



ROAD
OPEN TO



COMMUNITY ENGAGEMENT



Leith
Connections



Turner & Townsend

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL



INTRODUCTION

We are aiming to create a safer and more comfortable street environment for residents and visitors walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Leith.

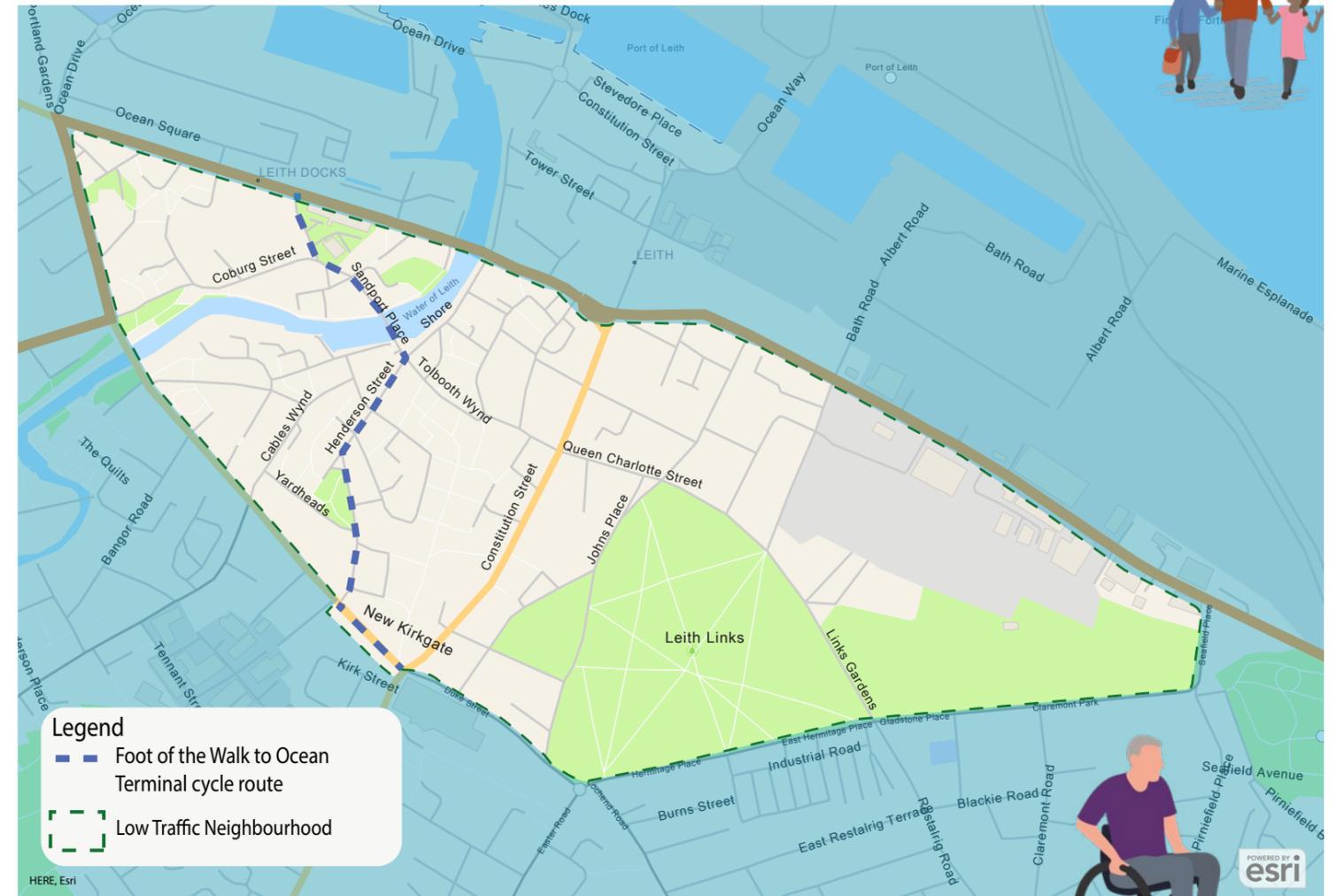
To do this, we are developing and consulting on:

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

We are now engaging with residents to understand the issues and needs within the area to inform the two phases above. This will be followed up by further engagement on design proposals of the LTN in the future.

The engagement is in two parts, with information on each provided and how to respond in this document. The proposals in this scheme are being developed in co-ordination with the strategic review of parking which the Council is undertaking in the area.

MAP OF THE AREA



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.



Visualisation looking west on Great Junction Street, towards Henderson Street

FOOT OF THE WALK TO OCEAN TERMINAL CYCLE ROUTE

INTRODUCTION

- Scheme Objectives
- Background and Pre-design Analysis

CURRENT PROPOSALS

- Design Overview
- Proposed Traffic Operations
- Concept Design Plans:
 - Great Junction Street
 - Henderson Street
 - Henderson Gardens
 - Henderson Street and the Shore
 - The Shore
 - Sandport Place
 - Dock Street

LEITH CONNECTIONS, LOW TRAFFIC NEIGHBOURHOOD

BACKGROUND

- Current Status and Next Steps
- What is a Low Traffic Neighbourhood?
- Benefits of a Low Traffic Neighbourhood
- Opportunities of a Low Traffic Neighbourhood

PROJECT DETAILS

- Why a Low Traffic Neighbourhood in Leith?
- Walking and Cycling Routes in Leith
- Timeline
- ETRO Process
- Monitoring

CONTACT

- Your Feedback
- Community Reference Group
- How to Respond



FOOT OF THE WALK TO OCEAN TERMINAL CYCLE ROUTE



Leith
Connections

SCHEME OBJECTIVES

This key strategic active travel route in Leith will link the Foot of the Walk to Ocean Terminal and will complement the adjacent Trams to Newhaven project.

It will help promote active travel and support sustainable transport choices for those living and travelling through this area, enabling people to walk and cycle for everyday journeys.

Following research and stakeholder engagement in 2018/19, we are now presenting our Concept Design for feedback.



BACKGROUND AND PRE-DESIGN ANALYSIS

- The Trams to Newhaven Final Business Case made a commitment to provide a safe active travel route from the Foot of the Walk northwards as Constitution Street carriageway becomes tram only north of Foot of the Walk.
- Through 2019-2020 the project team worked closely with key stakeholders to gain local insight into active travel issues in the Leith area.
- During two workshops we gained an understanding of preferences and levels of support for suggested route options.
- A preferred route between Foot of the Walk and Ocean Terminal has been agreed that satisfies the Trams business case.
- We have developed concept design proposals for community engagement.
- The longer term active travel network and Low Traffic Neighbourhood will be developed alongside the proposed route.



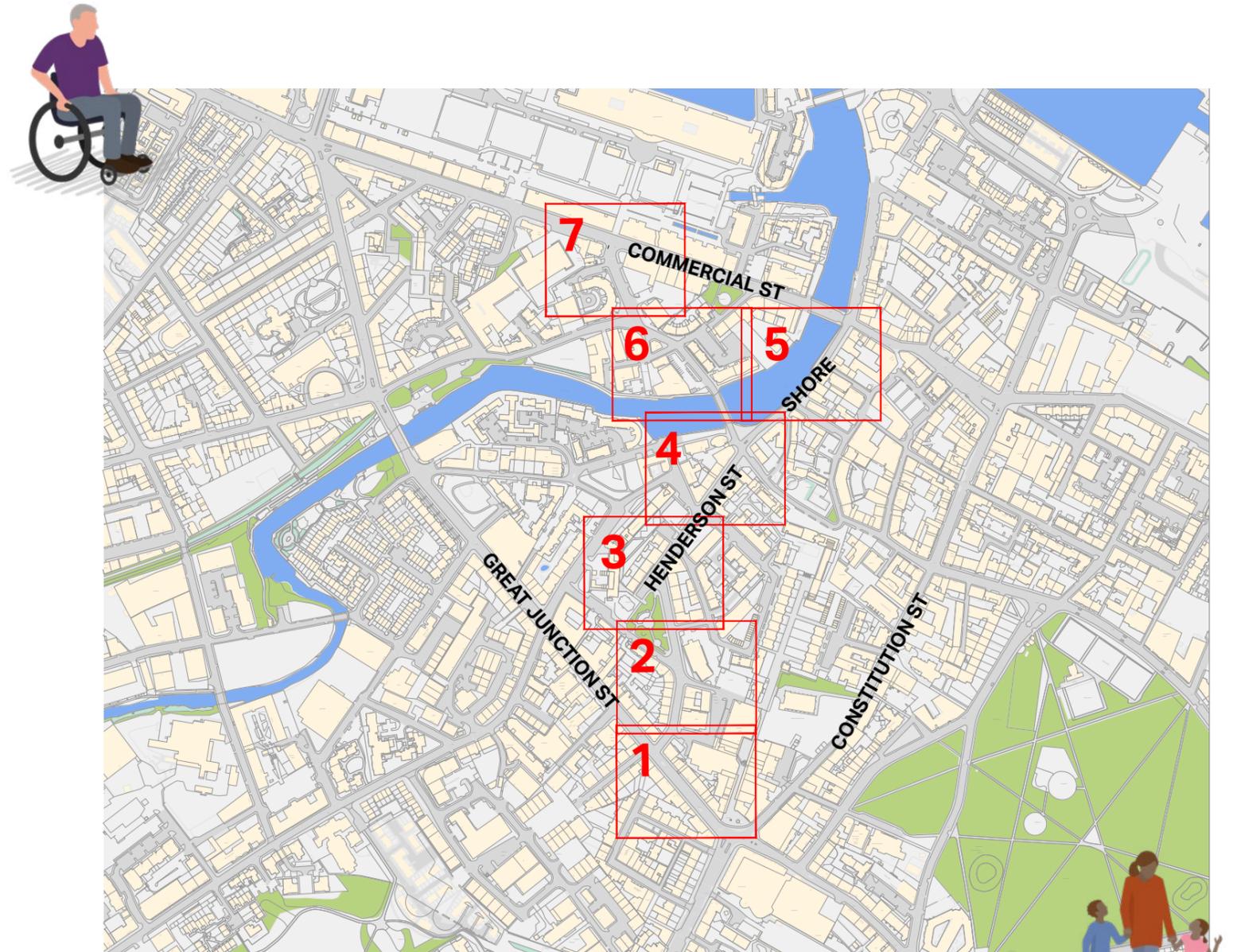
Visualisation looking down on Sandport Place Bridge and access to Water of Leith walkway

