

Lochend Stage 2 Concept Design Community Engagement Report

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Lochend Stage 2 Concept Design Community Engagement Report

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Introduction

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

This programme is known as the Local Development Plan - Action Programme (LDPAP) and the proposals presented through the Lochend and Albion Road projects are one element that aim to improve walking, wheeling and cycling provision for the community. A period of community engagement has taken place between the 6th of June and the 17th of July to gain feedback to inform the next stage of design for the project.

1. Proposals

This section presents the Concept Design proposals for the Moray Terrace to Lochend Butterfly Way path and the Albion Road/ Easter Road Junction and these were presented to the public during this stage of engagement. These proposals are at concept design and therefore may change in response to this engagement and factors influencing design in the following stages.

1.1 Scope

Figure 1 below shows the two areas taken into consideration for these proposals. The area in the west is the Albion Road Junction and in the east the walkway connecting the Lochend butterfly with Moray Park Terrace.



Figure 1. Project areas

1.2 Albion Road and Easter Road Junction

- Footway on the south side of Albion Road widened.
- Placemaking improvements to the north side of Albion Road with the potential to add a parklet.
- Benches and planters incorporated on the south side of Albion Road.

Figure 2 shows the concept design proposal for the Albion Road Junction with the design elements above included.



Figure 2. Albion Road Junction plan

1.3 Moray Terrace to Lochend Butterfly Way

- Addition of a raised table at the junction beside the pedestrian entrance to Sainsbury's.
- Dropped kerb and widening of entrance into the shared use path connecting to Lochend Butterfly Way.
- Widening of the shared use path to 4 metres, and the addition of a green strip either side of the path.

Figure 3 shows a plan of how this key design walking wheeling and cycling improvements could be implemented.



Figure 3. Lochend Path plan

2. Engagement methods

The Table 1 lists the different engagement methods that were used to promote the project:

Engagement Method	Details
Launch Week	The public engagement was launched on the 6 th of June, including a press release by the Council and social media posting.
Engagement Promotion	2,080 leaflets were distributed to residents and building occupiers within the project scope area.
E-mail engagement	Email notifications were issued to all stakeholders and 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.
Online Survey	163 completed surveys were received through the project online survey over the engagement period. The survey was hosted on the Council's Consultation Hub. Paper copies were available on request.

Table 1. Engagement methods

3. Engagement Activities

The following section explains the different engagement activities and the responses provided by various groups to the concept design. These activities and feedback will be used to inform the next stage of the design process.

3.1 Edinburgh Access Panel

The Edinburgh access panel was asked to provide feedback on the concept design proposal, their comments are listed below.

- Provide as much segregation as possible between cyclists and pedestrians on the shared-use path.
- Ensure any benches are suitable for people with mobility difficulties. Benches should have backs and arms similar to those in Princes Street Gardens.
- Any planters must be located where there is no risk of causing an obstruction or trip-hazard, especially to people with impaired vision.

3.2 Spokes

- Spokes would like to see the path made wider than the proposal has defined. A broader path would allow for a dividing strip of grass/plants down the middle, with cyclists and walkers having a side each. Without a delineation, this path will still have the opportunity for conflict. However, Spokes appreciate that the work would be prohibitive from a cost perspective and a wider path is better than the current situation.
- The dropped kerb is a welcome addition as cyclists either dismount or hop the kerb, making it difficult for people using their cycle as a mobility aid. This minor tweak will make a notable difference.
- The turn-in from both ends of the path is tight, and the sightlines for those exiting or entering are poor. It's unclear if the proposal would do anything to improve the viewing angles to make it easy for people to see what's around the bend.
- Spokes welcomes the raised table introduction as it will help increase the priority of pedestrians coming to and from the area. One issue drivers' can cause here is at the Lawrie Reilly end of the shared use path. Drivers sometimes park on it in front of the retail space used for the Edinburgh Tool Library. They would recommend installing a bollard to keep the pavement car-free.
- Spokes recommend installing a public bike repair stand (with pump) at the Lawrie Reilly end of the path. There's space for it, and it would fit in well in an area frequently used by cyclists, wheelchair users, pushchairs and tool borrowers alike.
- Spokes state that it's good to see these two pieces of infrastructure being considered in a single consultation. Together they help make up part of a network for getting between the north and southeast of the city. It indicates that you're planning improvements not just for a specific area in isolation but as part of a network that helps people move sustainably across the city.
- To go further, Spokes ask you to consider where cyclists using these sections may be heading to or coming from. There is a well-used railway underpass from Holyrood Park, which leads to Lower London Road. From here, cyclists can go onto Wishaw Terrace and make their way to Butterfly Way or Local Route 20 via Marionville Road. However, the Lower London Road onto London Road junction is precarious. It would benefit from narrowing or an island which prevents drivers from cutting down onto Lower London Road too quickly.
- Spokes welcome all of the changes proposed the Albion Road junction, particularly the early release for cyclists. It's not uncommon for drivers to attempt a precarious overtake as the lights turn green; the early release will be helpful.
- We support the widening of the pavements in this area. During game days, these pavements are full of football fans heading to Easter Rd Stadium, and we're sure they'll appreciate more pavement to walk on. Narrowing the road to achieve this will also help calm traffic and slow it down, creating a safer environment for all road users.
- Spokes ask that an increase to the number of disabled parking bays is considered. Perhaps one could be placed on the southern section, which is earmarked for future pavement widening and another east of the secure cycle storage.
- Any cycle parking introduced must consider the needs of non-standard cycles, e.g., for disabled cyclists or cargo bike users. Also, as this is a residential area with many tenements, we think it would be wise to introduce more than one secure cycle storage unit as demand is likely to be high.

