

Leith Connections

Stage 2 – Engagement  
Report

Low Traffic Neighbourhood

City of Edinburgh Council

August 2021

## Quality information

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# 1. Introduction

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

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

This report summarises the Stage 2 engagement for the proposed Low Traffic Neighbourhood (LTN) in Leith that were undertaken during the second engagement stage of the project which ran from 4<sup>th</sup> June – 11<sup>th</sup> July 2021. This stage of engagement was aimed at gathering feedback from residents around the proposed concept designs for the LTN.

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

## 1.1 Project Objectives

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

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

## 2. Proposals

This section discusses the proposed Concept Designs for the Leith Low Traffic Neighbourhood that have been presented to the public. All proposed interventions are not final and are subject to change following this stage of engagement.

### 2.1 Scope

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



Figure 2:1: Scope of the Leith LTN

### 2.2 Concept Design Proposals

The map below shows an overview of the proposed LTN measures which will tackle the issues that have been highlighted from traffic data, known concerns and the recent community engagement in the project area.



Figure 2:2: Overview of Proposals



The proposals are closely linked with the above active travel route between the Foot of the Walk and Ocean Terminal. We received positive public feedback on these designs in February/ March this year – a separate summary report is available on the Edinburgh Council Consultation Hub with details and results of this.

Some aspects of the cycle route proposals are vital for the creation of the proposed LTN such as vehicle movement restrictions at Shore, Sandport Bridge, Coburg Street, Yardheads and Parliament Street. Since they form part of the permanent route, they are to be taken forward under permanent traffic regulation orders (TRO), rather than the trial experimental traffic regulation order (ETRO) as with other measures to form the LTN. If, following public consultations later in the year, they are approved then the TRO for these changes would be implemented at the same time as the other trial measures.

The following sub-sections of this chapter will provide a more detailed review of each proposed intervention as part of the LTN.

### 2.2.1 Yardheads

It is proposed to restrict access into Yardheads for motor vehicles at the junction of Henderson Street. Local access to Yardheads will be maintained via Cables Wynd.

Through traffic will be unable to use Yardheads, this will also reduce traffic speeds and enable the future active travel route proposals on Henderson Street.



Figure 2.3: Placemaking - Yardheads

### 2.2.2 Parliament Street

It is proposed to restrict access into Parliament Street for motor vehicles at the junction of Henderson Street. Local access to Parliament Street will be maintained via Cables Wynd and Sheriff Brae.

Restricting access on Parliament Street will prevent through traffic, reduce traffic speeds and enable and enhance the future active travel route proposals on Henderson Street.



### 2.2.3 Sandport Place Bridge

It is proposed to create a traffic free bridge across Water of Leith by restricting motor vehicle access over Sandport Place Bridge. The bridge will become a new public space connecting to the Water of Leith path.

A visualisation of how this area could look on initial implementation is shown in Figure 2:4.

Feedback from the previous engagement highlighted the high volumes of traffic and need to improve walking and cycle connections around the Shore and Water of Leith. The proposed restrictions will reduce levels of through traffic in the area travelling east-west via Tolbooth Wynd/ Queen Charlotte Street; and north-south via Henderson Street.



**Figure 2:4: Placemaking - Sandport Place Bridge**

### 2.2.4 The Shore

It is proposed to restrict the Shore, north of Shore Place, to bus access and servicing of businesses only. Removing through traffic on the Shore will create a safer environment for local people to travel through and spend time in what is an important local centre for the community and businesses.

The Shore was highlighted as the area with highest number of suggestions for improving conditions for people walking and cycling, as well as concerns raised over volume of traffic. Restricting access to buses only and business servicing will enable this. No changes to access at Shore Place is proposed.

Coupled with the improvements at Burgess Street it is proposed to create a new area of public space on the Shore.

### 2.2.5 Burgess Street

Access is proposed to be restricted on Burgess Street at the junction from the Shore to allow the creation of new public space on the Shore. By removing through traffic, a new space can be created for the local community and businesses to use in the street.

Figure 2:5 shows an idea of how this could look during the trial phase.



**Figure 2:5: Placemaking - Burgess Street**

### 2.2.6 Coburg Street

It is proposed to restrict access to Coburg Street at the junction of North Junction Street / Ferry Road. Local access will be maintained from Sandport Place/ Dock Street to the north-east.

Coburg Street was highlighted as a street with high volumes and speeds of through traffic. Coburg Street is an important connection to the Water of Leith and onward traffic-free walking and cycling routes.

### 2.2.7 Tolbooth Wynd

It is proposed to remove motor vehicle access to Water Street from Tolbooth Wynd. Local access into Tolbooth Wynd will be maintained from Henderson Street and the street will become two way with a turning point at the eastern end.

Tolbooth Wynd is an important local route connection for people walking and on cycles from Leith Links to the Water of Leith. Feedback from the previous engagement has highlighted the need to improve this connection.

By removing through traffic and allowing cycling in both directions on Tolbooth Wynd, it will create an important cycle connection in the area.

To accommodate the above, the majority of on-street car parking is required to be removed on Tolbooth Wynd and consideration will be given to parking on Queen Charlotte Street as part of this design. There are off-street car parks in the area and disabled bays will be retained.



### 2.2.8 Wellington Place

We propose to remove through traffic on Academy Street and Wellington Place on the western side of Leith Primary School by removing the ability of motor vehicles to travel between Wellington Place and John's Place.

This will remove through motor vehicle movements on the western side of Leith Primary School where the width of Wellington Place can make crossing difficult. This will also improve pedestrian conditions between Constitution Street (including the new Foot of the Walk tram stop) and Leith Links.

Access to Laurie Street via Duke Street and Academy Street will be unaffected.

### 2.2.9 John's Place

We propose to close the eastern arm of this junction to provide an opportunity to create new public space on the edge of Leith Links. Motor vehicle speeds should also be influenced by the change in junction size on entry/ exit of the junction.

A visualisation of how this could look is shown in Figure 2:6.



Figure 2:6: Placemaking - John's Place

### 2.2.10 Salamander Place

Links Gardens has been closed to motor vehicles since May 2020 as part of the Spaces for People programme.

Should the road reopen (subject to upcoming council committee decision), we would propose a no access westbound restriction from Links Gardens/ Salamander Place into Links Place to reduce through traffic on Links Place.

## 2.3 Traffic Operations

The aim of the LTN is to reduce through traffic on residential streets in the project area whilst maintaining local access. Some routes and access points using motor vehicles on certain streets will change; however, all streets are still accessible for local residents, deliveries, loading and emergency services.

Route options for general traffic in the area are highlighted in Figure 2:7 as well as local access points to streets with where restrictions are proposed.

## 2.4 Leith Links

From our first round of public engagement on the LTN (and also feedback to the temporary Spaces for People closure to motor vehicle traffic of Links Gardens since May 2020) we are aware that the volumes of traffic in the Leith Links area is a concern, particularly given the presence of the primary schools here. This is something that we want to address through the LTN.

In working closely with the Trams to Newhaven team it is also apparent that between summer 2021 and summer 2022 the traffic disruption at the Foot of the Walk, due to traffic management associated with construction in this area could cause severe issues for the road network if Links Gardens and/ or John's Place were closed to through traffic.

In particular, during the Foot of the Walk construction period there may be impact on bus services throughout the area. Given this we are not initially planning trial closures to motor vehicles on these two streets as part of the LTN layout, subject to consideration by Council committee of the Links Garden motor traffic closure.

We will be closely monitoring traffic levels on these streets and keeping them under consideration for potential changes, either at a later stage in the trial, or as part of the final permanent low traffic neighbourhood.

We are proposing changes at Wellington Place and John's Place to remove through traffic from Academy Street and Wellington Place and should Links Gardens re-open we would propose to restrict access to Links Place westbound to reduce the amount of traffic which might affect the schools and Quiet Route 10 across the north of the Links.

We will be undertaking engagement with parent councils and schools to understand if other measures can be put in to mitigate impacts and further improve conditions.

## 2.5 Monitoring

A monitoring programme will be undertaken during the trial and this will be used to assess the effectiveness of the measures and inform any consideration of any alterations to the layout during the trial and any subsequent permanent TRO which may result.

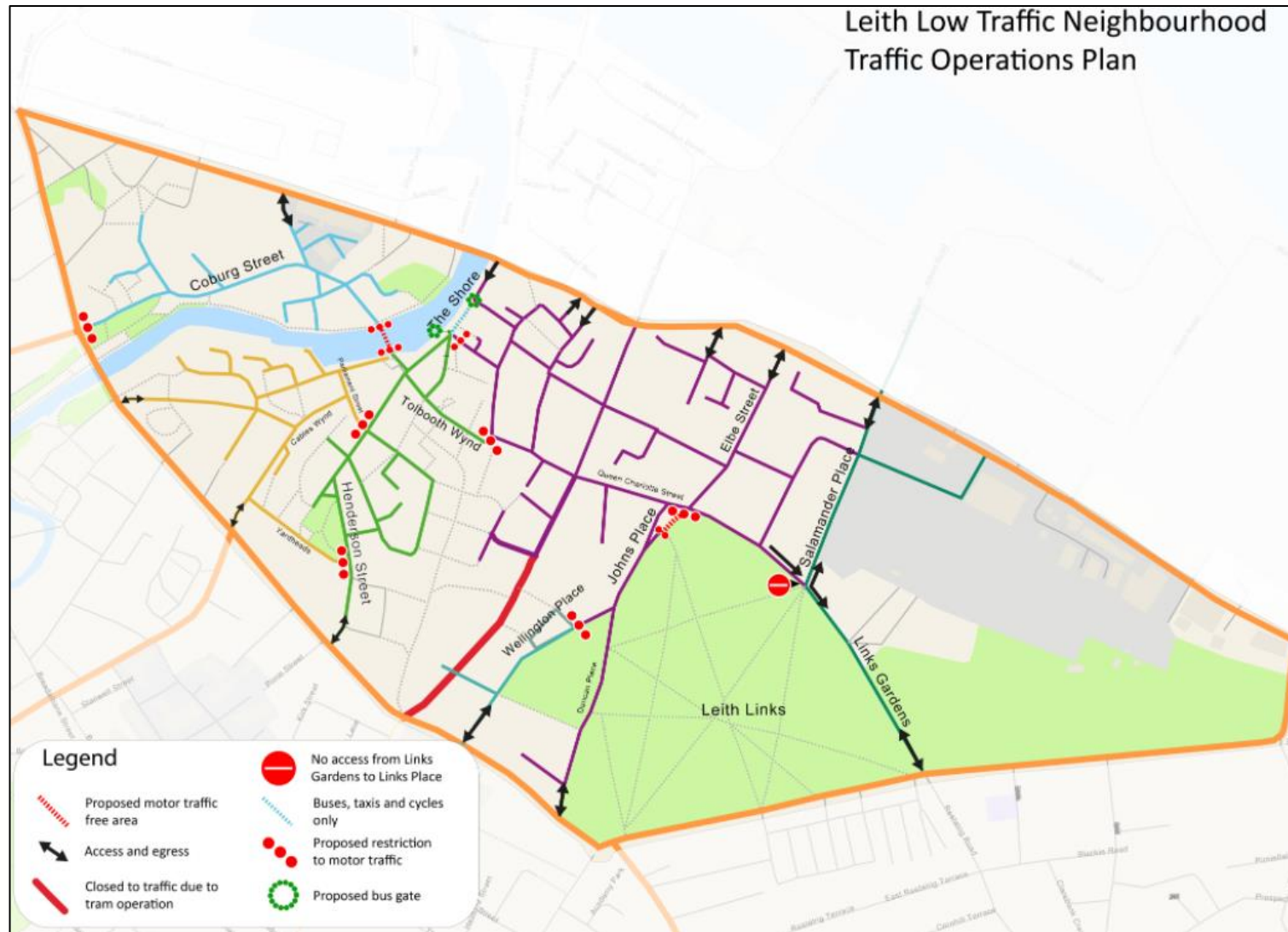


Figure 2:7: Traffic Operations Plan

### 3. Engagement Methods

The following forms of engagement have been used in Stage 2:

Launch week	✓	The public <b>launch of the second stage of engagement was on the 4<sup>th</sup> June</b> . This included a press release by the Council and social media posting. Further general targeted social media posting and advertising was undertaken during the engagement period.
Engagement promotion*	✓	Over <b>6,000 leaflets</b> were distributed to residents and building occupiers within the project scope area. Leith Links Community Council requested and then distributed further copies of leaflets outside, understood to be mainly in the area to the south of East Hermitage Place – Gladstone Place.
E-mail engagement	✓	<b>Email notifications</b> 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.
Community Reference Group meetings	✓	A <b>Community Reference Group meeting</b> was held on the 16 <sup>th</sup> June to raise awareness of the proposed Concept Designs and gather initial feedback.
Business ‘drop-in’	✓	<b>Additional leafleting</b> with a focus on businesses was carried out by the project team on 11 <sup>th</sup> June to further engage with businesses in the area.
Online survey	✓	A total of <b>846 completed surveys</b> were received through the project online survey over the engagement period.  The survey was hosted on the Council’s Consultation Hub. Paper copies were also made available on request.
Online co-design workshops	✓	A total of <b>3 online co-design workshops</b> were held with the public so that the design team were able to closely explore design details in greater depth with the community. The workshops were set up via Eventbrite and advertised on the Council’s Consultation Hub and hosted on Microsoft Teams.
Access Panel	✓	A total of <b>2 meetings</b> were arranged with the Access Panel on the 3 <sup>rd</sup> of June and 1 <sup>st</sup> of July.
Emergency Services	✓	The project team liaised with a representative from Police Scotland and Scottish Fire and Rescue Service regarding the Concept Design proposals.

*\* A copy of the leaflet can be found in Appendix A. Note that the project deadline was extended until the 11<sup>th</sup> of July which was decided post leafleting and email and social media updates were used to notify this extension*



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

## 4. Engagement Activities

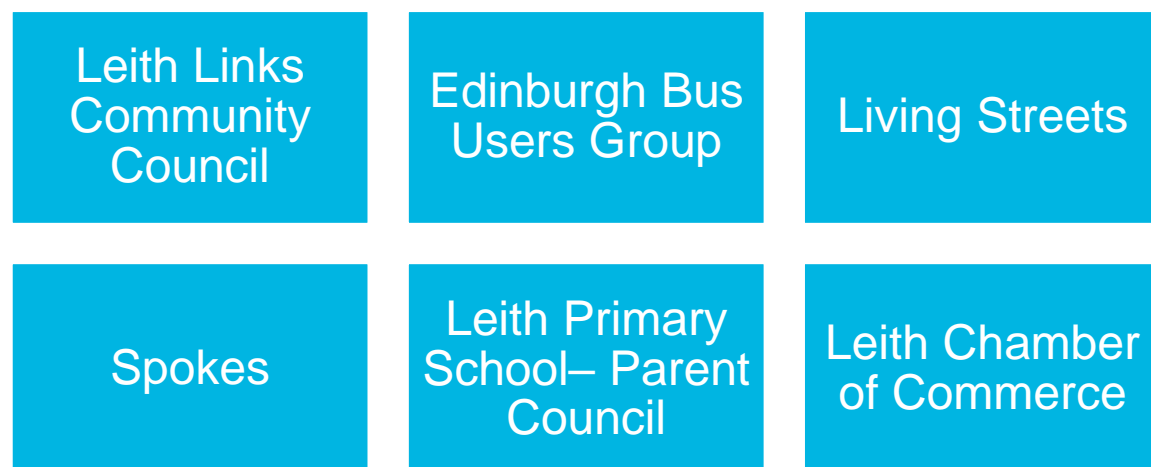
This section gathers and summarises all feedback from the engagement period with the Community Reference Group, Online Public Co-Design Workshops and any other organisation feedback and individual comments that have been received in response. This does not capture the online survey feedback as this will be analysed separately in **Section 5**.