DESIGN OVERVIEW

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

Key Features

- New Segregated cycle tracks on Great Junction Street, Henderson Street, Sandport Place and Dock Street.
- New and improved public spaces on Henderson Street and the Shore.
- New signalised junction and pedestrian crossings on Great Junction Street at Henderson Street.
- New informal pedestrian crossing points throughout route.
- Footway resurfacing and de-cluttering.
- Improvements to side street crossings.
- Restriction of Sandport Place bridge to walking, cycling and wheeling only.
- Implementation of two-way bus only lanes on the Shore whilst retaining loading and servicing.



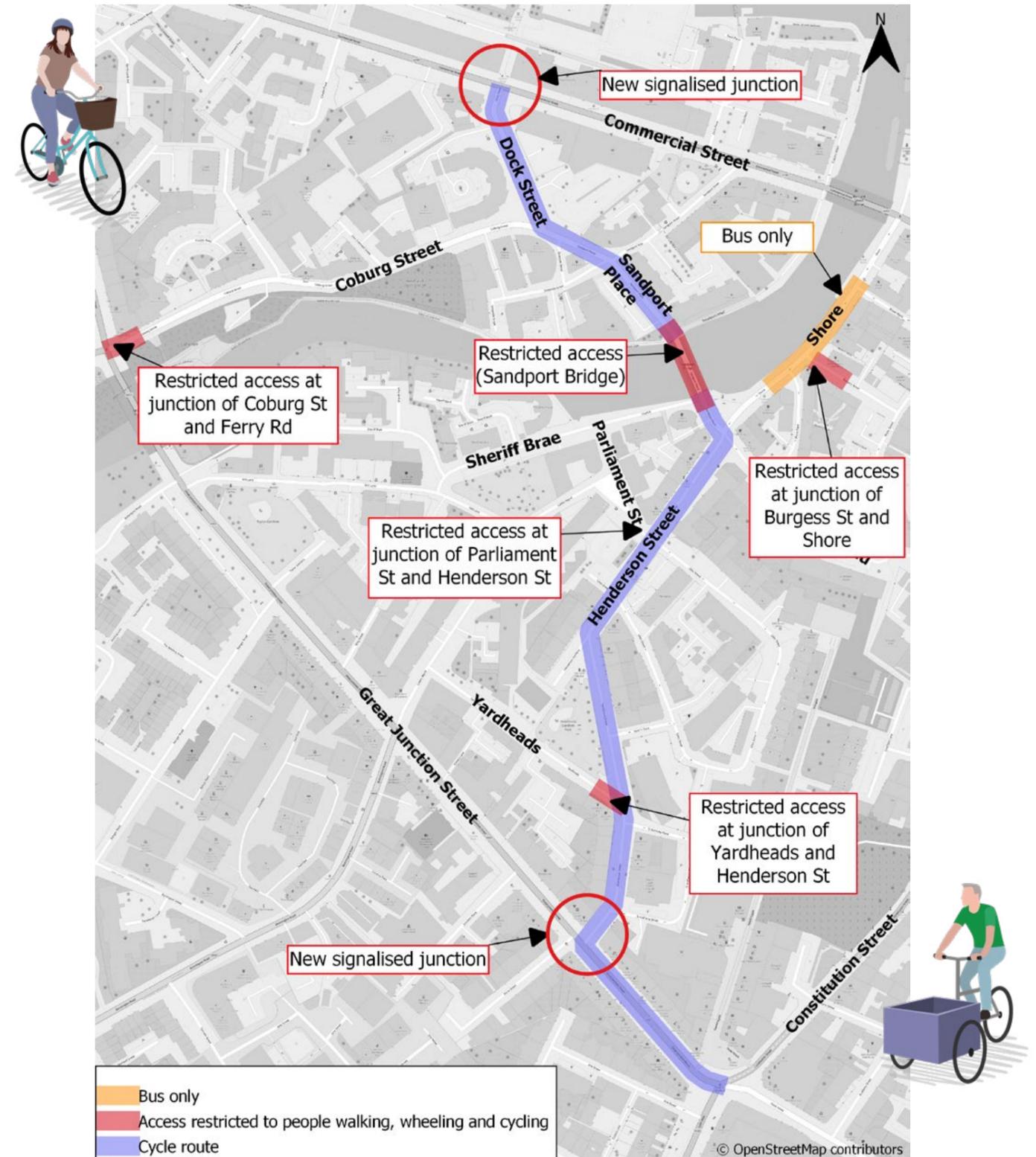
PROPOSED TRAFFIC OPERATIONS

A major part of the route proposals is the removal of all motor traffic from Sandport Place Bridge and two-way bus lanes on the Shore. In addition, road closures are also proposed at the junctions on the side roads of Henderson Street at Yardheads and Parliament Street. Burgess Street at the junction with the Shore and Coburg Street at the junction with Ferry Road.

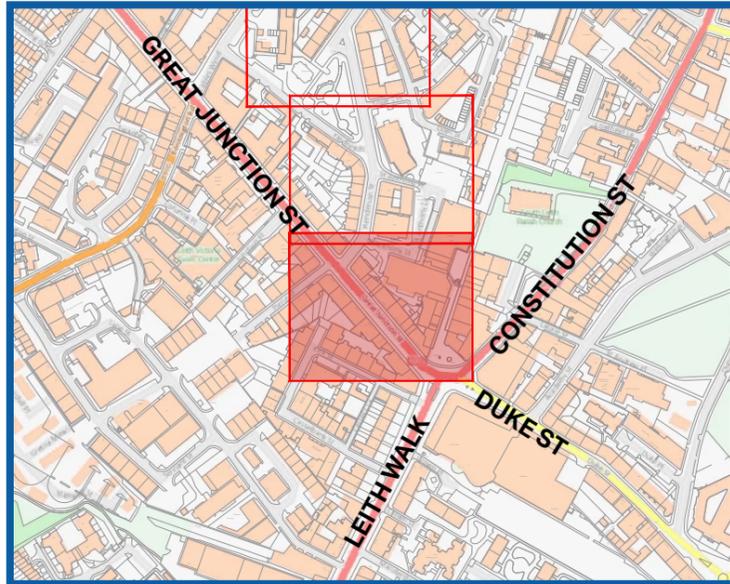
This will remove some of the traffic which currently passes through the area and together create a safer street environment for people walking and cycling and promote use of public transport.

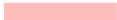
Traffic which previously passed through the area will no longer be able to do so. However, as each street is only closed to motor vehicles at one end, local access for residents, businesses and emergency vehicles will be maintained.