- Lastly, benches are always welcome; there are just not enough places to sit and rest outside Edinburgh's parks. Giving people places to relax will help get people moving around actively. Perhaps planting trees at bench locations could be considered.

3.3 Living Streets Edinburgh

Living Streets Edinburgh strongly welcomes the proposals for Lochend and are pleased to see an active travel scheme with the principal design aim of improving walking and wheeling. The Lochend proposals will see a path connecting Moray Park to Butterfly Way improving active travel connections in the area. Living Streets are pleased to see the raised table and tightened junction radius at Moray Park Terrace.

3.4 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. Although not stated in this report responses will be used to inform the next stages of design. Table 2 shows the internal City of Edinburgh Council departments that were engaged at this stage.

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

Table 2. City of Edinburgh Council internal teams engaged

4. Online Survey Responses

There was a total of 163 responses to the online survey which was live from the 6th of June to the 16th of July.

4.1 All respondents

Q2 What mode of transport do you regularly use for local journeys? (select all that apply)

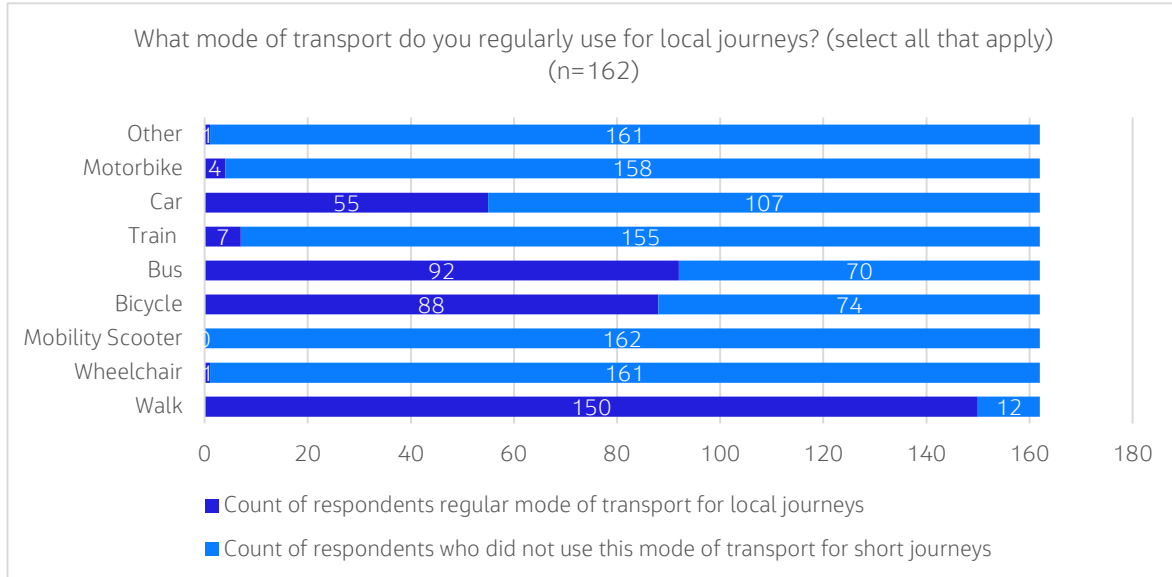


Figure 4. Respondents' usual choice of transport for local journeys

The most common form of transport used by respondents was walking at 38% this was followed by bus at 23% and bicycle at 22%. Car journeys were only represented 14% of regular journeys for respondents.

Q3 How would you rate current conditions on the path connecting Moray Park Terrace to Lochend Butterfly Way for walking, wheeling and cycling?

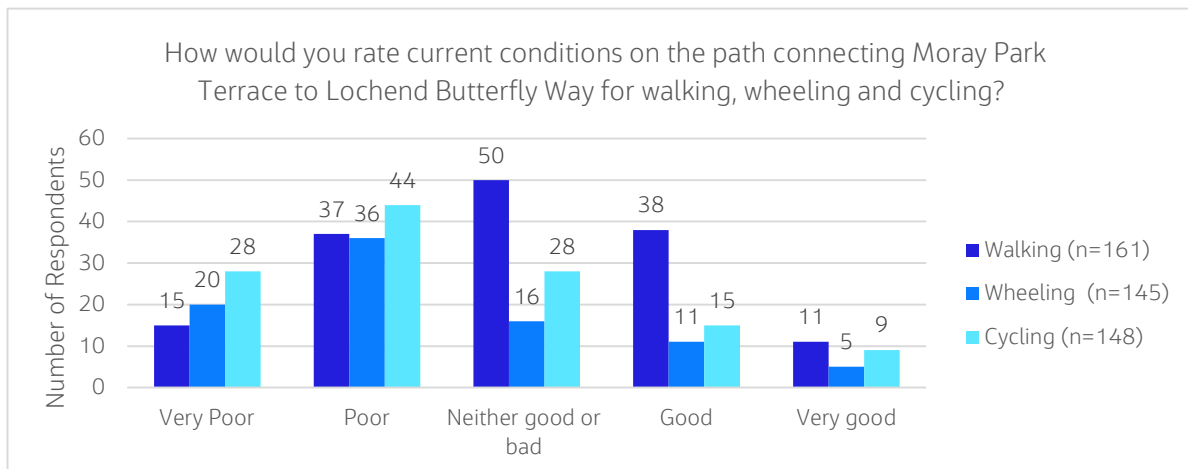


Figure 5. Respondents' views on the current conditions of the Moray Park Terrace to Lochend Butterfly Way path