### 4.1 Community Reference Group

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

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

The third CRG meeting was held on the 16<sup>th</sup> June from 7pm-8.30pm via a Microsoft Teams meeting. The purpose of this meeting was to present the proposed LTN Concept Designs and gather feedback on them from the group. The organisations/groups that attended this meeting are shown in the image below.



### 4.2 Online Public Co-Design Workshops

Three co-design workshops were held with the public so that the design team were able to closely explore design details in greater depth with the community. The workshops were set up via Eventbrite and advertised on the Council's Consultation Hub and hosted on Microsoft Teams. The workshops were held on the 23<sup>rd</sup> June, 1<sup>st</sup> July and 6<sup>th</sup> July between 6.30pm – 8pm. Spaces were limited to 50 people per workshop so that they were able to function well. 5 members of the project team (City of Edinburgh Council, AECOM and Sustrans) facilitated each workshop. A participant information pack was sent out prior to each meeting along with call-in details to everyone that registered interest in the events.

During each workshop, participants were run through a presentation which outlined the background to the project along with information gathered to date from traffic data and the

previous engagement stage earlier in the year. Participants were then divided into smaller groups and put into breakout rooms which was facilitated by at least one of the project team. During this time, the Concept Designs were discussed in more detail and participants were able to provide comment and ask questions. All sessions were recorded.

Summary notes for each workshop can be found in Appendix B.

## 4.3 Organisation One-to-ones

### 4.3.1 Access Panel

A member of the project team attended and presented to the Edinburgh Access Panel on the 3<sup>rd</sup> of June and 1<sup>st</sup> of July. Key points from these meetings have been summarised below:

- Engagement feedback/consideration should be focused on local residents
- Segregation of cycle way important in temporary situation
- Bollards on coloured backgrounds would cause issues for visually impaired
- Coloured carriageway/ footway would cause issues for visually impaired and people with dementia
- Blue badge parking should be maintained by any measures introduced
- Sandport Place visualisation shows existing double yellow line on southern side, Spaces for People project has committed to remove these in some areas but hasn't been done, should be considered for this scheme even in temporary situation
- Planters on Sandport Place Bridge placement and type would need to be considered carefully to allow for visually impaired needs

### 4.3.2 Leith Links Community Council

A member of the project team attended and presented at the Community Council meeting on the 28<sup>th</sup> of June. A summary and recommendations written by the LLCC was sent to the project team. The main points of feedback received were:

- The LLCC would like to see improvements to the local area to address issues of traffic congestion and the overall quality of the roads, pavements and the local environment.
- There are concerns that the scheme will divert traffic around the periphery of the LTN. The proposals should address the volumes of traffic at the periphery of the proposed LTN.
- The proposals could result in increased congestion and pollution.
- There are concerns regarding the validity of the traffic data used to back up and make the case for the LTN.
- It is not clear how the current proposals address the concerns raised by the public and could make matters worse.
- Timing is inappropriate and should be delayed until the Tram project is completed in 2023.
- The quality of the engagement was not effective. There was a failure to leaflet as widely as the Feb/March phase of engagement, and the leaflets themselves were of lesser quality.
- There was a misrepresentation of the engagement events and a lack of transparency and best practice.

### 4.3.3 Emergency Services

The project team liaised with a representative from Police Scotland and Scottish Fire and Rescue Service regarding the Concept Design proposals. Key points from these meetings have been summarised below:

- No concerns generally about most of the measures proposed, access to any streets that are proposed to be closed off would still be accessible from another street where necessary and as long as they knew in advance, it shouldn't be an issue
- In particular worth noting no concern with Sandport Bridge, apart from query about whether it would have bollards (so how easy compliance/ enforcement would be). It was explained that there will be a temporary then permanent layout both done in a way to make clear access not possible/ make impossible
- Fire Service noted some ongoing issues with double/ bad parking restricting access by appliances, including a specific recent incident during a callout. They noted that if there was any opportunity, would we be able to re-paint/ add double yellow lines in specific areas
- Also noted forthcoming CPZ plans would make changes to parking and enforcement
- Police expressed some concern about Links Gardens and traffic in the area. Noted that proposal was to reopen initially during Trams construction and Police expressed concern that even with our proposed prohibition to westbound traffic to Links Place, there may still be issues. He suggested highlighting to community police officer to get their further feedback

## 4.4 Organisation Responses

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

- Concerns that the circulation of flyers and other public communication excluded areas adjacent to the project boundary.
- Timing is inappropriate and should be delayed until the Tram project is completed in 2023.
- Concerns about displacement of traffic, difficulties for deliveries and access for emergency vehicles and taxis at location of motor traffic restrictions
- Any street furniture must be sensitive to the conservation area and its heritage. Cobbled setts should be retained and restored.
- If Sandport Bridge is closed, then Tolbooth Wynd should stay open so a through route is still available
- No artwork. Barriers and seating should be well planned using appropriate materials.

## 4.5 Individual Responses

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

- The cycle lanes should be extended the length of Great Junction Street, running north to North Junction Street.

- The surrounding landscape should be open, approachable and a safe destination.
- There are concerns that the emergency vehicles would have difficulty in accessing all the buildings in the LTN,
- The extent of street closures and restrictive adaptations proposed will certainly lead to highly problematic congestion, pollution, confusion and serious safety issues that do not appear to have been fully recognised or practically addressed.
- Concerns that unfamiliar drivers arriving at the impassable point at Sandport Bridge will have to reverse or attempt to negotiate a multi-point turn to retrace their route back down Henderson Street, which creates safety issues.
- A turning circle at the south end of The Shore should be considered.
- Henderson Street will likely become a more polluted and unpleasant environment due to confused traffic and rogue parking.
- The lack of parking spaces and road closures are likely to have negative impacts on businesses, leisure, and tourism in the area.
- Consider installing EV charging points.

## 5. Online Survey Responses

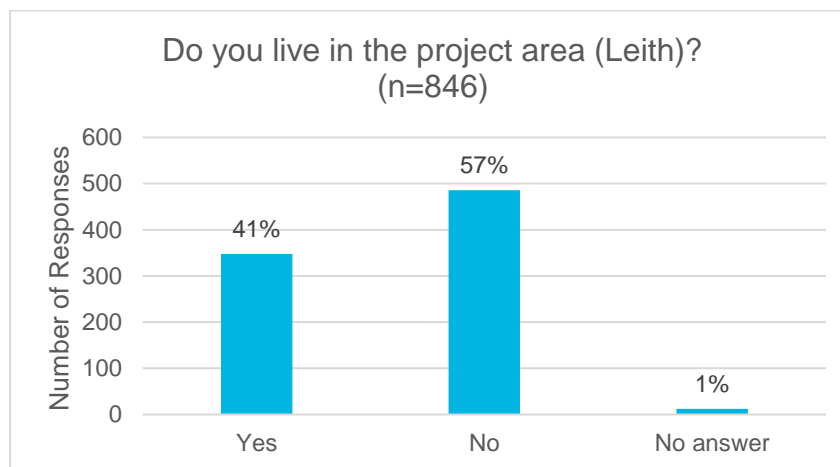
There was a total of 846 completed responses to the online survey which was live for over 5 weeks between 4<sup>th</sup> June – 11<sup>th</sup> July 2021. A copy of the online survey is shown in Appendix C.

*Note: All percentages are calculated against the total number of responses or total number of comments per question. This is indicated on each graph as n=.*

Section 5.1 considers All Respondents and further detailed analysis is presented in Sections 5.2 to 5.6 for the following types of respondent: Residents Only, 16-24 Year Olds, 25 – 34 Year Olds, Businesses and Respondents with Disabilities

### 5.1 All Respondents

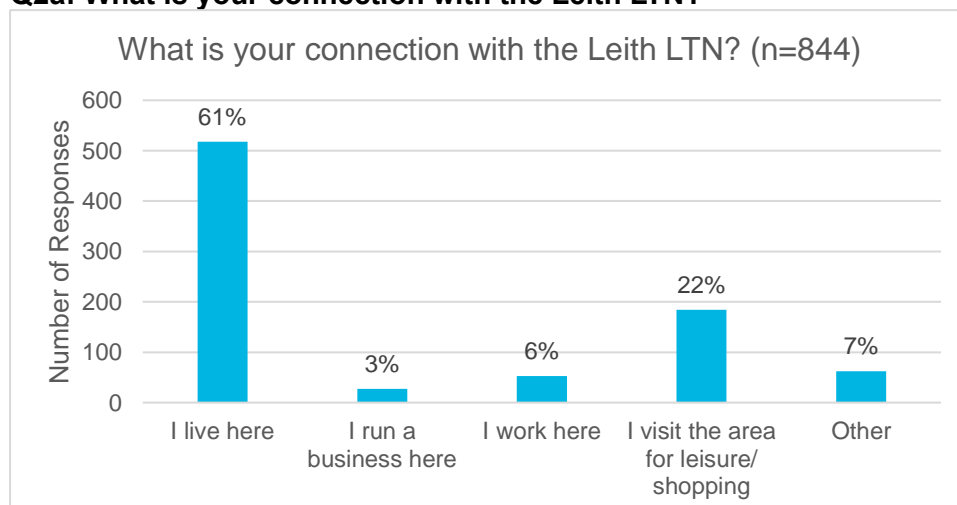
#### Q1: Do you live in the project area (Leith)?



**Figure 5.1: Location of survey participants**

Figure 5.1 shows 348 survey respondents (41%) live in the project area, however the majority of respondents (57%) came from people who do not live within the project area. 12 respondents did not select an answer for this question.

#### Q2a: What is your connection with the Leith LTN?



**Figure 5.2: Participants connection to Leith LTN**

Figure 5.2 shows the majority of respondent's connection to the Leith LTN project is that they live in the area (61%). 22% of respondents visit the area for leisure and shopping.



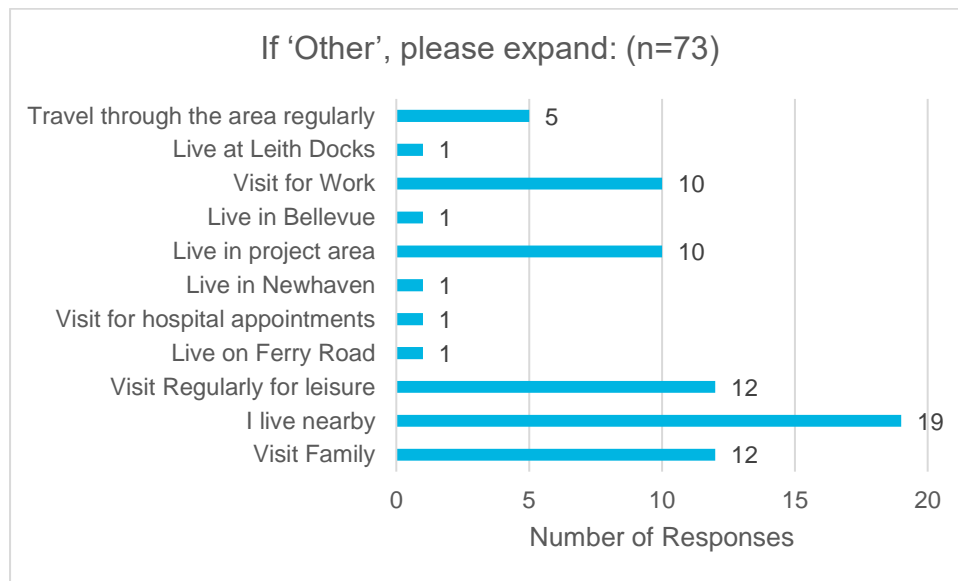
**Q2b: If 'Other', please expand:****Figure 5:3: Other respondent connection to LTN**

Figure 5:3 shows the other connections respondents had to the LTN. 19 respondents said they live nearby, while others were more specific about the area of Edinburgh they live in. 12 respondents said they visit the area for leisure and a further 12 said they come to Leith to visit family. 10 respondents said they live within the project area and 10 said they visit Leith for work.

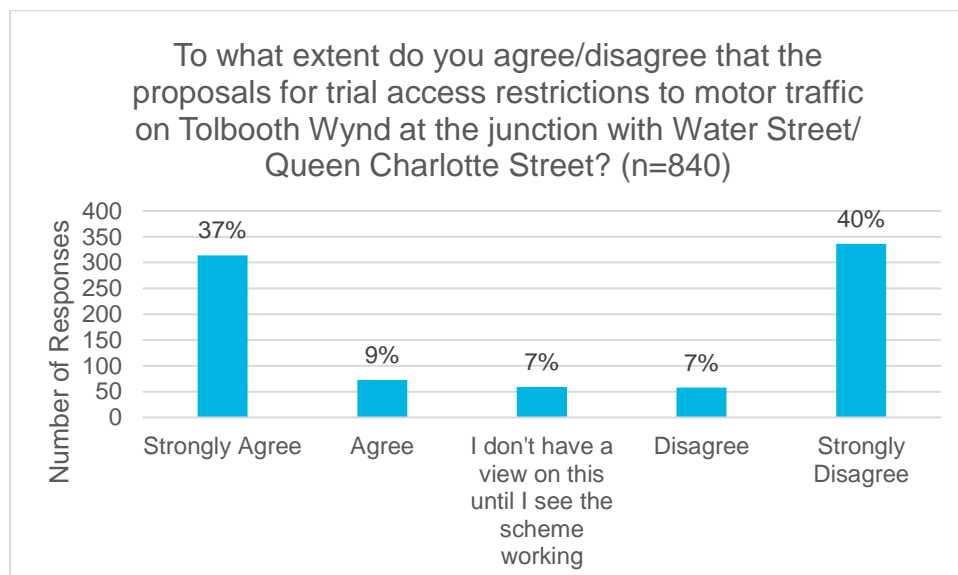
**Q3a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?****Figure 5:4: Response to traffic restriction on Tolbooth Wynd**

Figure 5:4 shows that 48% of responses agree with the proposal and 47% disagree, with 7% unable to make up their mind until the scheme is in place.

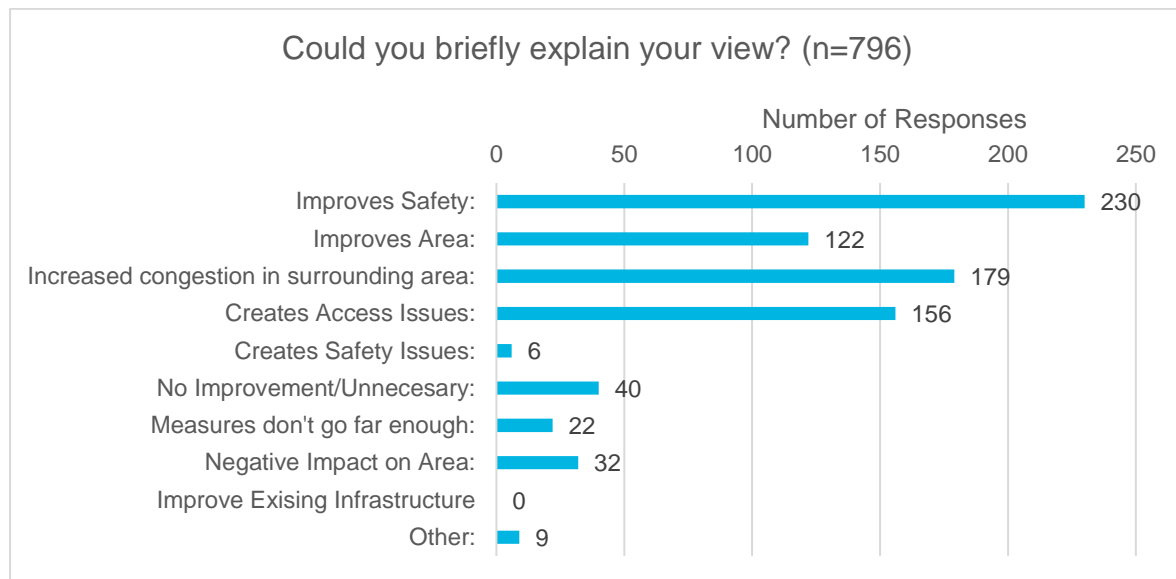
**Q3b: Could you briefly explain your view?****Figure 5:5: Respondents opinions of proposal for Tolbooth Wynd**

Figure 5:5 shows 230 respondents believe that the proposal for Tolbooth Wynd will make the area safer with a further 122 thinking that the proposal will improve this area of Leith. There are however a large number (179) that believe this proposal will create increased congestion on the surrounding routes in Leith and 156 respondents are concerned this proposal will make this area more difficult to access mainly for residents and emergency services.