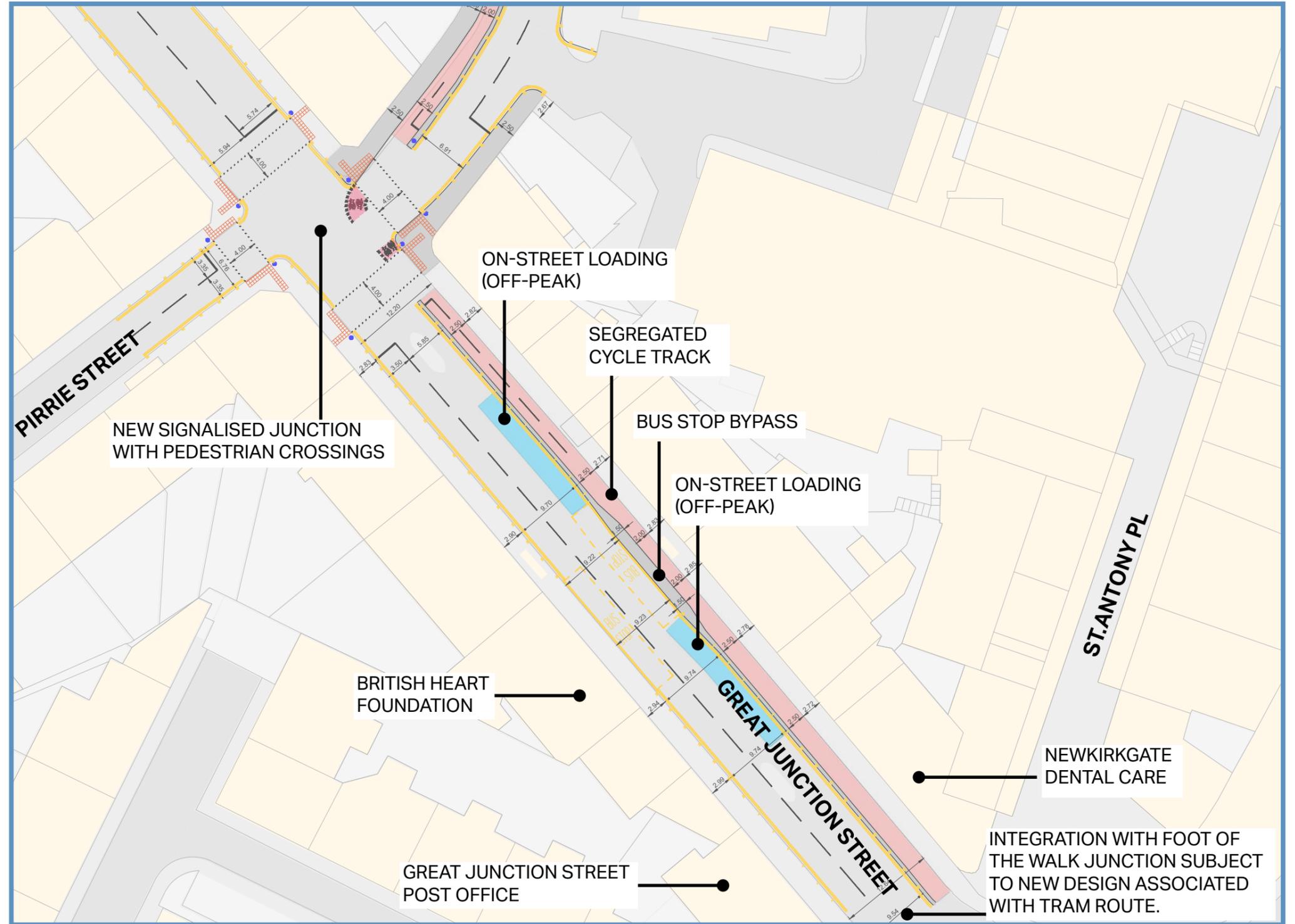
Please see overview map of the proposed changes to traffic operations.



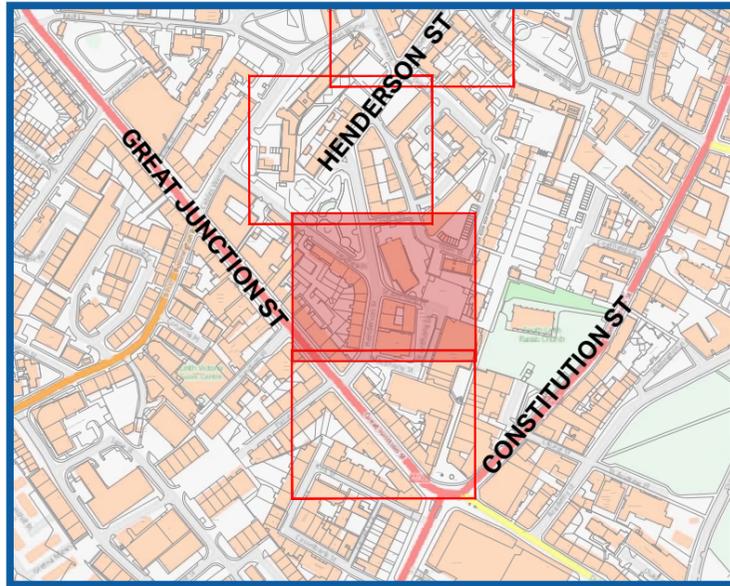
1. CONCEPT DESIGN - GREAT JUNCTION STREET



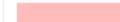
- KEY**
-  NEW KERB LINE
 -  CONTROLLED CROSSING TACTILE PAVING
 -  UNCONTROLLED CROSSING TACTILE PAVING
 -  CORDUROY TACTILE PAVING
 -  TRAFFIC SIGNAL POLE
 -  NEW ROAD MARKINGS (WHITE)
 -  NEW ROAD MARKINGS (YELLOW)
 -  CYCLEWAY
 -  FOOTWAY / SEGREGATION ISLAND
 -  INDICATIVE LOADING AREA