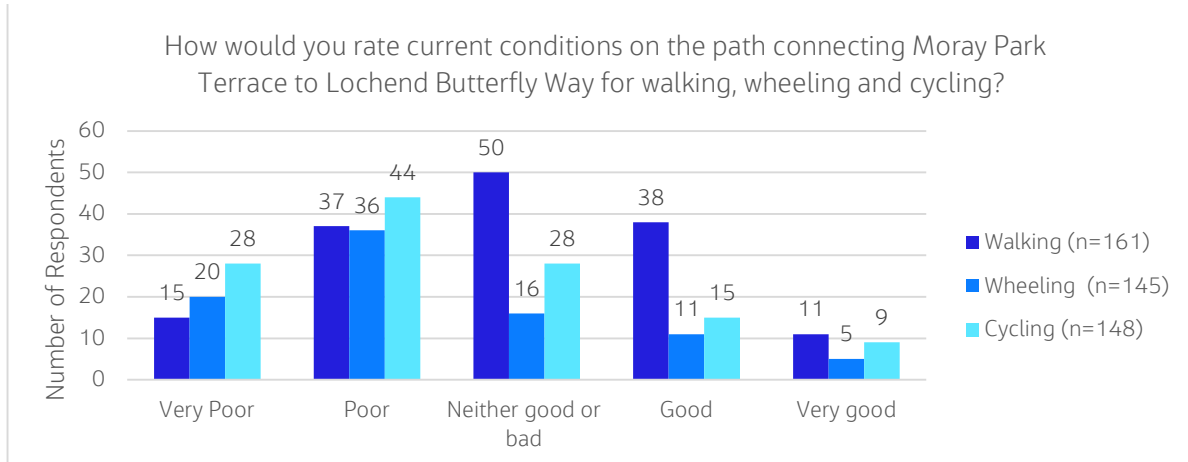


Figure 5 shows that 57.6% of respondents think the Moray Park Terrace to Lochend Butterfly Way is either poor or neither good or bad for walking. 40.9% of respondents think the pathway is poor for wheeling and 35.5% of respondents think the pathway is poor for cycling. Furthermore, when given the opportunity to comment on these opinions, the most common reason was that the path is too narrow, making up 34% of comments. The blind bend, personal security, insufficient lighting and rubbish were also significant themes that arose when commenting on the Moray Park Terrace to Lochend Butterfly Way.

Q4 How would you rate current conditions for walking and wheeling at the junction at Albion Road and Easter Road?

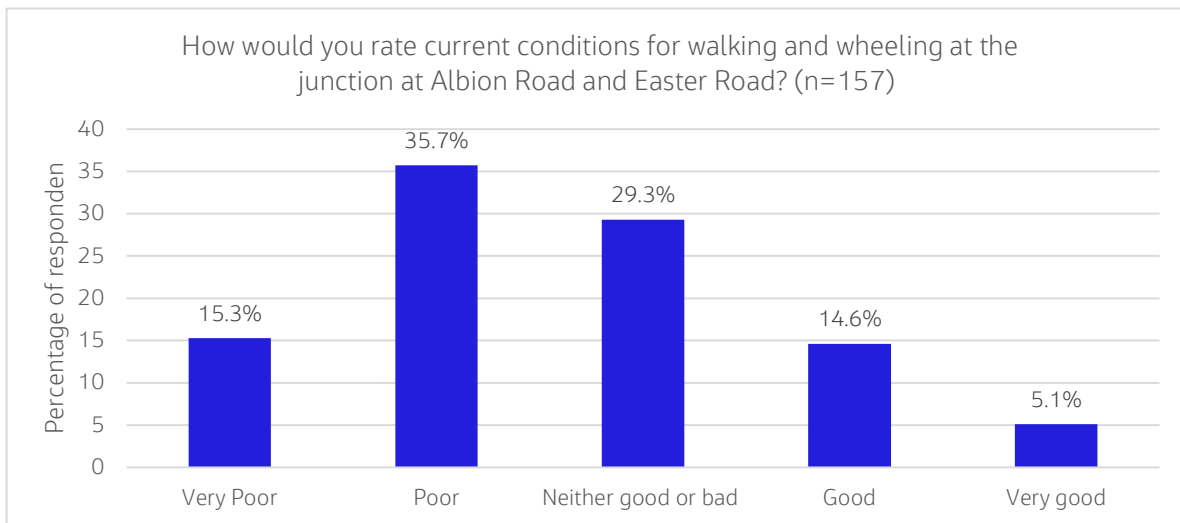


Figure 6. Respondents rating the current conditions for walking and wheeling at the Albion Road and Easter Road junction

Figure 6 shows that 51% of respondents think that the current conditions for walking and wheeling at the junction at Albion Road and Easter Road are poor. When asked to comment on the current conditions of the junction the most common was response was the narrow footpath, closely followed by insufficient protection for cyclists. 46% of the comments mentioned these issues regarding the junction. Other common themes included too much parked traffic, no cyclist priority green lights, and the uneven surface of the pavement.

