

Lindsay Road Bridge

Community Engagement Report – RIBA Stage 3



22 August 2024

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1. Introduction

1.1 History

Lindsay Road Bridge is located at the junction of North Fort Street and Lindsay Road in Newhaven, Edinburgh. The bridge was constructed in 18th century and is a three-span structure

The bridge originally carried vehicular traffic over the North Leith branch of the Caledonian Railway but was closed to motorised vehicles in November 1998 and until recently was used as a link for walking, wheeling and cycling between North Fort Street/Lindsay Road on the south and the A109 also known as Lindsay Road on the north over the Hawthornvale Path, part of the North Edinburgh Path Network below.

The southern end of the bridge was in recent years used as an outdoor seating area / community space. Furthermore, a community-backed project painted the bridge in rainbow colours in August/September 2021, which led to the bridge being referred to locally as the 'Pride' or 'Rainbow' bridge.

1.2 Current Situation

The bridge has been closed to all users in November 2021 due to its poor condition.

Given the close proximity to the Leith Connections Hawthornvale to Seafield route this phase of the project aims to construct a new bridge deck and make other improvements, which will provide a well-lit, direct route for active travel users and allow continued use as a community space.

This design is being funded by Sustrans Places for Everyone Fund and is expected to be completed by the end of 2024. Once the design is finalised, an application for construction funding will be made to Transport Scotland.

1.3 Aims of Project

The Transport and Environmental Committee identified three main aims, which the proposals aim to address:

- Re-establish a direct, safe and segregated active travel route for commuters, local residents and businesses.
- Restore a well-used community space.
- Reinstate an important LGBTQ+ landmark.

1.4 Aims of Engagement

The project seeks to involve the local community in the design process, promoting shared decision-making and community-informed design. The engagement seeks to gather views regarding the bridge's use, design and aesthetics, and to ultimately ensure that the infrastructure meets the needs of the community. Stakeholder engagement will look to achieve the following:

1. Raise awareness of the project and set out:
 - a. the need for the project

- b. community benefits delivered by the project, such as sustainable travel options and inclusive recreation space.
- 2. Understand community requirements and aspirations for the bridge – ensuring the project is fit for purpose.
- 3. Gain local community insights, including lived experiences, views and concerns.
- 4. Strengthen social cohesion and foster community buy-in through shared decision-making and opportunity development.
- 5. Promote behaviour change and understand the barriers that prevent people utilizing active travel.
- 6. Define which aspects of the reconstruction can be adapted to meet community needs.

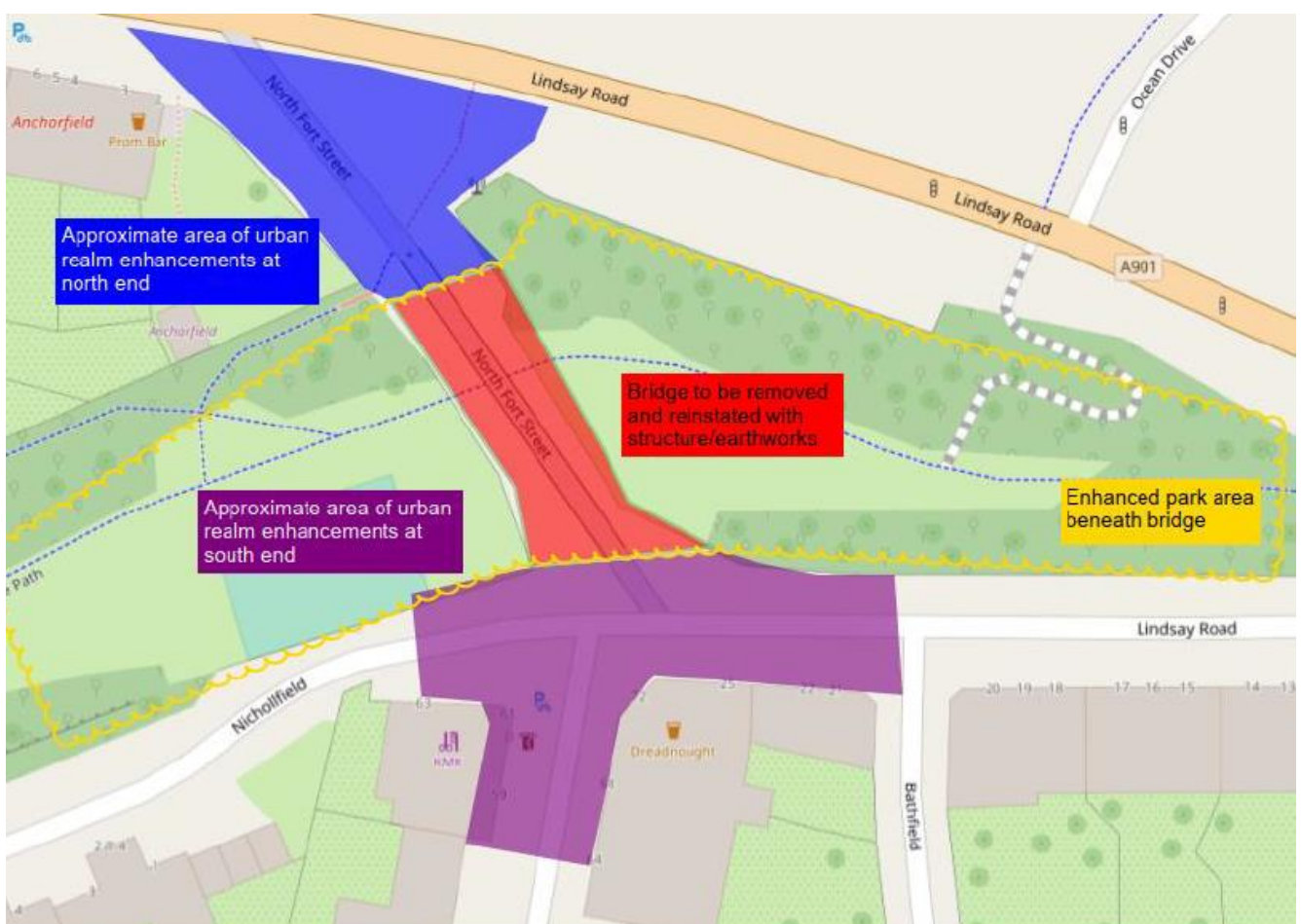
This report summarises the Stage 3 Design community engagement process, which was undertaken between 22nd February and 4th April 2024.

2. Proposals

This section presents the Preliminary Design proposals for Lindsay Road Bridge that were presented to the public during this stage of engagement. These proposals are at the 'preliminary design stage' and therefore will change in response to this engagement and factors influencing design in the following stage.

2.1 Scope

Figure 1 shows the project area where the aim is to introduce a high-quality active travel and public realm. This encompasses the bridge, at its immediate approaches and within Hawthornvale Path below.



Source: © OpenStreetMap Contributors

Figure 1: Scope of Lindsay Road Bridge Regeneration

2.2 Preliminary Design Proposals

The following section outlines the key areas of Phase 3 route, the aim of which is to provide safe active travel provision along the corridor.

The key features are as follows:

- New bridge deck.
- Traffic calming measures and removal of parking from south approach to bridge to

improve safety and experience for people who are walking, wheeling and cycling.

- Removal of redundant kerbs and level changes at both approaches and on the bridge.
- Creation of an amphitheatre-style community space/stepped access area.
- Removal of one of the masonry supports of the bridge, to improve sightlines through the park area under the bridge.
- New ramped access between Hawthornvale Path and Lindsay Road Bridge. This is subject to further funding.
- Planting and surfacing upgrades at approaches, on and under the bridge to enhance public realm.
- Integration of the 'Pride' or 'Rainbow' colour scheme throughout our proposals, including the parapets, the surfacing, and seating areas

2.2.1 South Approach (North Fort Street/Nicollfield/Lindsay Road Junction)

The south end of the bridge will see the implementation of traffic calming measures at the North Fort Street junction. This includes a raised table arrangement and a narrowed carriageway to slow traffic, with dedicated pedestrian crossings and removal of surface level changes and parking in front of the bridge, which will provide easier access for walking, wheel and cycling. Bollards are placed across the south approach to the bridge to prevent vehicular access.



Figure 2: South approach to bridge

2.2.2 Lindsay Road Bridge

Removal of existing kerbs creating a more accessible route. The 'rainbow' colour scheme is present throughout the bridge surfacing.



Figure 3: View of bridge from north approach

The proposals seek to maintain the existing 'pride' or 'rainbow' themed colour scheme of the existing parapets. Several different parapet options have been put forward for consultation, with individuals responding to the engagement survey asked to rank their preference between five different parapet options. These options can be seen in Appendix C. Each option is the same height (1400mm tall) to provide an effective safety barrier for cyclists.

2.2.3 Lindsay Road Bridge Amphitheatre-style Community Space and Ramped Access

New connections between the green space below the bridge and the streets above aim to make it a more attractive space to use.

A new area of tiered seating is proposed between Lindsay Road Bridge level and Hawthornvale Path below. This is located next to the south end of the bridge, next to the sports court within Hawthornvale Path. This is a space where people can sit and socialise, while watching games on the basketball court or enjoying a drink/snack from local businesses.



Figure 4: View of amphitheatre style community space/stepped access

A new ramp access is also proposed (subject to funding), to provide another route between Lindsay Road Bridge level and Hawthornvale Path below. This is located at the same end of the bridge as the Amphitheatre-style Community Space but on the other side of the bridge.



Figure 5: View of new ramp access

2.2.4 Hawthornvale Path

The proposal is to reduce the bridge from three sections to one: filling in the underneath section nearest the Dreadnought Pub and spanning in a single jump from the existing south pier to the existing north end of the bridge.

The proposal also includes removing a stone pier, which blocks sightlines through the park area under the bridge and reduces the usable space under the bridge. Paved surfacing will also be introduced to make this area more attractive and practical to use. These improvements will open the greenspace below the bridge to more leisure users, including those who are wheeling and those who want somewhere to sit.



Figure 6: View of bridge underside

3. Engagement Methods

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

Table 1: Engagement methods for Phase 3

Engagement Method	Details
Launch Week	The public engagement was launched on 22nd April 2024. Including social media posting. Press release, covered in various news outlets and shared by local Councillors
Social media promotion	Facebook advertised was used throughout the consultation period
Engagement Promotion	<p>450 leaflets and 50 posters were distributed to residents and building occupiers adjacent to the project area.</p> <p>5 lamp post wraps and 5 A3 signs were at key locations along the project area.</p> <p>The consultation was also included within Leith Connections Newsletter</p>
E-mail engagement	Email notifications were issued to all stakeholders and existing project mailing list at the start of the engagement period. This was to raise awareness of this stage of the project and allow stakeholders to respond either by email or through the online survey.
LGBT Youth Scotland Youth Group Meeting	The project team were invited to the group session facilitated by LGBT Youth Scotland to get feedback and suggestions from young people who identify as part of the LGBT+ community.
Online Survey	<p>910 completed surveys were received through the project online survey over the engagement period.</p> <p>The survey was hosted on the Council's Consultation Hub.</p>

Public Information events

2 public information sessions were held to showcase the project and gather feedback.

The first was at the Leith Market on Thursday 7th March 2024 at Dreadnought Leith and the second was on 23rd March 2024 at the Heart of Newhaven Community.

106 participants were present at the first event.

73 participants were present at the second event.

4. Engagement Activities and Summary of Feedback

The following section explains the different engagement activities and the responses provided by various groups to the preliminary design proposals, including public events, written responses from accessibility organisations and individuals. These activities and feedback will be used to inform the next stage of the design process.

4.1 Public Information Sessions

There were two public information events held for the project. The first information session at Dreadnought Leith was held on Thursday 7th March 2024. It was attended by 106 people. The second information session at Heart of Newhaven Community was held on Saturday 23rd March 2024. It was attended by 73 people.

At both events, the format was a presentation by the project team followed by a Q&A session. A drop-in facility was also available for people who did not have time to attend the presentation and people were able to fill in comment cards to share their views.

4.2 LGBT Youth Scotland Youth Group Meeting

A representation from the Council and Mott MacDonald attended a Youth Group meeting hosted by LGBT Youth Scotland to share the proposal and gain feedback from participants aged 13 – 25 who identify as part of the LGBT+ community. The main comments from the session were:

- Note that the colour scheme does not match the order of the Progress Pride flag and would like this to be corrected.
- Have the proposals considered the appeal to skateboarders and roller skaters? Are there any plans to implement anti-skate measures?
- If an open parapet option like Option B is chosen, could there be intermediate solid panels, such as having 5 open panels followed by 1 solid panel across the full length? This could allow for artwork or information boards to be included on the solid panels, which could enhance the bridge's aesthetics and functionality.
- There were some comments regarding the consideration given to the types of trees being planted, including the possibility of orchards.
- Suggestions were made to repurpose existing parapets as seating, such as using them as backrests or incorporating art installations. Additionally, there was a proposal to use the panels to create train-like seating as a nod to the bridge's history.
- Concerns were raised about the current design of the new ramp access, which appeared somewhat disconnected from the main bridge, lacked pride railings, and took a circuitous route, possibly due to the required gradient.

4.3 City of Edinburgh Council Internal Engagement

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

Table 2: Council departments engaged in Phase 3

Departments engaged	
Active Travel	Parks and Greenspace
Engagement/Policy	Housing
Planning	
Road Safety	
Street Lighting	
Parking Enforcement/TRO	
Communications	
Estates Research	
Flood prevention and Structures	

4.4 Organisational Responses

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

4.4.1 Save the Pride Bridge Community Group

A summary of Save the Pride Bridge response is below.

- Strong support for the LGBTQ+ theme integrated into the design. Note that the colour scheme does not match the order of the Progress Pride flag and would like this to be corrected.
- Strong support for the maintenance of the full width of the bridge to ensure it can continue to be a vital active travel route and community space.
- Strong support for the Amphitheatre style community space and ramp access linking the bridge level to Hawthornvale Path.
- A preference was expressed for a bridge that is as true to its original form as possible.
- Strong support for improved use, openness of spaces on and below the bridge. Improved lighting is also seen as an essential feature. They see this as a significant improvement to safety in the neighbourhood.
- Would like to see bicycle storage and other items such as bat boxes, little free library boxes, bug hotels, community larders, veg patches etc.

4.4.2 Trinity Community Council

The following response is a summary of responses from Trinity Community Council:

- They were supportive of the proposals.
- They enquired about the funding of the project.

4.4.3 Edinburgh Access Panel

The following points were received from the Edinburgh Access Panel:

- They suggest conducting careful research on the impact of designs on various disabilities, including autism, impaired sight, cognitive impairment, and physical disabilities like Parkinson's and Multiple Sclerosis.
- They advise being aware of the potential negative impact of proposed surface designs, colours, shapes, etc., on individuals with neurodivergent issues. Specialist advice is recommended, especially concerning safety risks associated with steps.
- They strongly suggest that outdoor steps should not be painted bright colours for visibility and non-slip purposes. Achieving the minimum contrast needed for nosings against the tread and riser could be difficult with the proposed designs.
- Clarification is needed regarding the need for clearly defined nosings on coloured steps, as well as the use of colour on these steps, particularly in relation to safety standards such as BS 8300.
- They recommend utilising vertical surfaces for themed coloured surfacing and artwork.
- The use of painted surfaces raises maintenance concerns, as regular pressure cleaning and restoration would be necessary. This expenditure might be better allocated to repairing city pavements and potholes.
- Measures should be implemented to minimize the risk of falling on the step-seats, including laying corduroy tactiles to warn vision-impaired individuals.
- Accessibility features for an amphitheatre design should be considered, including clear demarcation of steps, contrasting nosing, visual and tactile warnings, and intelligible ground surfaces.
- Adherence to standards such as BS 8300 and Pas 6463 is suggested to ensure low-contrast differences between adjacent surfaces to prevent tripping and confusion.
- It is suggested to avoid checkerboard patterned contrasting paving and highly contrasted painted steps prone to uneven wear over time.
- Consideration should be given to potential conflicts between pedestrians, cyclists, individuals with impaired sight or visuoperceptual issues and people using the bridge as a community space, especially children.
- It is suggested to provide as much segregation as possible between pedestrians and cyclists using a segregated cycle track. Defining the edge of a cycle track with a kerb is suggested to prevent conflicts.
- Adequate lighting levels are suggested to enhance appreciation of artwork and discourage vandalism.
- Providing a variety of seating options, including those with comfortable arms, particularly in areas like children's play areas where grandparents may visit with grandchildren, is suggested. If picnic tables are provided, they suggest including provision for wheelchair users.

- They suggest that the new ramp access for wheelchair users should be prioritised, and they recommend ensuring that the design of the ramp complies with BS 8300 in terms of gradient etc.
- Assuming the bridge will attract tourists, they suggest ensuring there are dropped kerbs to allow wheelchair access from nearby bus stops.
- Suggestions are made regarding the parapets, including inward cranked railings on bridges, higher barriers for cyclists, and consideration of cost-effective maintenance options. Ensuring accessibility by maintaining a consistent contrasting colour scheme for handrails is suggested.

4.4.4 Spokes – The Lothian Cycle Campaign

The following points were received from Spokes:

- They were interested in how this will tie into the Leith Connections Phase 3 project (Seafield to Hawthornvale) and access to the Newhaven tram stop and Ocean Terminal by bike.

4.4.5 Living Streets Edinburgh

The following points were received from Living Streets Edinburgh:

- Welcomes the plans to have a structurally sound bridge, an improved public realm and maintaining the LGBTQ+ artwork and symbolism.
- Support the building of a ramp, as proposed, using ecofriendly materials underneath it.
- Support a new bridge without the third pier underneath so it opens up the view / makes it nicer to walk under.
- Support handrails and parapets on the bridge that lean slightly inwards (easier to lean on) with a wooden rail.
- Advocate having separate lanes / distinguished in some way across the bridge for cyclists and pedestrians instead of sharing the space.
- Advise that full attention should be paid to the colours and contrast of these colours for people with autism and neurodiversity.
- Advise that the planting tucked in beside some of the colourful steps on the amphitheatre is an obvious place (unfortunately) for people to drop litter. The steps should probably encompass the whole area there, and planting moved to other areas.
- Advocate to remove no (or very few trees) as part of the plan.
- Advocate for a smaller amphitheatre design and to not move the sports court – they feel that a smaller design will still provide much of the benefit at a reduced cost (not moving the sports court by a few metres).
- They are generally in favour of permanent improvements rather than temporary measures e.g. planters that can cause public division / require maintenance
- Request that the concerns raised regarding a lack of lighting and CCTV are addressed.
- The lay-out of the bollards should be changed to ensure there is no pavement parking / no facilitation of irresponsible or dangerous parking.
- Although they welcome and recognise the importance of LGBTQ+ representation in the design, they believe the use of coloured paint should stick to vertical surfaces e.g. on the steps, the parapets, the bollards, instead of painting the surface of the bridge.

- They have concerns about the maintenance of the coloured surfacing and feel that it could look worn down and unattractive quickly. They note from past Council projects that paint on the road makes little improvement to the public realm. They would suggest for tasteful minimalism that's easy to maintain and focus on spending the cash on other benefits e.g. ramp for wheelchairs / planting more trees.

4.4.6 Sight Scotland and Sight Scotland Veterans

The following points were received from Sight Scotland and Sight Scotland Veterans:

- They welcome the proposal from the City of Edinburgh Council to reinstate Lindsay Road Bridge and enhance safety in the surrounding areas.
- They appreciate the consideration given to the needs of people with visual impairments in the design proposal.
- They suggest that the contrast between grey paved surfacing and multi-coloured striped surfacing can aid path identification for individuals with visual impairments.
- They emphasize the importance of retaining necessary kerbs for guide dog owners and long cane users to differentiate footways from roads.
- They recommend consulting with blind and partially sighted individuals regarding proposed changes involving kerbs.
- They acknowledge the safety benefits of multicoloured bollards but express concern about potential navigational challenges for people with visual impairments.
- They raise concern about the tree in the centre of the bollards surrounded by multi-coloured surfacing, which could pose an obstacle for people with visual impairments and create another potential hazard for blind and partially sighted individuals.
- They advocate for the inclusion of audio signals and rotating cones at pedestrian crossings for enhanced safety.
- They prefer parapet options B or D for improved visibility and identification of the bridge for individuals with visual impairments.

4.4.7 LGBT Youth Scotland

Very supportive of the proposals stating they are a welcome, inclusive, and exciting initiative that will promote accessibility and healthy lifestyles, which demonstrate Edinburgh's commitment to equality and will provide hope for the LGBTQ+ people across the city and the wider public.

4.4.8 Paths for All

- They are a national NGO with a focus on walking, wheeling, and cycling, and while they lack detailed local knowledge of the area, they offer general comments on the proposal.
- They express overall support for the proposals and endorse the aim of prioritizing sustainable travel choices such as walking, wheeling, and cycling.
- They emphasize the importance of rebalancing streets to encourage more sustainable travel options and attract visitors to the area.
- They highlight the crucial role of active travel in reducing transport emissions, promoting social inclusion, and improving community health and well-being.
- They believe walking, wheeling, and cycling to be the preferred modes of transport for short journeys, aiming for a healthier, socially inclusive, economically vibrant, and environmentally friendly Scotland.

- They assert that active travel initiatives contribute to improving the quality of life and the environment, advocating for a significant shift towards walking, wheeling, and cycling as sustainable transport options.

4.5 Business Responses

Businesses were invited to comment on the proposals through the online survey and flyers/posters were distributed in the local area. Written responses were received from several local businesses. This section summarises the responses.

4.5.1 Dreadnought Leith

- Strong support for the Amphitheatre style community space linking the bridge level to Hawthornvale Path.
- State that the increased visibility provided by the design is very appealing and would make this more suitable as a place for children to play. We think this design would contribute to an improved feeling of safety in the neighbourhood.
- They are unsure if the ramp is necessary as there is already ramp access nearby. They feel that the new ramp unfortunately takes out a lot of potential green space, which is a bit of a shame.
- Strong support for the maintenance of the full width of the bridge to ensure it can continue to be a vital active travel route and community space.
- Note that the colour scheme does not match the order of the Progress Pride flag and would like this to be corrected.
- Regarding the parapets, they have concerns that the wire mesh options are unattractive and would be more difficult to maintain. Of the five survey options, they like Option B and option D but are not sure about the rest of them. Concerns that option C with spikes on the top is not the safest option and won't be aesthetically pleasing.
- They would like to see free library boxes, free community pantries, bat boxes and other initiatives to encourage wildlife such as bug hotels, wildflower meadows, butterfly gardens etc.

4.5.2 Griffen Fitness

- Strong support for the proposals to encourage active travel, exercise and outdoor activity.
- Strong support for improved use and openness of green spaces below the bridge. They see this as a significant improvement to safety in the neighbourhood.
- Request that as much greenery and appropriate planting was included as possible.

4.5.3 Roseleaf Bar Cafe

Strong support for the proposals promoting inclusivity and community, apart from the ramp, which they feel is unnecessary for cyclists as they would rather use the slope of Hawthornvale Path to access between levels.

4.5.4 The Haven

The new bridge will not only generate easier accessibility and increased safety in the area, but it will also greatly improve the appearance.

4.6 Individual Responses to Engagement Survey

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

- Strong support for maintaining the existing width of the bridge to ensure there is enough space.
- Overall support for the proposed colour scheme although a significant number of responses felt it was overutilized.
- Strong support to integrate the historical importance of the bridge as a route between Leith and Newhaven over a former railway into the proposals.
- Concerns raised over the budget for the project.
- Request that adequate lighting and bin storage are included in the proposals.
- Strong support for improved use and openness of green spaces under the bridge.
- Strong support for the ramped access linking the bridge level to Hawthornvale Path.

4.6.1 Dreadnought Leith Information Session Comments

The first Information Session at Dreadnought Leith was held on Thursday 7th March 2024. It was attended by 106 people.

The questions and answers given during the session are detailed in Appendix D. The following section summarises comments that were received:

- Concerns that too many trees will be removed as part of the project. Suggestions that if trees are removed, could bird/bat boxes be implemented nearby to offset any negative effects on the number of animals.
- Support for the area to continue to be used as a community space.
- Request that adequate lighting, CCTV and waste management provisions are included in the proposals.
- It was asked if the existing parapets could be reused or repurposed.
- Concerns that the constructions work would affect the stability of nearby buildings.
- Interest in timescales for delivering the project.