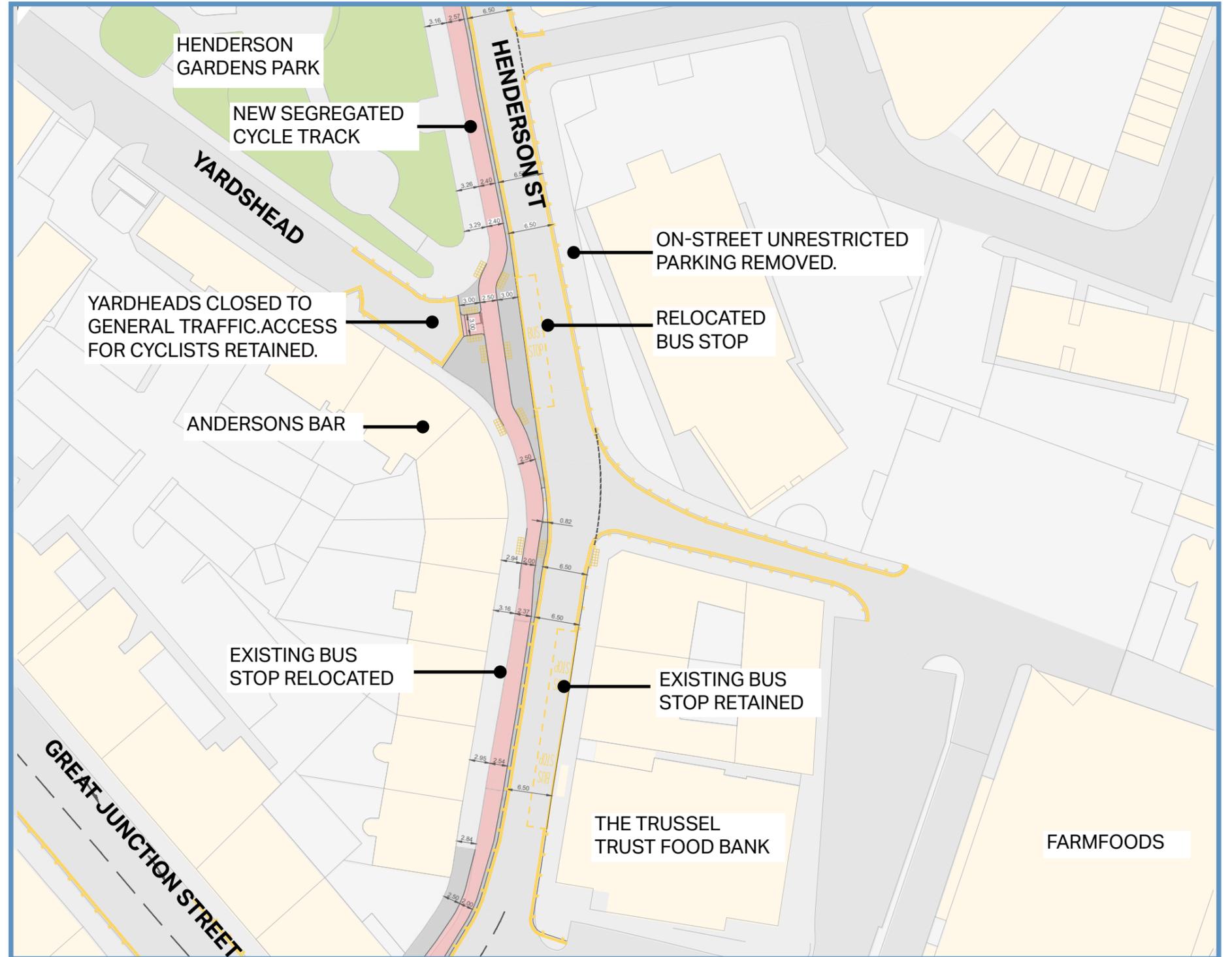


2. CONCEPT DESIGN - HENDERSON STREET

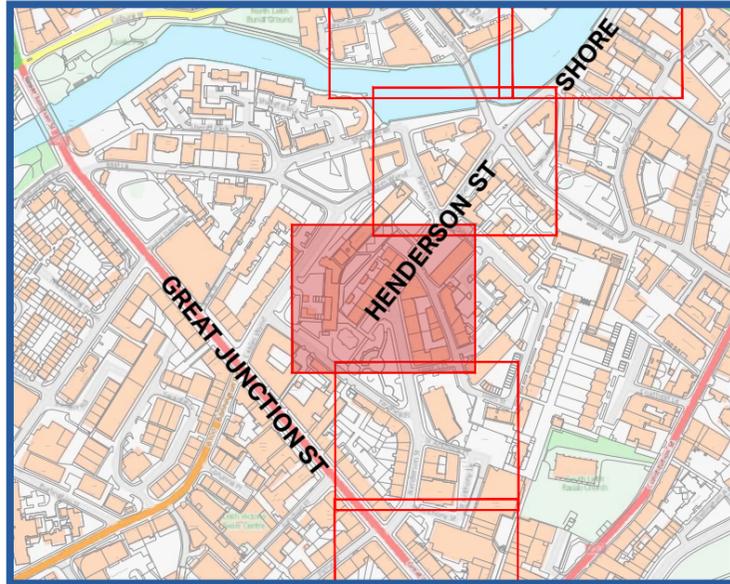


KEY

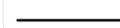
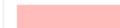
-  NEW KERB LINE
-  CONTROLLED CROSSING TACTILE PAVING
-  UNCONTROLLED CROSSING TACTILE PAVING
-  CORDUROY TACTILE PAVING
-  TRAFFIC SIGNAL POLE
-  NEW ROAD MARKINGS (WHITE)
-  NEW ROAD MARKINGS (YELLOW)
-  CYCLEWAY
-  FOOTWAY / SEGREGATION ISLAND