Q5 Do you currently use the path connecting Moray Park Terrace to Lochend Butterfly Way?

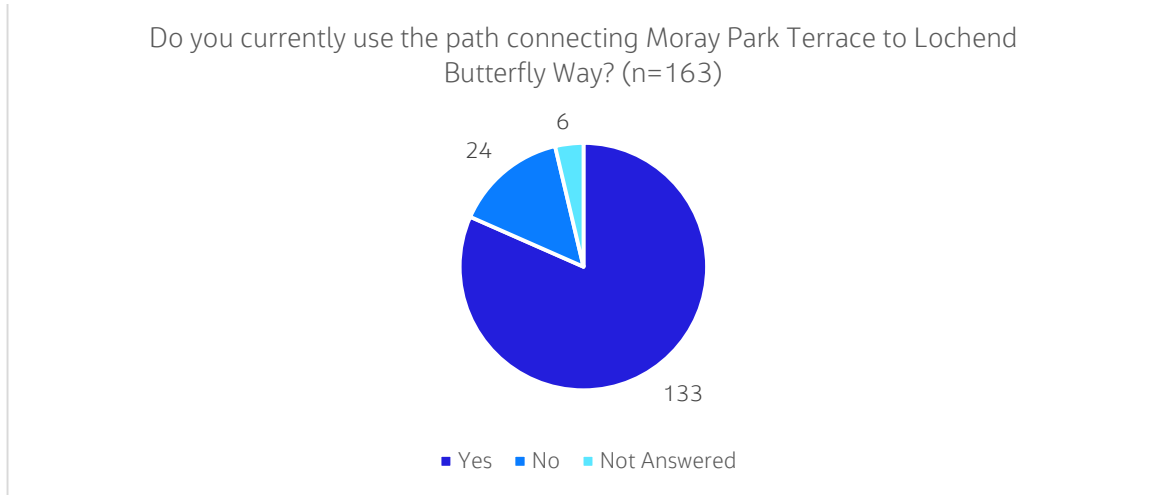


Figure 7. Respondents' current use of the path connecting Moray Park Terrace to Lochend Butterfly Way

Figure 7 shows that 82% of the respondents currently use the path connecting Moray Park Terrace to Lochend Butterfly Way. When asked what reasons cause the respondents not to use the path, 40% cited that the way is not on their route or not in their area. Alongside this 16% of the respondents who do not use the path referred to personal safety issues and the poor lighting. Furthermore, the path being too narrow and unsegregated cycling were also mentioned. Furthermore, a wheelchair user also highlighted the uneven surface discourages them to use the path.

Q8. Would the proposed designs for the path between Moray Park Terrace and the Lochend Butterfly increase your use of the path?

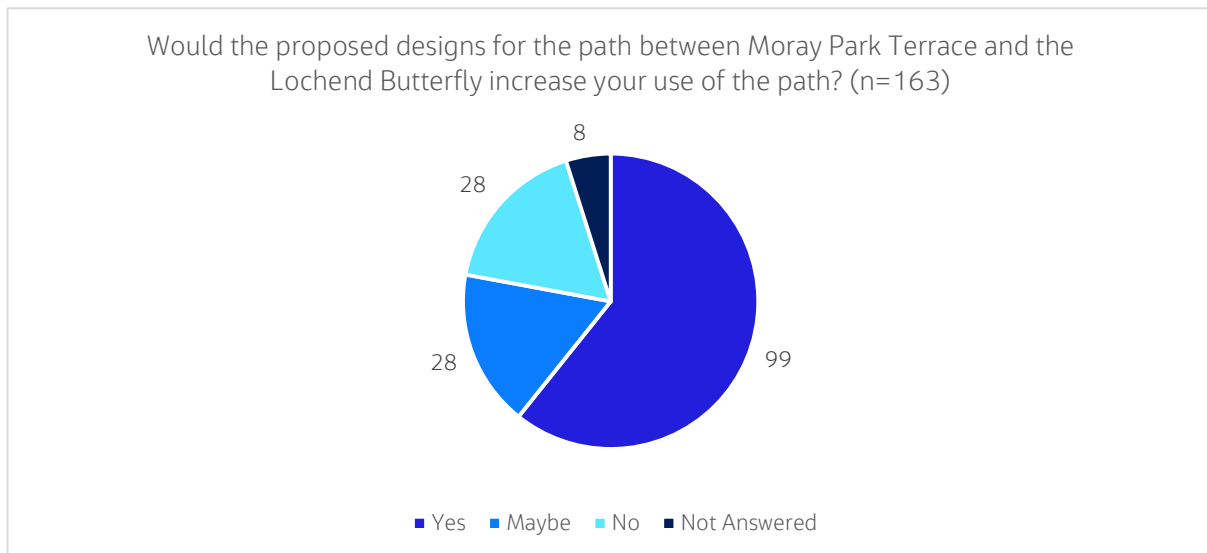


Figure 8. Would the proposal increase respondents' use of the path between Moray Park Terrace and the Lochend Butterfly Way

Figure 8 shows that 61% of the respondents said that the proposed designs for the path would increase their usage. Furthermore, 17% of the respondents agreed that the proposal may increase their usage of the path.

Q9 What type of features would you like to see in the proposed pocket park?