4.6.2 Heart of Newhaven Community Information Session Comments

The second Information Session at Heart of Newhaven Community was held on Saturday 23rd March 2024.

The questions and answers given during the session are detailed in Appendix D. The following section summarises comments that were received:

- Asked if alternatives have been considered to the tree proposed on the bridge level.
- Request for the ramp to have flat platforms to ensure that the gradient of the ramp

isn't too steep and would be accessible for all.

- Request that adequate lighting, CCTV and waste management provisions are included in the proposals.
- It was asked if the existing parapets could be reused or repurposed.
- Interest in timescales for delivering the project.
- Concerns that the constructions work would affect the stability of nearby buildings.

4.7 Online Survey Responses

There was a total of 910 responses to the online survey which was live from the 22nd February to 4th April.

The following section considers all respondents to the survey. These survey results will be used as 'baseline' data and will be compared a survey post construction, which will evaluate the success of the project against its aims.

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

Table 3: Business and organization respondents

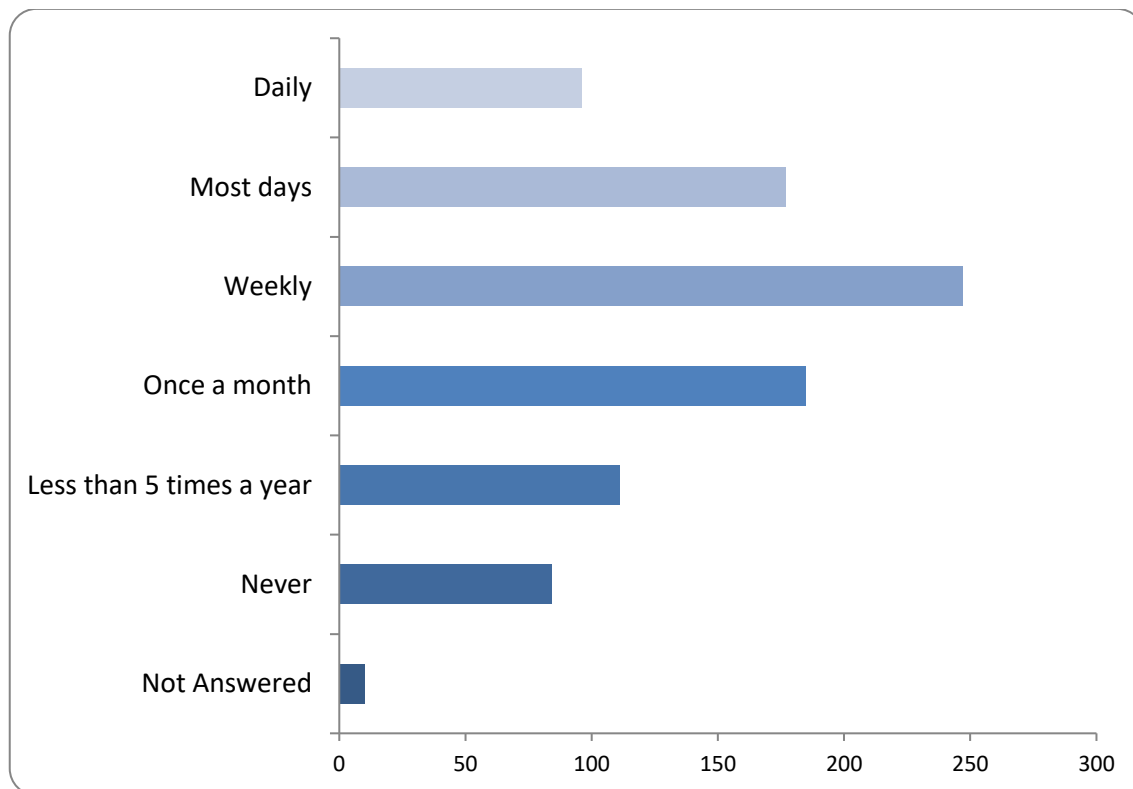
Save the Pride Bridge	Organisation
Trinity Community Council	Organisation
Edinburgh Access Panel	Organisation
Spokes - the Lothian Cycle Campaign	Organisation
Living Streets Edinburgh	Organisation
Paths for All	Organisation
Sight Scotland and Sight Scotland Veterans	Organisation
LGBT Youth Scotland	Organisation
Dreadnought Leith	Business
Griffen Fitness	Business
Roseleaf Bar Cafe	Business
The Haven	Business

4.8 Survey Responses

Bridge use and needs

1. How often did you use the bridge before it was closed in November 2021? (Choose one answer.)

There were 900 responses to this part of the question.



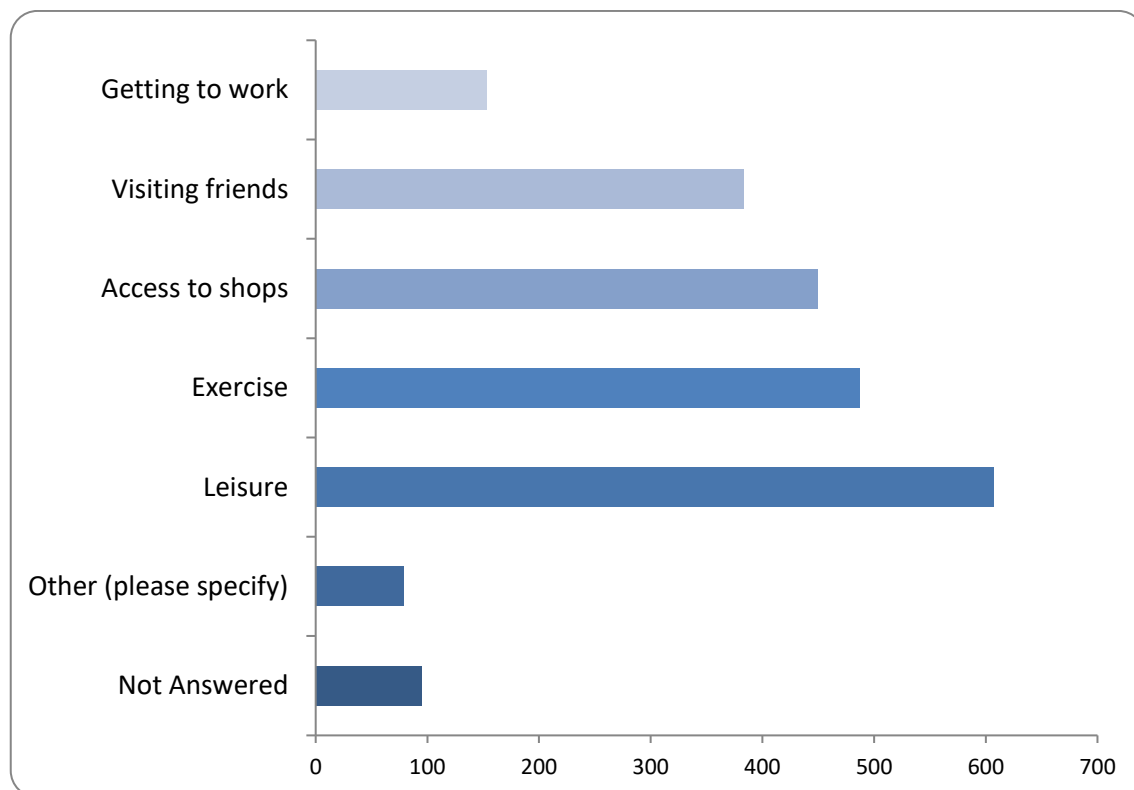
Option	Total	Percent
Daily	96	10.55%
Most days	177	19.45%
Weekly	247	27.14%
Once a month	185	20.33%
Less than 5 times a year	111	12.20%
Never	84	9.23%
Not Answered	10	1.10%

Figure 7: How often did you use the bridge before it was closed in November 2021?

Figure 7 shows that the majority of respondents, 425 (47.48%), used the bridge either daily or most days before its closure. A significant portion, 432 (48.11%), used it weekly or once a month.

2. What did you use the bridge for before it closed?

There were 902 responses to this part of the question.



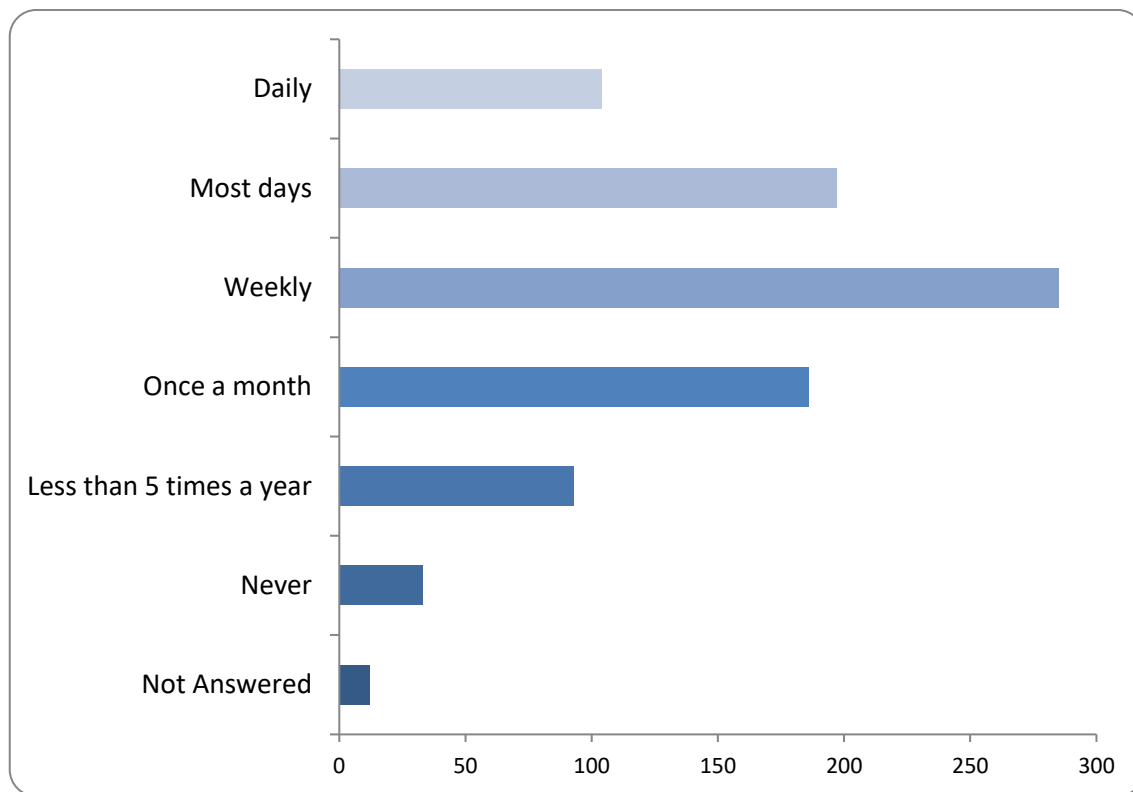
Option	Total	Percent
Getting to work	153	16.81%
Visiting friends	383	42.09%
Access to shops	450	49.45%
Exercise	487	53.52%
Leisure	607	66.70%
Other (please specify)	79	8.68%
Not Answered	95	10.44%

Figure 8: What did you use the bridge for before it closed?

Figure 8 indicates that the bridge was primarily used for leisure (66.70%) and exercise (53.52%), with access to shops (49.45%) also being a common use.

3. How often do you think you will use the bridge when it reopens? (Choose one answer.)

There were 898 responses to this part of the question.



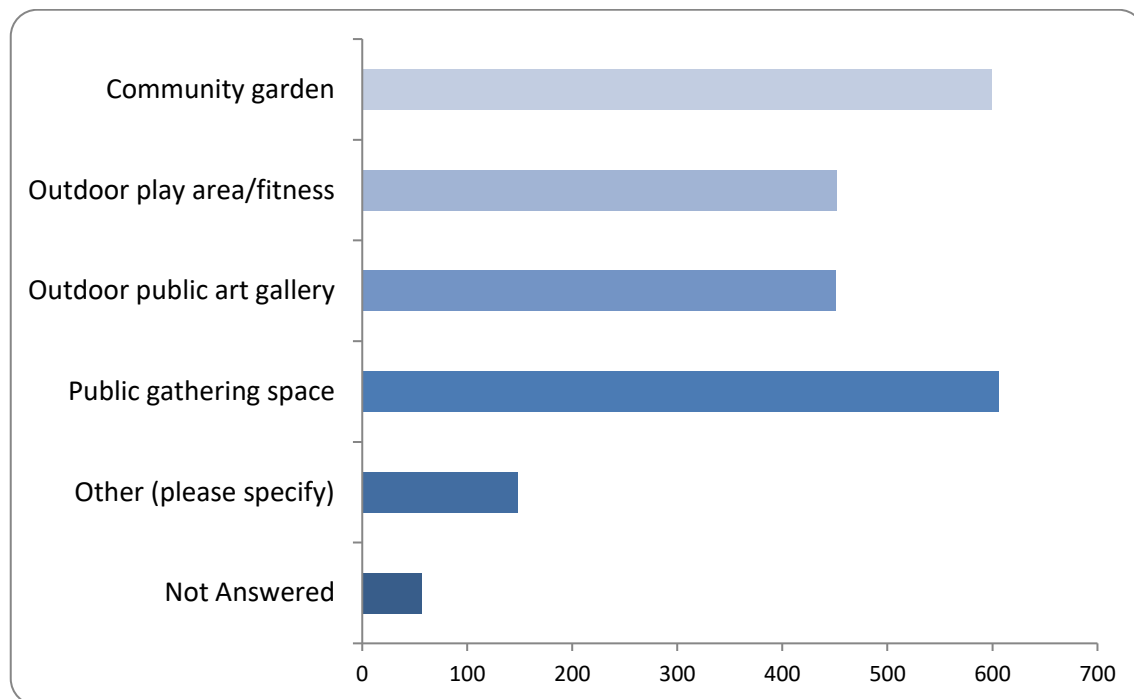
Option	Total	Percent
Daily	104	11.43%
Most days	197	21.65%
Weekly	285	31.32%
Once a month	186	20.44%
Less than 5 times a year	93	10.22%
Never	33	3.63%
Not Answered	12	1.32%

Figure 9: How often do you think you will use the bridge when it reopens?

Figure 9 shows that 302 (33.08%) respondents expect to use the bridge daily or most days when it reopens, while 471 (51.76%) anticipate using it weekly or once a month.

4. As well as active travel, what else would you like to see the bridge used for after it is redeveloped?
(Multiple answers permitted)

There were 853 responses to this part of the question.



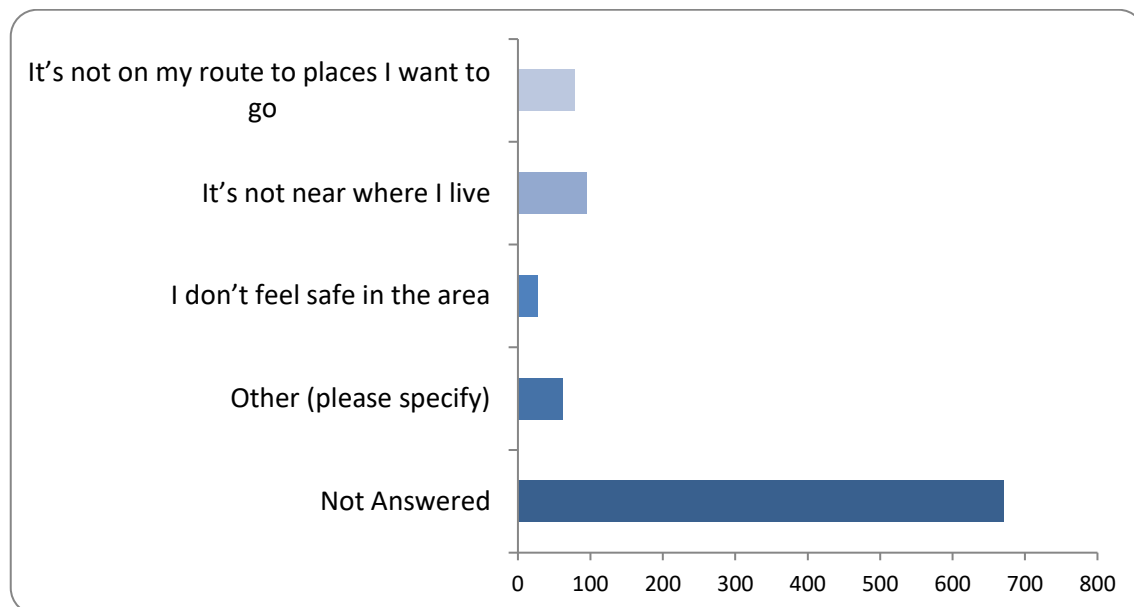
Option	Total	Percent
Community garden	599	65.82%
Outdoor play area/fitness	452	49.67%
Outdoor public art gallery	451	49.56%
Public gathering space	606	66.59%
Other (please specify)	148	16.26%
Not Answered	57	6.26%

Figure 10: As well as active travel, what else would you like to see the bridge used for after it is redeveloped?

Figure 10 highlights that respondents would like the bridge to serve as a public gathering space (66.59%) and a community garden (65.82%), with outdoor play areas (49.67%) and art galleries (49.56%) also being popular options.

5. Please tell us if there are any reasons why you would not use the redeveloped bridge in the future. (Choose one answer.)

There were 239 responses to this part of the question.



Option	Total	Percent
It's not on my route to places I want to go	78	8.57%
It's not near where I live	95	10.44%
I don't feel safe in the area	27	2.97%
Other (please specify)	62	6.81%
Not Answered	671	73.74%

Figure 11: Reasons why you would not use the redeveloped bridge in the future

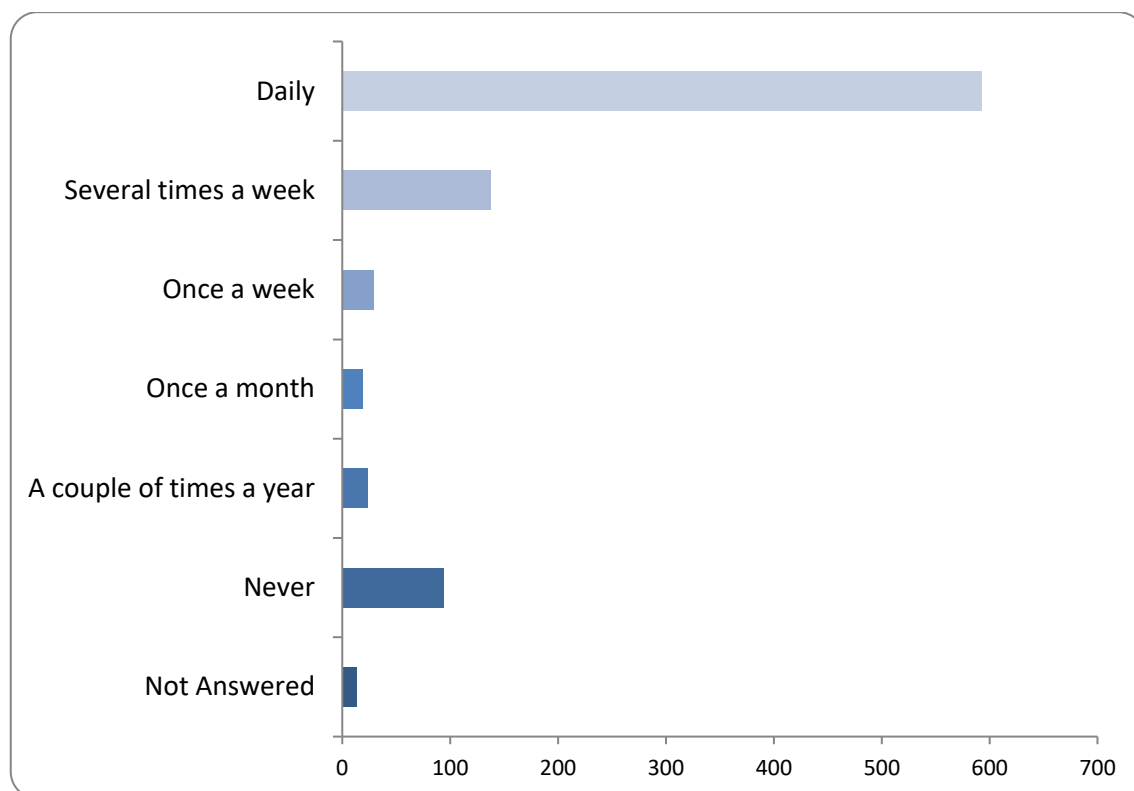
Figure 11 reveals that the main reasons for not using the bridge include it not being on respondents' routes (8.57%) or not being near their residences (10.44%).

Walking, wheeling and cycling

6. How often do you use walking and/or wheeling for day-to-day activities? (Choose one answer.)

'Wheeling' refers to people who move with wheels at walking pace. This could be using a wheelchair or mobility scooter, travelling with a pushchair or with luggage, but it does not include cycling.

There were 897 responses to this part of the question.



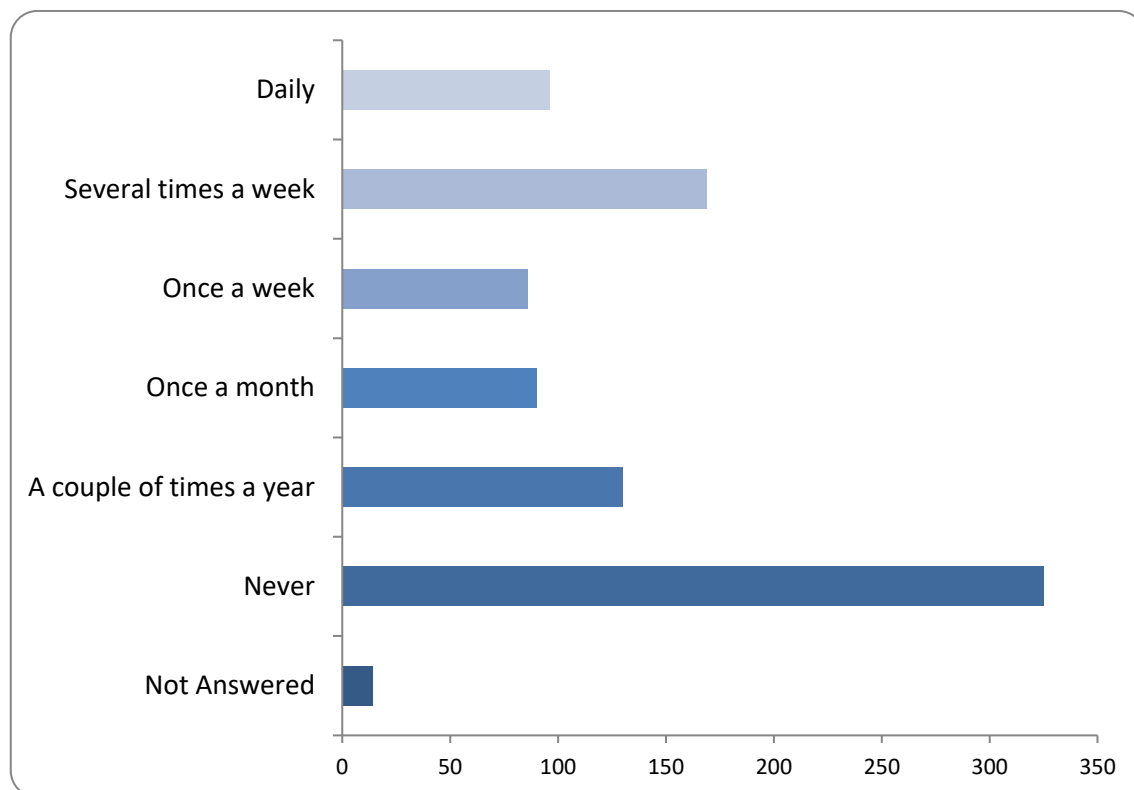
Option	Total	Percent
Daily	593	65.16%
Several times a week	138	15.16%
Once a week	29	3.19%
Once a month	19	2.09%
A couple of times a year	24	2.64%
Never	94	10.33%
Not Answered	13	1.43%

Figure 12: How often do you use walking and/or wheeling for day-to-day activities?