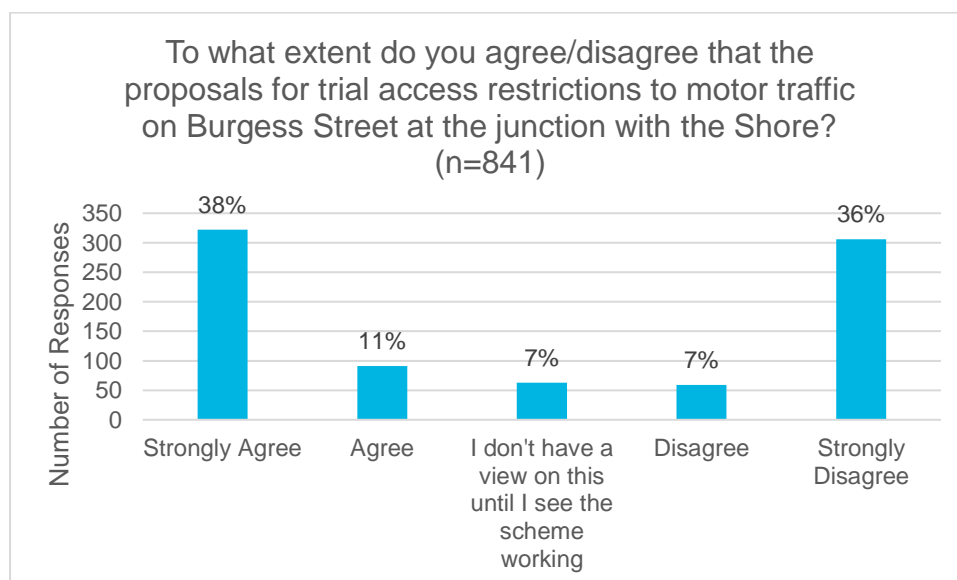
**Q4a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?****Figure 5:6: Response to traffic restriction on Burgess Street**

Figure 5:6 shows that most respondents agree with the proposal on Burgess Street with 38% strongly agreeing. However, a large percentage (36%) strongly disagree with this proposal.

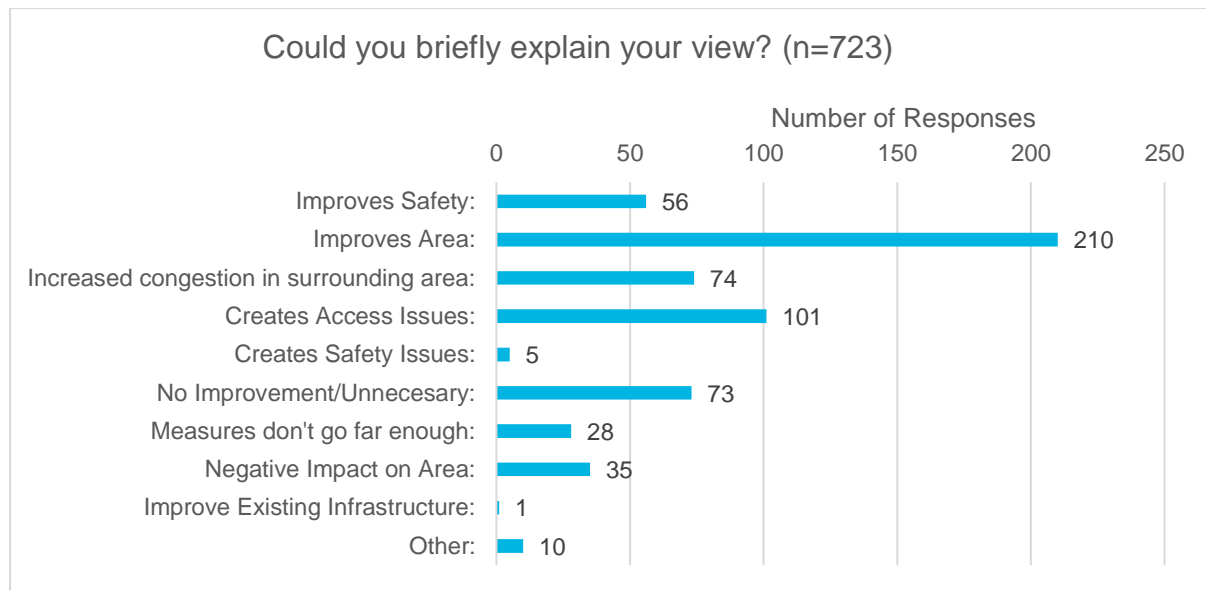
**Q4b: Could you briefly explain your view?****Figure 5:7: Respondents opinions of the proposal for Burgess Street**

Figure 5:7 shows 210 respondents felt that the proposal would improve the area, whilst 101 responses said they were concerned this proposal would make the area harder to access by car. 74 respondents felt this proposal would create increased congestion on the surrounding streets and 73 respondents think this proposal is either unnecessary or doesn't improve on the existing layout.

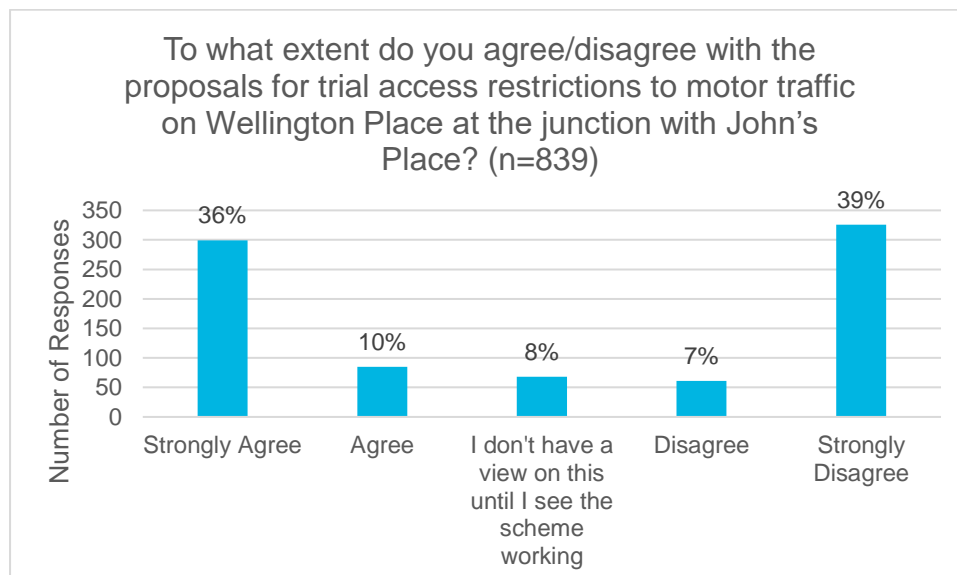
**Q5a: To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?****Figure 5:8: Response to traffic restriction on John's Place**

Figure 5:8 shows 39% of respondents strongly disagree with this proposal. With the total respondents agreeing and disagreeing with the proposal being evenly split at 46%, 8% of respondents will not be able to give a view until they have had a chance to see the scheme working.

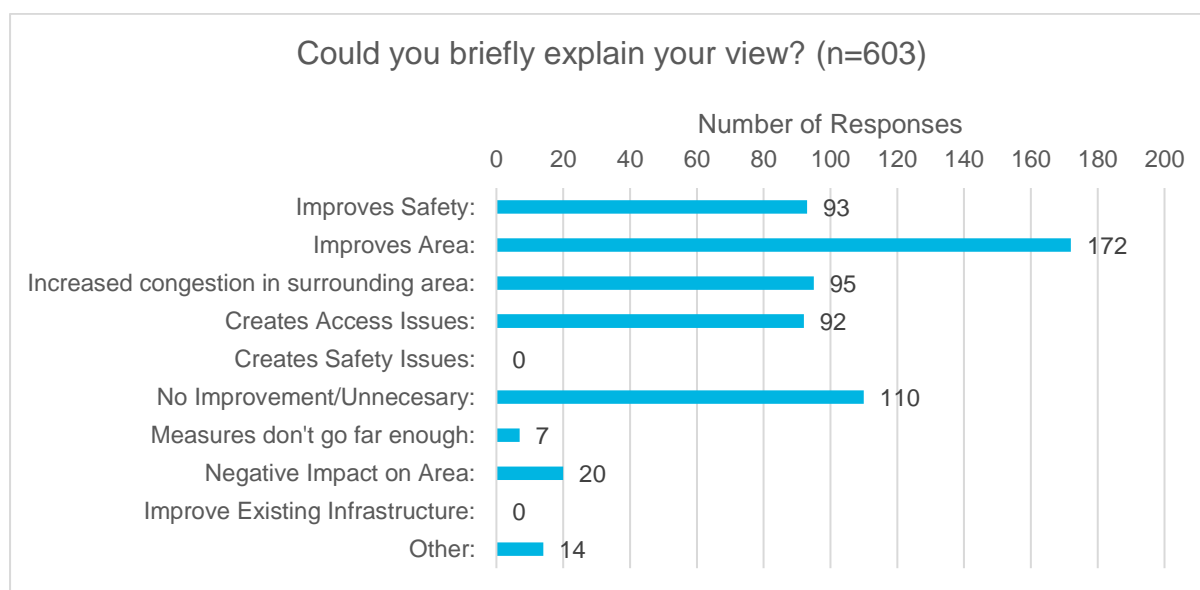
**Q5b: Could you briefly explain your view?****Figure 5:9: Respondents opinions of the proposal for John's Place**

Figure 5:9 shows a large number (172) of respondents feel this proposal will improve this area while 110 respondents feel the proposal is either unnecessary or will not improve the area. There are also concerns from respondents that this will create increased congestion in Leith (95) and make the area more difficult to access by vehicle for residents, emergency services and deliveries. 93 respondents believe this proposal will make the area safer.

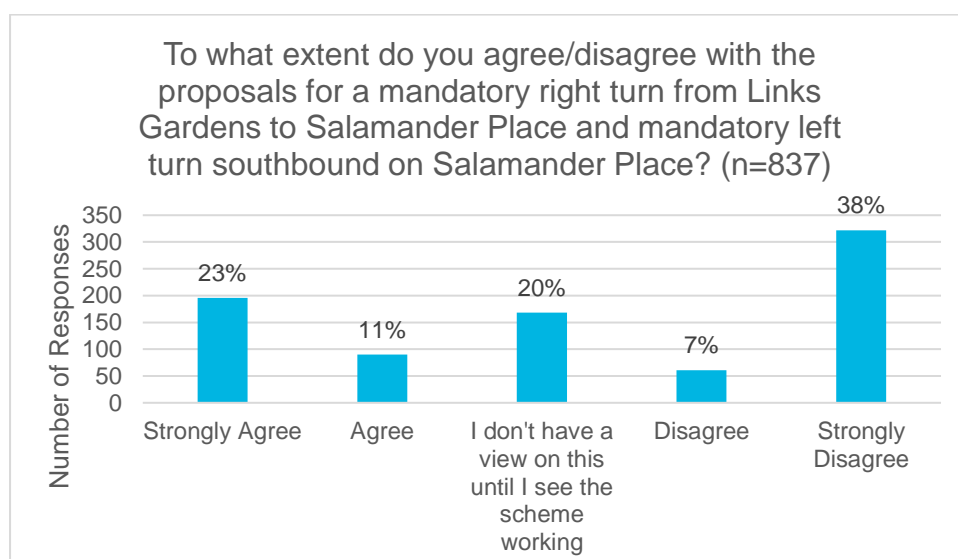
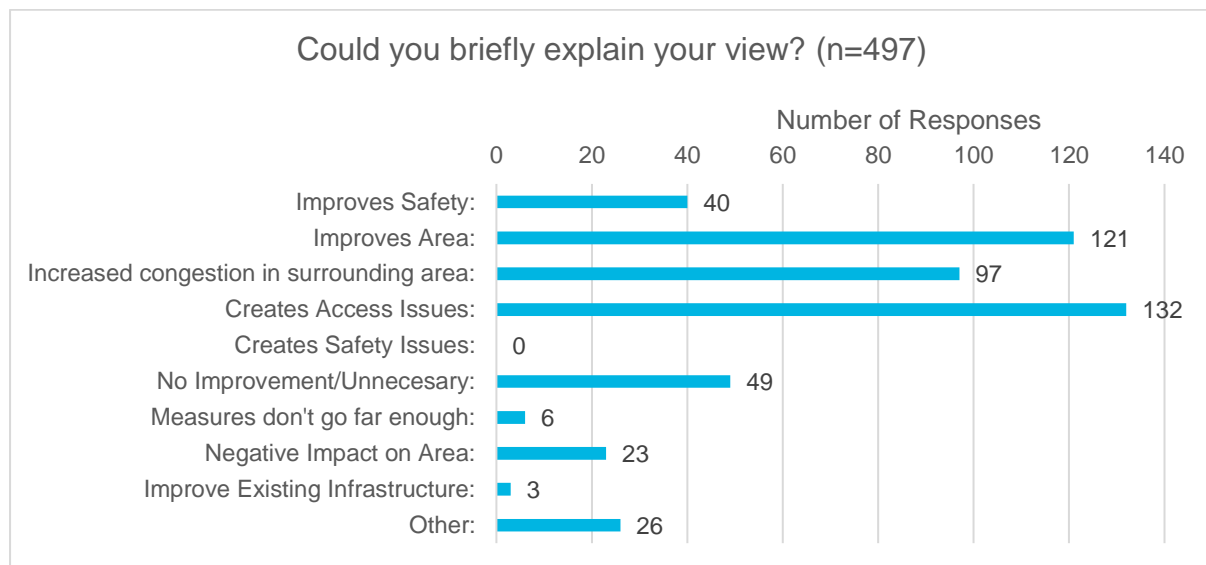
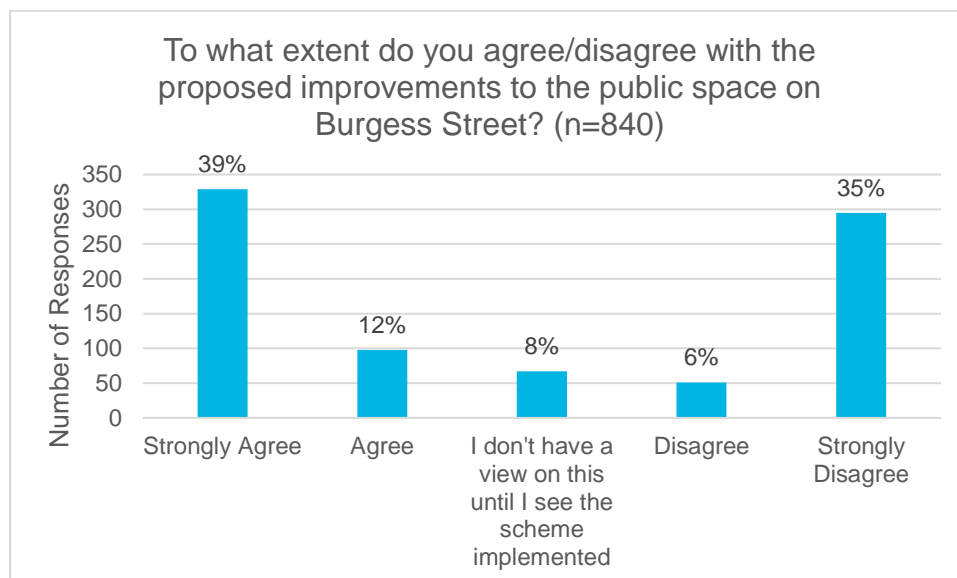
**Q6a: To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?****Figure 5:10: Response to traffic restriction at Links Gardens/Salamander Place**

Figure 5:10 shows most respondents strongly disagree (38%) with this proposal, while 23% of respondents strongly agree. In total 46% of respondents disagree to some extent with this proposal while only 34% agree. 20% of respondents need to see the scheme working before they can give their view.