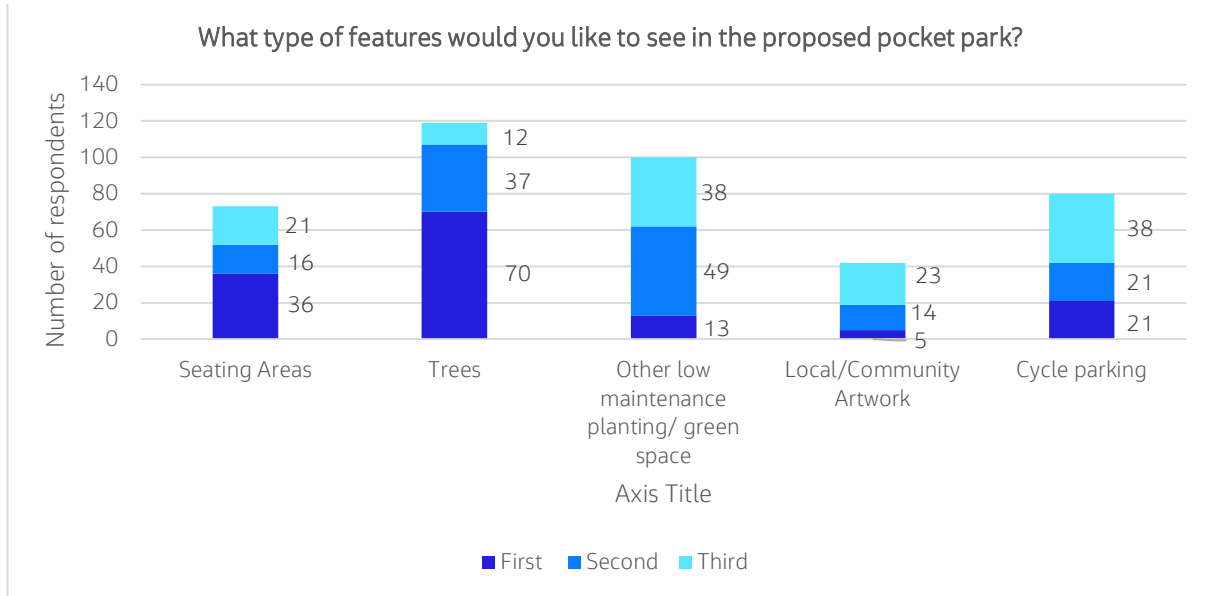


Figure 9. Respondents' views on what they would like to see in the proposed pocket park

Figure 9 shows that most people (70) placed trees as their preferred feature in the proposed pocket park. The most common second choice was other low maintenance planting/green space which received 49 of the second votes. When asked what other features respondents would like to see better signage, lighting improvements, wildflowers, UK tree species, better surfacing and a bird/bat nest were all mentioned. Furthermore, respondents raised concerns regarding there being too much rubbish on the path and better maintenance would be required. There were further concerns regarding the benches encouraging antisocial behaviour.

Q 10 Do you think that greening of the path by providing more planting and improved fencing will improve the quality of the route?

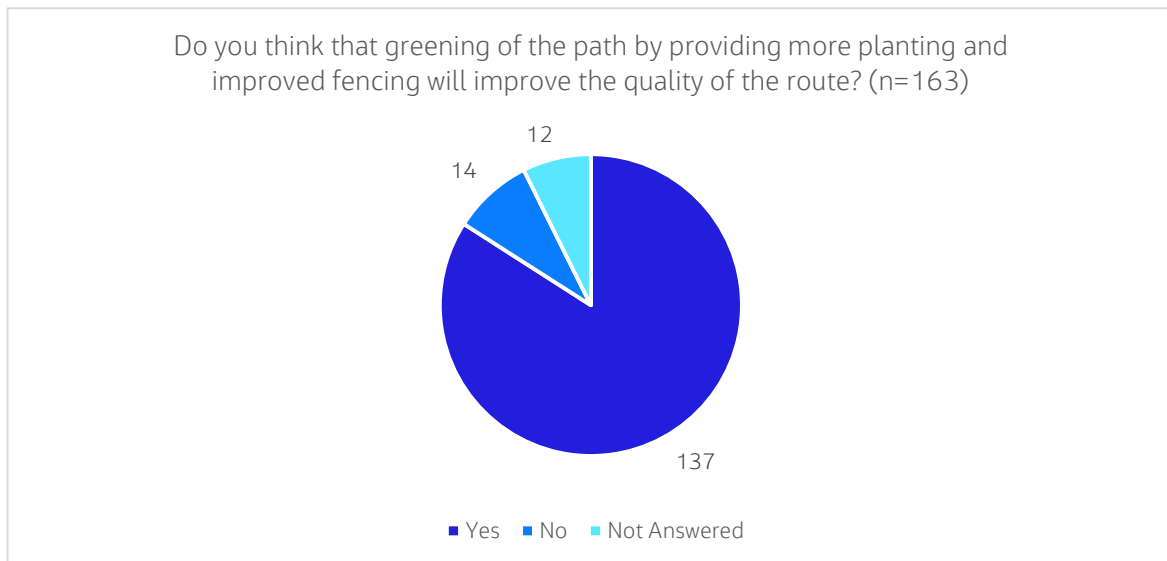


Figure 10. Respondents view on the greening of the Lochend way path

Figure 10 shows that 84% of respondents agreed that the greening of the path by providing more planting and improved fencing will improve the quality of the route.