Figure 12 shows that a majority, 593 (65.16%), use walking or wheeling daily, and an additional 138 (15.16%) use it several times a week.

7. How often do you use cycling for day-to-day activities? (Choose one answer.)

There were 896 responses to this part of the question.



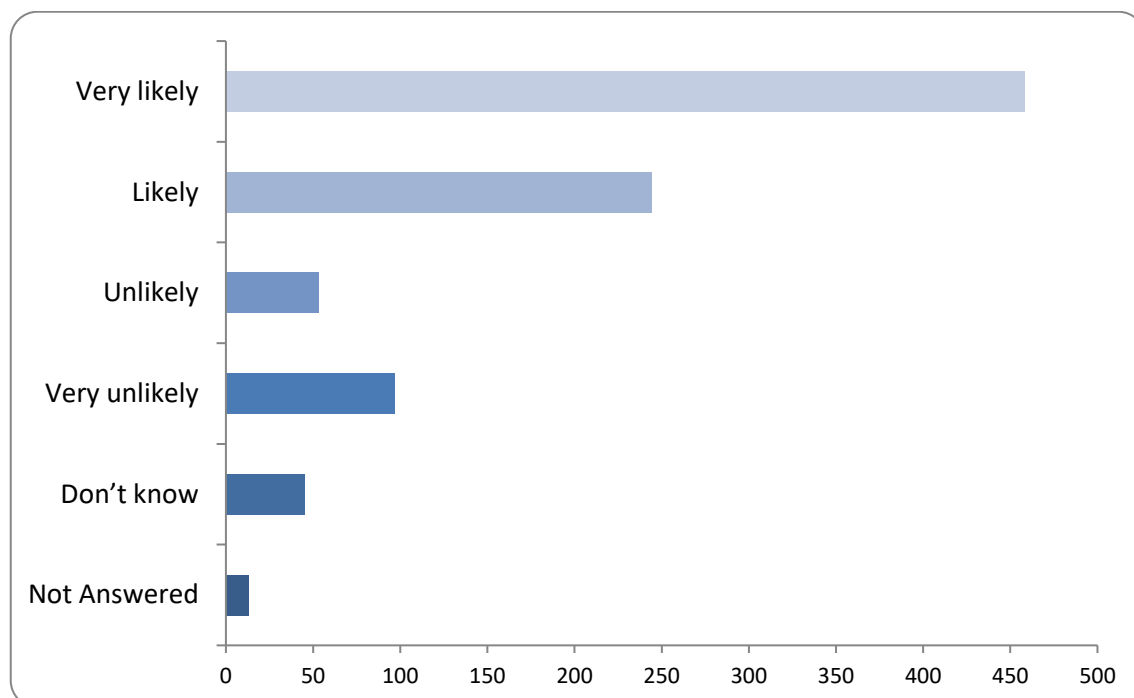
Option	Total	Percent
Daily	96	10.55%
Several times a week	169	18.57%
Once a week	86	9.45%
Once a month	90	9.89%
A couple of times a year	130	14.29%
Never	325	35.71%
Not Answered	14	1.54%

Figure 13: How often do you use cycling for day-to-day activities?

Figure 13 illustrates that 265 (29.12%) respondents use cycling frequently (daily or several times a week), while 325 (35.71%) never use cycling for day-to-day activities.

8. How likely is it that the changes proposed would result in you walking or wheeling more short journeys in the area? (Choose one answer.)

There were 897 responses to this part of the question.



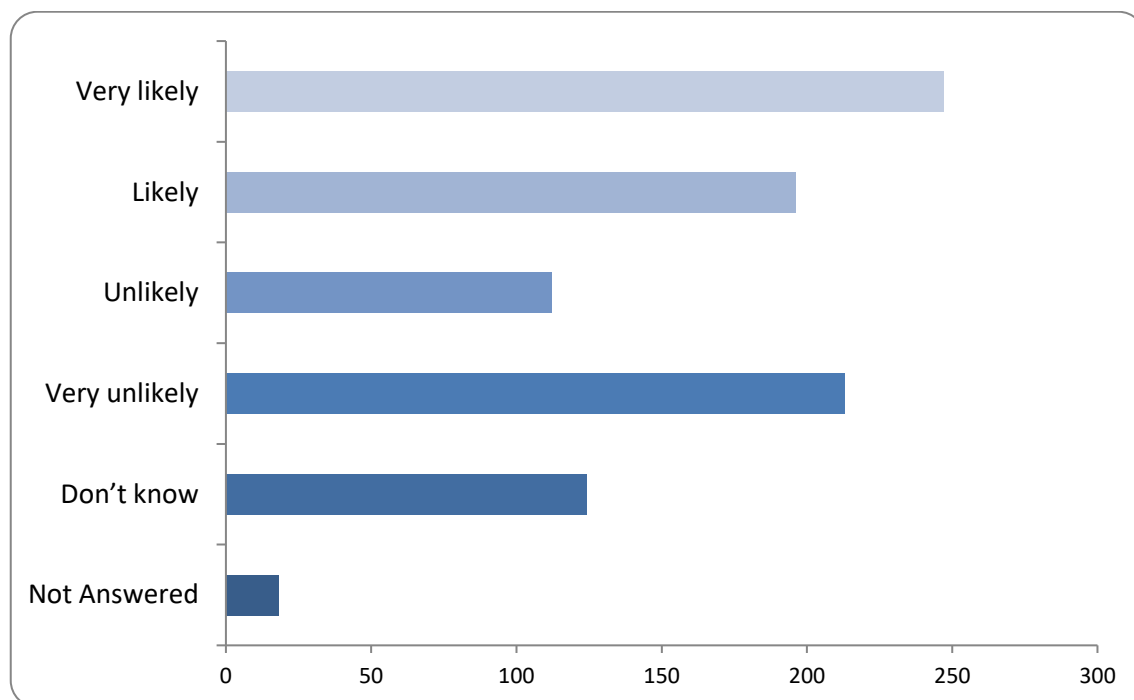
Option	Total	Percent
Very likely	458	50.33%
Likely	244	26.81%
Unlikely	53	5.82%
Very unlikely	97	10.66%
Don't know	45	4.95%
Not Answered	13	1.43%

Figure 14: How likely is it that the changes proposed would result in you walking or wheeling more short journeys in the area?

Figure 14 shows that 702 (77%) respondents are likely to walk or wheel more short journeys due to the proposed changes, whereas 150 (16%) are unlikely to do so.

9. How likely is it that the changes proposed would result in you cycling more short journeys in the area? (Choose one answer.)

There were 892 responses to this part of the question.



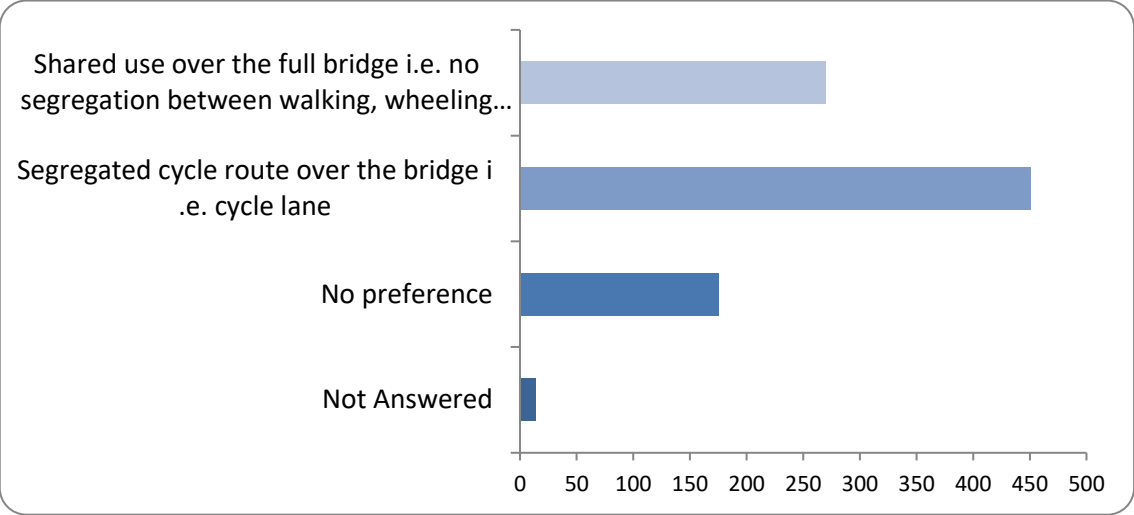
Option	Total	Percent
Very likely	247	27.14%
Likely	196	21.54%
Unlikely	112	12.31%
Very unlikely	213	23.41%
Don't know	124	13.63%
Not Answered	18	1.98%

Figure 15: How likely is it that the changes proposed would result in you cycling more short journeys in the area?

Figure 15 shows that 443 (48%) respondents felt that they would likely cycle more short journeys, whereas 325 (36%) respondents felt that it was unlikely that proposals would make them choose to cycle for short journeys.

10. Our current proposal is to accommodate walking, wheeling and cycling over the bridge. What is your preference? (Choose one answer.)

There were 896 responses to this part of the question.



Option	Total	Percent
Shared use over the full bridge i.e. no segregation between walking, wheeling and cycling	270	29.67%
Segregated cycle route over the bridge i.e. cycle lane	451	49.56%
No preference	175	19.23%
Not Answered	14	1.54%

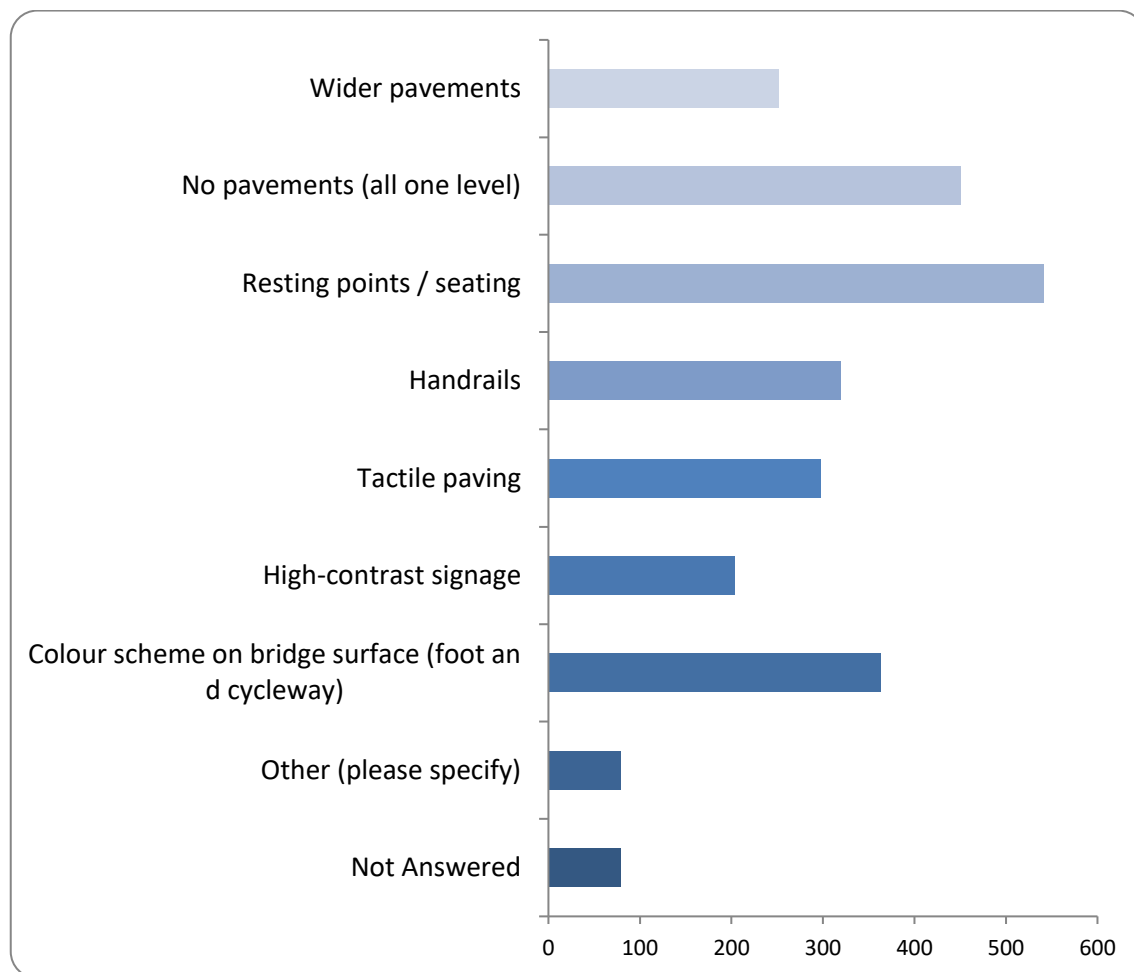
Figure 16: Shared use versus segregated cycle lane?

Figure 16 indicates that nearly half of the respondents (49.56%) prefer a segregated cycle route over the bridge, while 29.67% are in favour of shared use.

Accessible and enjoyable for everyone

11. How can the redesigned bridge better accommodate people with varying needs? (Multiple answers permitted)

There were 831 responses to this part of the question.



Option	Total	Percent
Wider pavements	252	27.69%
No pavements (all one level)	451	49.56%
Resting points / seating	541	59.45%
Handrails	320	35.16%
Tactile paving	298	32.75%
High-contrast signage	204	22.42%
Colour scheme on bridge surface (foot and cycleway)	363	39.89%
Other (please specify)	79	8.68%
Not Answered	79	8.68%

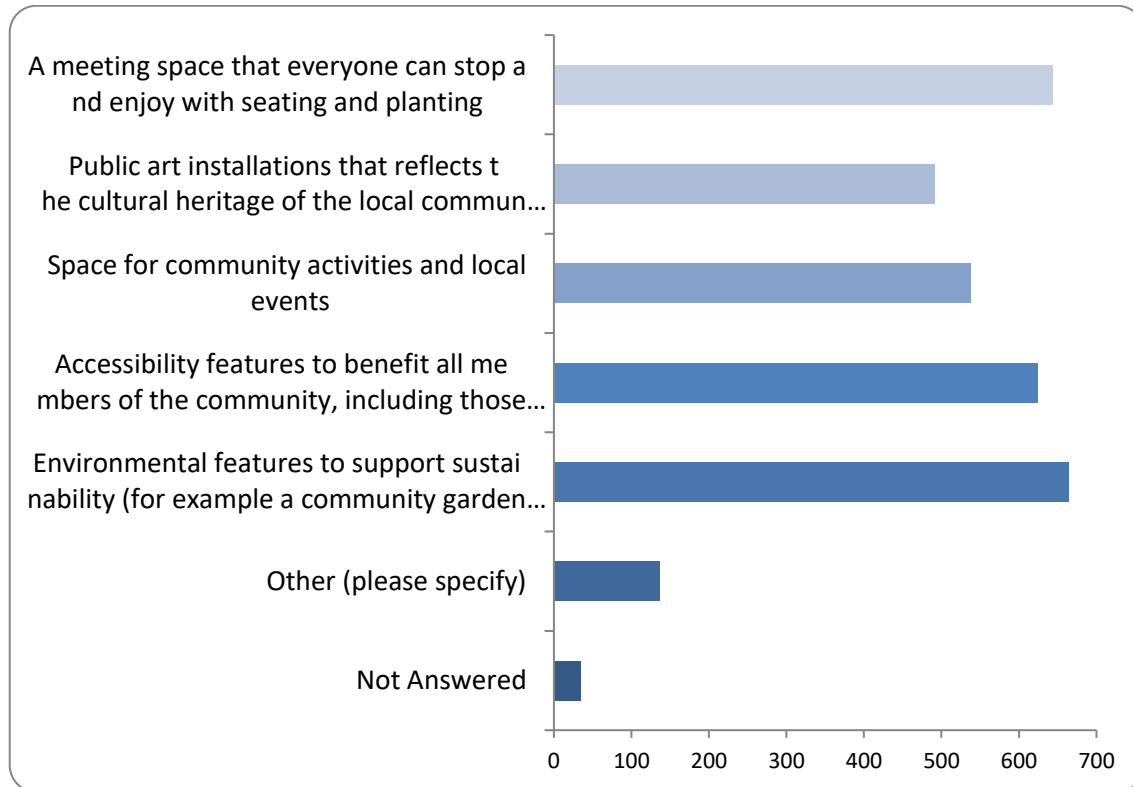
Figure 17: How can the redesigned bridge better accommodate people with varying needs What did you use the bridge for before it closed?

Figure 17 shows that the most popular accommodations are resting points/seating (59.45%) and no pavements (49.56%). Tactile paving (32.75%) and high-contrast signage (22.42%) are also significant.

Community integration

12. What would you like to see included in the bridge design? (Multiple answers permitted)

There were 876 responses to this part of the question.



Option	Total	Percent
A meeting space that everyone can stop and enjoy with seating and planting	643	70.66%
Public art installations that reflects the cultural heritage of the local community	491	53.96%
Space for community activities and local events	537	59.01%
Accessibility features to benefit all members of the community, including those with disabilities	624	68.57%
Environmental features to support sustainability (for example a community garden, renewable energy used for lighting, etc.)	664	72.97%
Other (please specify)	136	14.95%
Not Answered	34	3.74%

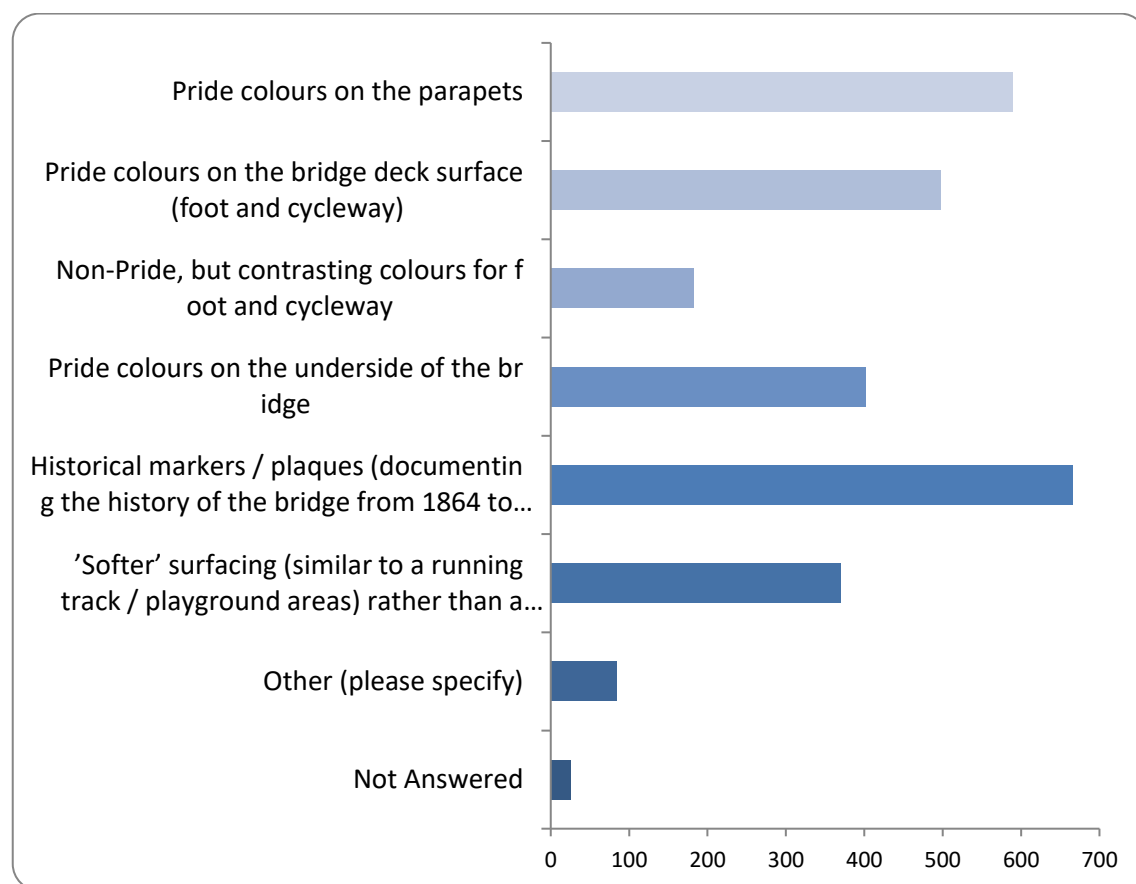
Figure 18: What would you like to see included in the bridge design?

Figure 18 indicates that respondents favour environmental features (72.97%) and meeting spaces with seating and planting (70.66%). Accessibility features (68.57%) and spaces for community activities (59.01%) are also highly desired.

Look and design of the bridge

13. What features or themes would you like to see included in the bridge design? (Multiple answers permitted)

There were 884 responses to this part of the question.

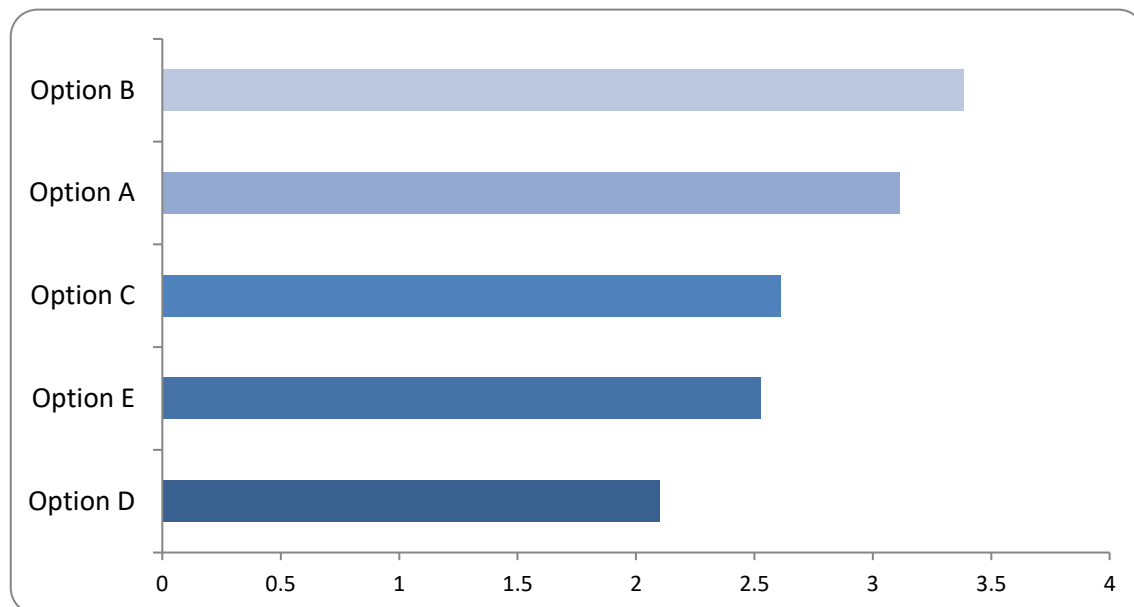


Option	Total	Percent
Pride colours on the parapets	589	64.73%
Pride colours on the bridge deck surface (foot and cycleway)	498	54.73%
Non-Pride, but contrasting colours for foot and cycleway	183	20.11%
Pride colours on the underside of the bridge	402	44.18%
Historical markers / plaques (documenting the history of the bridge from 1864 to 2024)	666	73.19%
'Softer' surfacing (similar to a running track / playground areas) rather than asphalt or concrete	370	40.66%
Other (please specify)	84	9.23%
Not Answered	26	2.86%

Figure 19: What features or themes would you like to see included in the bridge design?

Figure 19 shows that historical markers/plaques (73.19%) and Pride colours on the parapets (64.73%) are the most favoured features. Non-Pride contrasting colours are the least favoured (20.11%).