**Q6b: Could you briefly explain your view?**

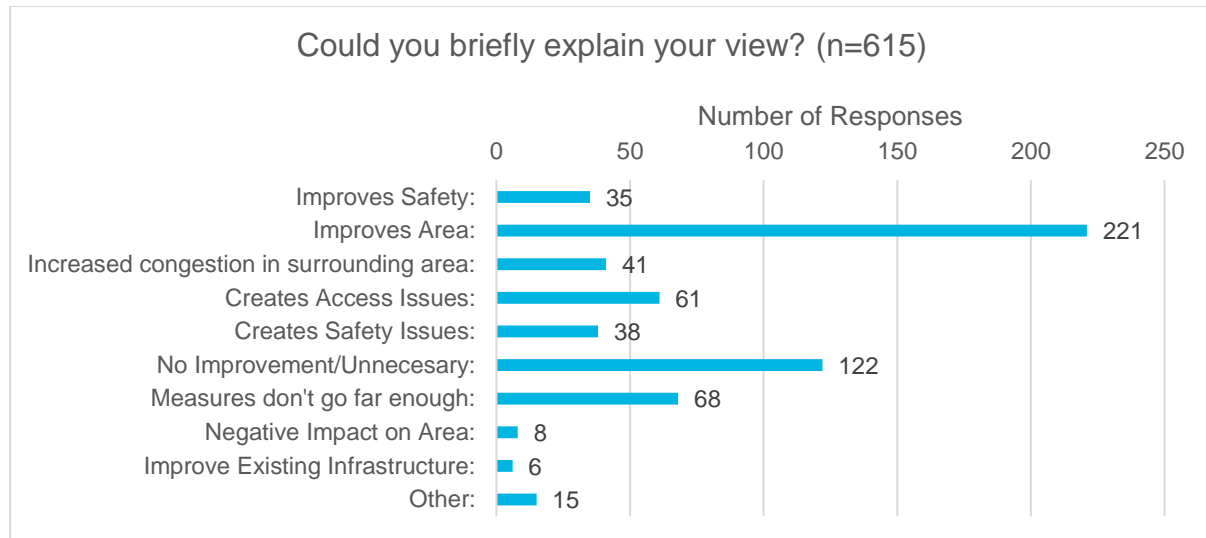
**Figure 5:11: Respondents opinions of the proposal for Links Gardens/Salamander Place**

Figure 5:11 shows 132 respondents are concerned that this proposal will create access issues for road users, cyclists and pedestrians while 40 respondents believe this proposal will improve the safety in the area. Many respondents (121) believe this proposal will improve the area, 97 respondents main concern is the congestion that could be created on other routes as a result of this proposal.

**Q7a: To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?**

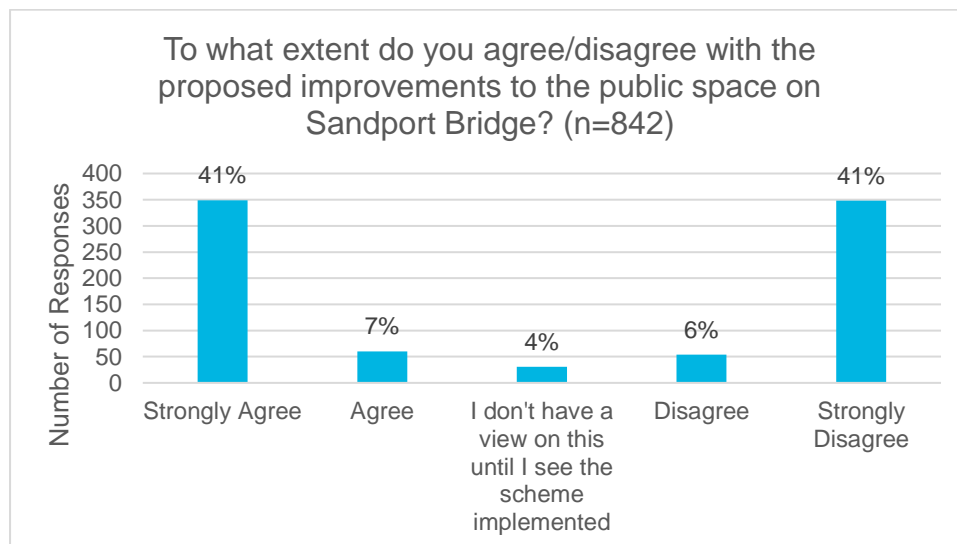
**Figure 5:12: Response public space improvements on Burgess Street**

Figure 5:12 shows that most respondents agree with the improvements to the public space on Burgess Street with 39% of respondents strongly agreeing. 35% of respondents strongly disagree with this proposal and 8% are unable to comment until they see the scheme implemented.

**Q7b: Could you briefly explain your view?**

**Figure 5:13: Respondents opinions of the public space improvements for Burgess Street**

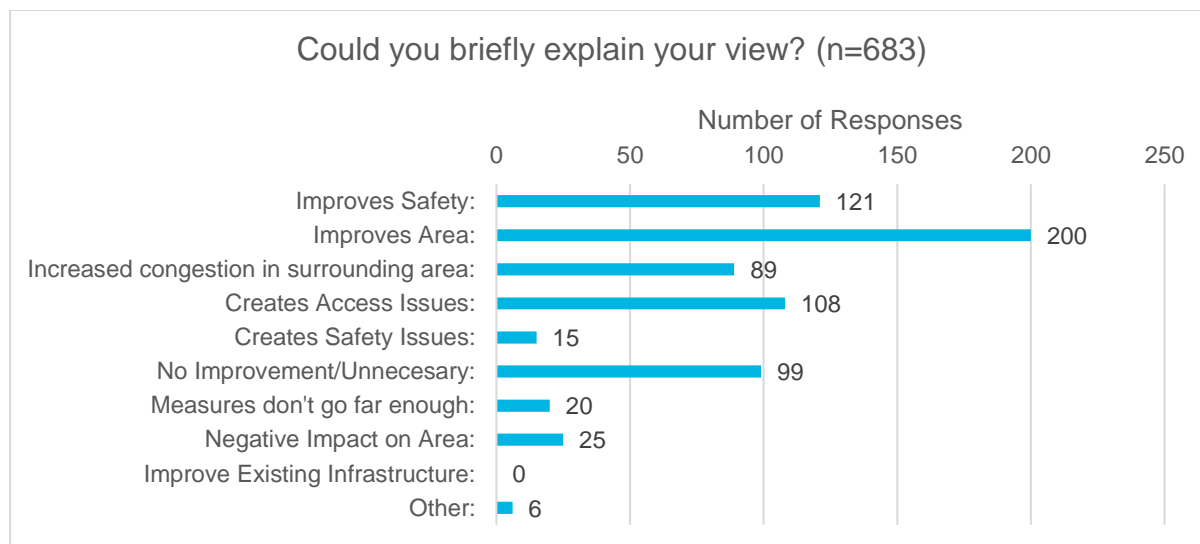
Figure 5:13 shows that 221 respondents feel this proposal will be a positive addition and improve the area whilst 122 respondents do not feel the changes are required or simply unnecessary. 68 respondents showed support for this proposal but thought these improvements could go further to make the area even better, 61 respondents raised concerns that this proposal would create safety issues in the area.

**Q8a: To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?**

**Figure 5:14: Response public space improvements on Sandport Bridge**

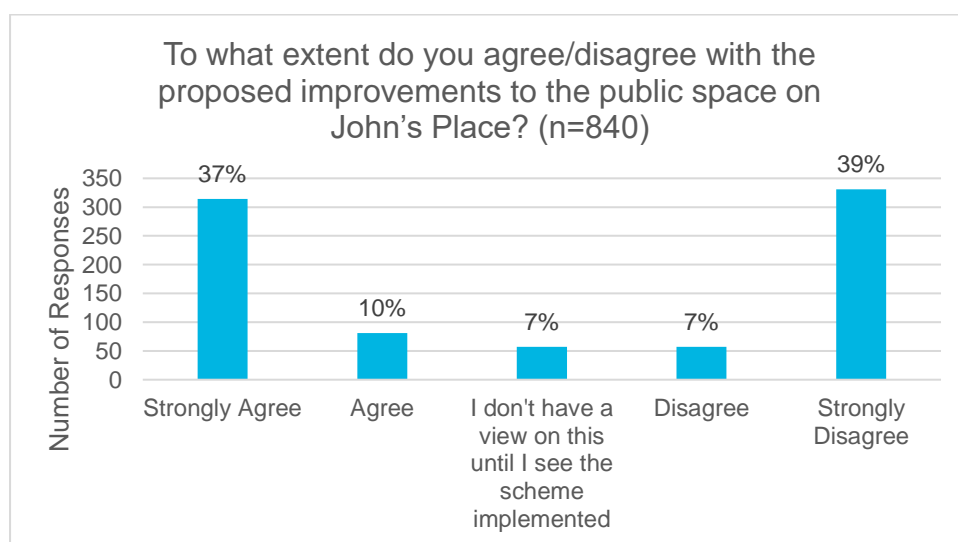
Figure 5:14 shows 48% of respondents agree somewhat with the public space proposal on Sandport bridge with 41% of these respondents strongly agreeing. While 47% of respondents disagree to some extent with the proposal with 41% of these respondents strongly disagreeing. 4% of the respondents felt they could not hold a view of this proposal until it is in place.



**Q8b: Could you briefly explain your view?**

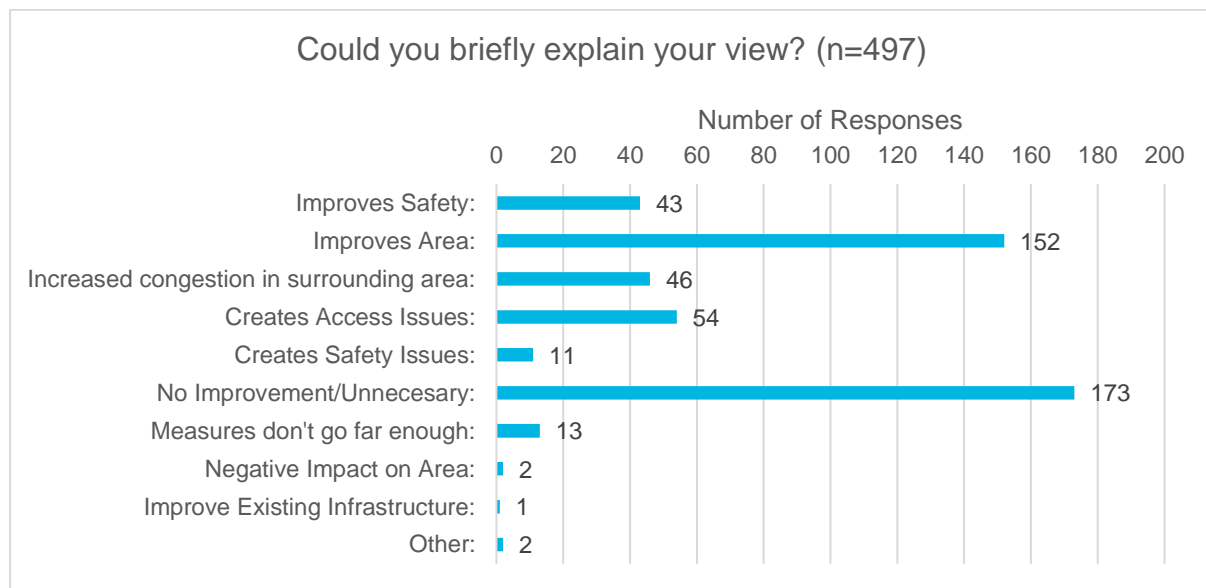
**Figure 5:15: Respondents opinions of the public space improvements for Sandport Bridge**

Figure 5:15 shows that most respondents believe this proposal will be a positive for the area with 200 respondents believing it will improve the area and 121 respondents felt this would make the area safer. 108 respondents are concerned this proposal will create issues with vehicle access to the area, whilst 99 respondents believe this proposal either isn't necessary or does not improve the area. A further 89 respondents are concerned about this congestion this proposal could create on surrounding routes.

**Q9a: To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?**

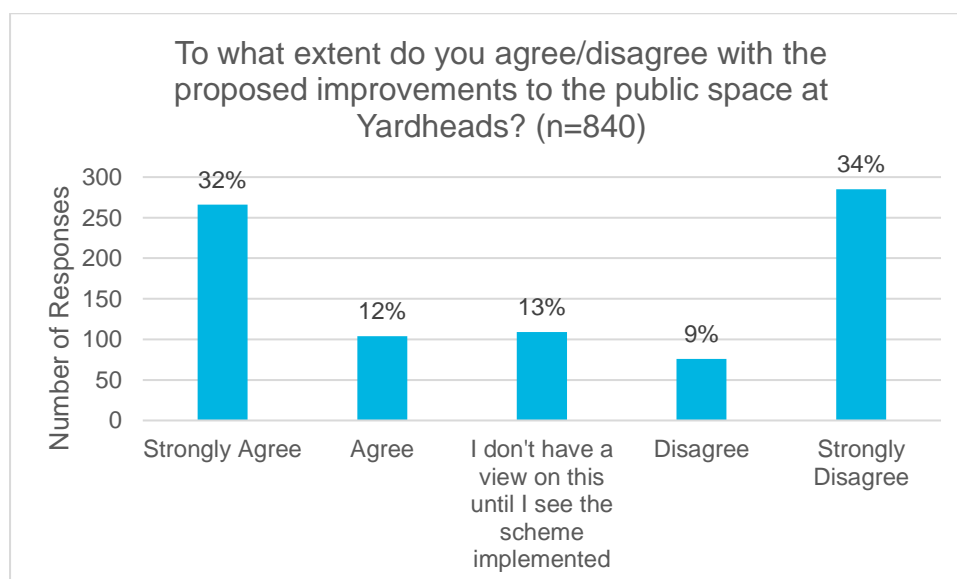
**Figure 5:16: Response public space improvements on John's Place**

Figure 5:16 shows that 39% of respondents strongly disagree with this proposal with a total of 46% of responses disagreeing to some extent with this proposal. 47% of respondents agree to some extent with this proposal and 37% of these respondents strongly agree. 7% feel they will not be able to make a judgement until this scheme is working.