Q 11 To what extent do you agree with the proposal to develop a pocket park on Moray Park Terrace?

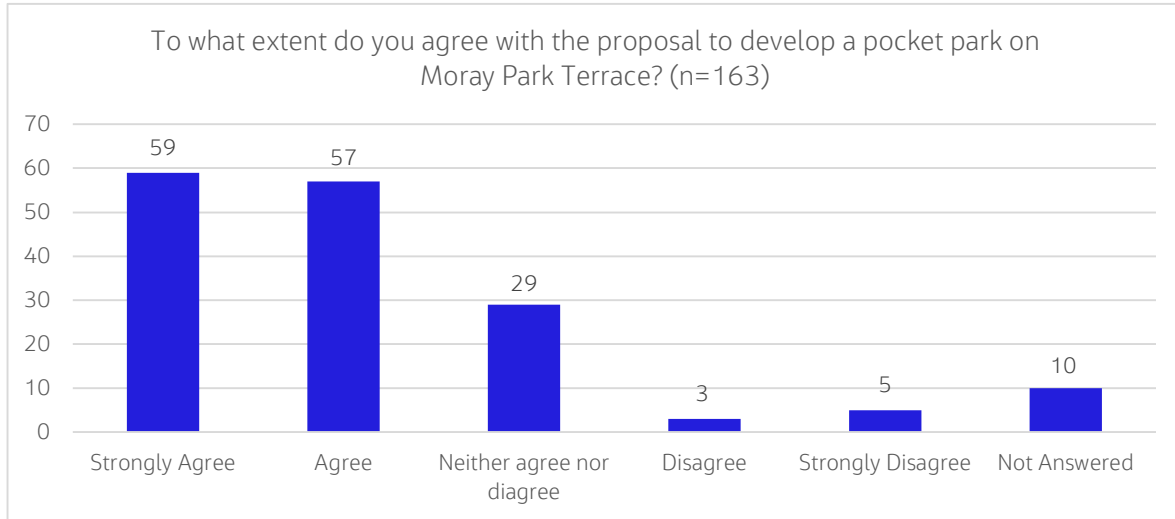


Figure 11. Respondents' views on the pocket park on Moray Park Terrace

As shown in **Figure 11**, 71% of respondents agree with the proposal to develop a pocket park on Moray Park Terrace

Q12 We'd like to hear if you have any other thoughts on our proposals. Do you have any suggestions on how these proposals for the path and Moray Park Terrace could be improved?

When asked to comment on through for how the path could be improved, better maintenance was a common theme, having been mentioned in 14% of the comments due to concerns over rubbish accumulating in the area. 15% of the comments mentioned using the disused railway as a future development for an active travel corridor and considering this in the current design of the path. Many comments reiterated their approval of what has been proposed such as widening the path (12.5% of comments mention) and better lighting (8% of comments mention). There was also considerable demand for segregated cycle lanes with 6% of comments mentioning the idea and Spokes suggesting the widening of the path with greenery down the centre to segregate cyclists and pedestrians. Spokes shares a similar concern with other respondents that the blind bend remain an issue within the proposal. Moreover, there is a repeated antisocial concern regarding benches and the pocket park.

Q13 Do you agree that the proposed changes will improve conditions for pedestrians at the Albion Road/ Easter Road junction?

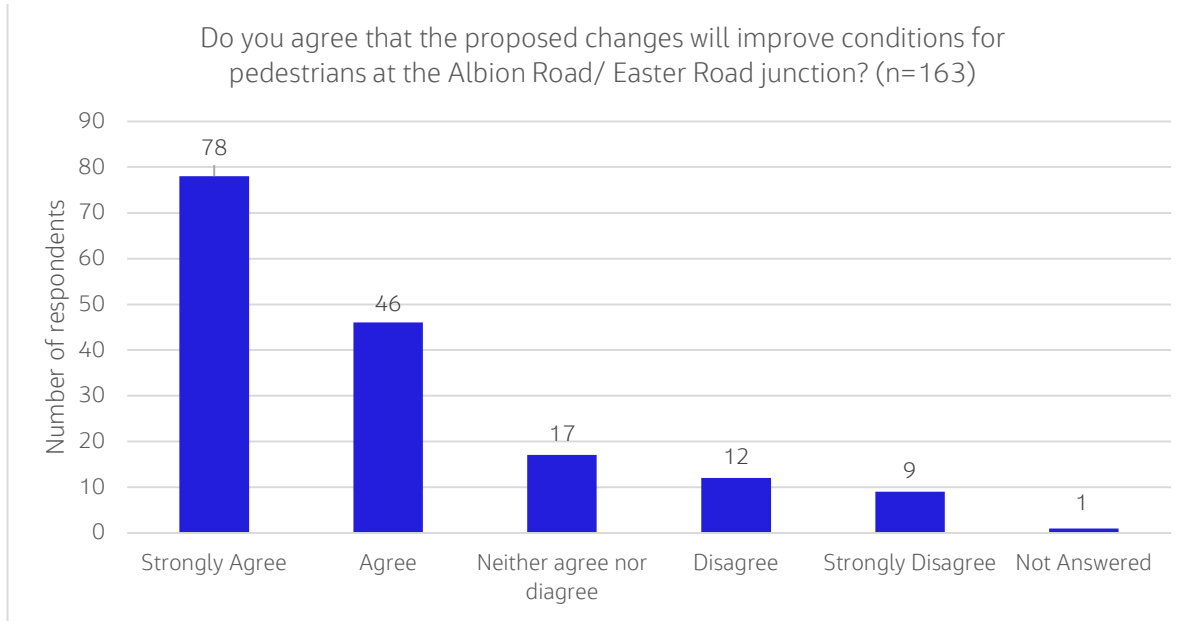


Figure 12. Respondents' views on the proposed changes improving conditions for pedestrians at the Albion Road/ Easter Road junction

Figure 12 shows that 76% of respondents agree or strongly agree that the proposed changes will improve conditions for pedestrians at the Albion Road/ Easter Road junction. Just 13% of respondents disagree or strongly disagree that the proposed changes will improve conditions for pedestrians.