14. Please rate the parapet options shown in order of preference (1 = favourite; 5 = least favourite)?



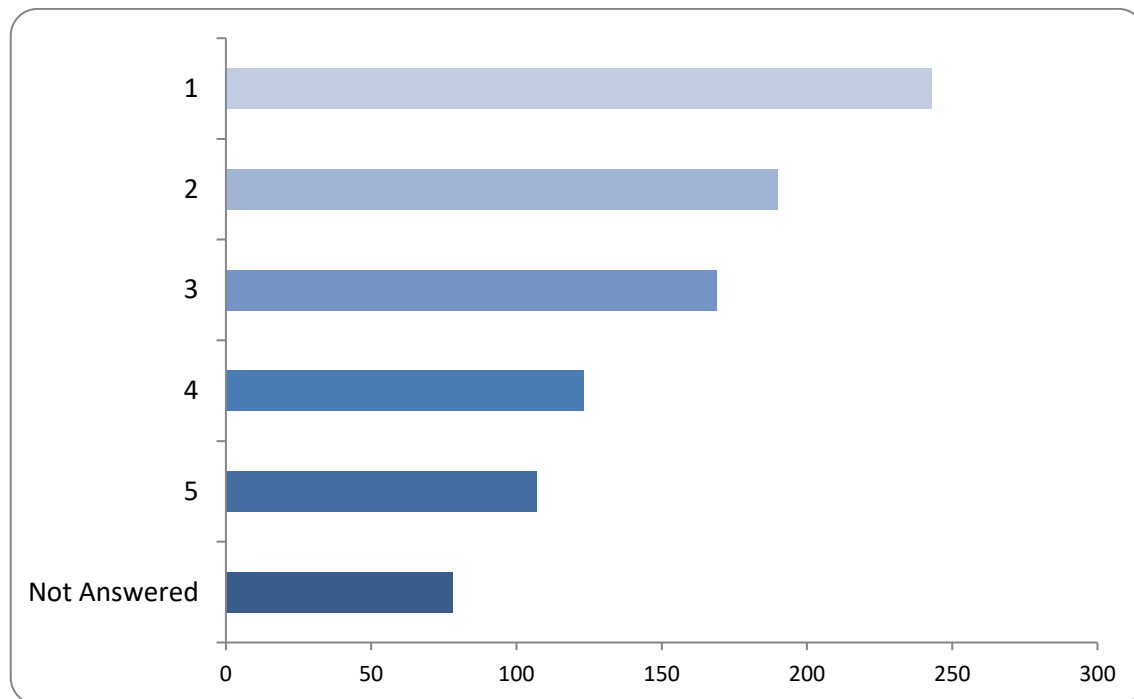
Item	Ranking
Option B	3.39
Option A	3.12
Option C	2.61
Option E	2.53
Option D	2.10

Figure 20: Rank order of parapet options (highest rank is preferred)

Figure 20 shows that Option B is the preferred parapet option.

Parapet options - Option A

There were 832 responses to this part of the question.

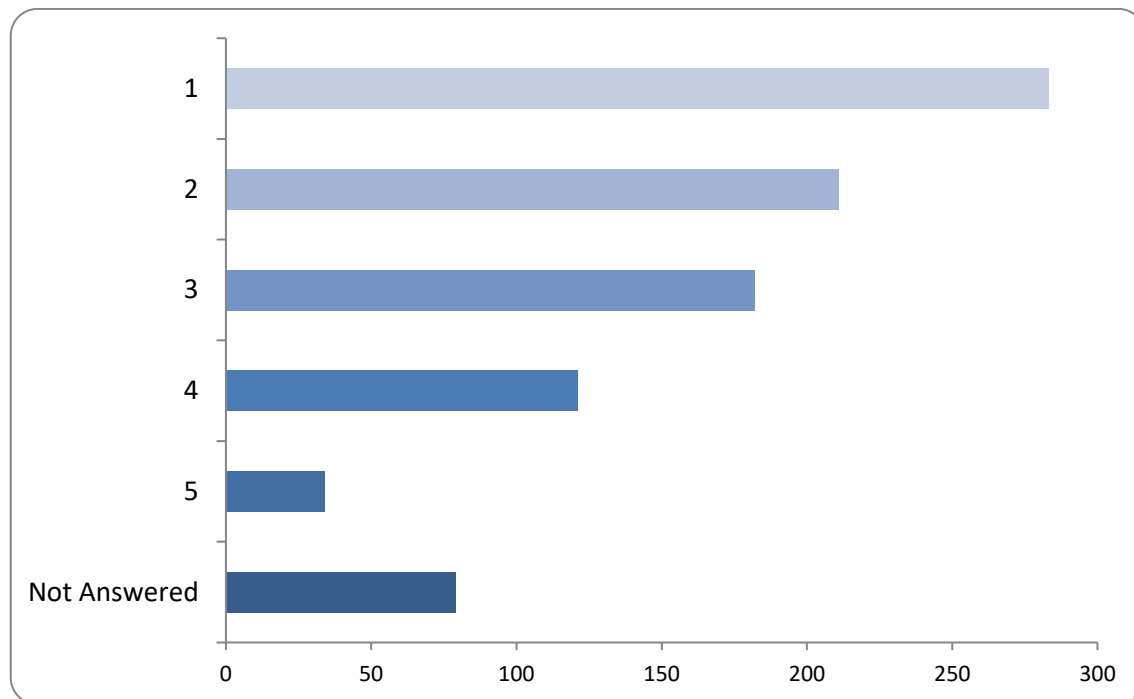


Option	Total	Percent
1	243	26.70%
2	190	20.88%
3	169	18.57%
4	123	13.52%
5	107	11.76%
Not Answered	78	8.57%

Figure 21: Parapet Option A Results

Parapet options - Option B

There were 831 responses to this part of the question.

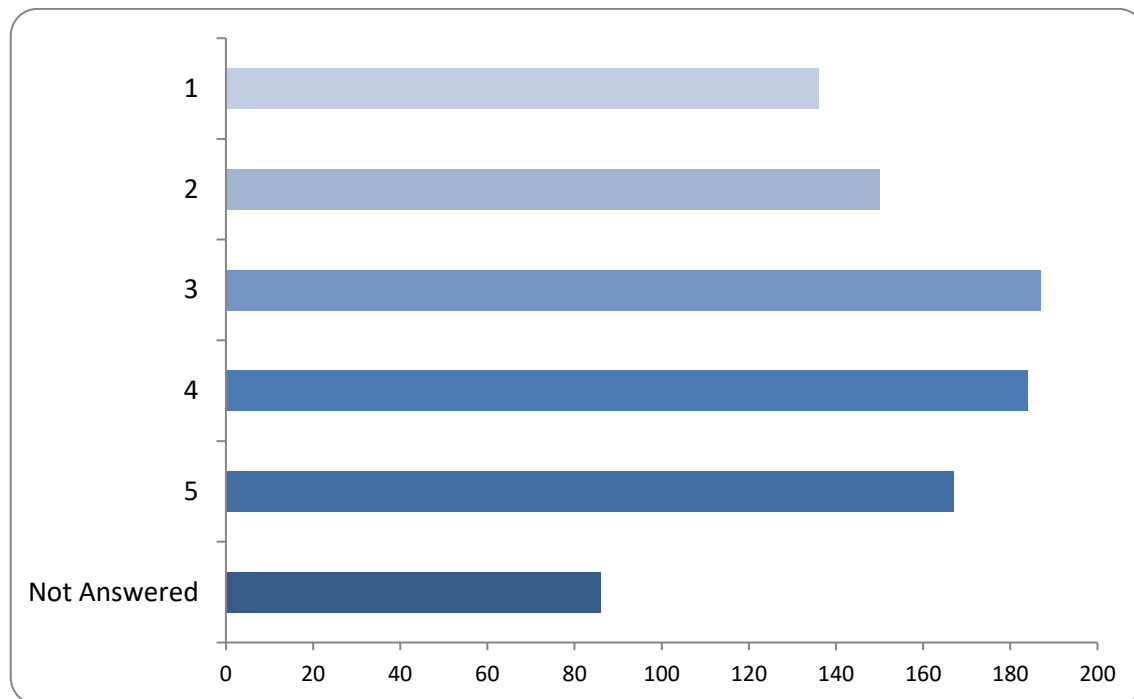


Option	Total	Percent
1	283	31.10%
2	211	23.19%
3	182	20.00%
4	121	13.30%
5	34	3.74%
Not Answered	79	8.68%

Figure 22: Parapet Option B Results

Parapet options - Option C

There were 824 responses to this part of the question.

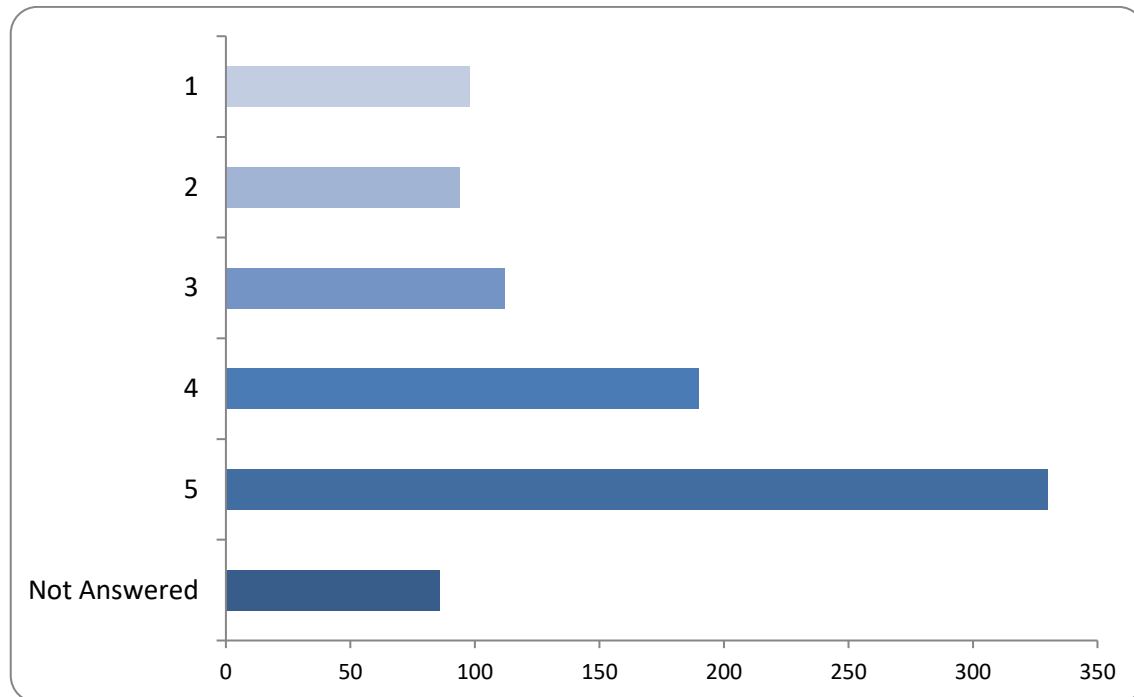


Option	Total	Percent
1	136	14.95%
2	150	16.48%
3	187	20.55%
4	184	20.22%
5	167	18.35%
Not Answered	86	9.45%

Figure 23: Parapet Option C Results

Parapet options - Option D

There were 824 responses to this part of the question.

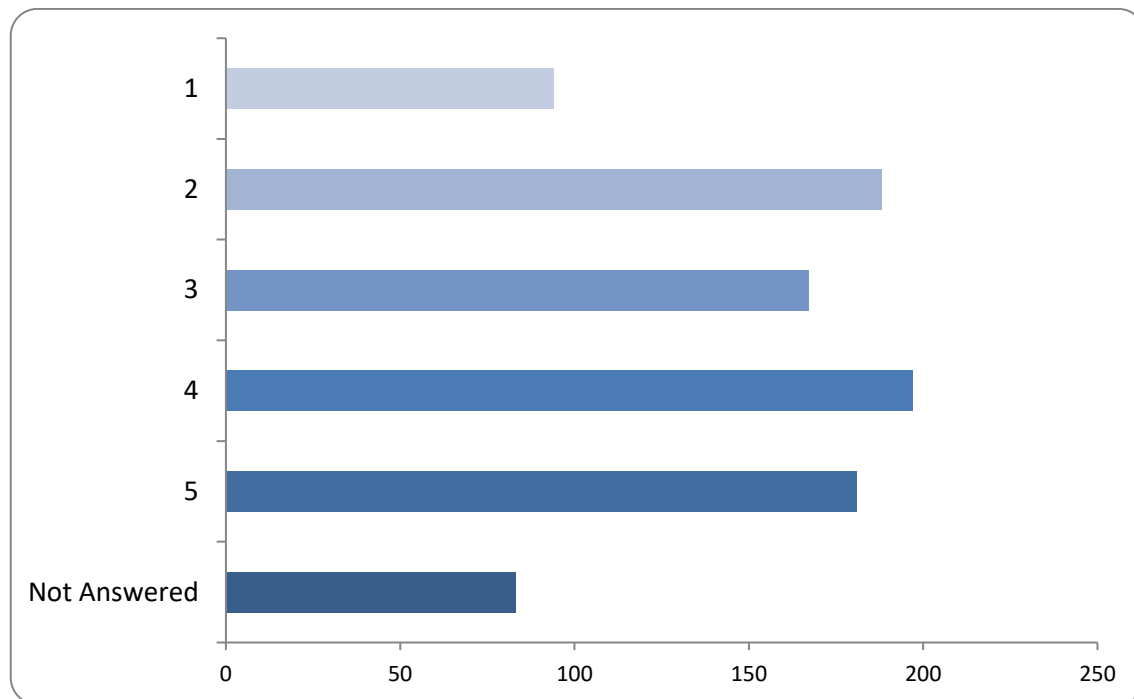


Option	Total	Percent
1	98	10.77%
2	94	10.33%
3	112	12.31%
4	190	20.88%
5	330	36.26%
Not Answered	86	9.45%

Figure 24: Parapet Option D Results

Parapet options - Option E

There were 827 responses to this part of the question.

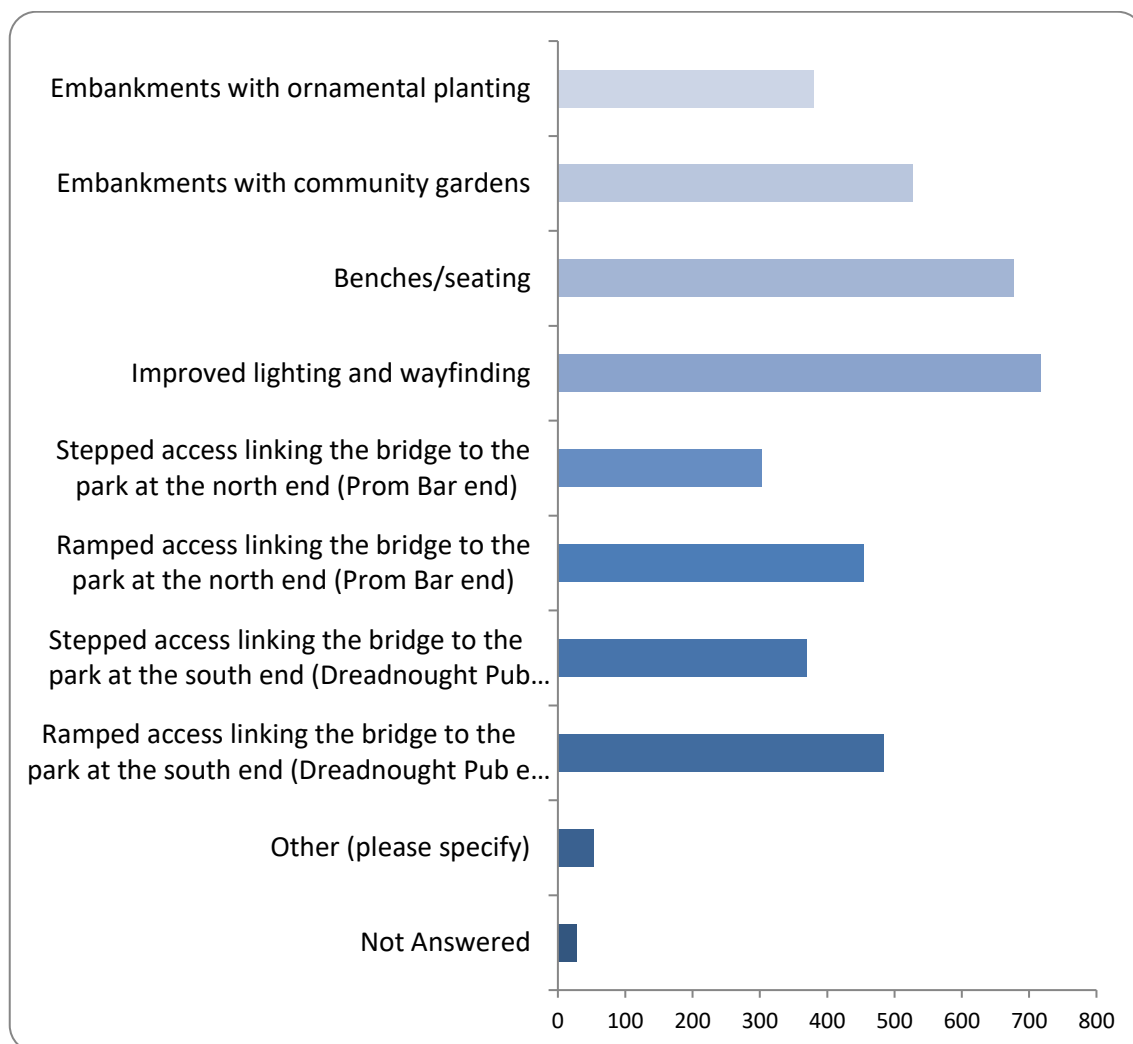


Option	Total	Percent
1	94	10.33%
2	188	20.66%
3	167	18.35%
4	197	21.65%
5	181	19.89%
Not Answered	83	9.12%

Figure 25: Parapet Option E Results

15. Which of the following features would you like to see in the area beneath the bridge? (Multiple answers permitted)

There were 882 responses to this part of the question.



Option	Total	Percent
Embankments with ornamental planting	380	41.76%
Embankments with community gardens	527	57.91%
Benches/seating	677	74.40%
Improved lighting and wayfinding	717	78.79%
Stepped access linking the bridge to the park at the north end (Prom Bar end)	302	33.19%
Ramped access linking the bridge to the park at the north end (Prom Bar end)	454	49.89%
Stepped access linking the bridge to the park at the south end (Dreadnought Pub end)	370	40.66%
Ramped access linking the bridge to the park at the south end (Dreadnought Pub end)	484	53.19%
Other (please specify)	53	5.82%
Not Answered	28	3.08%

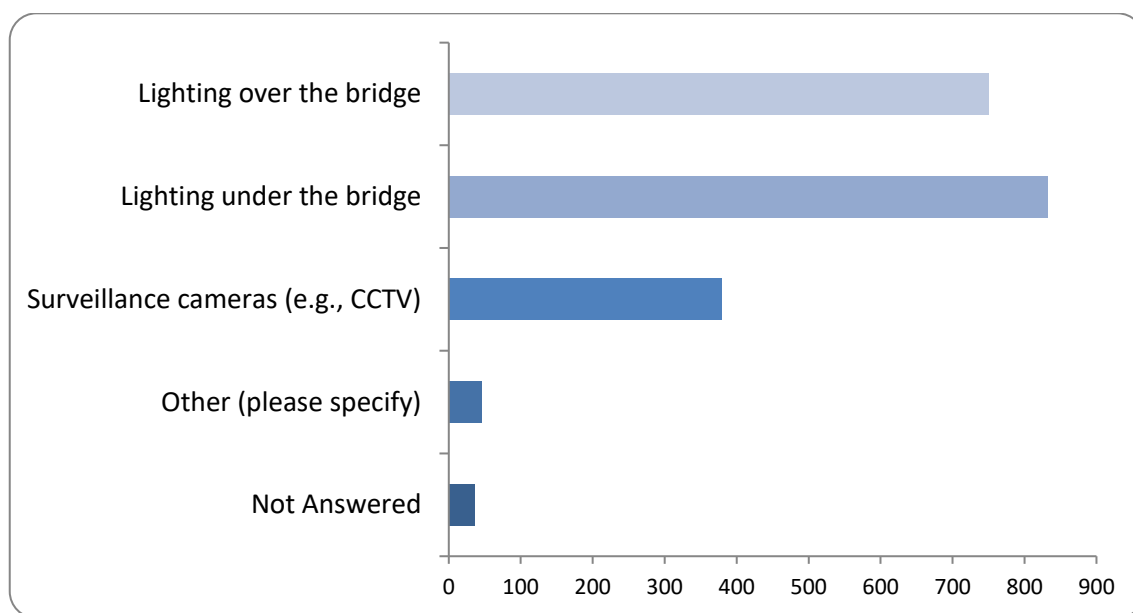
Figure 26: Which of the following features would you like to see in the area beneath the bridge?

Figure 26 shows a strong preference for improved lighting and wayfinding (78.79%), benches/seating (74.40%).

Safety and security

16. What measures would make you feel safer using the bridge at any time of day? (Multiple answers permitted)

There were 874 responses to this part of the question.



Option	Total	Percent
Lighting over the bridge	750	82.42%
Lighting under the bridge	832	91.43%
Surveillance cameras (e.g., CCTV)	379	41.65%
Other (please specify)	46	5.05%
Not Answered	36	3.96%

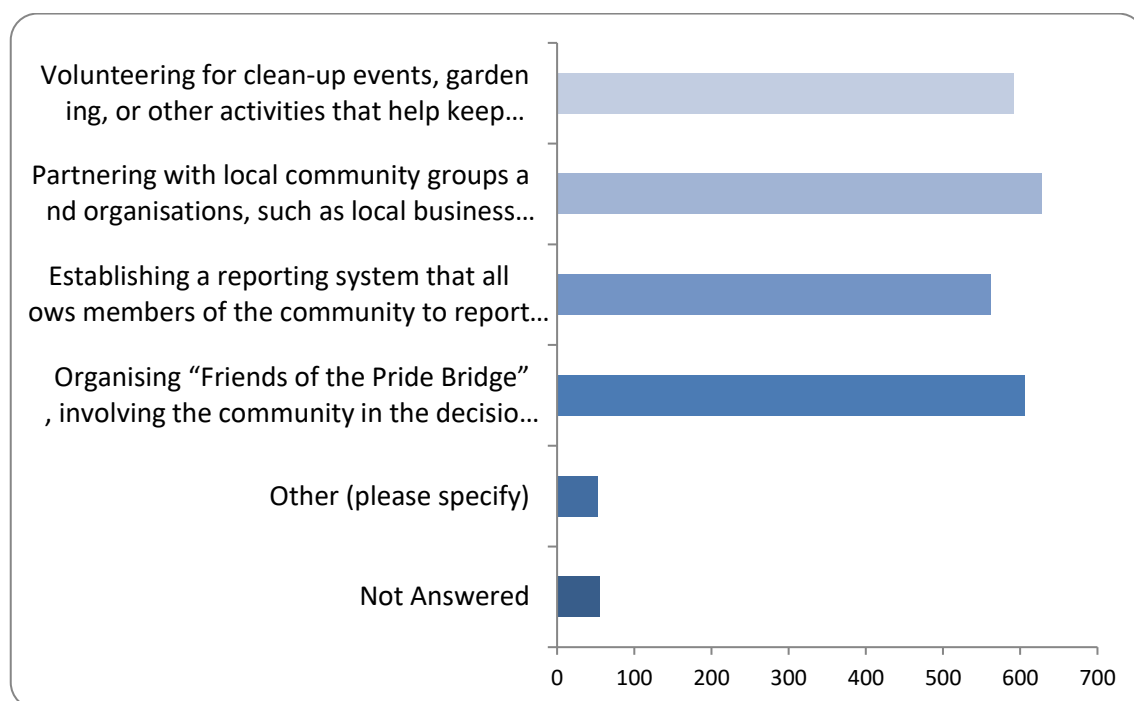
Figure 27: What measures would make you feel safer using the bridge at any time of day?

Figure 27 highlights that lighting under the bridge (91.43%) and over the bridge (82.42%) are the most desired safety measures.

Bridge maintenance

17. How can the community be involved in the ongoing maintenance and care of the bridge?
(Multiple answers permitted)

There were 855 responses to this part of the question.