**Q9b: Could you briefly explain your view?**

**Figure 5:17: Respondents opinions of the public space improvements for John's Place**

Figure 5:17 shows 173 respondents feel that this proposal either does not improve the area or just isn't necessary, while 152 respondents feel this proposal will improve the area. 54 respondents were concerned about the access issues this proposal could create, with a further 46 concerned about the additional congestion this could create. 43 respondents believe this proposal will improve the safety of the area.

**Q10a: To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?**

**Figure 5:18: Response public space improvements at Yardheads**

Figure 5:18 shows 44% of respondents agree to some extent with the proposal at Yardheads with 32% of those respondents strongly agreeing. 34% strongly disagree with this proposal, with a total of 43% of respondents disagree to some extent with the proposal. 13% felt they could not make a judgement until they see the scheme working.

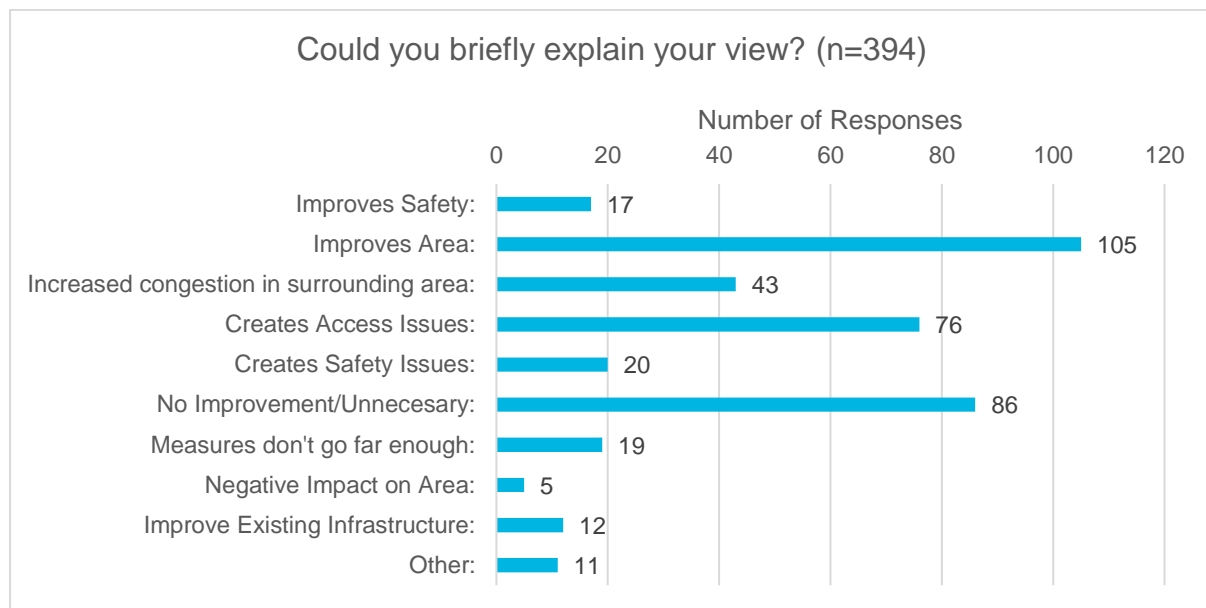
**Q10b: Could you briefly explain your view?****Figure 5:19: Respondents opinions of the public space improvements for Yardheads**

Figure 5:19 shows 105 respondents feel this proposal will improve the Yardheads area, while 86 respondents do not feel this proposal offers any improvements or is unnecessary. 76 respondents are concerned that the proposal will create access issue in the area with a further 43 respondents feeling that this will create congestion on surrounding streets.

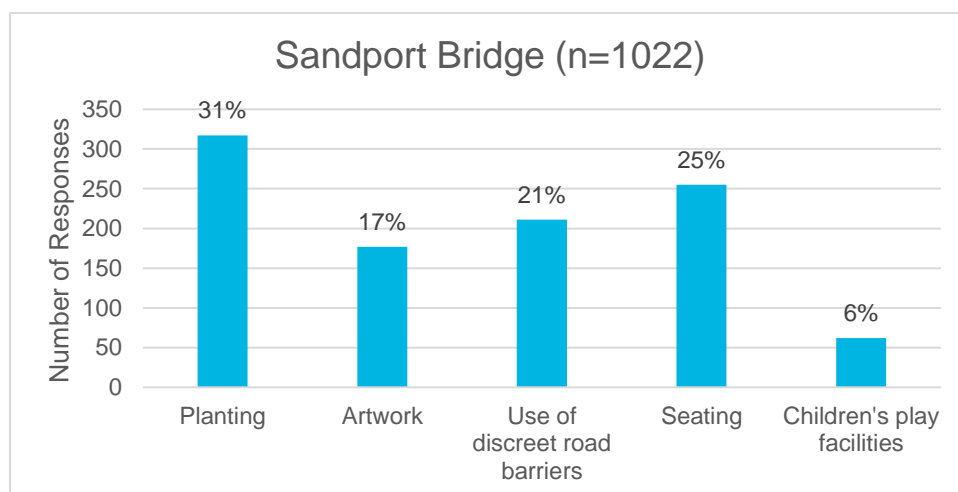
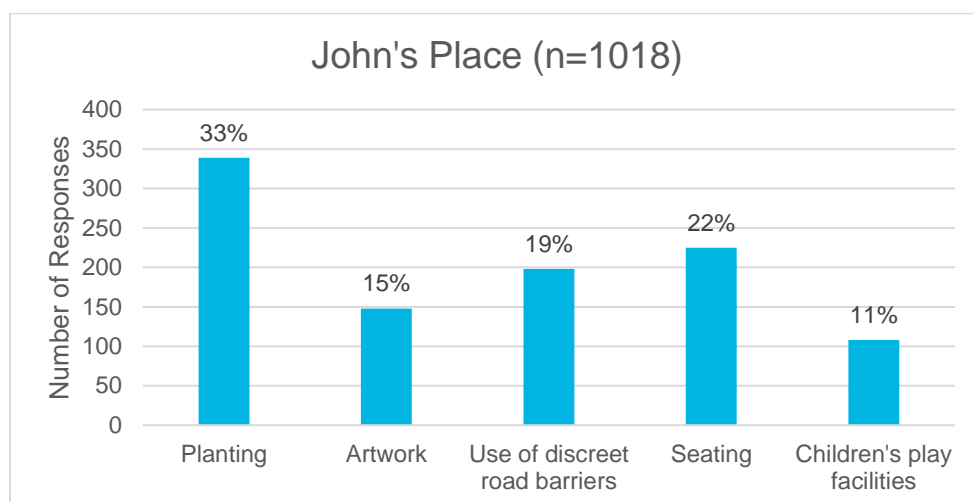
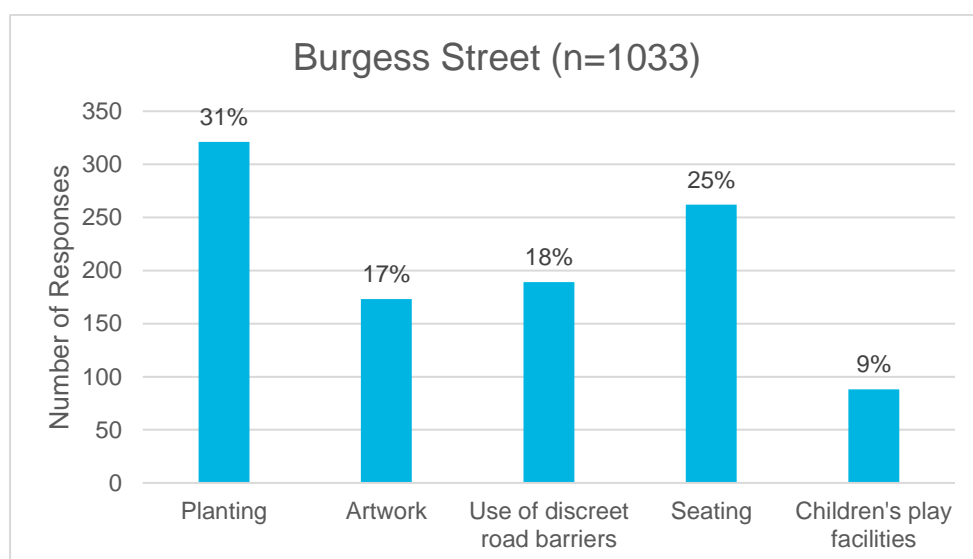
**Q11a: Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply****Figure 5:20: Most important improvements on Sandport Bridge**

Figure 5:20 shows the most important aspect of the improvements on Sandport Bridge is the planting (31%). While 25% of respondents felt that extra seating in the area was the most important and 21% selected using discreet road barriers as the most important improvement.



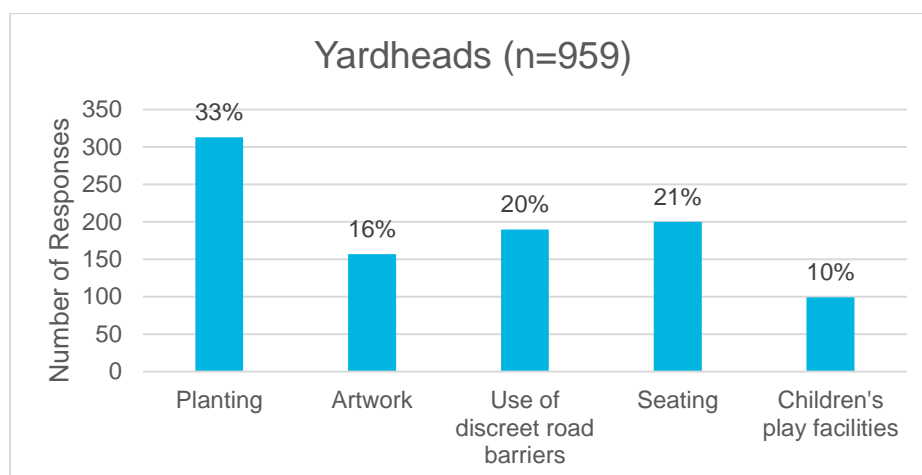
**Figure 5:21: Most important improvements on John's Place**

Figure 5:21 shows 33% of respondents that new planting was the most important improvement that could be made to John's Place. 22% of respondents felt the most important improvement would be additional seating in the area, a further 19% of respondents felt it was important for the new road barriers to be discreet.



**Figure 5:22: Most important improvements on Burgess Street**

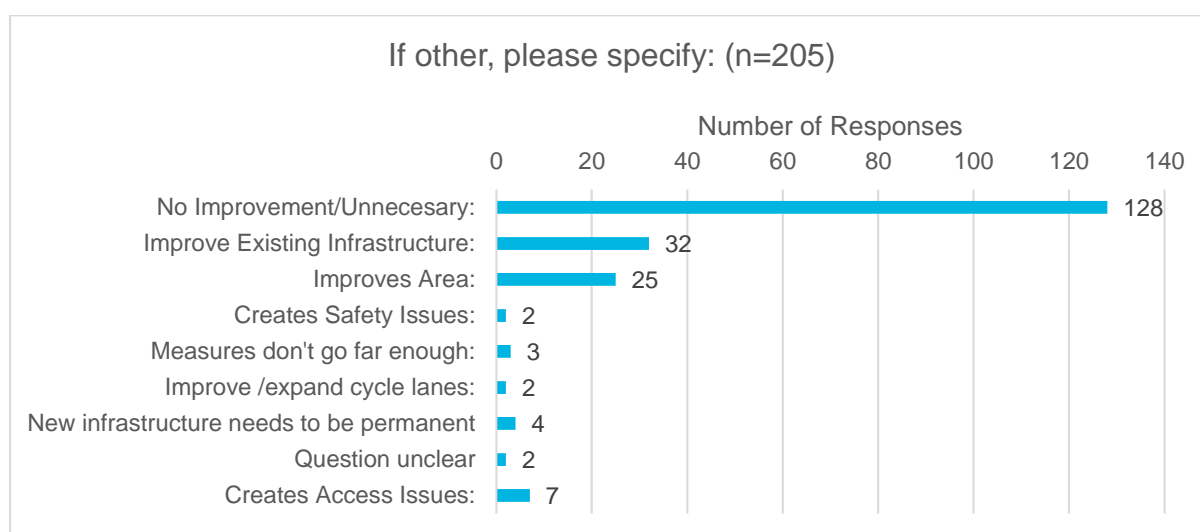
Figure 5:22 shows that once again the most important aspect of improvements to the survey respondents is new planting (31%). 25% of respondents feel that more seating in the area is the most important improvement. 18% felt the new barriers should be discreet and 17% of respondents would like to see new artwork in this area. 9% of respondents believe that introducing play facilities for children is the important improvement that could be made.



**Figure 5:23: Most important improvements at Yardheads**

Figure 5:23 shows that 33% of respondents felt that planting in the area was the most important improvement to them. 21% selected additional seating as the most important improvement. 20% of respondents felt it was important that any road barriers are discreet and 16% would like to see new artwork added to the area. 10% of respondents felt adding new facilities for children to allow children to play in the area was very important.

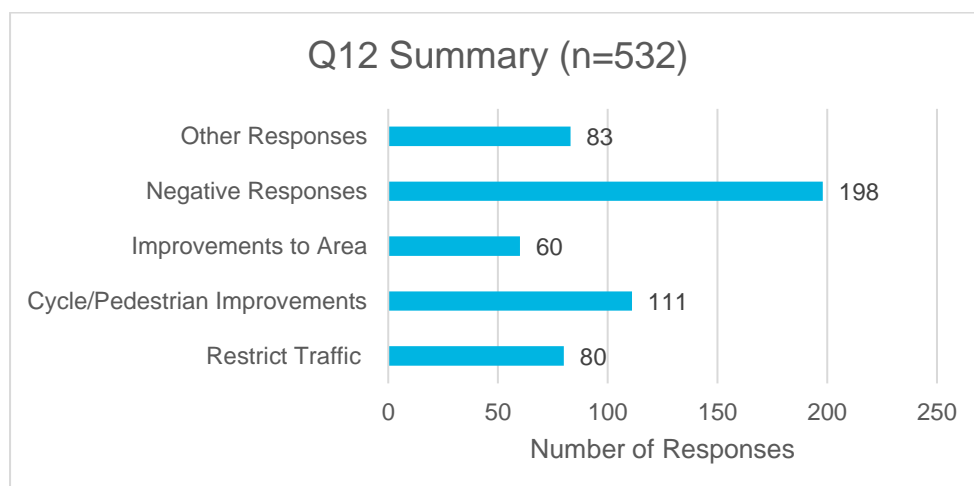
**Q11b: If other, please specify:**



**Figure 5:24: Further intervention suggestions from respondents**

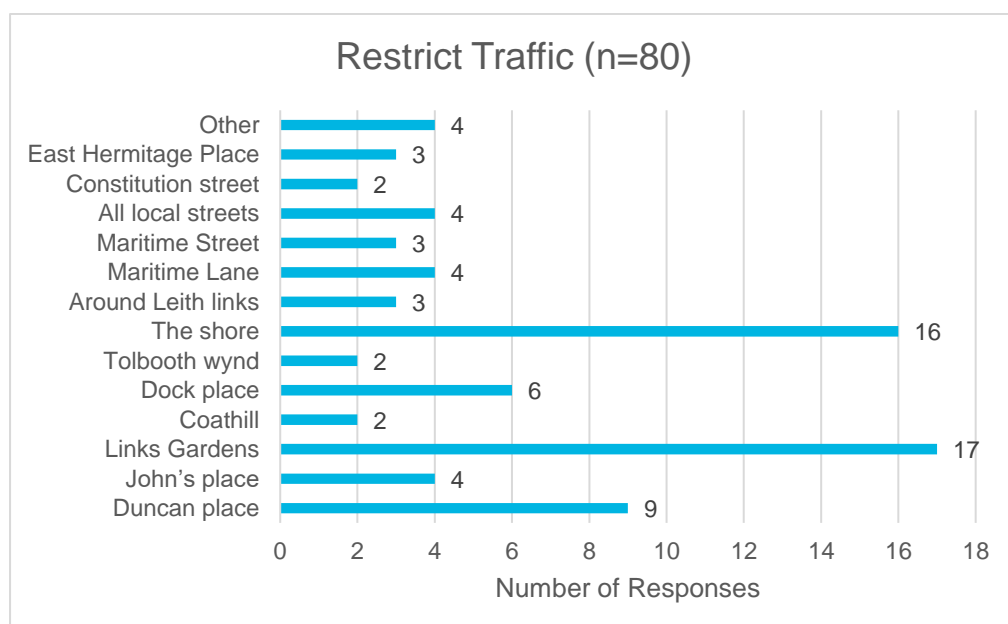
Figure 5:24 shows that most of the respondents to this question (128) felt that the improvements proposed were not required or necessary, while 32 respondents felt it would be better to improve existing infrastructure before investing in new schemes. 25 respondents felt that improving the area was important.