Q 14 To what extent do you support/ oppose the inclusion of a pocket park on Albion Road?

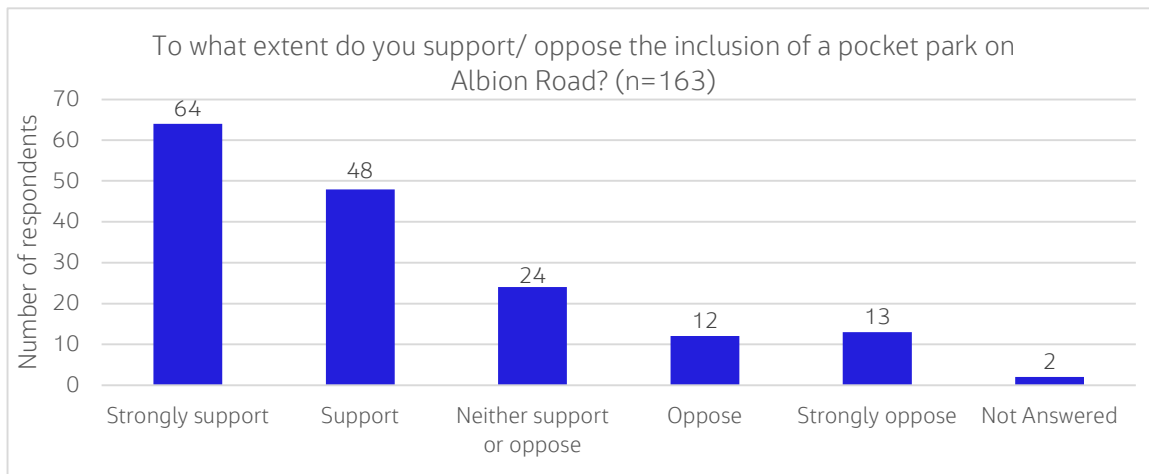


Figure 13. Respondents' views on the inclusion of a pocket park on Albion Road

Figure 13 shows that 69% of respondents strongly support or support the inclusion of a pocket park on Albion Road. When asked to justify this decision many cited that greenery would be a welcomed change in the area and improve air quality. On the other hand, residents who live on Albion Road voiced their concern that the trees would block their flats' views on Arthurs Seat. Some respondents raised concerns over the pocket park taking up valuable pedestrian space, encouraging anti-social behaviour, opposition to moving waste facilities from the current location and the location of the park being inappropriate given its proximity to major roads. The removal of parking on the junction also was a common concern among those who oppose the proposal. More generally, there was a common consensus that maintenance, such as picking up litter, is crucial to this area. Furthermore, 6 respondents mentioned that secure cycle storage would be a welcomed change.

Q15 What would you like to see incorporated in the proposed pocket park on Albion Road?



Figure 14. Respondents' views on what should be incorporated in the proposed pocket park on Albion Road

Figure 14 shows that trees were overwhelmingly the first choice when respondents were asked to rank what they would like to see incorporated in the pocket park. Low maintenance planting/green space was ranked highly as a secondary measure. When asked what else the respondents would like to see incorporated into the pocket park, more bins, more greenery, and the planting of UK tree species were all mentioned. Respondents also raised concerns about the reduction in parking in the area and 4 respondents highlighted that the trees would reduce visibility and block the view from the flats on Albion Road. Furthermore, a recurring theme was that the benches could encourage anti-social behaviour. The City of Edinburgh Council has also advised considering SUDS planting in build outs.

Q16 We'd like to hear if you have any other thoughts on our proposals. Do you have any suggestions on how these proposals could be improved?

When given the opportunity to comment on the proposals the major causes of concern were that the proposals are not sufficient for cycle safety, making up 11% of comments, and the reduction in car parking on Albion Road/ Easter Road, also making up 11% of comments. More bike parking is a welcomed change for many of the respondents, as long as it is secure given the high bike theft rates in the area. Furthermore, 4 comments mentioned the importance of traffic enforcement to prevent cars parking on crucial junctions and the importance of traffic calming measures to ensure pedestrian and cyclist safety. Respondents also call for more bins with one respondent specifying the bins should be on the pavement to leave space for vehicles. The increase in greenery is also a welcomed change however, comments repeat that taller trees will obstruct the views from the flats on Albion Road. Other ideas for the proposal are bird boxes, planted trees rather than planters, an ULEZ, cycle priority lights, and disabled parking spots.

Spokes supports the proposal and welcomes the early release traffic lights and introduction of trees. Living Streets Edinburgh also supports the proposal and welcomes measures for traffic calming such as raised tables and junctions, red light cameras, and the timing of traffic light sequences to prioritise pedestrians.