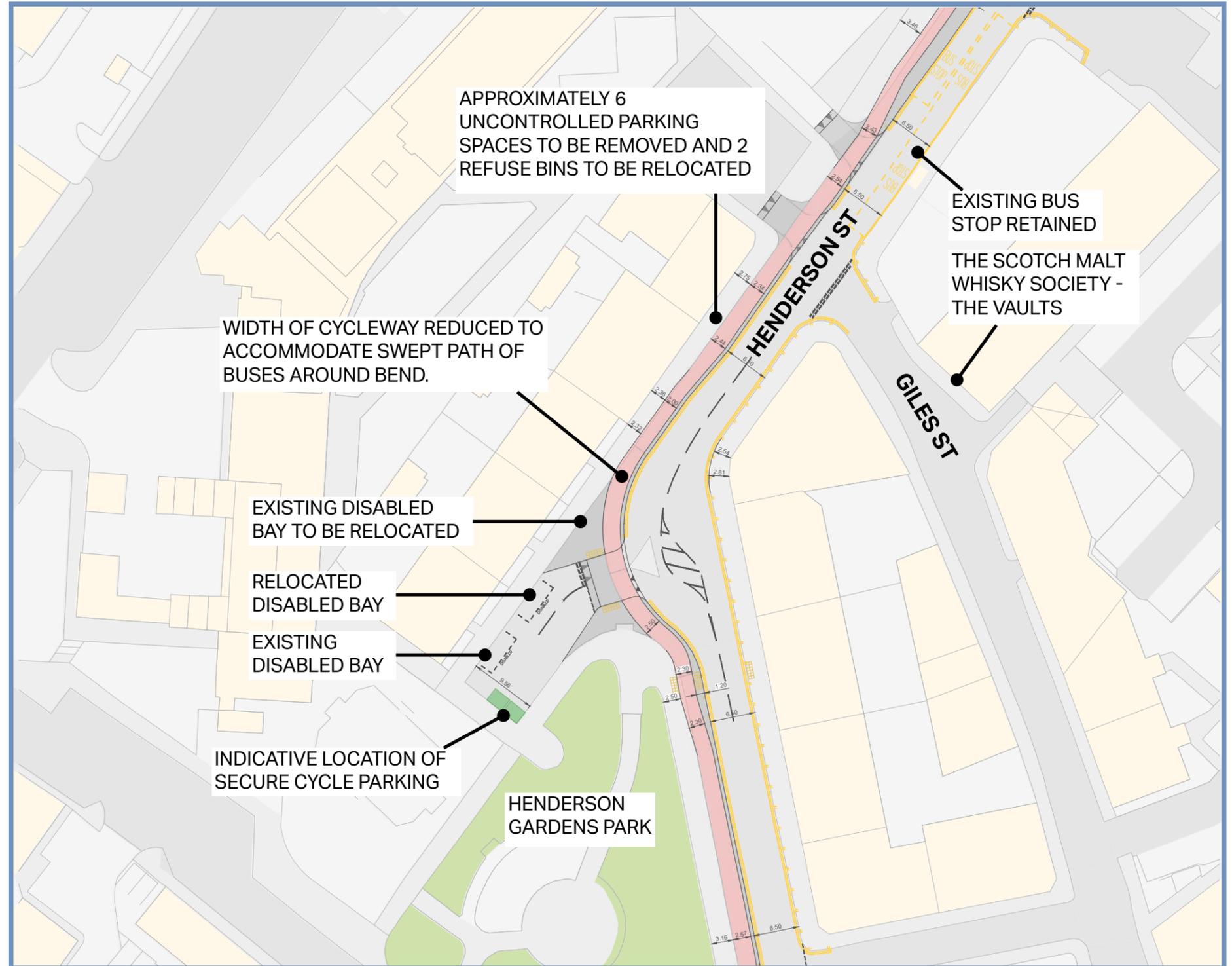


3. CONCEPT DESIGN - HENDERSON GARDENS

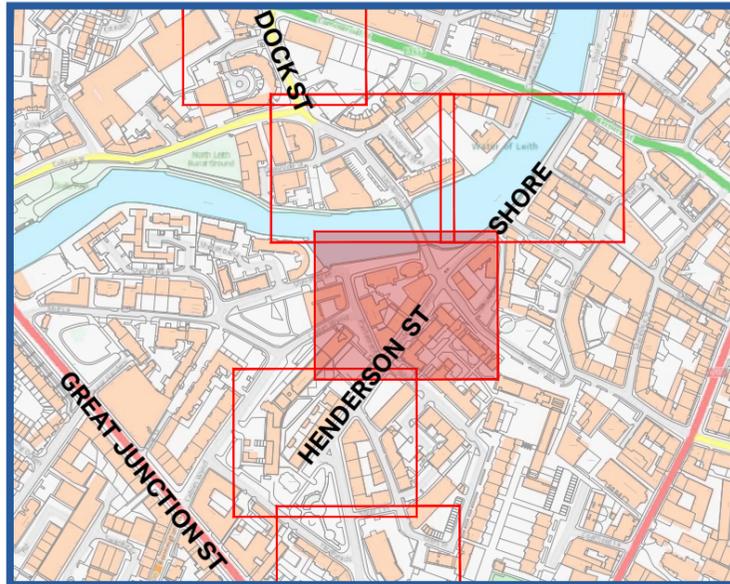


KEY

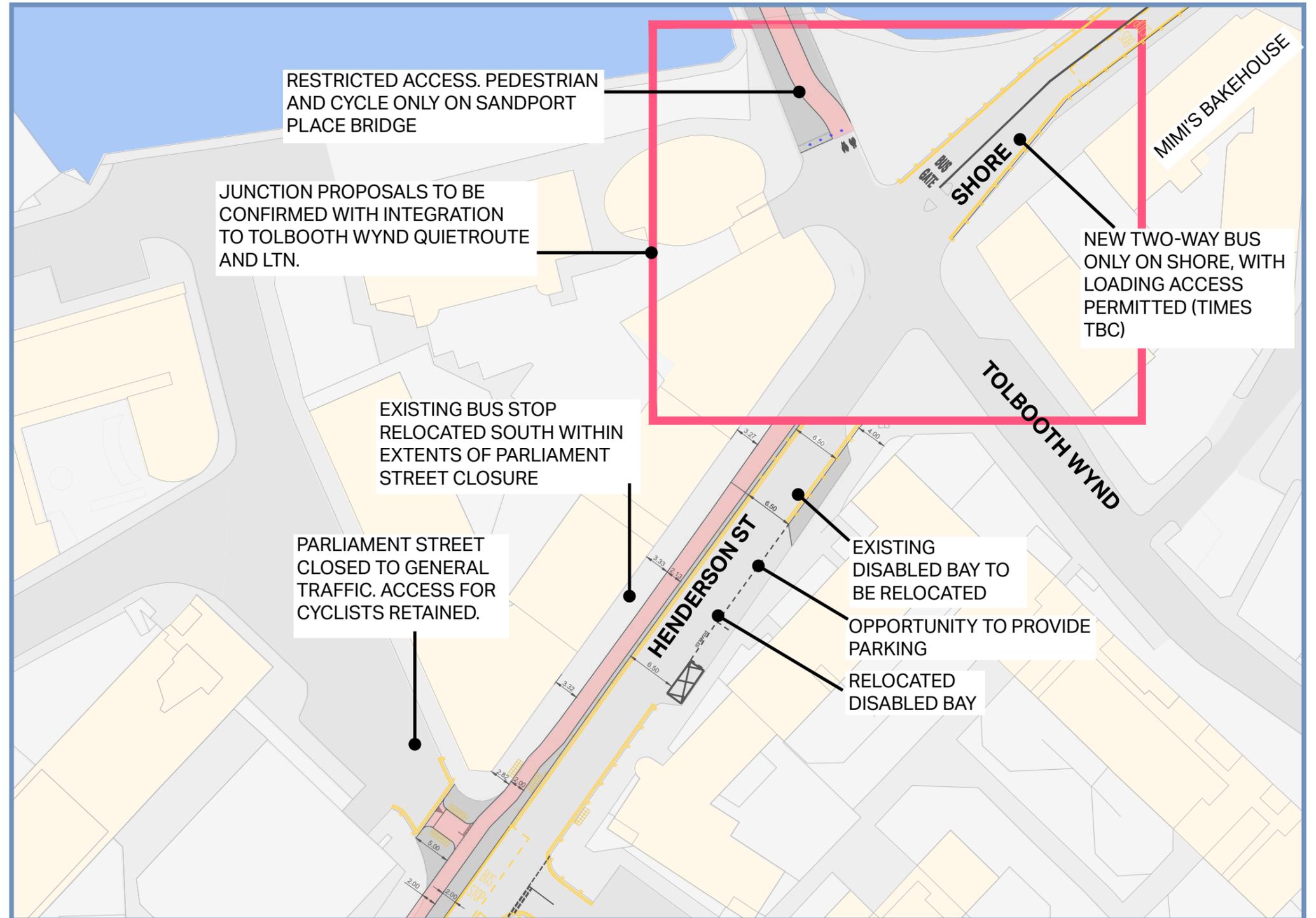
-  NEW KERB LINE
-  CONTROLLED CROSSING TACTILE PAVING
-  UNCONTROLLED CROSSING TACTILE PAVING
-  CORDUROY TACTILE PAVING
-  TRAFFIC SIGNAL POLE
-  NEW ROAD MARKINGS (WHITE)
-  NEW ROAD MARKINGS (YELLOW)
-  CYCLEWAY
-  FOOTWAY / SEGREGATION ISLAND



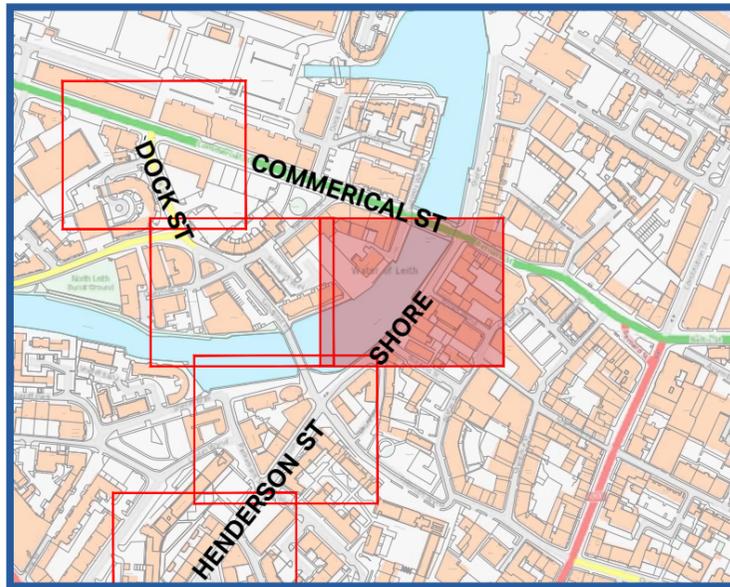
4. CONCEPT DESIGN - HENDERSON ST AND THE SHORE



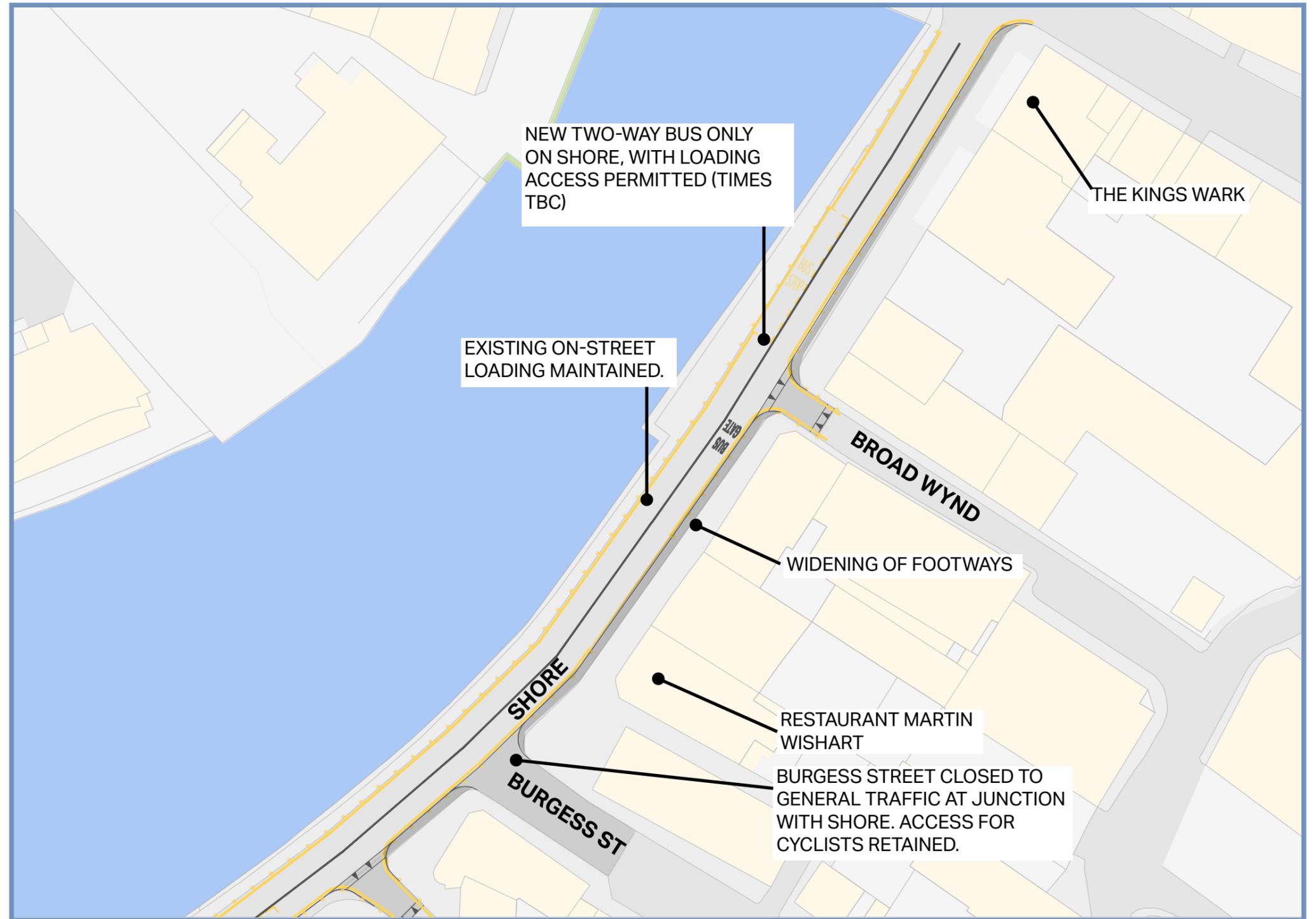
- KEY**
- NEW KERB LINE
 - CONTROLLED CROSSING TACTILE PAVING
 - UNCONTROLLED CROSSING TACTILE PAVING
 - CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - CYCLEWAY
 - FOOTWAY / SEGREGATION ISLAND