**Q12: The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:**



**Figure 5:25: Summary of responses to Q12**

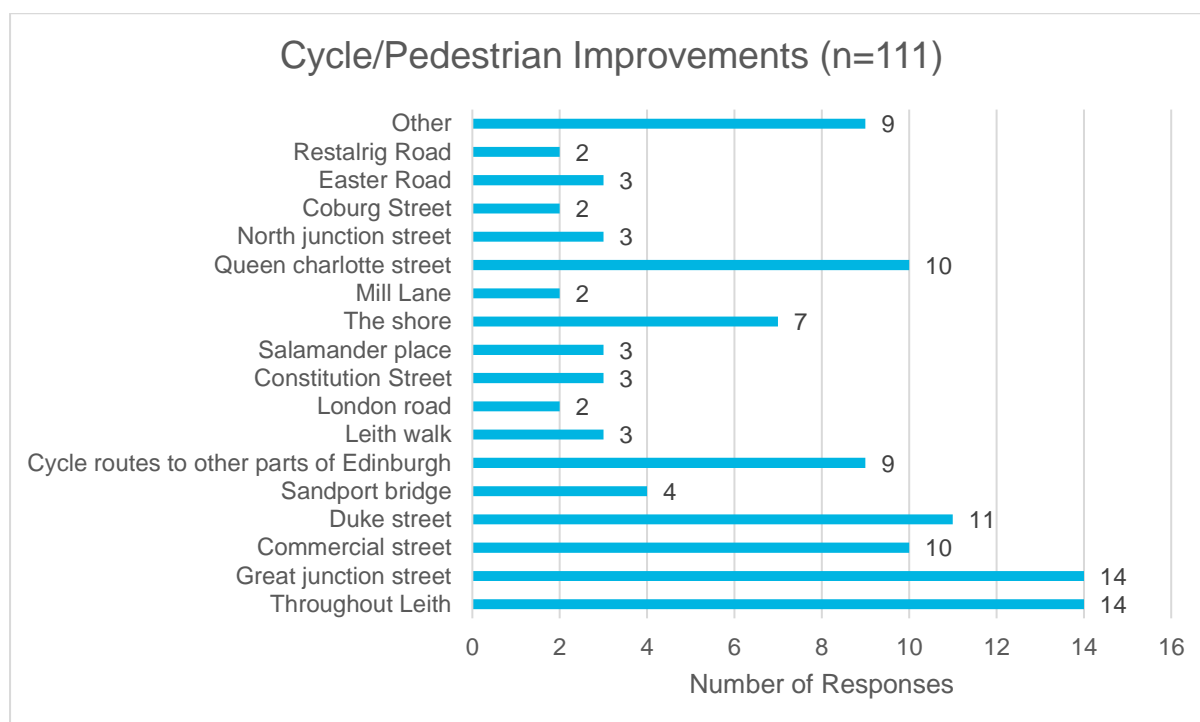
Figure 5:25 shows most responses to this question were negative responses (198) with respondents mainly either not wanting any interventions or concerned about the congestion these interventions could create. 111 respondents believe that improvements for both cyclists and pedestrians could be taken further in the area. Further breakdown of these responses is shown below.



**Figure 5:26: Locations for further traffic restrictions**

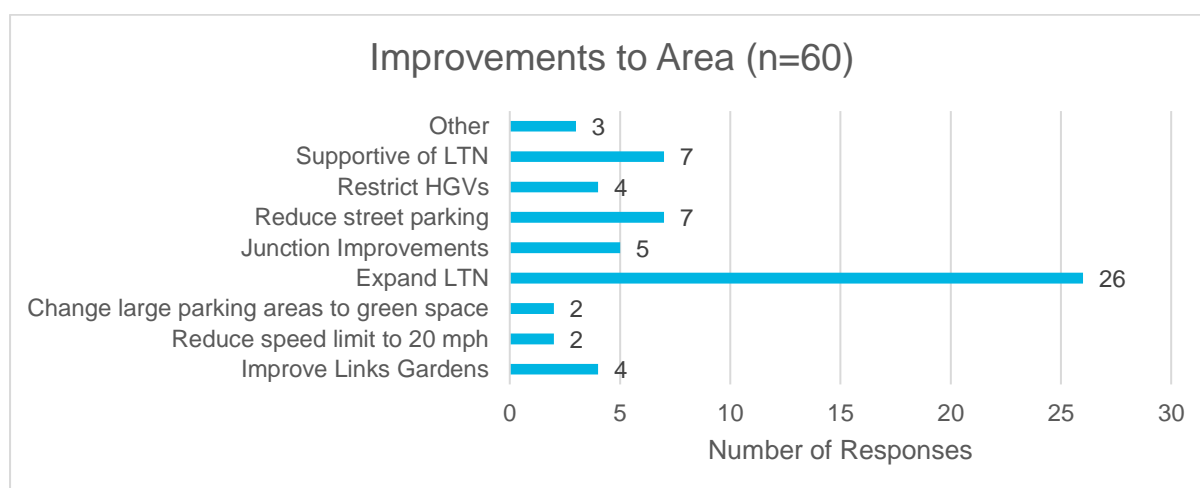
Figure 5:26 shows that most respondents would like to see further traffic restriction at Links Gardens (17) and The Shore (16). 9 respondents also felt traffic restrictions are needed at Duncan Place.





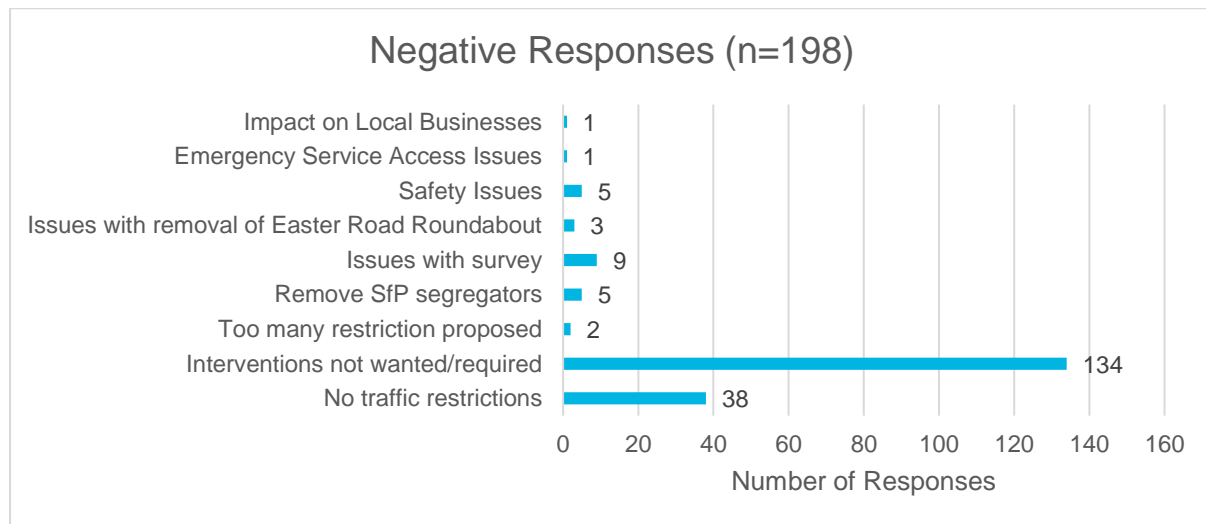
**Figure 5:27: Locations for further Cycle/Pedestrian Improvements**

Figure 5:27 shows that 14 respondents felt Great Junction Street required further improvements, while another 14 respondents felt these improvements were required throughout all of Leith. 11 respondents felt further improvements would be effective on Duke Street, with 9 respondents believing that improving cycle routes between Leith and other areas of Edinburgh would help the area.



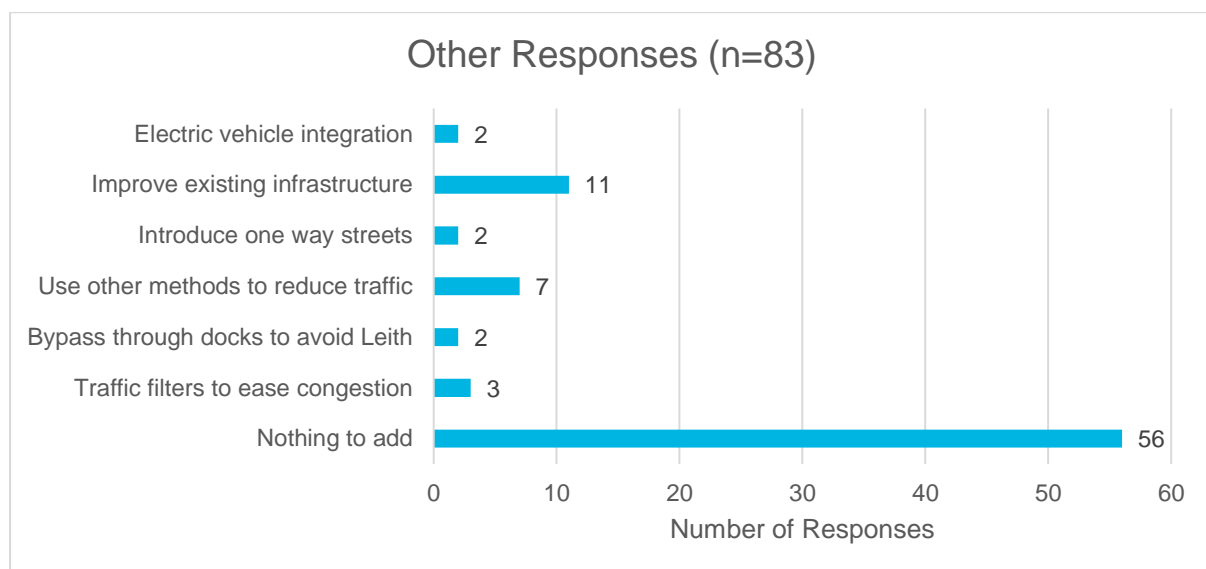
**Figure 5:28: Respondent suggestions to improve the area**

Figure 5:28 shows that many respondents (26) would like to see the LTN expanded further throughout Leith. 7 respondents feel that a reduction in street parking would improve the area, a further 5 respondents feel that junction improvements such as reduced crossing widths would be an improvement.



**Figure 5:29: Negative responses to proposals**

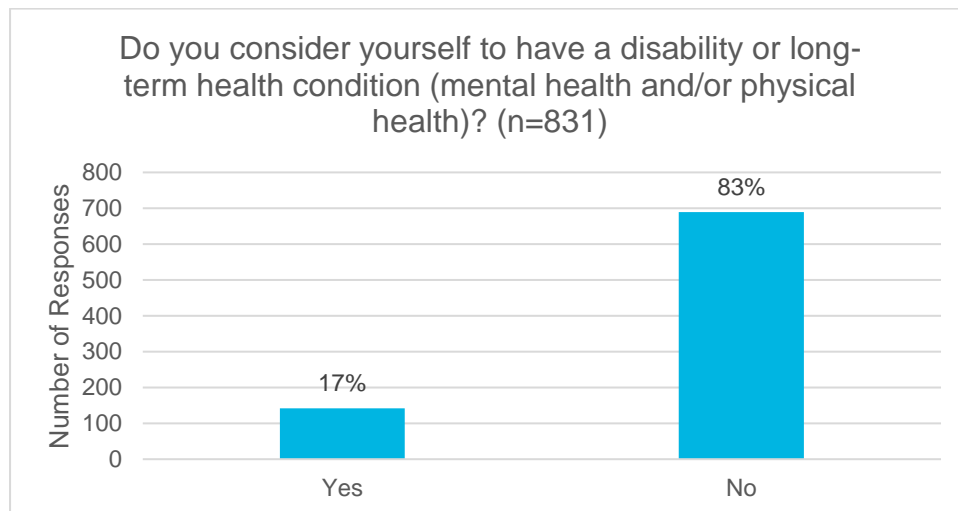
Figure 5:29 shows that a large majority (134) either do not want any of the proposed interventions or do not feel they are required. 38 respondents would like to see no traffic restrictions at all throughout Leith.



**Figure 5:30: Additional responses to further restrictions**

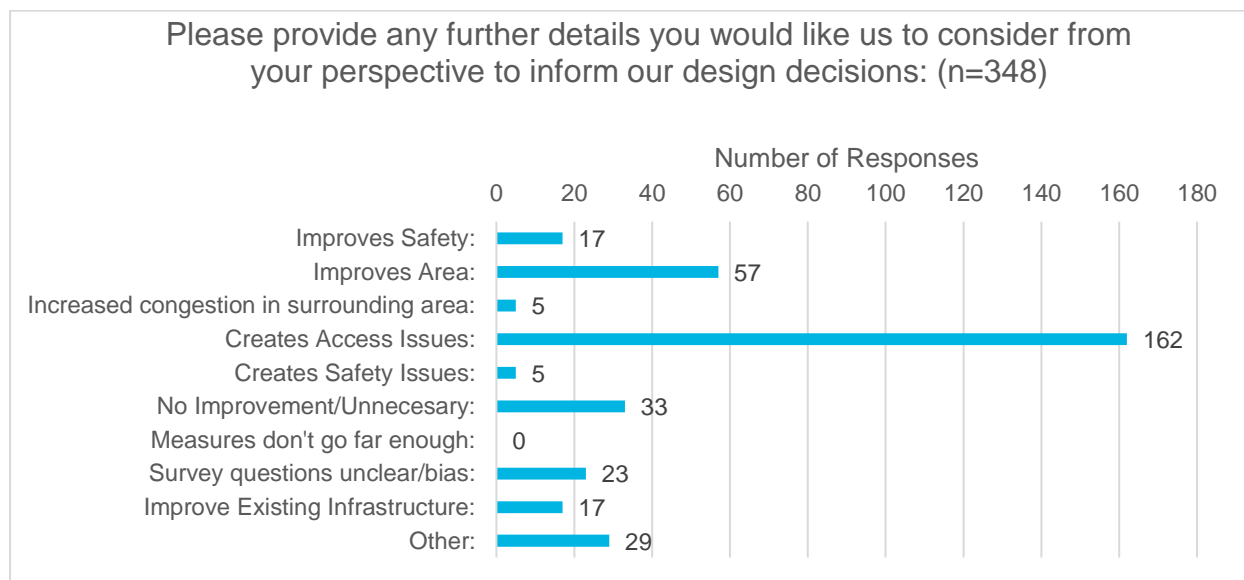
Figure 5:30 shows that 56 respondents felt they had nothing further to add to their survey response, while 11 respondents felt that rather than make new improvements the focus should be on improving existing infrastructure. 7 respondents suggested finding other methods than those proposed to reduce traffic in the area.

