport would you like to use more often around the local area, assuming you had the opportunities and conditions to do so? Please select all that apply

		5 or more days per week	3-4 days a week	1-2 days a week	At least once a fortnight	At least once a month	At least once a year	Not used in the last 12 months	Never used
A	Walk for exercise								
B	Walk for leisure (non-exercise)								
C	Walk for non-leisure trips (shops/work)								
D	Cycle for exercise								
E	Cycle for leisure (non-exercise)								
F	Cycle for non-leisure trips (shops/work)								
G	Wheelchair or other mobility aid								
H	Car (as driver)								
I	Car (as passenger)								
J	Taxi								
K	Bus								
L	Motorcycle/Moped								
M	Other								

3.1 If Other, please elaborate.

3.2 Are there any local places or trips you would like to make but are currently prevented from doing so? If so, where?

4. Where do you currently travel locally by each of the following modes? Please select all that apply

		Walk	Cycle	Wheelchair or other mobility aid	Car (driver)	Car (passenger)	Taxi	Bus	Motorcycle /moped	Other
A	Local shops on Henderson Street									
B	Local shops on the Shore									
C	Local shops on Bernard Street									
D	Local shops on Commercial Street									
E	Local shops on Great Junction Street									
F	Local shops on Leith Walk									
G	Shops in Newkirkgate Shopping Centre									
H	Shops in Ocean Terminal									
I	Leith Primary School									
J	St Mary's RC Primary School									
K	Personal business (health appointments, banking etc.)									
L	Leith Links									
M	Local caring responsibilities									
N	Visiting local friends/family									
O	Bus stops									
P	Other									

4.1 If you answered 'Other', please expand below.

5. Are there any local places or trips you would like to make but are currently prevented from doing so? If so, where?
6. Is there anything that prevents you from making any trips within Leith or the local area? Please include information about the destination and the particular issues or barriers you face when making that journey. Please select all that apply

- Safety of streets for walking
- Safety of streets for cycling
- Lack of safe road crossings
- Health doesn't allow
- No access to bicycle or public transport
- Other

6.1 Can you explain why you answered this way?

7. What do you think about the current conditions for walking in the area?

- Very good
- Good
- Neither good or bad
- Bad
- Very bad

7.1 Are there any particular areas or locations where walking conditions could be improved?

8. What do you think about the current conditions for cycling in the area?

- Very good
- Good
- Neither good or bad
- Bad
- Very bad

8.1 Are there any particular areas or locations where cycling conditions could be improved?

9. Any other suggestions for to improve accessibility for walking, wheeling, and cycling?

10. How safe do you think traffic levels and speeds are in the local area, for children cycling or walking?

- Very unsafe
- Slightly unsafe
- Quite safe
- Very safe
- Don't know

11. How would you rate the current walking conditions for pedestrians to access local schools?

- Very good
- Good
- Neither good or bad
- Bad
- Very bad
- N/A

11.1 Which school do you travel to?

11.2 Are there any particular areas or locations where access and conditions to schools could be improved for walking?

12. How would you rate the current conditions for cyclists accessing local schools?

- Very good
- Good
- Neither good or bad
- Bad
- Very bad

12.1 Which school do you travel to?

12.2 Are there any particular areas or locations where access and conditions to schools could be improved for cycling?

13. Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on your street?

- Acceptable
- Occasionally too high
- Often too high
- Always too high

13.1 If you think traffic levels are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high

14. Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on other streets in the East Craigs area?

- Acceptable
- Too high on one street
- Too high on a few streets
- Too high on many streets

14.1 If you think traffic levels are too high on any street, please could you state the street and any further details, such as the time of day when the levels are too high

15. Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on your street?

- Acceptable
- Occasionally too high
- Often too high
- Always too high

15.1 If you think traffic speeds are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high

16. Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on other streets in the East Craigs area?

- Acceptable
- Occasionally too high
- Often too high
- Always too high

16.1 If you think traffic speeds are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high

- 17. Are there any particular streets where non-resident parking causes a problem for local residents?
- 18. Are there any locations within Leith where you would like to see changes to the streets to improve how they look and feel, such as by introducing things like trees, planters, more space for children and seating?
 - 18.1 What are the locations?
 - 18.2 What would you like to see?

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.