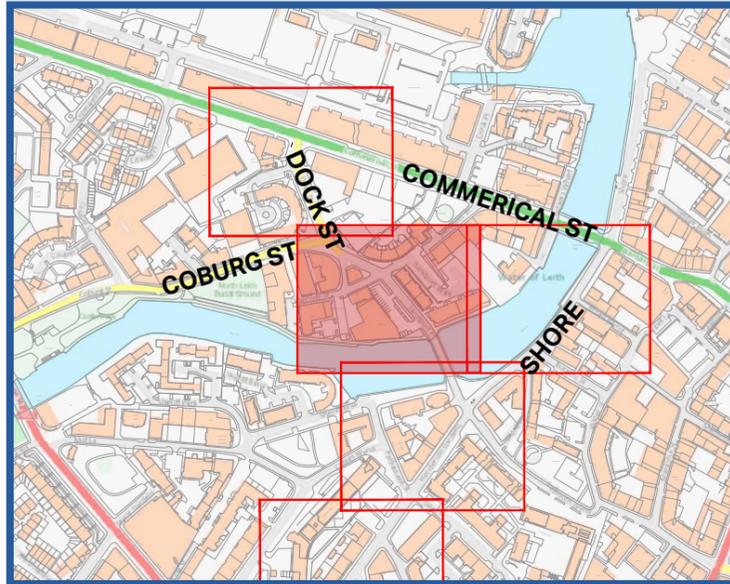
5. CONCEPT DESIGN - THE SHORE



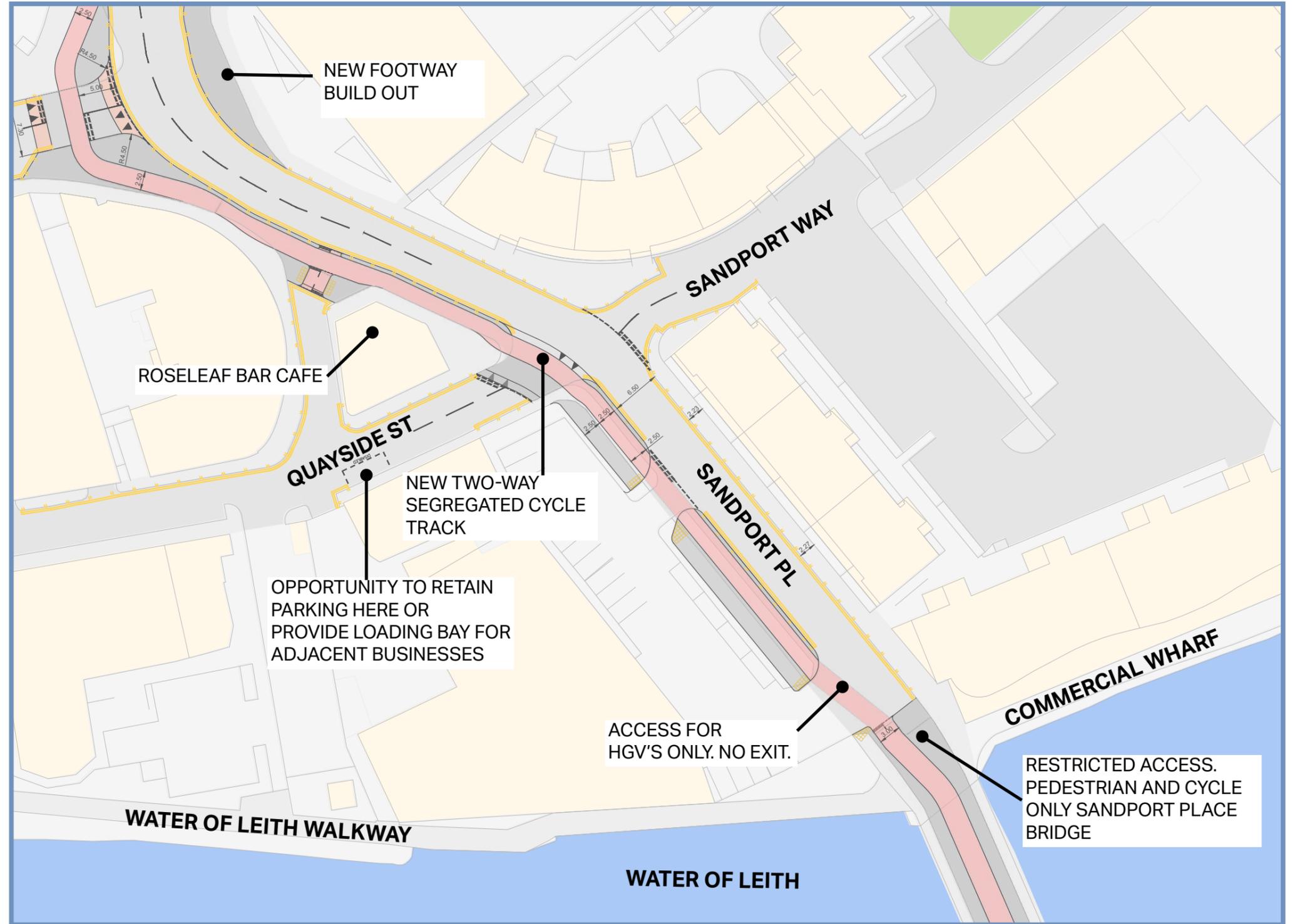
- KEY**
-  NEW KERB LINE
 -  CONTROLLED CROSSING TACTILE PAVING
 -  UNCONTROLLED CROSSING TACTILE PAVING
 -  CORDUROY TACTILE PAVING
 -  TRAFFIC SIGNAL POLE
 -  NEW ROAD MARKINGS (WHITE)
 -  NEW ROAD MARKINGS (YELLOW)
 -  CYCLEWAY
 -  FOOTWAY / SEGREGATION ISLAND