**Q13: Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:31: Respondents with disabilities or long-term health conditions**

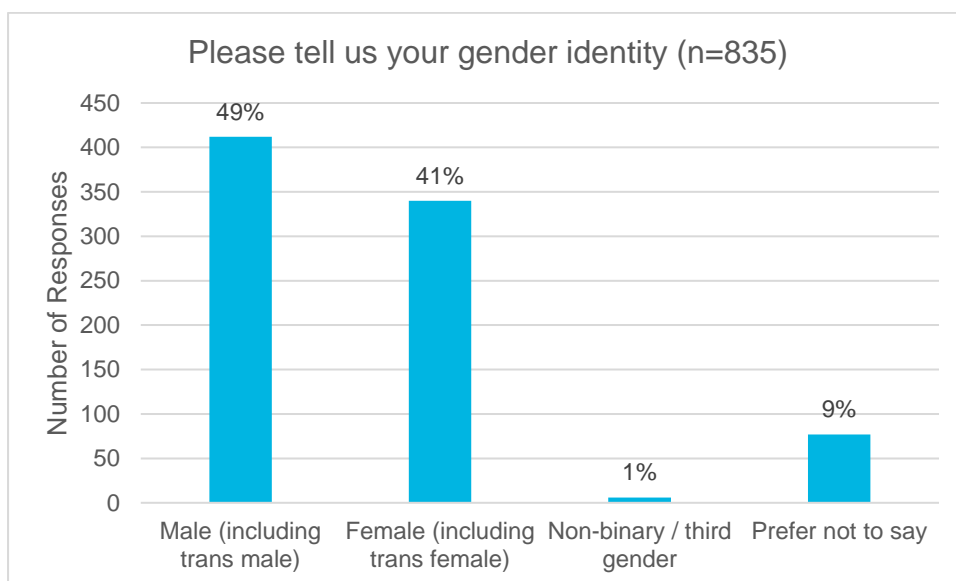
**Q14: Please provide any further details you would like us to consider from your perspective to inform our design decisions:**



**Figure 5:32: Areas for further consideration from respondents**

Figure 5:32 shows that 162 respondents main concern to inform design decisions is around access issues that could be created by the LTN. 57 respondents would like to see as many improvements to public space as possible, while a further 17 were mainly concerned with improving safety in the area. 33 respondents felt the changes were not necessary or did not improve on the current situation and 23 respondents felt the survey questions were unclear or were biased towards support of the LTN.

**Q15: Please tell us your gender identity.**

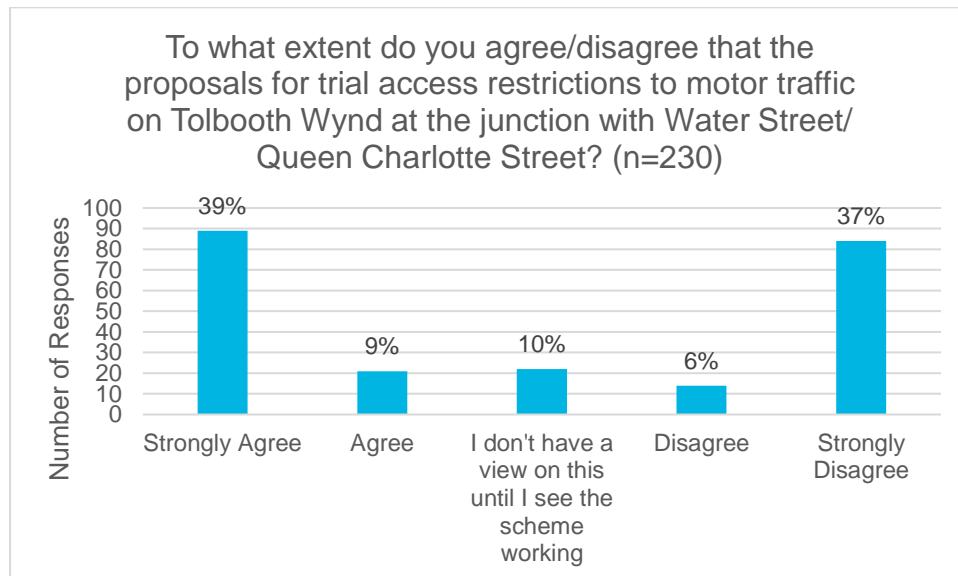


**Figure 5:33: Respondent's gender identities**

## 5.2 Residents Responses

The following analysis considers those respondents who provided home postcodes which were within the study area only. When asked the question Q1 “Do you live in the project area (Leith)?”, some respondents answered ‘Yes’ even though they did not live there. The postcode analysis allows to only look at the residents’ answers.

**Q3a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?**



**Figure 5:34: Resident's response to traffic restriction on Tolbooth Wynd**

Figure 5:34 shows that 48% of residents agree to some extent with the proposal with 39% of these strongly agreeing which follows the overall proportion of responses. 37% of residents strongly disagree with the proposal for Tolbooth Wynd, with 6% disagree. 10% of residents felt they could not make a judgement until they see the scheme working.

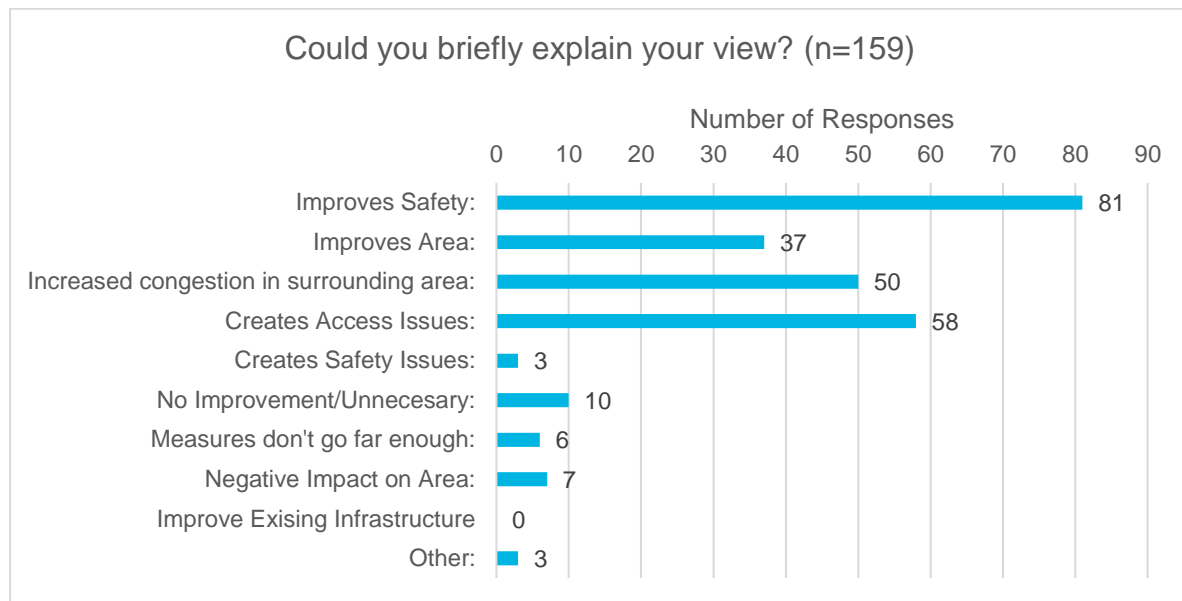
**Q3b: Could you briefly explain your view?****Figure 5:35: Resident's opinions of proposal for Tolbooth Wynd**

Figure 5:35 shows 81 residents feel this proposal will make the area safer and 37 residents think the proposal will improve the area. The main concerns about the proposals from residents were that it could create access issues in the area (58) and increase congestion on surrounding streets (50). 10 residents felt this proposal is either unnecessary or doesn't offer any improvement on the existing layout.

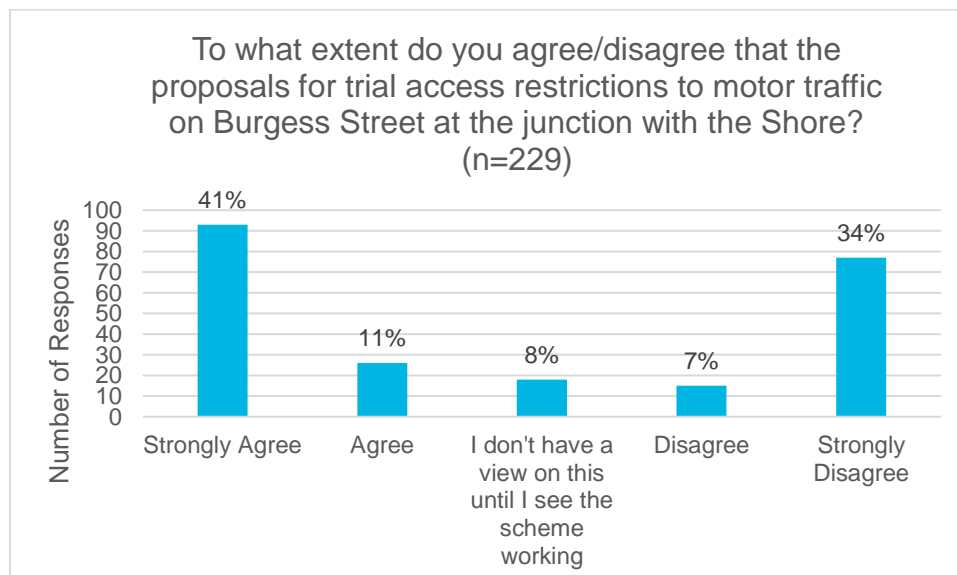
**Q4a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?****Figure 5:36: Resident's response to traffic restriction on Burgess Street**

Figure 5:36 shows that most residents strongly agree with this proposal (41%) with a further 11% agreeing with the proposal which is 2% higher than the overall responses. 41% of residents disagree with this proposal with 34% of these residents strongly disagreeing. 8% of residents will need to see the scheme working before making a judgement.

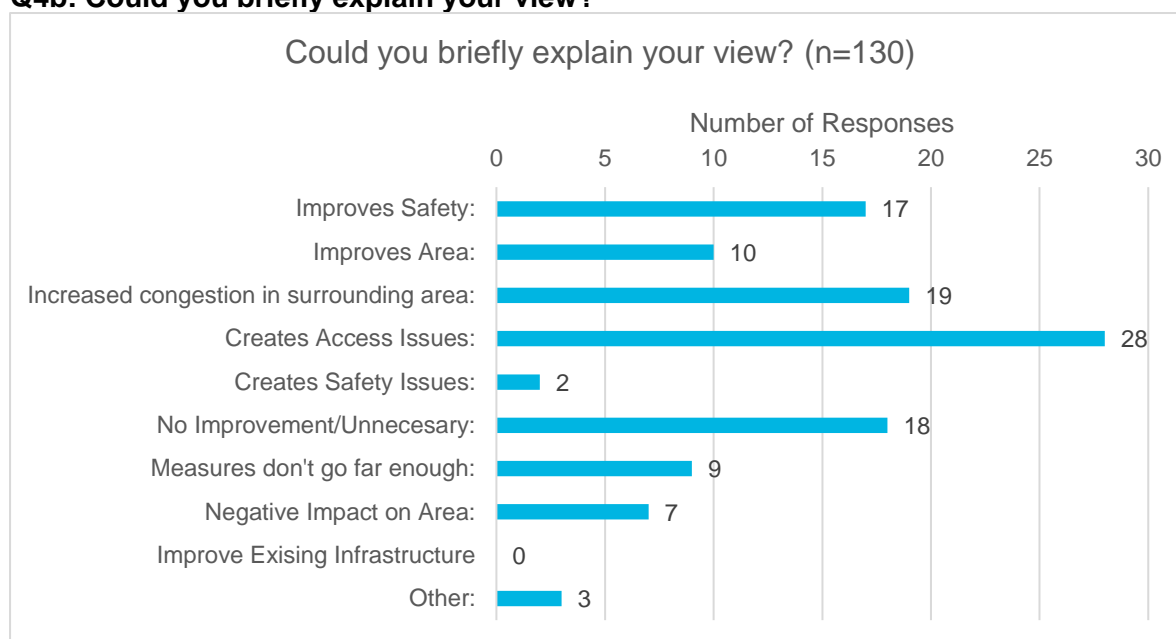
**Q4b: Could you briefly explain your view?****Figure 5:37: Resident's opinions of proposal for Burgess Street**

Figure 5:37 shows 28 residents are concerned this proposal will make accessing the area harder. 19 residents are concerned that this proposal will create increased congestion in the surrounding area, while 18 felt this proposal was not necessary. 17 residents felt this proposal would make the area safer.

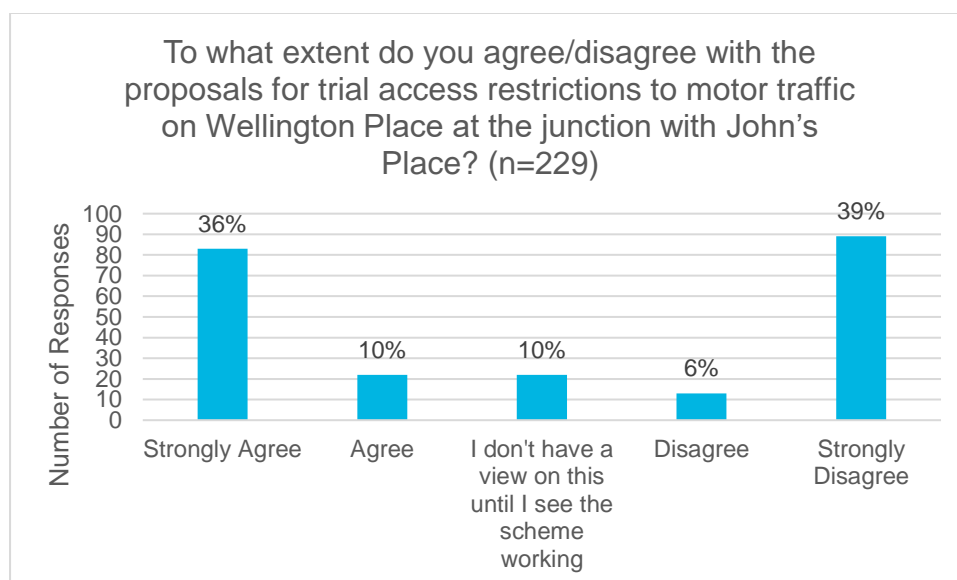
**Q5a: To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?****Figure 5:38: Resident's response to traffic restriction on John's Place**

Figure 5:38 shows 46% of residents agree with this proposal for John's Place with 36% of these strongly agreeing. 45% of residents disagree with this proposal with 39% of these residents strongly disagreeing. 10% of residents were unable to make a judgement.