Option	Total	Percent
Volunteering for clean-up events, gardening, or other activities that help keep the bridge in good condition	591	64.95%
Partnering with local community groups and organisations, such as local businesses, schools, or other organisations to organise regular maintenance activities	628	69.01%
Establishing a reporting system that allows members of the community to report maintenance issues or concerns	561	61.65%
Organising "Friends of the Pride Bridge", involving the community in the decision-making process for maintenance and care	606	66.59%
Other (please specify)	52	5.71%
Not Answered	55	6.04%

Figure 28: How can the community be involved in the ongoing maintenance and care of the bridge?

Figure 28 shows strong support for community involvement through partnerships with local groups (69.01%), volunteering (64.95%), and establishing a reporting system (61.65%).

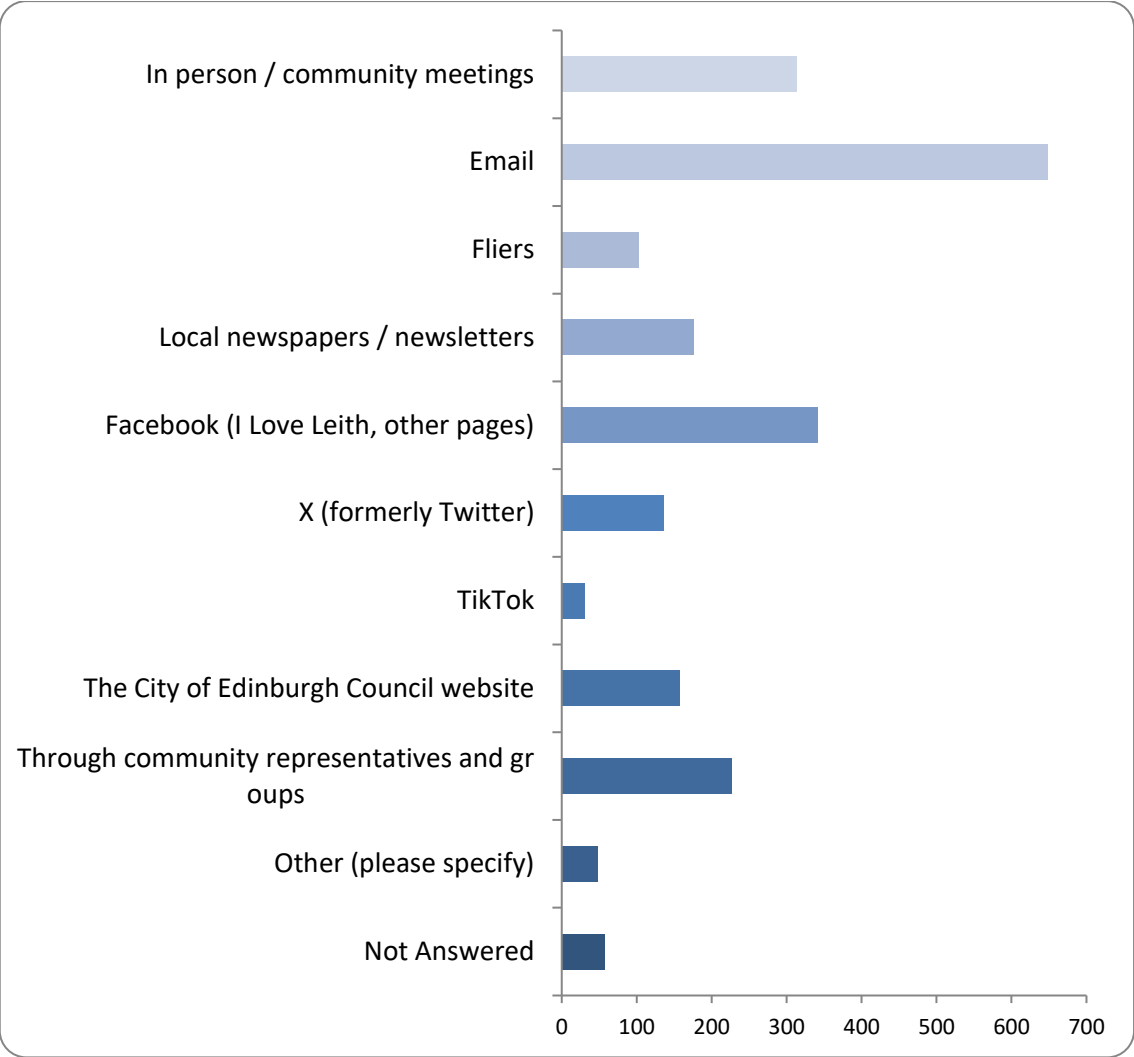
18. Please use the space below for any other comments or suggestions about the bridge and its use.

A summary of these comments is provided in Section 4.6. There were 394 responses to this part of the question. Comments highlight a desire for maintaining historical aspects, improving accessibility, enhancing safety features, and ensuring environmental sustainability.

Future engagement

19. What specific communication channels do you find most effective? (Multiple answers permitted)

There were 853 responses to this part of the question.



Option	Total	Percent
In person / community meetings	313	34.40%
Email	649	71.32%
Fliers	103	11.32%
Local newspapers / newsletters	176	19.34%
Facebook (I Love Leith, other pages)	341	37.47%
X (formerly Twitter)	136	14.95%

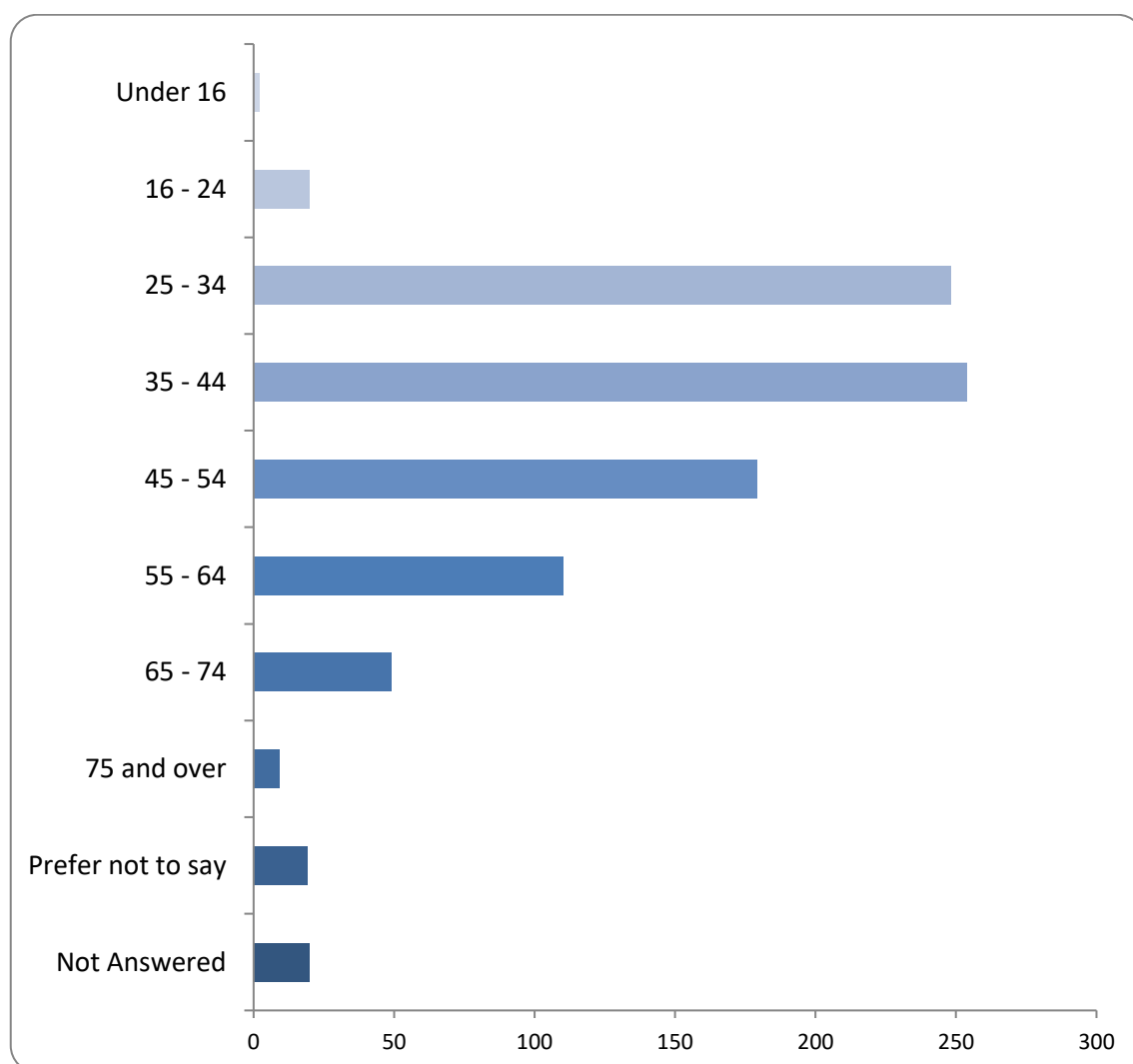
TikTok	31	3.41%
The City of Edinburgh Council website	157	17.25%
Through community representatives and groups	227	24.95%
Other (please specify)	48	5.27%
Not Answered	57	6.26%

Figure 29: What specific communication channels do you find most effective?

About you

20. What age are you?

There were 890 responses to this part of the question.



Option	Total	Percent
Under 16	2	0.22%
16 - 24	20	2.20%
25 - 34	248	27.25%
35 - 44	254	27.91%
45 - 54	179	19.67%
55 - 64	110	12.09%

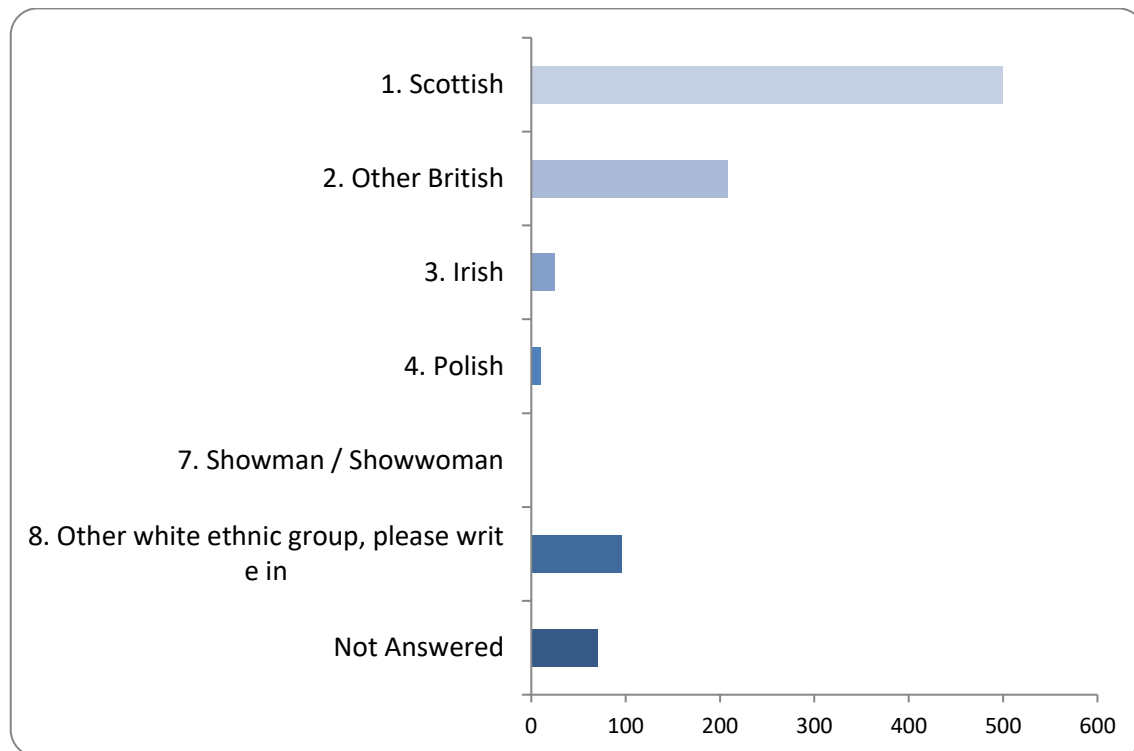
65 - 74	49	5.38%
75 and over	9	0.99%
Prefer not to say	19	2.09%
Not Answered	20	2.20%

Figure 30: What age are you?

21. How would you describe your ethnic origin?

A. White

There were 840 responses to this part of the question.



Option	Total	Percent
1. Scottish	500	54.95%
2. Other British	208	22.86%
3. Irish	25	2.75%
4. Polish	10	1.10%
5. Gypsy / Traveller	0	0.00%
6. Roma	0	0.00%
7. Showman / Showwoman	1	0.11%
8. Other white ethnic group, please write in	96	10.55%
Not Answered	70	7.69%

Figure 31: White - How would you describe your ethnic origin?

B. Mixed or multiple ethnic groups

There were 15 responses to this part of the question.

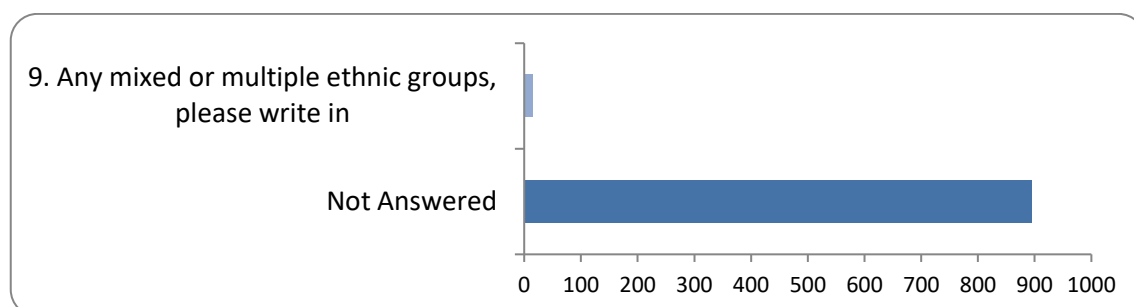


Figure 32: Mixed or multiple ethnic groups - How would you describe your ethnic origin?

C. Asian, Scottish Asian or British Asian

There were 12 responses to this part of the question.

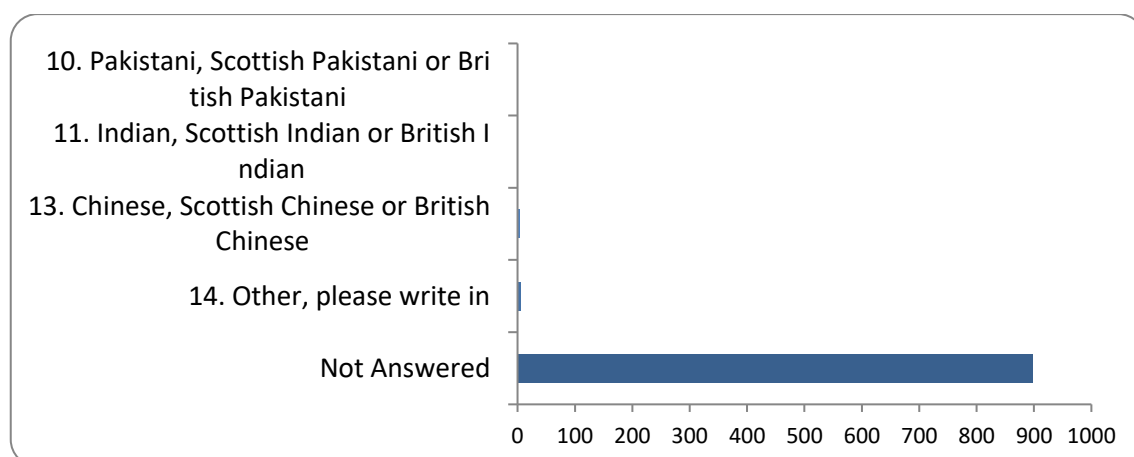
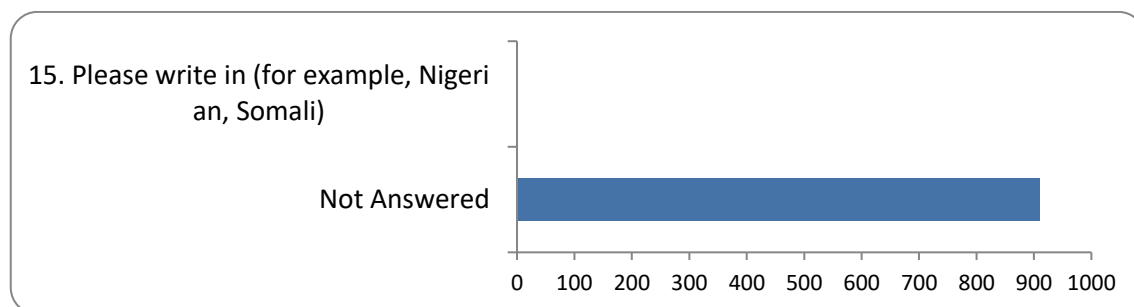


Figure 33: Asian, Scottish Asian or British Asian - How would you describe your ethnic origin?

D. African, Scottish African or British African

There was 1 response to this part of the question.

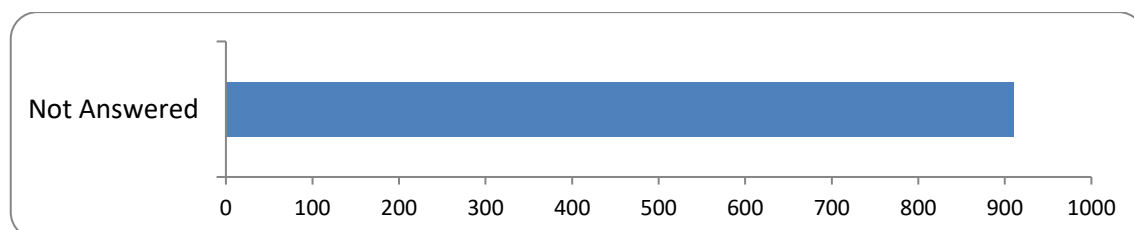


Option	Total	Percent
15. Please write in (for example, Nigerian, Somali)	1	0.11%
Not Answered	909	99.89%

Figure 34: African, Scottish African or British African - How would you describe your ethnic origin?

E. Caribbean or Black

There were 0 responses to this part of the question.

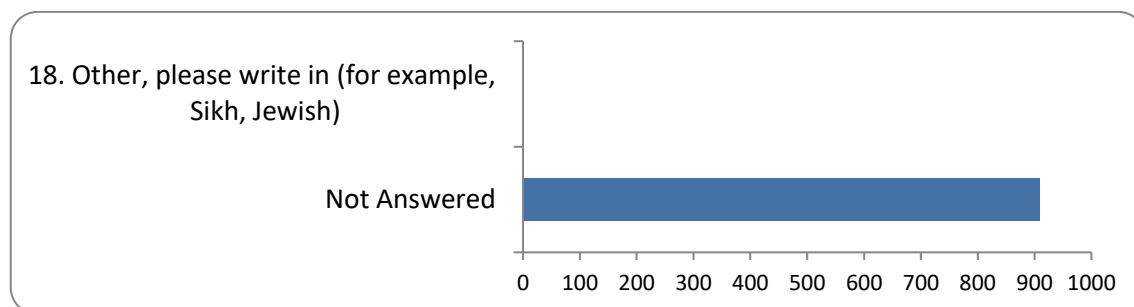


Option	Total	Percent
16. Please write in (for example, Scottish Caribbean, Black Scottish)	0	0.00%
Not Answered	910	100.00%

Figure 35: Caribbean or Black - How would you describe your ethnic origin?

F. Other ethnic group

There was 1 response to this part of the question.

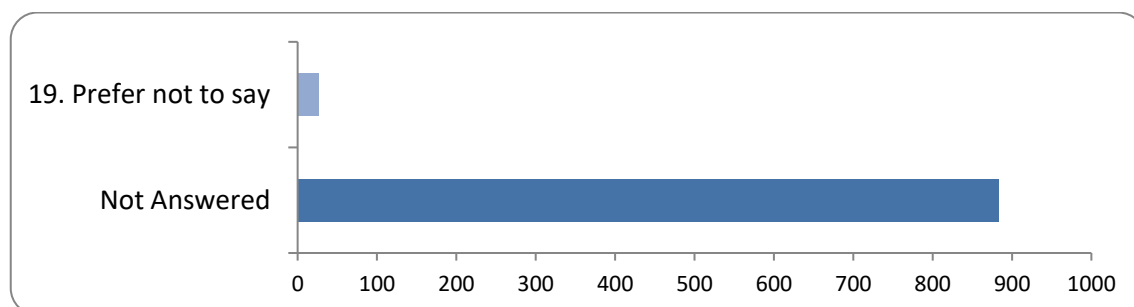


Option	Total	Percent
17. Arab, Scottish Arab or British Arab	0	0.00%
18. Other, please write in (for example, Sikh, Jewish)	1	0.11%
Not Answered	909	99.89%

Figure 36: Other - How would you describe your ethnic origin?

Prefer not to say

There were 27 responses to this part of the question.

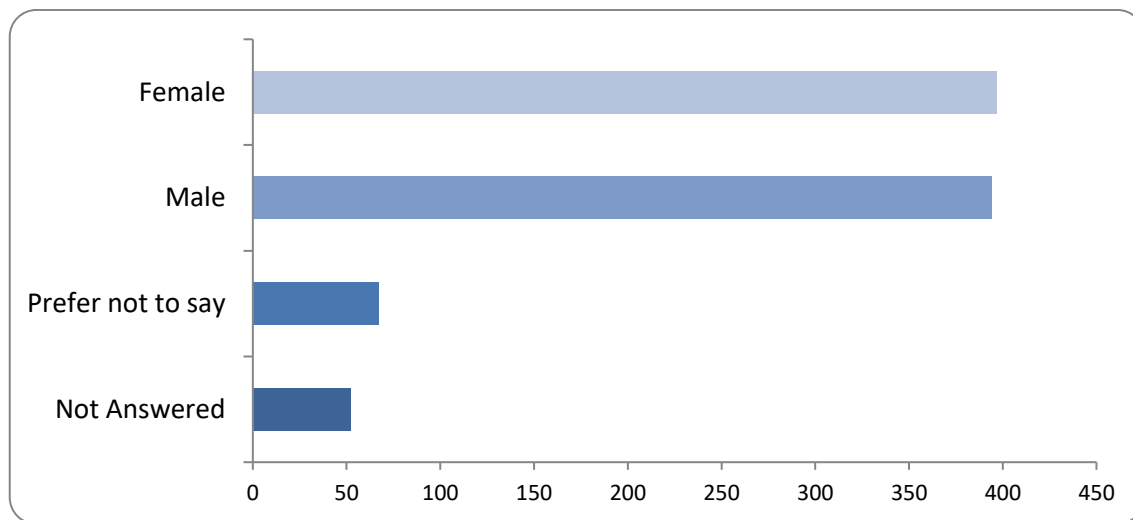


Option	Total	Percent
19. Prefer not to say	27	2.97%
Not Answered	883	97.03%

Figure 37: Prefer not to say- How would you describe your ethnic origin?

22. What is your sex?

There were 858 responses to this part of the question.