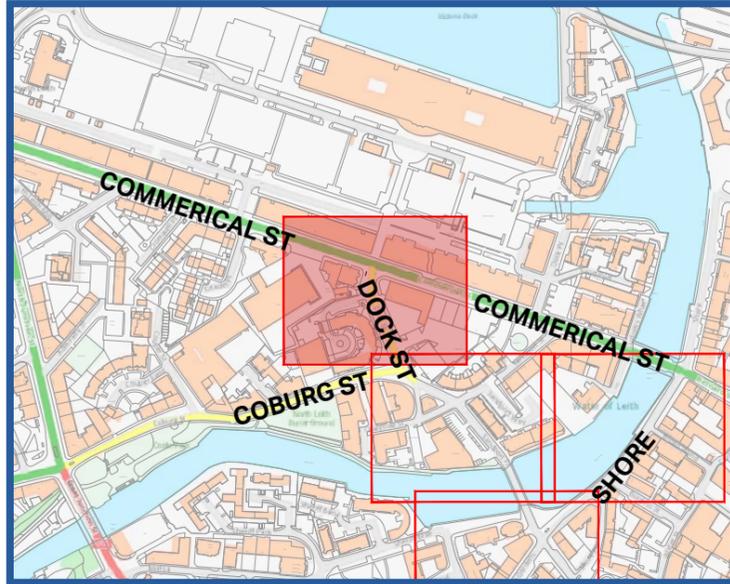
6. CONCEPT DESIGN - SANDPORT PLACE

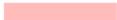


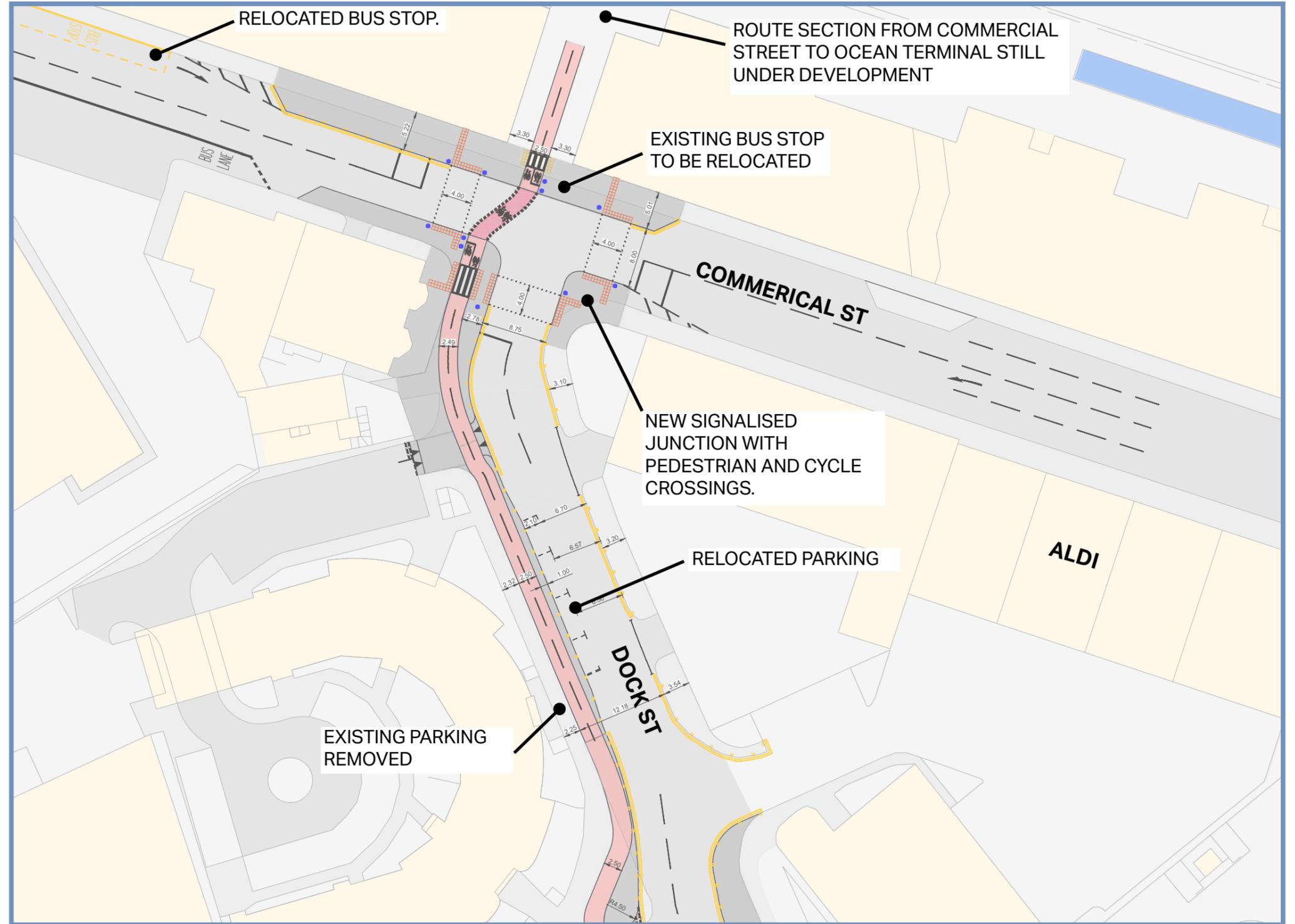
- KEY**
- NEW KERB LINE
 - CONTROLLED CROSSING TACTILE PAVING
 - UNCONTROLLED CROSSING TACTILE PAVING
 - CORDUROY TACTILE PAVING
 - TRAFFIC SIGNAL POLE
 - NEW ROAD MARKINGS (WHITE)
 - NEW ROAD MARKINGS (YELLOW)
 - CYCLEWAY
 - FOOTWAY / SEGREGATION ISLAND



7. CONCEPT DESIGN - DOCK STREET



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



LOW TRAFFIC NEIGHBOURHOOD



Leith
Connections

CURRENT STATUS AND NEXT STEPS

This project is separate and distinct from the temporary measures which are in place at Leith Gardens as part of the Council’s Spaces for People response to the pandemic.

The new Low Traffic Neighbourhood (LTN) project scope is not defined yet, however, we will need to meet the objectives of creating a safer and more comfortable street environment for residents, businesses and visitors walking, cycling, wheeling and spending time.

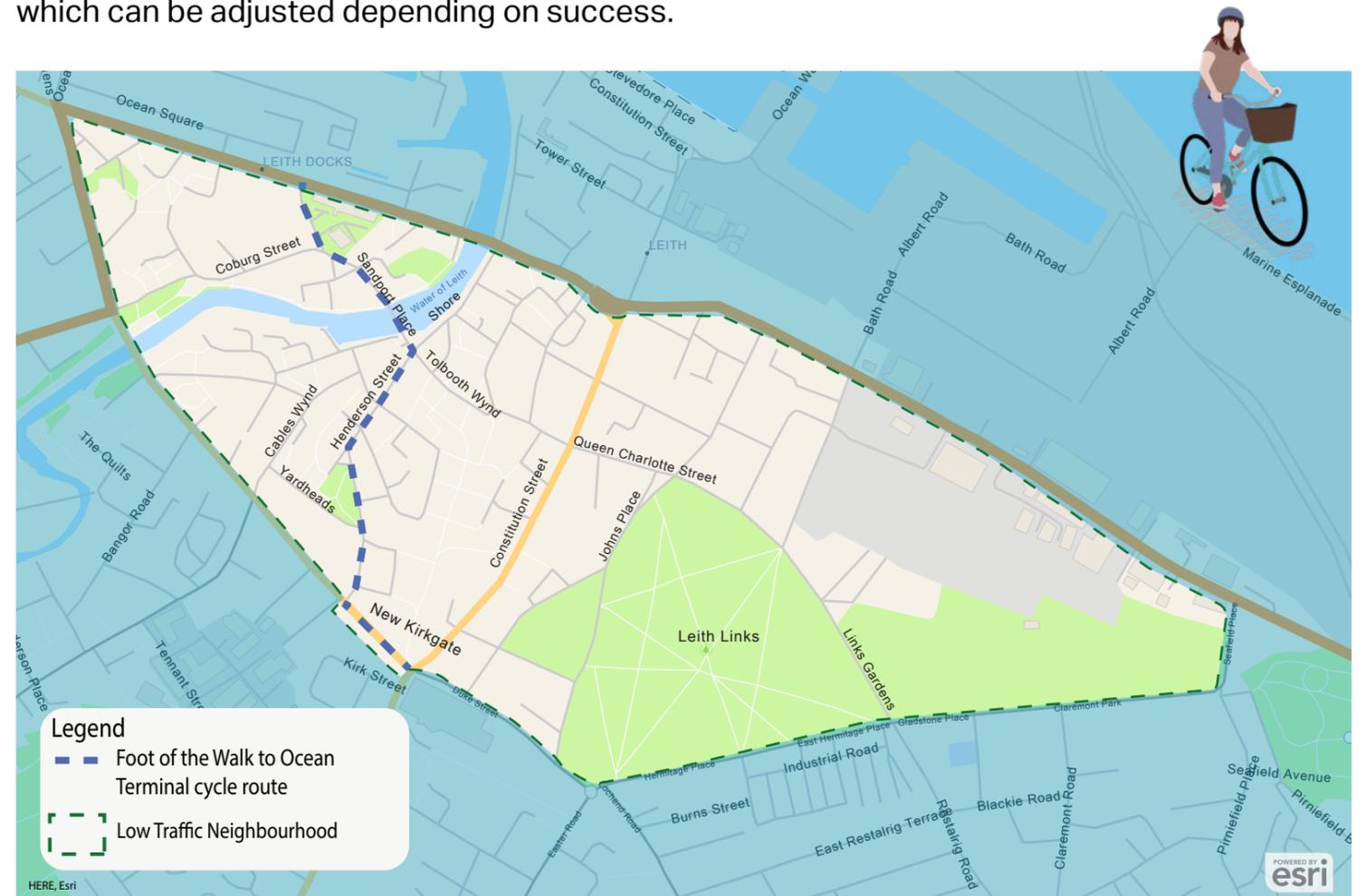
This current initial stage of engagement is aimed at gathering feedback from residents to inform the design proposals of the LTN project so it can further meet the needs of the local area and residents.

The initial stage of engagement is open from 8th Feb to 28th Feb 2021. Click [here](#) on how to respond.

Following your feedback, which we will summarise and share with you in March/ April, a scope will be agreed and concept designs developed for further

community engagement during May 2021. Any final designs will be subject to Traffic Orders consultation and Council committee approval.

The initial implementation of the scheme will be in the form of an Experimental Traffic Regulation Order expected late 2021. This has the benefit of offering a trial of the solutions which can be adjusted depending on success.



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 is built for these type of journeys.

Other measures include:

- One-way streets
- Traffic Calming
- Creating new pocket parks and community spaces

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.

For more information, visit <https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-low-traffic-neighbourhood/>



BENEFITS OF A LOW TRAFFIC NEIGHBOURHOOD?

- 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 reading, please see:

1. [Scottish Parliament Information Centre briefing, Low Traffic Neighbourhoods](#)
2. [Sustrans, Making the case for a low traffic neighbourhood](#)



OPPORTUNITIES FROM A LOW TRAFFIC NEIGHBOURHOOD

Local Play Areas

There may be the opportunity to enhance the public realm and attractiveness within neighbourhood streets.

These pockets of space could allow for the creation space to play, gather and spend time.

Pocket Parks and Planting

The creation of new spaces can also provide opportunity for the introduction of trees, planting and community growing spaces.

Seating and Resting Places

We know that providing places for resting and seats is important in creating an accessible neighbourhood for people of all ages.

Creative School Safety Schemes

Opportunity to engage with young people in improving safe routes to school through linked learning with schools.

This can often offer creative opportunities in changing the feel of streets and space through measures such as painting, street art or planting and encourage more walking and cycling to school.

Safety and Connectivity

Safer and more attractive streets for walking, cycling and wheeling to key local places. Encourages active travel.



WHY A LOW TRAFFIC NEIGHBOURHOOD IN LEITH?

The need for change is based on the following points, which are detailed in pages overleaf.

- Issues highlighted with speed and volume of traffic in residential streets
- Safer routes to school
- Enhance and promote access to public transport in the area
- Improved cycling routes and access in the area

We are now consulting residents to understand the issues and needs within the area to inform the scope of a future Low Traffic Neighbourhood scheme.