Appendix A. Promotional Leaflet



LOCHEND AND ALBION ROAD IMPROVEMENTS

HAVE YOUR SAY...

The City of Edinburgh Council has developed a set of design proposals for the Easter Road/ Albion Road Junction and local path improvements to the connection from Moray Park Terrace to Lochend Butterfly Way. The Key Changes proposed for the two areas are listed below.

Lochend Butterfly to Moray Park Terrace

- Addition of a raised table at the junction beside the pedestrian entrance to Sainsbury's
- Dropped kerb and widening of entrance into the shared use path connecting to Lochend Butterfly Way.
- Widening of the shared use path to 4 metres, and the addition of a green strip either side of the path.

Albion Road, Easter Road Junction

- Footway on the south side of Albion Road widened
- Placemaking improvements to the north side of Albion Road with the potential to add a parklet
- Benches and planters incorporated on the south side of Albion road

We are looking for feedback on these proposals, and the engagement will run until XXth July with details on how to respond below:

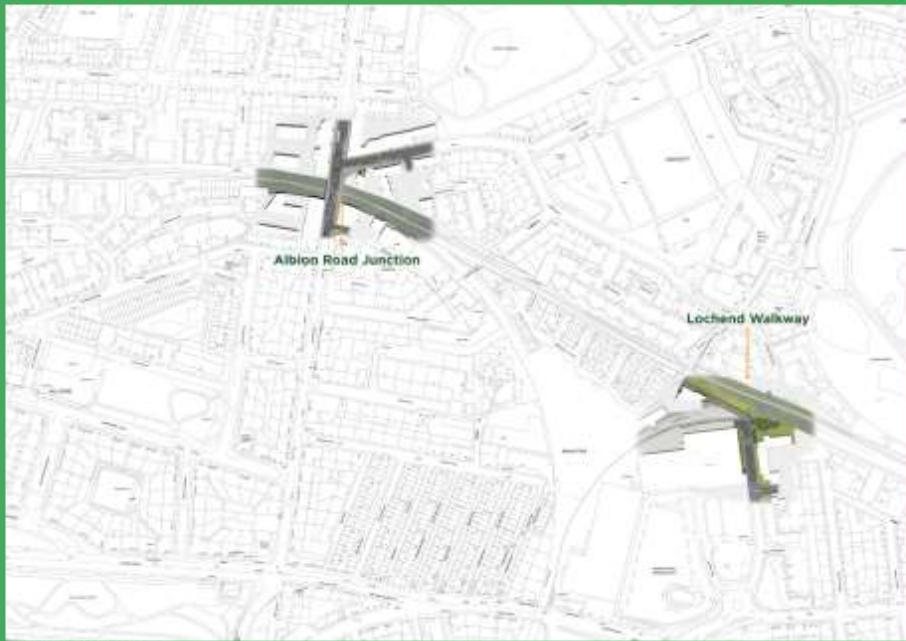
Please see our designs and complete our survey on the City of Edinburgh Council consultation hub.

<https://consultationhub.edinburgh.gov.uk/sfc/lochend-easterroad>

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

Project team contact details:
consultationedinburgh@jacobs.com

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



Overview Map



Artist impression of proposed improvements to the path connection between the Lochend Butterfly and Moray Park Terrace

Appendix B. Survey

1: Are you completing this survey on behalf of an organisation?

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

Walk
Wheelchair
Mobility scooter
Bicycle
Bus
Train
Car
Motorbike

3. How would you rate current conditions on the path connecting Moray Park Terrace to Lochend Butterfly Way for walking, wheeling and cycling? – Walking, Wheeling (mobility scooters, scooters, wheelchair)

very good
good
neither good or bad
poor
very poor
N/A

4a. How would you rate current conditions on the path connecting Moray Park Terrace to Lochend Butterfly Way for walking, wheeling and cycling? – Cycling

very good
good
neither good or bad
poor
very poor
N/A

4b. How would you rate current conditions for walking and wheeling at the junction at Albion Road and Easter Road? – Walking

very good
good
neither good or bad
poor
very poor
N/A

5. Do you currently use the path connecting Moray Park Terrace to Lochend Butterfly Way?

Yes
No

6.If you do not use the path, what are your reasons?

8. Would the proposed designs for the path between Moray Park Terrace and the Lochend Butterfly increase your use of the path?

Yes
No
Maybe

9. What type of features would you like to see in the proposed pocket park? (Please rank your top 3)

Trees
Other low maintenance planting/ green space
Seating areas
Community garden
Local/ community artwork
Play spaces

10. Do you think that greening of the path by providing more planting and improved fencing with improve the quality of the route?

11. To what extent do you agree with the proposal to develop a pocket park on Moray Park Terrace?

Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree

12. We'd like to hear if you have any other thoughts on our proposals. Do you have any suggestions on how these proposals for the path and Moray Park Terrace could be improved? Please tell us in the box below.

Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree

13. Do you agree that the proposed changes will improve conditions for pedestrians at the Albion Road/ Easter Road junction?

Strongly agree
Agree
Neither agree nor disagree
Disagree
Strongly disagree

14. To what extent do you support/ oppose the inclusion of a pocket park on Albion Road?

Strongly support
Support
Neither support or oppose
Oppose
Strongly oppose

15. What would you like to see incorporated in the proposed pocket park on Albion Road? (Please rank your top 3)

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

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