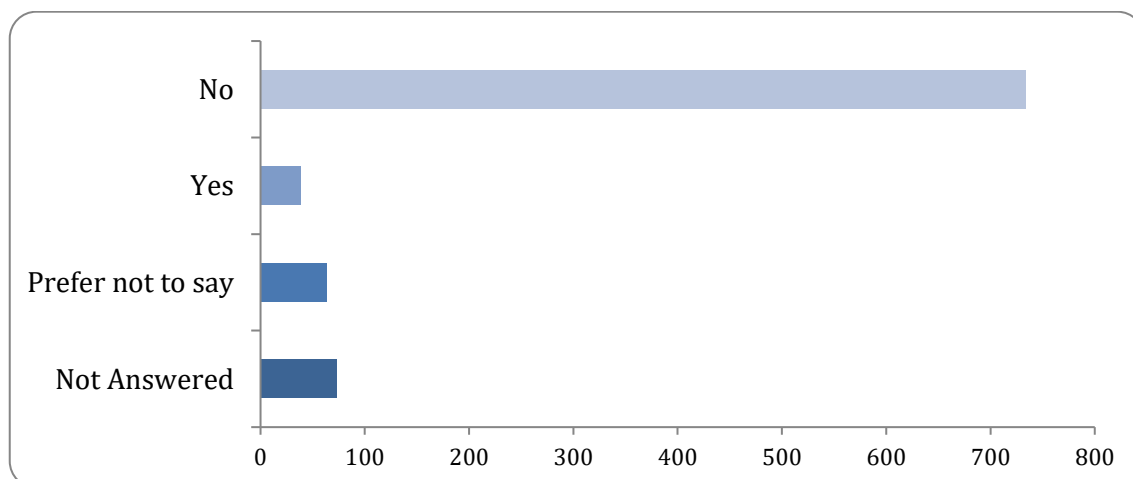


Option	Total	Percent
Female	397	43.63%
Male	394	43.30%
Prefer not to say	67	7.36%
Not Answered	52	5.71%

Figure 38: What is your sex?

23. Do you consider yourself to be trans, or have a trans history?

There were 837 responses to this part of the question.

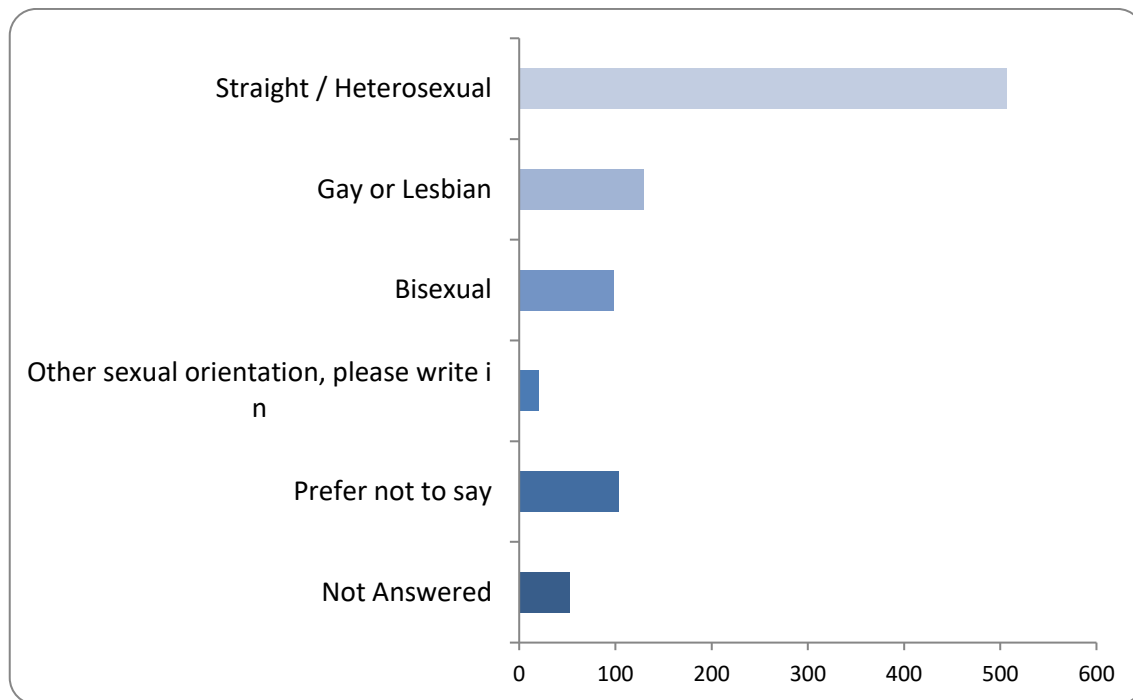


Option	Total	Percent
No	734	80.66%
Yes	39	4.29%
Prefer not to say	64	7.03%
Not Answered	73	8.02%

Figure 39: Do you consider yourself to be trans, or have a trans history?

24. Which of the following best describes your sexual orientation?

There were 857 responses to this part of the question.

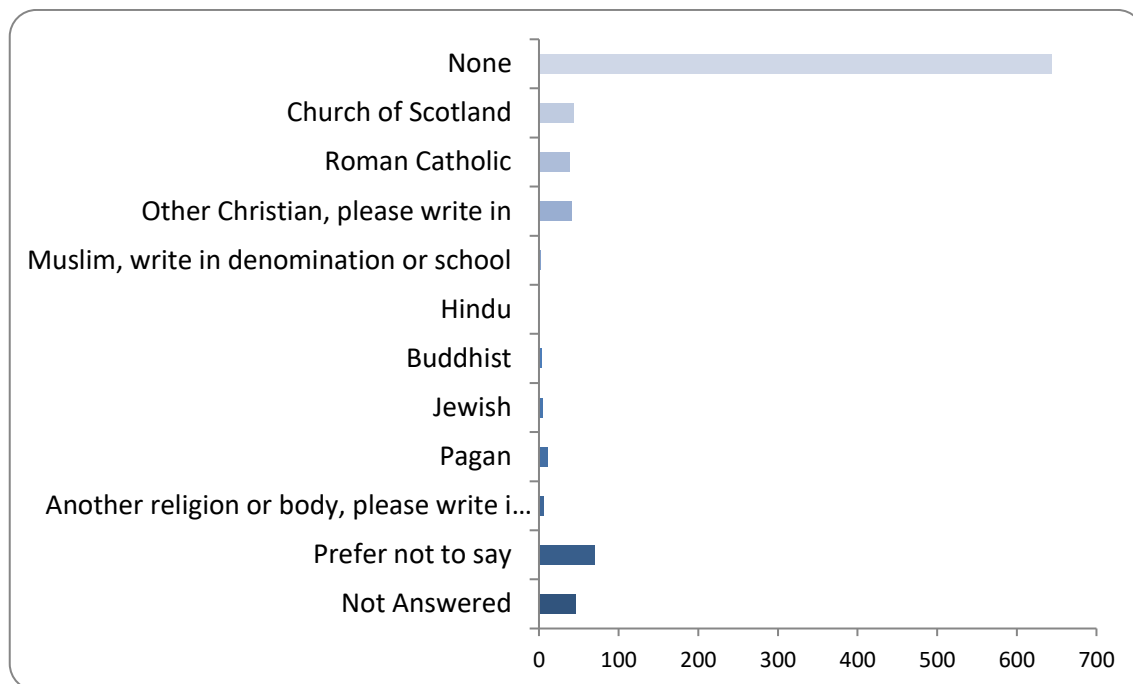


Option	Total	Percent
Straight / Heterosexual	507	55.71%
Gay or Lesbian	129	14.18%
Bisexual	98	10.77%
Other sexual orientation, please write in	20	2.20%
Prefer not to say	103	11.32%

Figure 40: Which of the following best describes your sexual orientation?

25. What religion, religious denomination or body do you belong to?

There were 864 responses to this part of the question.

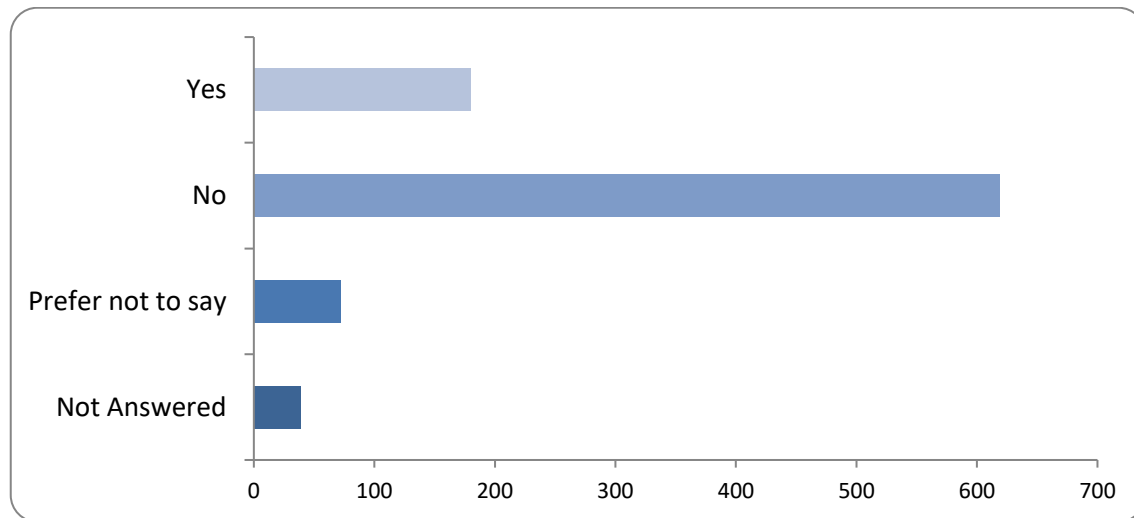


Option	Total	Percent
None	644	70.77%
Church of Scotland	43	4.73%
Roman Catholic	38	4.18%
Other Christian, please write in	41	4.51%
Muslim, write in denomination or school	2	0.22%
Hindu	1	0.11%
Buddhist	3	0.33%
Sikh	0	0.00%
Jewish	5	0.55%
Pagan	11	1.21%
Another religion or body, please write in	6	0.66%
Prefer not to say	70	7.69%
Not Answered	46	5.05%

Figure 41: What religion, religious denomination or body do you belong to?

26. Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

There were 871 responses to this part of the question.

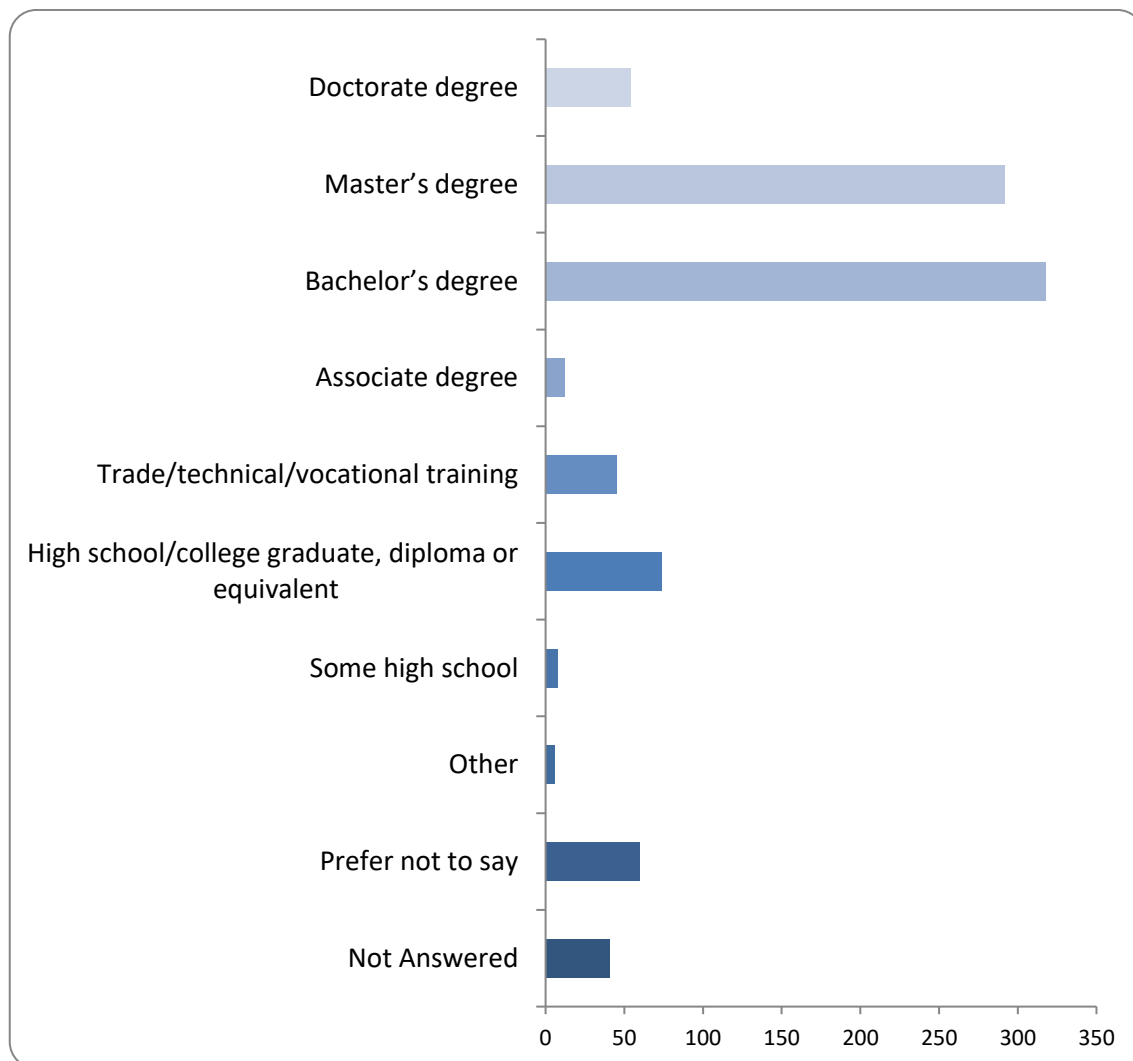


Option	Total	Percent
Yes	180	19.78%
No	619	68.02%
Prefer not to say	72	7.91%
Not Answered	39	4.29%

Figure 42: Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

27. What is the highest level of education that you have attained?

There were 869 responses to this part of the question.

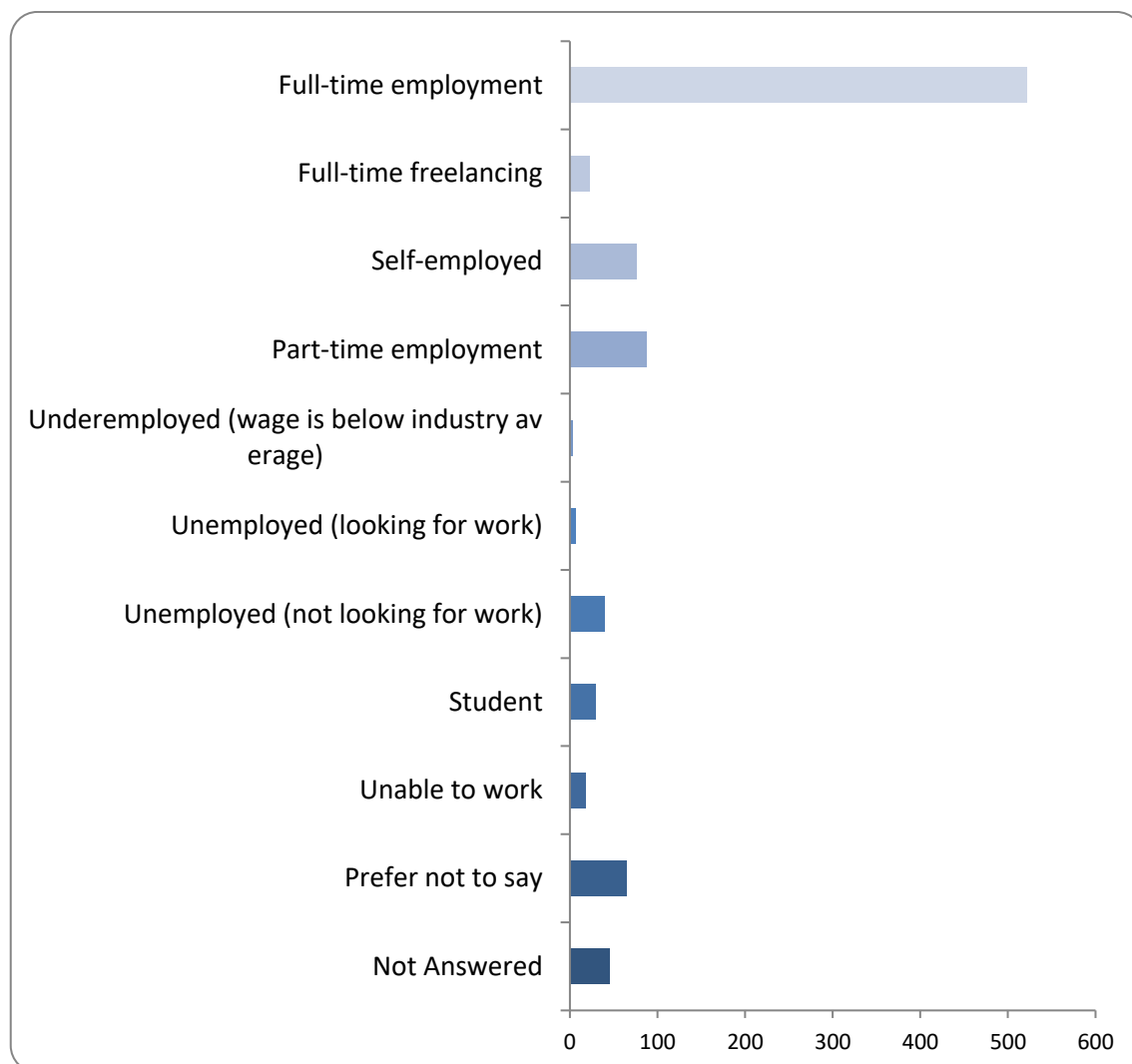


Option	Total	Percent
Doctorate degree	54	5.93%
Master's degree	292	32.09%
Bachelor's degree	318	34.95%
Associate degree	12	1.32%
Trade/technical/vocational training	45	4.95%
High school/college graduate, diploma or equivalent	74	8.13%
Some high school	8	0.88%
Other	6	0.66%
Prefer not to say	60	6.59%
Not Answered	41	4.51%

Figure 43: What is the highest level of education that you have attained?

28. Which of the following best describes your current employment status?

There were 865 responses to this part of the question.



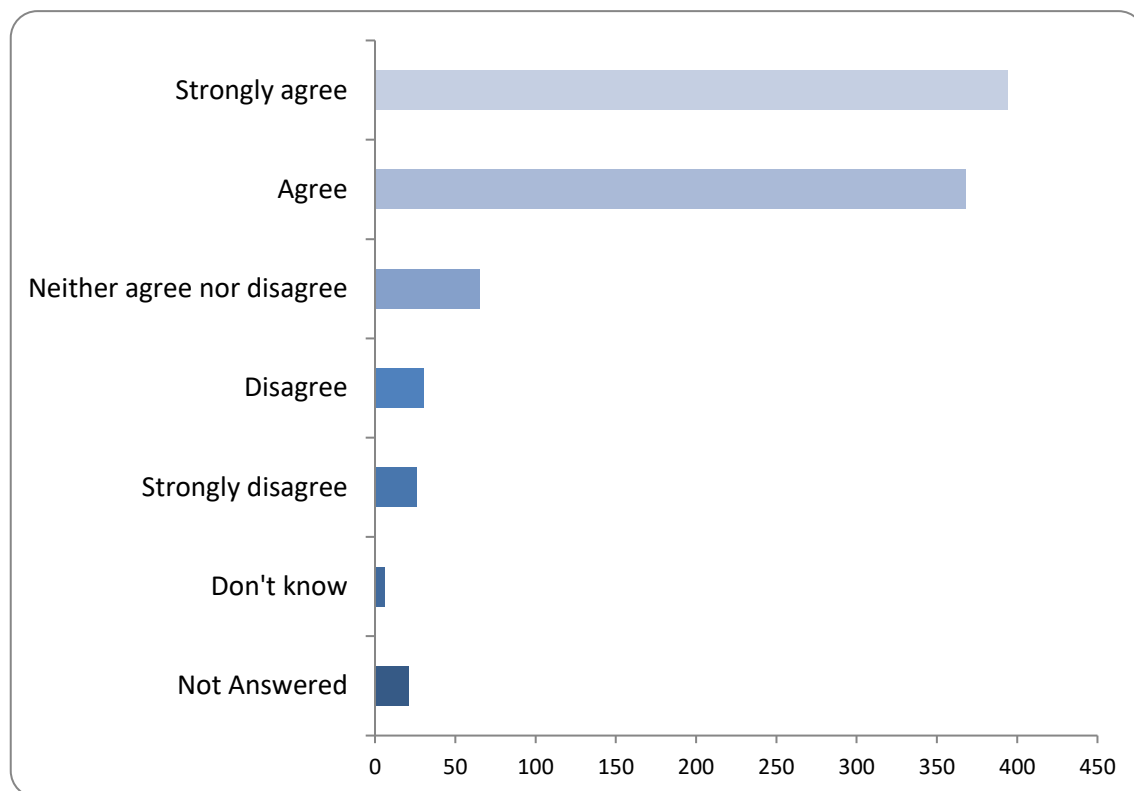
Option	Total	Percent
Full-time employment	521	57.25%
Full-time freelancing	22	2.42%
Self-employed	76	8.35%
Part-time employment	87	9.56%
Underemployed (wage is below industry average)	3	0.33%
Unemployed (looking for work)	6	0.66%
Unemployed (not looking for work)	39	4.29%
Student	29	3.19%
Unable to work	18	1.98%
Prefer not to say	64	7.03%
Not Answered	45	4.95%

Figure 44: What is the highest level of education that you have attained?

29. To what extent do you agree or disagree with the following statements about this engagement activity?

Feedback about engagement process - I was given all the information that I needed to have my say.

There were 889 responses to this part of the question.

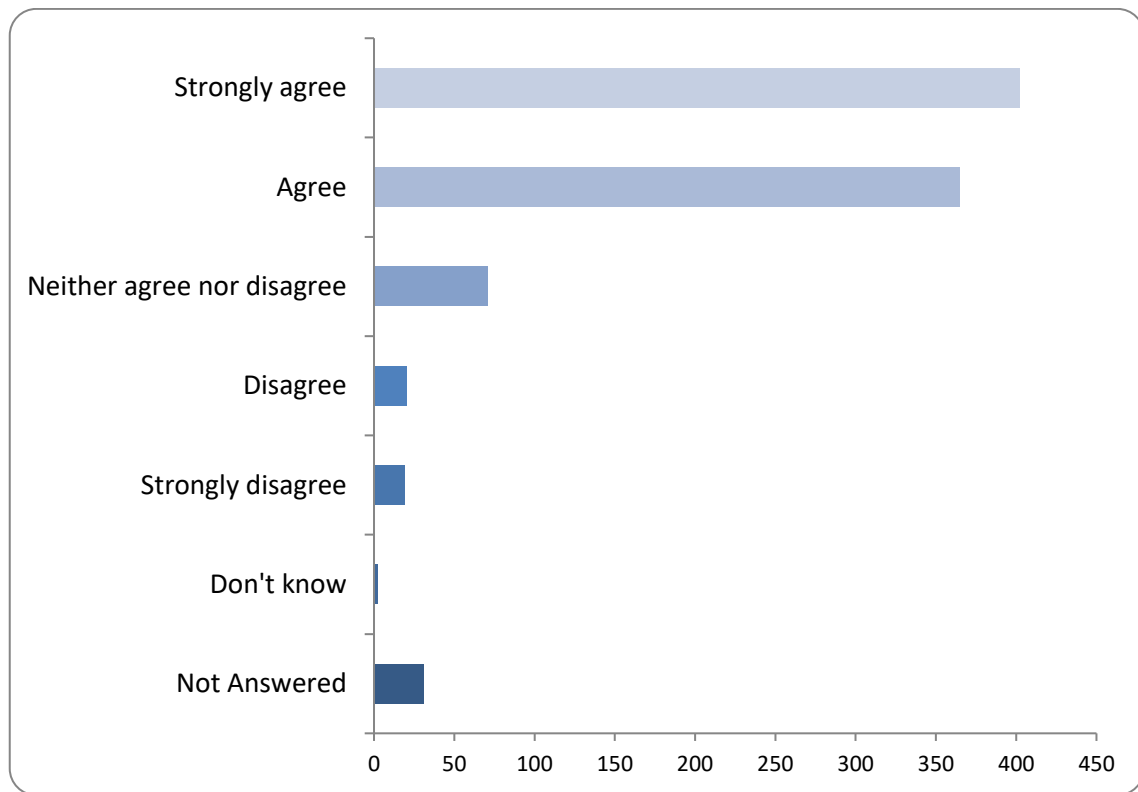


Option	Total	Percent
Strongly agree	394	43.30%
Agree	368	40.44%
Neither agree nor disagree	65	7.14%
Disagree	30	3.30%
Strongly disagree	26	2.86%
Don't know	6	0.66%
Not Answered	21	2.31%

Figure 45: Feedback about engagement process - I was given all the information that I needed to have my say

Feedback about engagement process - This engagement activity was clear and easy to understand.