Existing Context

We know that Leith is a diverse and vibrant neighbourhood with a high potential for everyday journeys to be made sustainably. The area is densely populated with low car ownership and high proportions of people walking and using public transport. With a range of local services, large areas of current and future employment opportunities and being a short distance to the city centre by

creating safer streets for walking and cycling by appropriate allocation of street space, this will promote a practical choice for residents everyday journeys.

Intrusive / Through Traffic

From our previous consultations carried out during the C-19 pandemic, we know residents are already concerned with the levels and speed of traffic that cut through the area. Streets identified with these issues include: Links Gardens, Coburg Street, Tolbooth Wynd, Sandport Place, Elbe Street and John's Place.

School Travel Plans

From school travel plans, we know that most pupils travel to school on foot. A significant proportion of pupils are dropped off by car. By improving conditions for people walking and cycling, and reducing vehicle speeds, we can encourage more pupils to walk or cycle to school.

Public transport in the area

The area is well served with the existing bus network. With the delivery of the Trams to Newhaven, options for public transport will be further expanded for residents. A low traffic neighbourhood will improve and promote access to public transport while still enabling access by motor vehicles where required for accessibility reasons.

WALKING AND CYCLING ROUTES IN LEITH

The proposed Low Traffic Neighbourhood will enhance the access to existing cycle routes in the area and connect to:

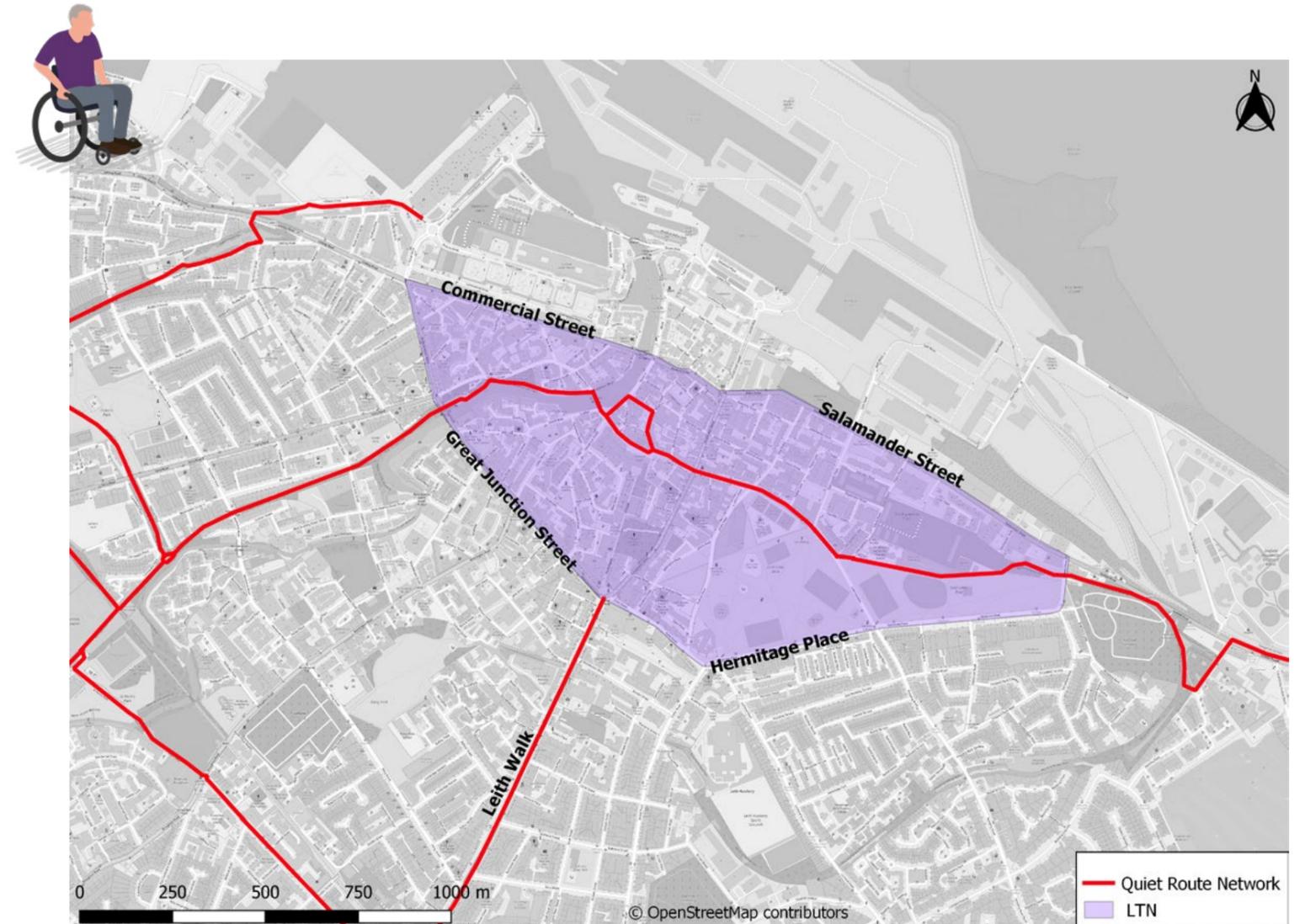
- New protected cycle lanes on Leith Walk, planned as part of Trams to Newhaven Project
- North Edinburgh Path Network
- Water of Leith Path
- Quiet route 10

With the delivery of a Low Traffic Neighbourhood and the extensive proposed cycle network in the area, this will support everyday journeys to be made on foot, by bike and public transport.

This map shows the current cycle routes in the project area. These routes form part of the Council’s QuietRoute network which is delivering cycle routes which are safe and accessible to all.

Further details of the QuietRoute network and other walking and cycling projects can be found on the Council’s website:

<https://www.edinburgh.gov.uk/cycling-walking>



TIMELINE



FEBRUARY

MARCH-APRIL

MAY

JUNE

JULY- AUGUST

SEPTEMBER

OCTOBER

8th to 28th Feb:
Community Engagement:
Information Gathering

March to April: Design
Development. Feedback
on results from February
engagement

May: Community
Engagement on
design proposal

June: Design updates
considering community
feedback

July – August:
Commence
ETRO and its
engagement

September:
Transport and
Environment
Committee for
consideration of
ETRO results and
consideration
on whether to
implement the LTN

October:
Implementation as a trial
layout. Further stages of
review and consultation
to be undertaken during
the trial (dates tbc)

17th June: Transport &
Environment Committee
approval of final designs
and permission to start
Experimental Traffic
Regulation Order (ETRO)



EXPERIMENTAL TRAFFIC REGULATION ORDER PROCESS

When the proposals are finalised, following further community consultation and committee approval, the Council will make the changes on a trial basis using an Experimental Traffic Regulation Order, or ETRO.

An ETRO is a special form of traffic order, which gives Local Authorities the opportunity to trial changes on a temporary basis.

Within 18 months, a decision must be made on whether to make the changes permanent.

If it is decided to make the layout permanent then this would be done through a Traffic Regulation Order which has a consultation process as part of the order.

MONITORING

Throughout the period of the ETRO, we will monitor the effects of the Low Traffic Neighbourhood and seek local feedback.

The effects of the changes will be monitored throughout the trial period. This will be done by surveying the number of vehicles using these streets and the speed that they are travelling at.

We will also be surveying residents opinions during the trial through questionnaires and surveys.

Following the trial period, we will consider the data from the monitoring and community feedback. We will then report back to the local community on whether we intend to make the measures permanent and follow with a permanent scheme.

An Integrated (Equality) Impact Assessment is being developed for the project and will be updated as it progresses. Initial consultation has taken place with Emergency Services on the proposals and scheme.

YOUR FEEDBACK

We are looking for feedback from residents, businesses and locals in the area on the following:

1. Travel behaviours
2. Issues with transport and travelling in the area
3. Perceptions on walking, cycling and wheeling
4. Access to and use of greenspace space in the area
5. Where people want to travel to and from
6. Opportunities for improvement



COMMUNITY REFERENCE GROUP

To help develop consistent dialogue with local people throughout the development of the project, especially during these times when public meetings are restricted, it is proposed to form a reference group made up of representatives from community organisations.

This group will include the local Community Council and interest groups. It will offer further opportunity for residents to feedback views and be involved in the development of the project.

Whilst the group will be a touchstone for local feedback and views, it will not supersede the views of residents expressed during the consultation surveys. It is simply an additional way for the project team to create dialogue with the local community.

HOW TO RESPOND

People can respond in a number of ways to the consultation, with all materials available online at

<https://consultationhub.edinburgh.gov.uk/sfc/leith-connections>

This includes:

1. Online Survey
2. Email via Miles.Wilkinson@edinburgh.gov.uk.
3. Via the Community Reference Group

A leaflet with these details have also been posted to all residents and businesses in the project area. Please get in touch with the project team if you require further information or have any issues with access.