There were 879 responses to this part of the question.

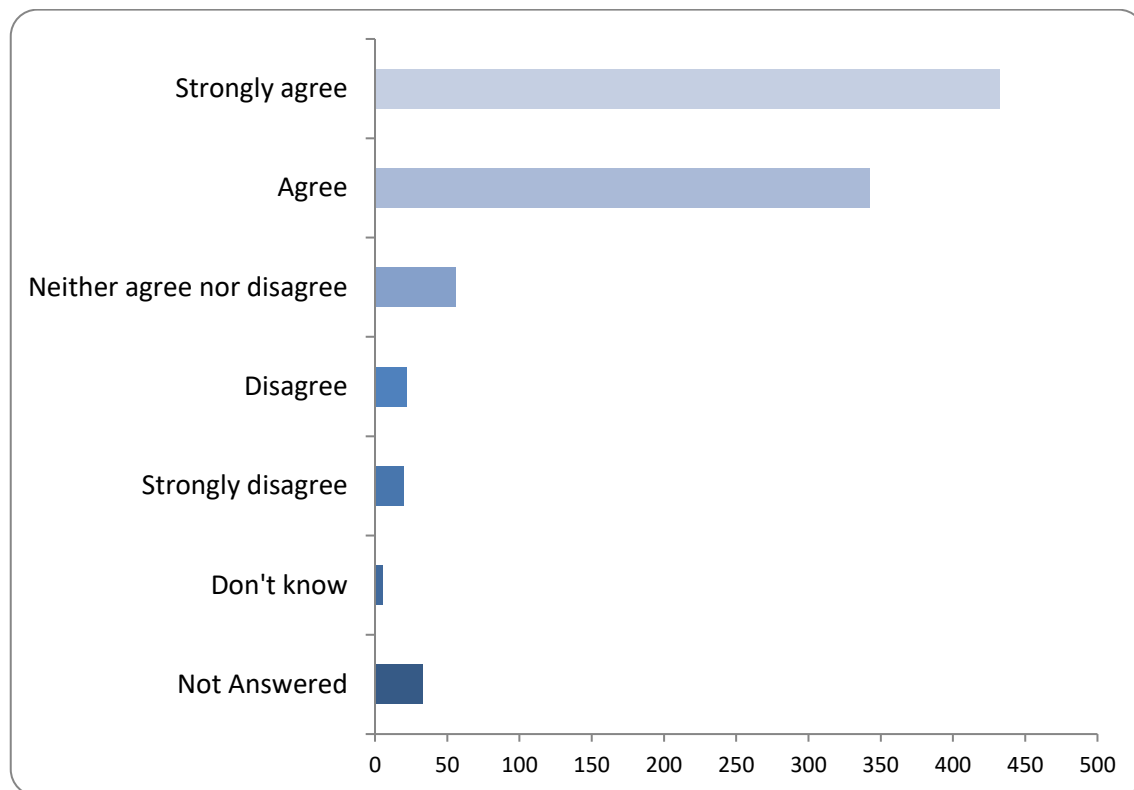


Option	Total	Percent
Strongly agree	402	44.18%
Agree	365	40.11%
Neither agree nor disagree	71	7.80%
Disagree	20	2.20%
Strongly disagree	19	2.09%
Don't know	2	0.22%
Not Answered	31	3.41%

Figure 46: Feedback about engagement process - This engagement activity was clear and easy to understand

Feedback about engagement process - I was given the opportunity to have my say.

There were 877 responses to this part of the question.



Option	Total	Percent
Strongly agree	432	47.47%
Agree	342	37.58%
Neither agree nor disagree	56	6.15%
Disagree	22	2.42%
Strongly disagree	20	2.20%
Don't know	5	0.55%
Not Answered	33	3.63%

Figure 47: Feedback about engagement process - I was given the opportunity to have my say

5. Conclusion

Appendix E summarises the changes to the design proposal accounting for the feedback received during the consultation period. The main changes are:

- Proposed changes to 'pride' surfacing including the corrected colour order.
- Reduced sized amphitheatre/steps, which will reduce its impact on greenspace and avoid the need to relocate the sports courts, while still providing an enlarged community space/seating area.
- A ramp access will not be progressed, which would have had a significant impact on greenspace and result in the loss of several trees. Existing ramped accesses can still be utilised.
- Option B parapets will be taken forward.
- Lighting will be provided.
- Any tree losses will be minimised. Additional planting and environment features such as bird/bat boxes will be included in the design.

Updated visualisations of the proposals are provided in Appendix F.

The next steps are:

- Complete design of proposals.
- Further consultation with the community and accessibility organisations to ensure the 'Pride' surfacing is aesthetically pleasing and inclusive.
- Further consultation with the community to create interpretation boards, which was a key outcome from this engagement.
- Apply for planning permission for the design.
- Apply to Transport Scotland for construction funding (Expected 2025).

Appendix A. Promotional Material



Lindsay Road ‘Pride’ Bridge

Help us shape the plans

We’re redeveloping the bridge and bringing it back into community use.

Meet the team
Dreadnought Leith, 72 North Fort Street
Thursday 7 March, 6pm – 8pm

The Heart of Newhaven Community, 4-6 Main Street
Saturday 23 March, 11am – 1pm

Not able to join us? You can still share your views online
22 February – 4 April
www.edinburgh.gov.uk/lindsayroadbridge



The story so far

Lindsay Road Bridge is a much-loved landmark and important part of Leith's local history.

It provides a safe and convenient walking, wheeling and cycling route between North Fort Street and Newhaven.

In 2021 community members painted the bridge in rainbow colours, leading to it being named locally as the 'Rainbow' or 'Pride' Bridge.

In December 2021, the bridge was closed because of health and safety concerns. The Council and Sustrans are now working on options for redeveloping the bridge, so we can bring it back into community use.

We have appointed designer Mott MacDonald to develop the design with the local community.

Working with the community

We will be working with the whole community to better understand everyone's needs and get your views on proposed designs.

You can meet our team at one of our information sessions. Come along and see illustrations of potential designs. We'll start with a presentation, then a workshop and you'll be able to ask questions about the design and construction of the bridge. If you can't make the presentation you can still pop in and speak to a member of the team.



Find out what else we're doing in Leith to create new community spaces and make the area more comfortable for anyone walking, wheeling or cycling.

www.edinburgh.gov.uk/leithconnections

Designed by the City of Edinburgh Council / 24.015 February 2024



HAPPY TO TRANSLATE
its@edinburgh.gov.uk
Reference 24-9557

Appendix B. Survey

1. Your details

- First name
- Surname
- Email address
- Postcode

2. Are you responding as an individual or on behalf of an organisation?

3. Please provide the following information about your organisation.

Option
Private sector
Public sector
Third and voluntary sector
Community group or organisation
Other (please specify below)
Not Answered

4. Please use the space below for your organisation's comments about the redevelopment of Lindsay Road Bridge.

Bridge use and needs

5. How often did you use the bridge before it was closed in November 2021? (Choose one answer.)

Option
Daily
Most days
Weekly
Once a month
Less than 5 times a year
Never
Not Answered

6. What did you use the bridge for before it closed?

Option
Getting to work
Visiting friends
Access to shops
Exercise
Leisure
Other (please specify)
Not Answered

7. How often do you think you will use the bridge when it reopens? (Choose one answer.)

Option
Daily
Most days
Weekly
Once a month
Less than 5 times a year
Never
Not Answered

8. As well as active travel, what else would you like to see the bridge used for after it is redeveloped?
(Multiple answers permitted)

Option
Community garden
Outdoor play area/fitness
Outdoor public art gallery
Public gathering space
Other (please specify)
Not Answered

9. Please tell us if there are any reasons why you would not use the redeveloped bridge in the future.
(Choose one answer.)

Option
It's not on my route to places I want to go
It's not near where I live
I don't feel safe in the area
Other (please specify)
Not Answered

Walking, wheeling and cycling

10. How often do you use walking and/or wheeling for day-to-day activities? (Choose one answer.)
'Wheeling' refers to people who move with wheels at walking pace. This could be using a wheelchair or mobility scooter, travelling with a pushchair or with luggage, but it does not include cycling.

Option
Daily
Several times a week
Once a week
Once a month
A couple of times a year
Never
Not Answered

11. How often do you use cycling for day-to-day activities? (Choose one answer.)

Option
Daily
Several times a week
Once a week
Once a month
A couple of times a year
Never
Not Answered

12. How likely is it that the changes proposed would result in you walking or wheeling more short journeys in the area? (Choose one answer.)

Option
Very likely
Likely
Unlikely
Very unlikely
Don't know
Not Answered

13. How likely is it that the changes proposed would result in you cycling more short journeys in the area? (Choose one answer.)

Option	Total	Percent
Very likely	247	27.14%
Likely	196	21.54%
Unlikely	112	12.31%
Very unlikely	213	23.41%
Don't know	124	13.63%
Not Answered	18	1.98%

14. Our current proposal is to accommodate walking, wheeling and cycling over the bridge. What is your preference? (Choose one answer.)

Option	Total	Percent
Shared use over the full bridge i.e. no segregation between walking, wheeling and cycling	270	29.67%
Segregated cycle route over the bridge i.e. cycle lane	451	49.56%
No preference	175	19.23%
Not Answered	14	1.54%

Accessible and enjoyable for everyone

15. How can the redesigned bridge better accommodate people with varying needs? (Multiple answers permitted)

Option
Wider pavements
No pavements (all one level)
Resting points / seating
Handrails
Tactile paving
High-contrast signage
Colour scheme on bridge surface (foot and cycleway)
Other (please specify)
Not Answered

Community integration

16. What would you like to see included in the bridge design? (Multiple answers permitted)

Option	Total	Percent
A meeting space that everyone can stop and enjoy with seating and planting	643	70.66%
Public art installations that reflects the cultural heritage of the local community	491	53.96%
Space for community activities and local events	537	59.01%
Accessibility features to benefit all members of the community, including those with disabilities	624	68.57%
Environmental features to support sustainability (for example a community garden, renewable energy used for lighting, etc.)	664	72.97%
Other (please specify)	136	14.95%

Not Answered	34	3.74%
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Look and design of the bridge

17. What features or themes would you like to see included in the bridge design? (Multiple answers permitted)

Option	Total	Percent
Pride colours on the parapets	589	64.73%
Pride colours on the bridge deck surface (foot and cycleway)	498	54.73%
Non-Pride, but contrasting colours for foot and cycleway	183	20.11%
Pride colours on the underside of the bridge	402	44.18%
Historical markers / plaques (documenting the history of the bridge from 1864 to 2024)	666	73.19%
'Softer' surfacing (similar to a running track / playground areas) rather than asphalt or concrete	370	40.66%
Other (please specify)	84	9.23%
Not Answered	26	2.86%

18. Please rate the parapet options shown in order of preference (1 = favourite; 5 = least favourite)?

Item
Option A
Option B
Option C
Option D
Option E

19. Which of the following features would you like to see in the area beneath the bridge? (Multiple answers permitted)

Option
Embankments with ornamental planting
Embankments with community gardens
Benches/seating
Improved lighting and wayfinding
Stepped access linking the bridge to the park at the north end (Prom Bar end)
Ramped access linking the bridge to the park at the north end (Prom Bar end)
Stepped access linking the bridge to the park at the south end (Dreadnought Pub end)
Ramped access linking the bridge to the park at the south end (Dreadnought Pub end)
Other (please specify)

Not Answered

Safety and security

20. What measures would make you feel safer using the bridge at any time of day? (Multiple answers permitted)

Option
Lighting over the bridge
Lighting under the bridge
Surveillance cameras (e.g., CCTV)
Other (please specify)
Not Answered

Bridge maintenance

21. How can the community be involved in the ongoing maintenance and care of the bridge? (Multiple answers permitted)

Option
Volunteering for clean-up events, gardening, or other activities that help keep the bridge in good condition
Partnering with local community groups and organisations, such as local businesses, schools, or other organisations to organise regular maintenance activities
Establishing a reporting system that allows members of the community to report maintenance issues or concerns
Organising “Friends of the Pride Bridge”, involving the community in the decision-making process for maintenance and care
Other (please specify)
Not Answered

22. Please use the space below for any other comments or suggestions about the bridge and its use.

Future engagement

23. What specific communication channels do you find most effective? (Multiple answers permitted)

Option
In person / community meetings
Email
Fliers
Local newspapers / newsletters
Facebook (I Love Leith, other pages)
X (formerly Twitter)
TikTok
The City of Edinburgh Council website
Through community representatives and groups
Other (please specify)
Not Answered

About you

24. What age are you?

Option
Under 16
16 - 24
25 - 34
35 - 44
45 - 54
55 - 64
65 - 74
75 and over
Prefer not to say
Not Answered

25. How would you describe your ethnic origin?

A. White

Option
1. Scottish
2. Other British
3. Irish
4. Polish
5. Gypsy / Traveller
6. Roma
7. Showman / Showwoman
8. Other white ethnic group, please write in
Not Answered

B. Mixed or multiple ethnic groups

Option
9. Any mixed or multiple ethnic groups, please write in
Not Answered

C. Asian, Scottish Asian or British Asian

Option
10. Pakistani, Scottish Pakistani or British Pakistani
11. Indian, Scottish Indian or British Indian
12. Bangladeshi, Scottish Bangladeshi or British Bangladeshi
13. Chinese, Scottish Chinese or British Chinese
14. Other, please write in
Not Answered

D. African, Scottish African or British African

Option
15. Please write in (for example, Nigerian, Somali)
Not Answered

E. Caribbean or Black

Option
16. Please write in (for example, Scottish Caribbean, Black Scottish)
Not Answered

F. Other ethnic group

Option
17. Arab, Scottish Arab or British Arab
18. Other, please write in (for example, Sikh, Jewish)
Not Answered

Prefer not to say

Option
19. Prefer not to say
Not Answered

26. What is your sex?

Option
Female
Male
Prefer not to say
Not Answered

27. Do you consider yourself to be trans, or have a trans history?

Option
No
Yes
Prefer not to say
Not Answered

28. Which of the following best describes your sexual orientation?

Option
Straight / Heterosexual
Gay or Lesbian
Bisexual
Other sexual orientation, please write in
Prefer not to say

29. What religion, religious denomination or body do you belong to?

Option
None
Church of Scotland
Roman Catholic
Other Christian, please write in
Muslim, write in denomination or school
Hindu
Buddhist
Sikh
Jewish
Pagan
Another religion or body, please write in
Prefer not to say
Not Answered

30. Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Option
Yes
No
Prefer not to say
Not Answered

31. What is the highest level of education that you have attained?

Option
Doctorate degree
Master's degree
Bachelor's degree
Associate degree
Trade/technical/vocational training
High school/college graduate, diploma or equivalent
Some high school
Other
Prefer not to say
Not Answered

32. Which of the following best describes your current employment status?

Option
Full-time employment
Full-time freelancing
Self-employed
Part-time employment
Underemployed (wage is below industry average)
Unemployed (looking for work)
Unemployed (not looking for work)
Student
Unable to work
Prefer not to say
Not Answered

33. To what extent do you agree or disagree with the following statements about this engagement activity?

Feedback about engagement process - I was given all the information that I needed to have my say.

Option
Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree
Don't know
Not Answered

Feedback about engagement process - This engagement activity was clear and easy to understand.

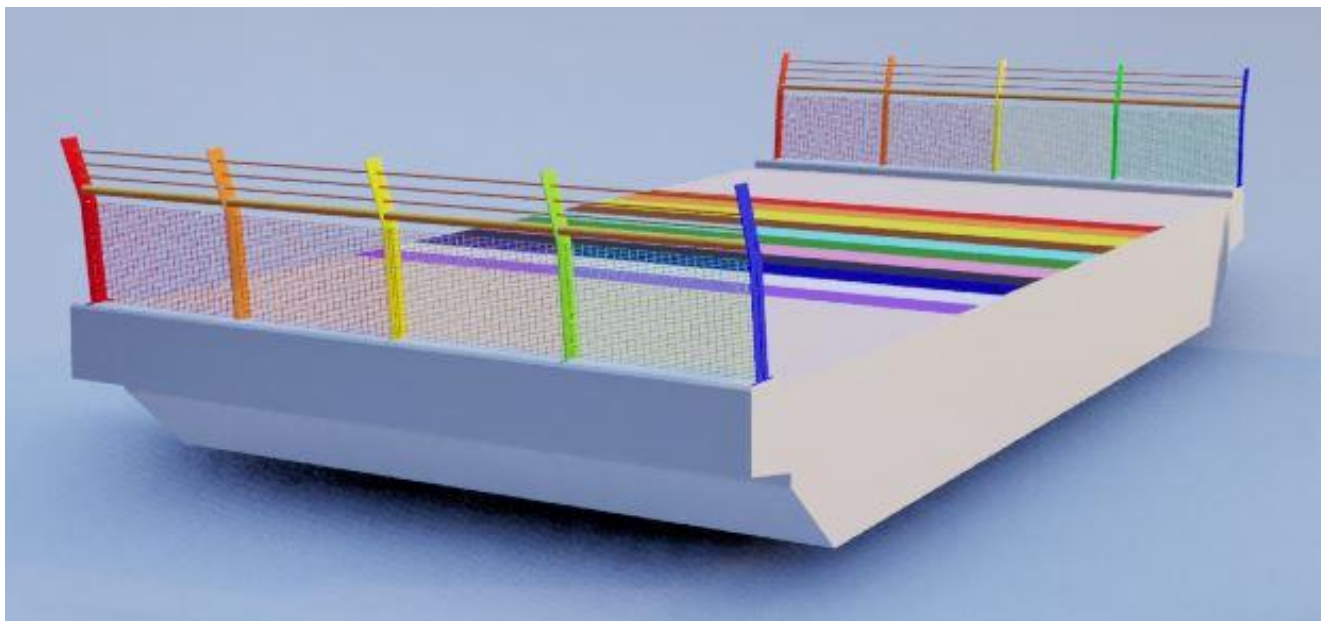
Option
Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree
Don't know
Not Answered

Feedback about engagement process - I was given the opportunity to have my say.

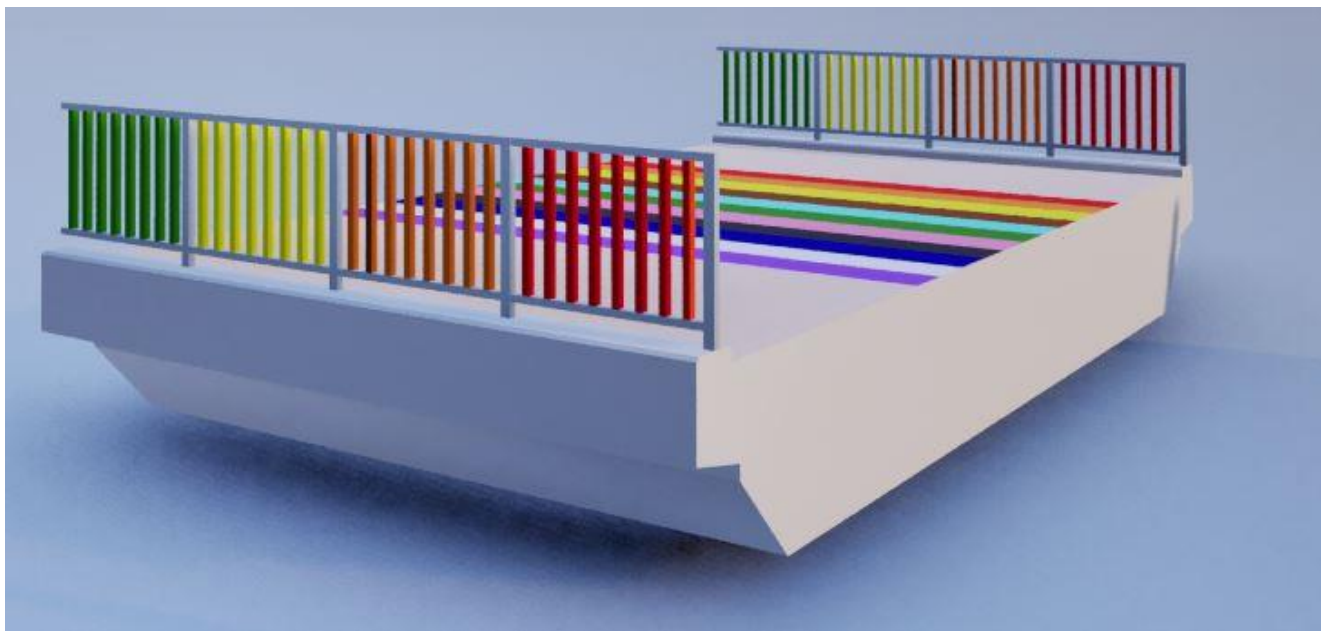
Option
Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree
Don't know
Not Answered

Appendix C. Parapet Options included within Engagement Survey

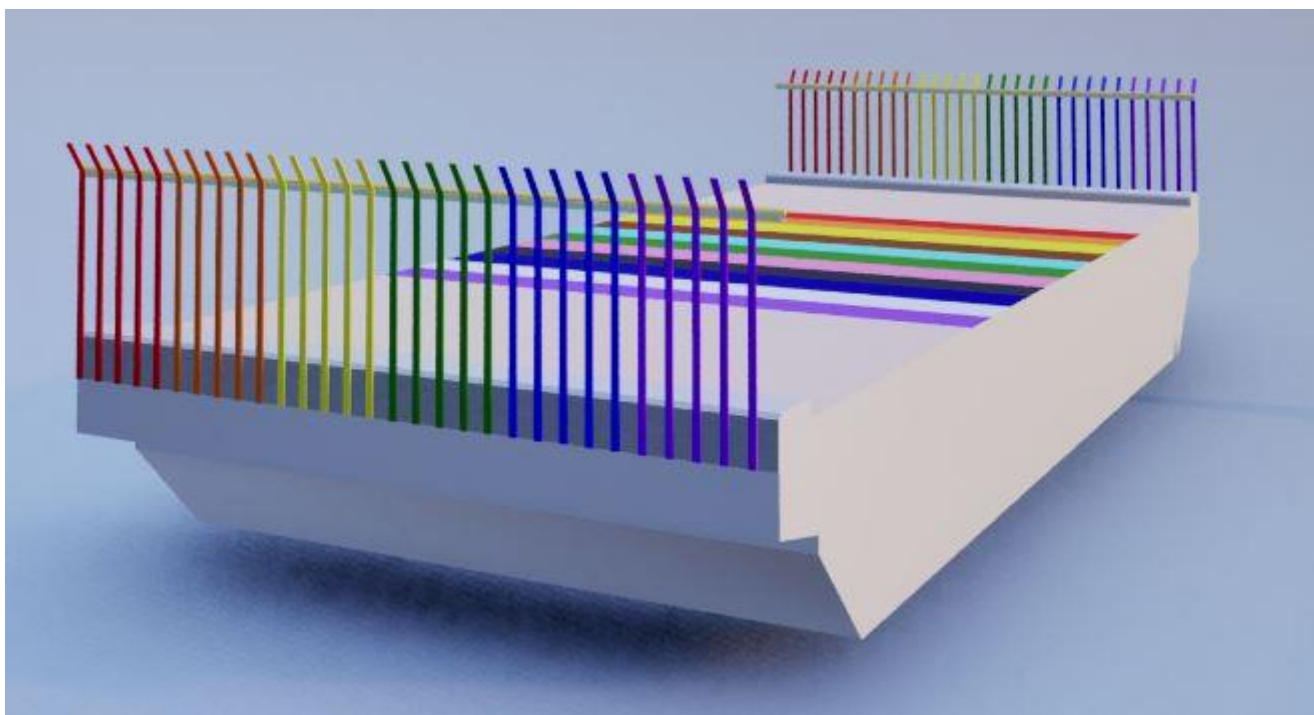
Option A



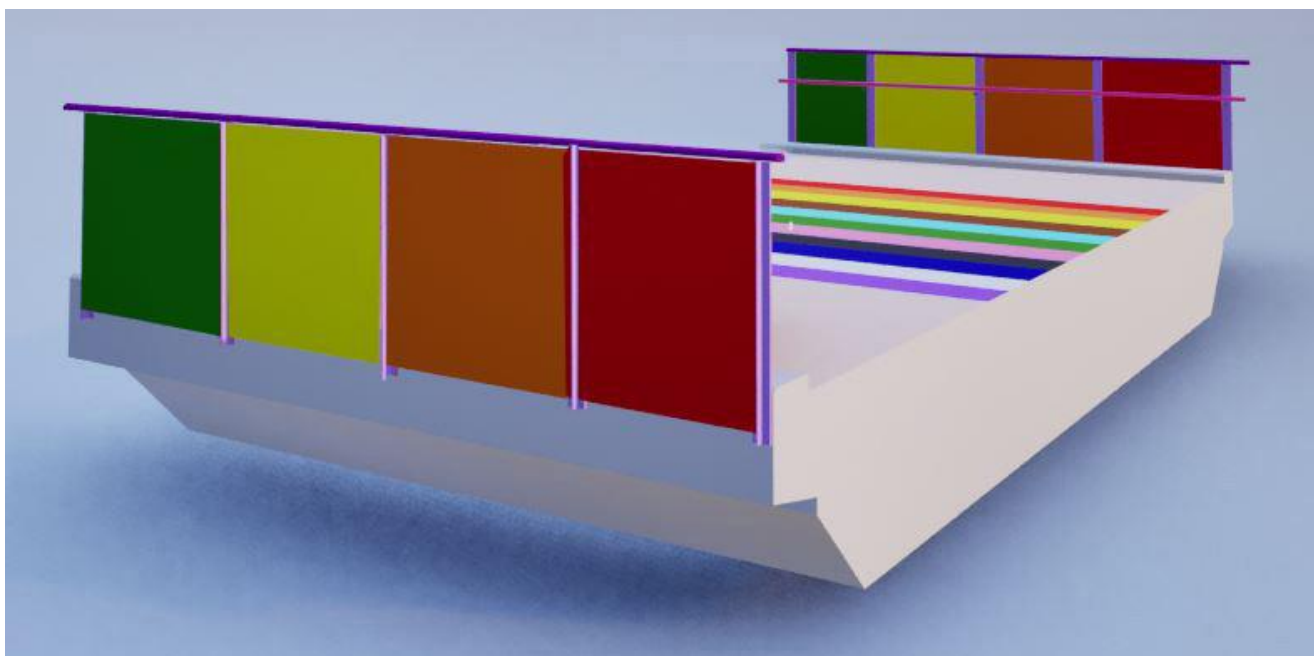
Option B



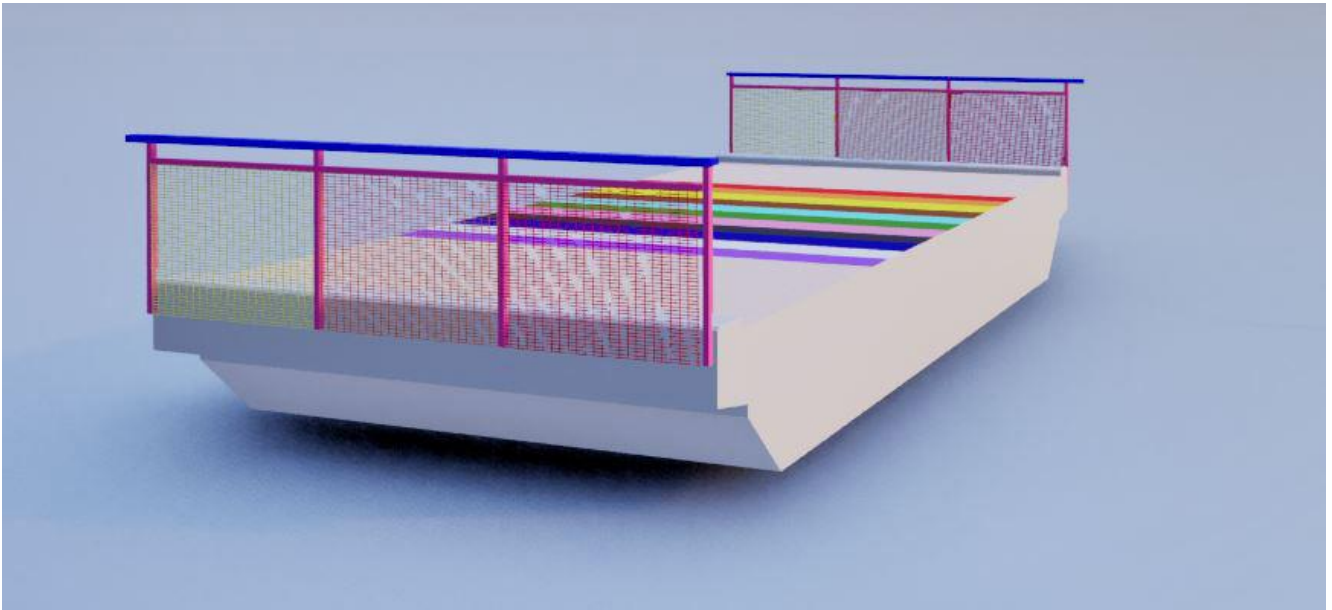
Option C



Option D



Option E



Appendix D. Questions and Answers during Information Sessions

Lindsay Road Bridge – Public consultation event no.1

Dreadnought Leith

Thursday 7th March 2024

General comments:

A local resident mentioned that they're worried we are removing too many trees as per the visuals and thinks this may reduce the number of animals (birds and bats) nearby. They have suggested that if we do have to remove trees, could bird/bat boxes be implemented nearby to offset any negative effects on the number of animals – they even highlighted that they and others would more than likely be willing to fund this, but would struggle with the installation.

Q&A notes:

Q: Would it be possible for the community space, more specifically the beer garden, to be extended with the proposed design?

And since there is a hypothetical date for construction, would the south side of the structure still be used for the beer garden/community space in the meantime?

A: The proposed design has incorporated community space as far as possible by introducing traffic calming measures, making the area traffic free and safer etc. The bollards shown can more than likely be moved out further, creating more community space that is car free on the bridge and surrounding area. After construction, CEC have no objectives to the structure being used as a beer garden subject to relevant license/permit. The proposed design has made the community space larger, so enough space for beer garden plus additional uses.

As an engineer, we don't think the south span should be used as it's in such poor condition.

Q: RE traffic calming measures, will the traffic be fully stopped?

A: No.

Q: There are conker trees near the bridge, will they be removed and/or replaced?

A: The removal of trees will be minimised as much as possible, but we will not know which ones will need to be removed until the detailed design.

CEC: An ecological survey has been carried out to identify issues surrounding trees and animals etc. which will aid the detailed design.

Q: It appears that there is a lot going on within the proposed design, what's the priority? And is it rated (Deck, steps, ramp etc)

A: Yes and no, the overall objectives are the priority. The items you see have come into the design naturally. The amphitheatre came in naturally as a direct result of trying to make the active travel routes feel safer by removing any "hidey holes", it wasn't a "we want steps here", they came in naturally.

Q: Have other modes of accessibility been considered? Tactile paving, brail signs etc.

A: Yes, we have teams who specialise in this, and the consultation survey has sections for suggestions of what accessibility options people need/would like to see; tactile paving is in the survey. Originally, the full deck was striped however we were advised that this is not accessible for a number of users, such as neurodivergent people. A lot of this is new for us, so we are learning on the job too. We are thinking about a kick board running along the bottom of the parapet for blind people to use

also.

CEC: Edinburgh access panel has also been consulted for this project.

Q: Safety aspect with undesirable people, are there any nighttime renders? So we can see the lighting and if there are any hidden areas.

Will there be dog waste bins too? If the lighting is inadequate, people will more than likely leave their dog waste around since they can't be seen etc.

A: We have identified that the lighting currently in place all have different heads etc. We plan on unifying lighting heads to have more spread of light.

CEC: There are talks of integrated lights within the parapets, potentially pride themed. Will more than likely be a case of introducing more lights that are easier to maintain, however.

Please mention the bins in the survey – as well as bike storage.

Renders – we have renders for all the seasons, but we did want to show off our proposed design at its best. The bright colours help during poor weather by highlighting the steps/deck well. Unsure if these other renders can be shared.

Q: RE lights – Since we are looking at roughly 2026 for reopening, will the lighting likely to be improved and implemented before then?

A: **CEC:** Funding for construction still has to be secured which will impact the timeline. As for lighting right now, we don't want to put anything in that will need to be removed during the construction of the bridge however, we will take the lighting feedback on board.

Q: What about the north side, any consideration on how it will tie into the existing road/path network?

Will the current steps be taken away?

A: It's currently a blank canvas which can easily be changed/worked with – but is a detailed design thing. The connection is out with our remit.

CEC: Connections/links – Leith connections are currently in their design stage for Hawthorne to Seafield route, I am not sure how it ties in with Ocean terminal, however. Hopefully the Leith connections routes will expand and incorporate Lindsay Road bridge in the future as a natural progression.

That is a detailed design stage thing.

Q: Since the proposal is the “best case scenario”, what is likely to be cut first, if required?

A: Oh... Sustrans give funding which is done on a case-by-case basis and what stays or goes is broken down into needs and wants. What we have shown is something that is realistic and achievable however, it still is a best-case scenario.

CEC: There is nothing in there on a whim as what we propose needs to be reasonable in terms of funding, however some things may need to be cut to ensure we can secure funding. We'd rather deliver 80% and receive funding, than apply for 100% of the design and get nothing in terms of funding. The survey will be key to help prioritise.

Q: What are the stripes on the deck made from? It could double as a running track.

A: There are multiple options which depend on what structural form is chosen for the deck. Rubber crumb has been considered. There is no definitive choice and will be finalised during the detailed design.

Q: Progress flag not included?

Please borrow and use colours from the progress flag. People are talking about it, which is progress. Painting it has made it safe and bright, which is a good sign. The buzz around from everyone talking about the pride bridge is good sign of progress.

A: The design is not finished, and the yellow looks a bit orange and the stripes are done as a rainbow, instead of progress colours. Please tell us in the survey, we want to get this right.

Agreed. It's a project we are proud to be working on, and it's also a privilege to be involved in designing it.

Q: Any proposals to keep existing parapets? Either by incorporating it, or repurposing them?

A: It has been spoken about; suggestions are welcome however they are not structurally sound enough to be used within the new design. Could potentially be reworked into artwork/sculpture.

Q: There is a sculpture workshop along the cycle path, could the parapets be donated to them?

Was suggested that the parapets could be repurposed into benches.

A: We haven't got any plans yet, but we do want something to happen. The old parapets will be treated with care.

Q: RE the information boards on the history of the area/LGBTQ+ - will the community be consulted on the information included?

It was noted that LGBTQ+ Scotland have a number of "young local queer people" who would love to talk to use about what should be included within the information boards.

A: The boards have not been designed yet but we do want to include them in the design. We feel the bridge will become an attraction, so we would like information boards included and we do think the locals should be involved.

CEC: Leith connections have included board markers, so we do know it can be done within the council.

Q: Could the amphitheatre area be added to? Such as a stage etc.

A: We are open to ideas; the design is going to be community lead.

Q: How likely will the nearby buildings (the ones in the news) affect the project, and vice versa?

A: It is currently unknown however, the engineers involved with the buildings will be consulted to ensure what we plan on doing is safe. From experience, we don't expect it to affect the buildings as no heavy civils are required to construct the deck as it's not a new construction.

Q: Is there any way for the community to help within the construction phase?

A: No, the construction industry is the most dangerous sector in the UK.

Q: No, like enhancements, information boards etc.

A: Oh, well that's a possibility. The save the pride group may be able to help with future maintenance, litter collections, paint touch ups etc. In terms of installing the information boards and painting, it's possible. It will mostly be post-construction items that the public can be involved in, however.

Lindsay Road Bridge – Public consultation event no.2
Heart of Newhaven
23rd March 2024

Questions/Comments

Q: *Was a local councillor in attendance.* I am happy to chat to anyone once the event is over. You are saying the design is currently up for discussion, the tree at the end of the bridge, have you considered anything else there for it?

A: We've discussed this area in depth, it's not our bridge, it is the communities. We really like the loop on the deck and the tree area is up for debate. The south span is going to be filled in, creating the seats/stairs, amphitheatre and potential ramp area. This means the possibilities of that area open up more as it is not structurally sensitive due to it not being the bridge deck. Again, any suggestions, please include it in the survey.

Q: R.e the ramp, will it have flat platforms? So that the gradient of the ramp isn't too steep. It would be great to include the ramp so that the bridge is accessible to all.

A: The ramp will be DDA compliant, therefore there has to be flat areas on the ramp to be fully compliant. It will be designed to be accessible for all however ramps are expensive. The potential of the ramp is all down to funding. It is important to us, and we really do want it everyone to use the bridge. The council will apply for full funding, and we will push for the inclusion of the ramp.

Q: In regard to the existing bridge, I have not seen any maintenance on it, why was that? Why was it neglected? *(Was a 73-year-old resident and remembers tamps etc going over it).*

A: We'd be interested in hearing your experiences to be implemented into any information boards around the structure. We don't know why the maintenance was neglected, that's a council issue and we are not the council.

Q: I work for the disability panel. The handrail would be safer if the top bit folded in towards the deck. The coloured pavements need to be considered for neurodivergent people in regard to contrast of colours and people may mistake them for steps/holes. Blind people also need to know where they can and cannot go, will there be definition between surfaces? The steps also need to be clearly defined, and handrails at the sitting steps in case someone falls down them.

A: We have a team within Motts who are working with us regarding these issues. All of these things are being considered. Also considering tactile pavements, plus tapping beams along the underside of the parapet *(apparently no use as blind people like to walk in the centre of things)* and raised edges before coloured stripes. Top and bottom steps will have nosing. We are actually providing more than is required and our social outcomes team is working hard on this.

An email from this person was received and goes into more detail regarding these issues.

Q: I really like taking out one of the piers as it really does make the area feel safer and more open, it means I can now hang around on the top of the deck in the beer garden whilst my kids play on the underside if the parapets are open. I am worried about antisocial behaviour, so what's the plan with lighting?

A: People who do bad things tend to not like being watched, opening the area up will hopefully help with this. Lighting is a council issue. Lots of the existing lighting has varied heads and some works, whilst others don't. We want to uniform all existing lighting to modern standards which will improve the lights currently there. There's potential for lights in the parapets, but this may create a dark area towards the centre of the deck. Overall lighting is not in our scope but there is potential for Leith Connections to pick it up in the future.

Q: Are there any plans for bike storage/parking?

A: Not our remit but good idea and there is potential space for it, nothing is shown but why not? Mention it in the survey, it will show us and the council that you want it.

Q: What's the plans for future maintenance/aftercare? If not maintained, it will look scabby. It's essential that it's maintained.

A: Again, this is a council issue and it's not out money. But we have tried to design it to make it as durable as possible.

Q: You mentioned reusing the stonework for the removed pier, what about the iron work, could it be reused?

A: The beams are in too bad of a condition to be reused however the parapets could be repurposed into something that's not structural.

Q: What about the community in regard to maintenance? Is the bridge designed in such a way that professionals need to maintain the bridge? Could we just get paint from B&Q etc?

A: We are keen to get the community involved. Structurally, it has to be professionals who maintain those aspects of the bridge. The community would be limited to general care. Engineering paint is very high end, but maintenance/top-ups potentially could be done by the community.

Q: What are the plans with the basketball court?

A: We plan to keep it, maybe relocate it. But it will be kept. We want to enhance the area, not take away from it.

Q: What will happen with the existing trees?

A: We don't want to remove the trees unless it is absolutely necessary. Will try and retain as many as possible and any removed will be replaced, plus more – same number, or more.

Q: Are there any plans for additional security? CCTV due to it being LGBTQ+ themed, it may become a target.

A: Unsure, it's not our remit. Say in the survey please, the council will take notice. It is a council thing, but it seems possible to include.

Q: I didn't understand what you meant about the shape of the bollards? Could you clear that up.

A: We just want to reshape the outline of them to prevent vehicles parking where they shouldn't be. Keeps the space for the community and not vehicles.

Comment from another councillor: In regard to security, the council does have high quality CCTV. Please write to your local councillors about this. If it left to be the full council's responsibility in regard to maintenance, it will sadly be left – so say to your local councillor.

Q: Are there any plans for lighting under the bridge? To make the area safer.

A: There is potential for lighting on/under the structure, or on the abutments. We have suggested coloured lighting, but we have been told by the council that it's a maintenance liability. Please mention lighting in the survey.

Q: Could coloured mesh be placed in front of the lights to make them coloured?

A: There is tech for this, but we do want to design something that is achievable.

Q: Any remit for power point supplied? To allow for food trucks/stalls etc?

A: Not something we have considered, please mention it in the survey.

Q: When is the survey opened to?

A: It is open for 2 more weeks.

Q: Is there any way to design in bins? There is currently a lack of bins within the area.

A: Again, it is a council thing, but bin provisions is something that has been considered. Bins do need to be emptied, but it is being looked at. Please put it in the survey.

Q: Are there any plans on separating users on the bridge deck?

A: As we currently understand, no. It is a shared use as segregation tends to not be utilised.

Q: The ramp that is further west, are there any plans on utilising/improving that?

A: This is out with our remit.

Q: As bridge engineers, what are you most excited about in regard to reuse of materials?

A: CS: The filled in span, plus turning the pier into an abutment as well as the reuse of the stonework to reface the new substructure.

DH: The existing space, it means the bridge can be deeper as it's not used for trains anymore. Using a lot less materials but making them more efficient.

Q: Proposed timeframe for the new bridge to open?

A: It's currently unknown as it is down to funding. It's a bit uncertain, maybe 2026?

Q: How long would construction take?

A: Down to outside forces – plant location, ground condition etc. We would like to say 6-8 months but does depend. The council will push the contractor to be as fast/efficient as possible

Appendix E. Changes to Design based on Consultation Feedback

Item	Key Consultation Feedback	Influence on Design
Bridge Deck	<p>Strong support for the maintenance of the full width of the bridge to ensure it can continue to be a vital active travel route and community space.</p> <p>Strong support to integrate the historical importance of the bridge as a route between Leith and Newhaven over a former railway into the proposals.</p>	<p>Bridge width to be kept as wide as possible.</p> <p>The bollards will be altered to line up directly against the footway edge to prevent footway parking, some of the bollards will be replaced with permanent street furniture that will still block vehicle access but also have other purposes such as additional seating, planting etc. Only permanent provisions will be used in place of bollards to minimize maintenance and to avoid the risk of planters being removed and vehicles accessing the bridge.</p> <p>New bridge structure will be constructed with steel beams and concrete slab, which will respect the railway heritage of the bridge and will be the most similar design possible to the current bridge.</p>
Bridge and Amphitheatre 'Pride' or 'rainbow' surfacing. Parapet Colour Scheme	<p>Overall support for the proposed colour scheme although a significant number of responses felt it was overutilized.</p> <p>The colour scheme does not match the order of the Progress Pride flag.</p> <p>Edinburgh Access Panel and Living Streets Edinburgh believe the use of coloured paint should stick to vertical surfaces e.g. the parapets, the bollards, instead of painting the surface of the bridge.</p>	<p>The order of the colours has been corrected.</p> <p>The multi-coloured surfacing on the bridge will be kept to a maximum of a third of the width, which leaves two thirds of the surfacing non-multi-coloured. This means that the spiral of multi-coloured colour surfacing around the tree has been removed. Furthermore, the multi-coloured surface will be broken into several strips rather than one continuous strip, which will allow clear crossing points so people can pass from one side of the bridge to the other. Further consultation will be done to ensure the stripes are inclusive and aesthetically pleasing.</p> <p>The surfacing of the amphitheatre steps will not be multi-coloured. The railings of the steps will be multi-coloured instead.</p>
Segregation on Bridge	<p>Edinburgh Access Panel and Living Streets Edinburgh both want as much segregation as possible between cyclists, pedestrians and people using the community space..</p>	<p>The bridge will be shared use rather than segregated. There is no segregated cycle path at either approach to the bridge and there is a risk that if segregation is provided than rework would have to occur if it did not tie in with potential future segregation on Lindsay Road.</p>

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Bridge Parapets	<p>Option B – was the voted the winning option from the engagement survey.</p> <p>Concerns regarding maintenance of the parapets</p>	<p>Option B chosen by the respondents of the engagement survey will be taken forward for the next stage of design.</p> <p>The existing colour scheme will be maintained.</p> <p>Different materials and surface finishes will be considered for parapet to reduce the maintenance requirements.</p>
Amphitheatre Style/Stepped Seating Community Space	<p>Support for the Amphitheatre style community space providing access bridge level to Hawthornvale Path during in person events.</p> <p>Concerns regarding the size of the amphitheatre and the impact on greenspace and need to move the sports court to accommodate it.</p> <p>Several comments have mentioned the potential use of this space as an event/performance space.</p>	<p>A smaller amphitheatre design will be progressed. This should still provide much of the benefit while avoiding the need to relocate the sports court and reduce the amount of green space covered by the structure.</p> <p>The shape/layout of the structure has been altered to accommodate this.</p>
Ramp Access	<p>Overall support ramp access linking the bridge level to Hawthornvale Path</p> <p>Concerns about how much green space would be taken up.</p> <p>Concerns with length of the ramp required to meet that it still might leave users feeling excluded/not integrated.</p>	<p>Ramp access will not be progressed. The length required to achieve a complaint gradient means it would take up significant green space and result in the removal of many trees. There is also ramp access in proximity either side of the bridge.</p> <p>Previous Committee reports, which considered ramp access in place of the bridge also found the length required was prohibitive. A project to install a ramp between Hawthornvale Path to Lindsay Road as part of the trams work was also not progressed for the same reason.</p>
Hawthornvale Path/Park Area	<p>Strong support for improved openness of under the bridge (removing one of the existing masonry supports).</p>	<p>The pier will be removed as planned to create a more open space underneath the bridge.</p> <p>Lighting will be provided under the bridge to improve visibility.</p>

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In Person Engagement Feedback	<p>Concerns that too many trees will be removed as part of the project. Suggestions that if trees are removed, could bird/bat boxes be implemented nearby to offset any negative effects on the number of animals.</p> <p>Support for the area to continue to be used as a community space.</p> <p>Adequate lighting and bin storage provisions were requested to be included in the proposals.</p> <p>It was asked if the existing parapets could be reused or repurposed.</p> <p>Concerns that the constructions work would affect the stability of nearby buildings.</p>	<p>Tree loses will be minimised. We aim to replant two trees for every one lost as part of the works.</p> <p>The bridge level and Hawthornvale Path Level provide an enhanced the size of usable community space compared to the existing area.</p> <p>Adequate lighting and bin storage provisions were requested to be included in the proposals.</p> <p>The parapets will be repurposed if possible. Ideas suggested during consultation such as a sculpture or using them as backs for seating will be investigated.</p> <p>Coordination with the engineers of the Anchorfield tenement will be carried out to ensure there are no adverse effects during construction.</p>
Other Engagement Survey Feedback	<p>Resting/seating points were the most valued followed by no pavements (all one level), however, no level changes would be less accessible for blind/partially sighted users</p> <p>Meeting space, accessibility and environmental features were considered the most desired for community integration.</p> <p>Historical markers and pride surfacing on parapets were the most popular themes.</p> <p>Benches/seating and lighting were considered the most important features below the bridge.</p> <p>Lighting under and over the bridge seen as essential.</p>	<p>Seating will be provided on and at the approaches to the bridge and well as the amphitheatre style/stepped seating community space. These areas also provide a meeting space. Additional planting and bird/bat boxes will be provided to ensure the proposals are a net gain to biodiversity.</p> <p>Pride surfacing on parapets will be maintained. Panels will be positioned intermittently on the parapets of the bridge, which could reference the bridge's history as well as information related to the LGBT+ community</p> <p>Lighting under and on the bridge will be included in the design.</p>

Appendix F. Updated Visualisations

