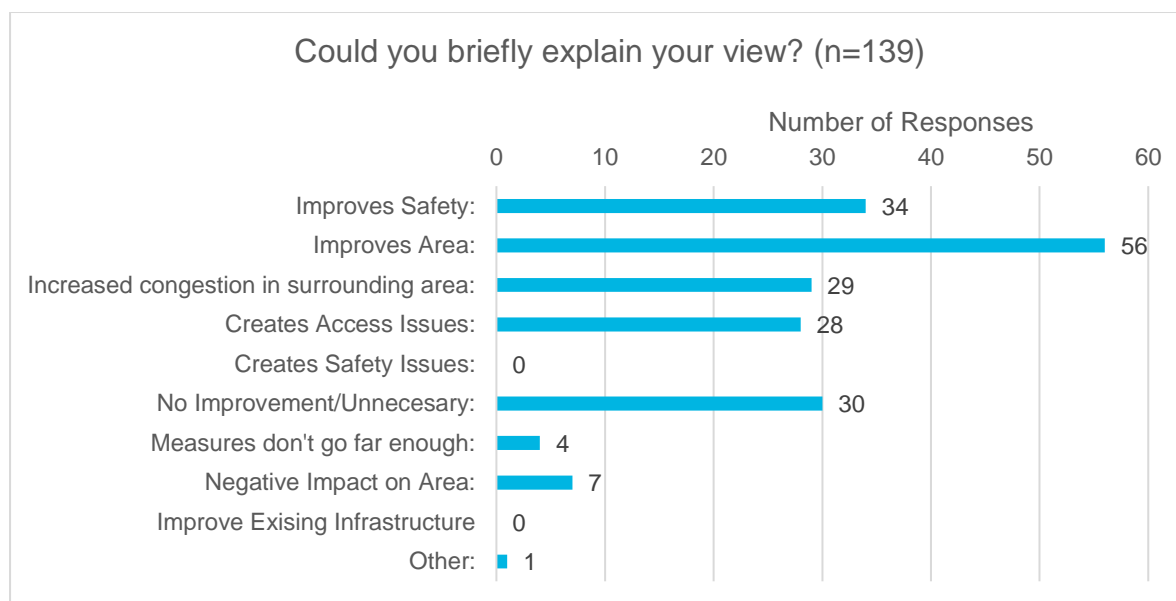
**Q5b: Could you briefly explain your view?****Figure 5:39: Resident's opinions of proposal for John's Place**

Figure 5:39 shows most residents (56) felt this proposal would be a positive improvement to the area with a further 34 believing this would make the area safer. 30 residents felt this proposal was either unnecessary or does not offer any improvement. Some residents (29) were concerned about the additional congestion this proposal would create, with 28 residents believing this proposal will create access issues.

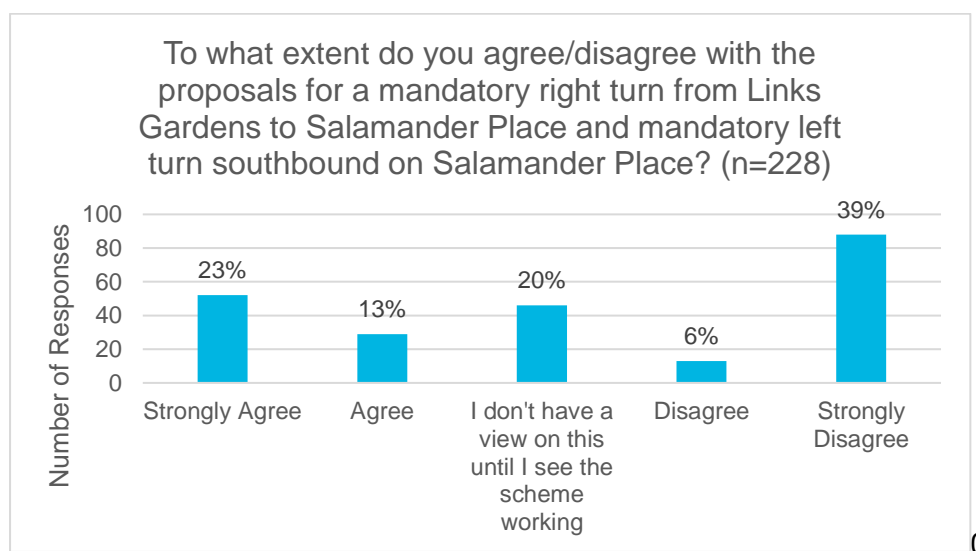
**Q6a: To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?****Figure 5:40: Resident's response to traffic restriction on Links Gardens/Salamander Place**

Figure 5:40 shows 45% of residents disagree with this proposal with 39% of these residents strongly disagreeing. 23% of residents strongly agree with the proposal and a further 13% agree with the proposal. 20% of residents felt they could not have a view on this proposal until they see it working.



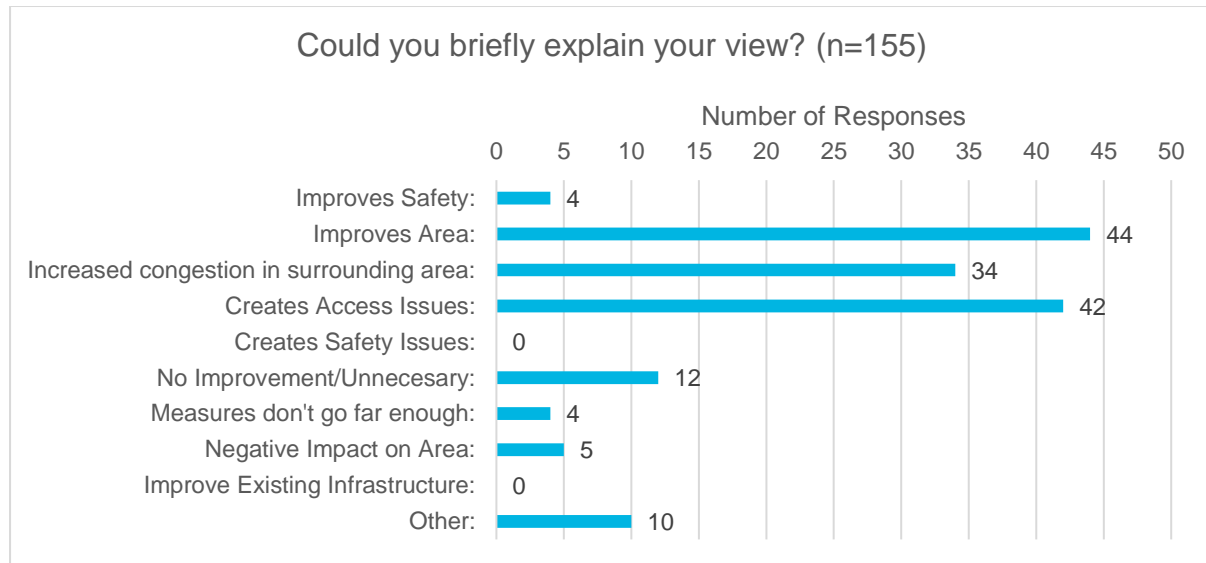
**Q6b: Could you briefly explain your view?****Figure 5:41: Resident's opinions of proposal for Links Gardens/Salamander Place**

Figure 5:41 shows 44 residents believe this will improve the area although 42 residents believe this proposal will create access issues in the area. 34 residents are concerned that this proposal could create additional congestion, while 12 residents felt these interventions are not required.

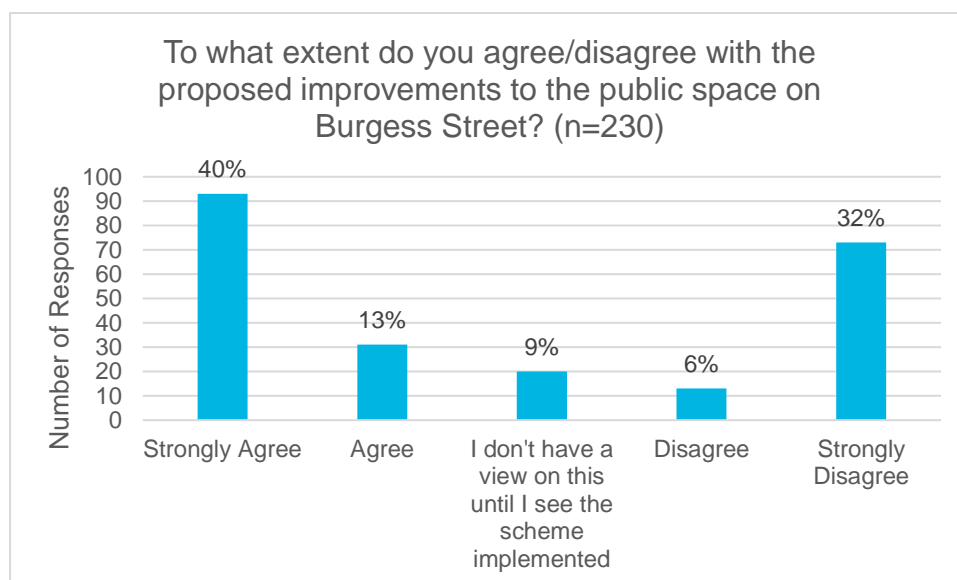
**Q7a: To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?****Figure 5:42: Resident's response to public space improvements at Burgess Street**

Figure 5:42 shows the majority of residents are in favour of this proposal with 40% of residents strongly agreeing. 38% of residents disagree to some extent with the proposal with 32% strongly disagreeing. 9% of residents will not have a view until they see the scheme working.

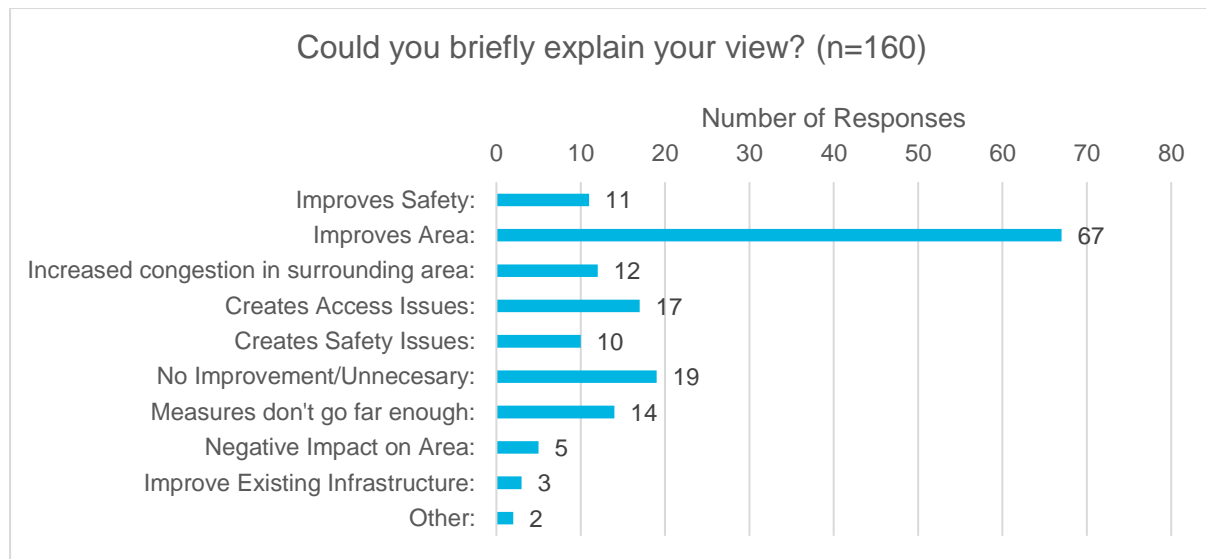
**Q7b: Could you briefly explain your view?****Figure 5:43: Resident's opinions of the public space improvements for Burgess Street**

Figure 5:43 shows that a large number of residents (67) believe this proposal will improve the area while 19 residents felt this proposal isn't required. 14 residents felt this proposal doesn't go far enough to improve the current situation with 17 concerned about the access issues that could be created.

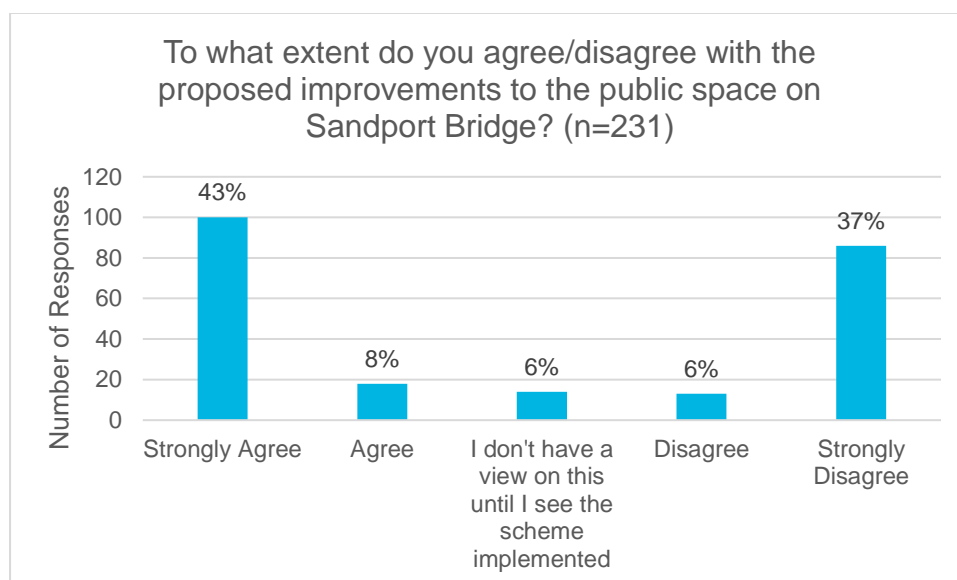
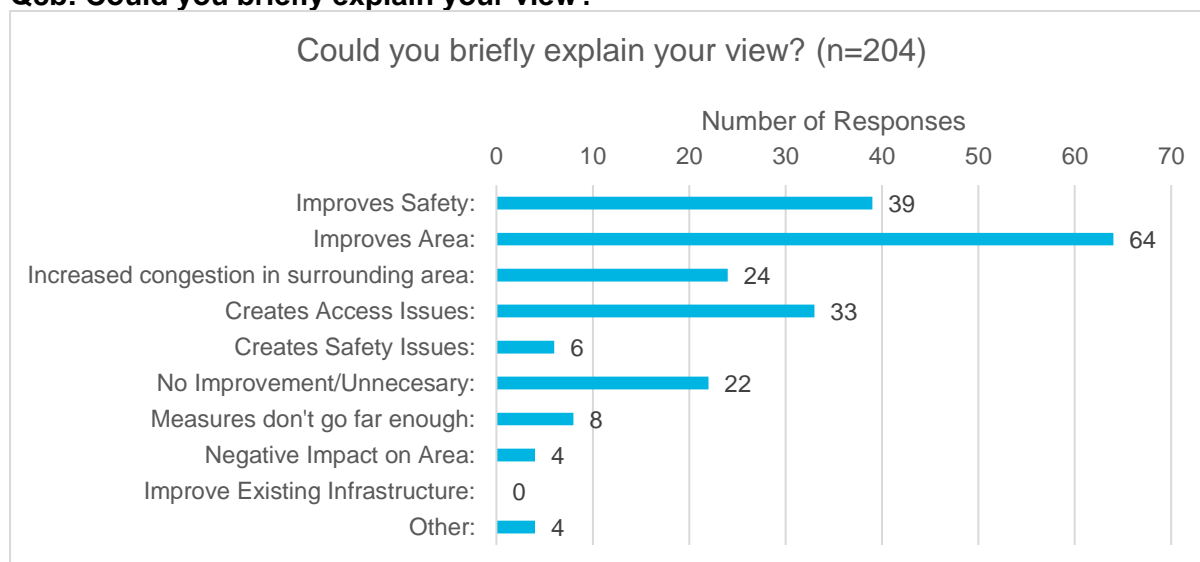
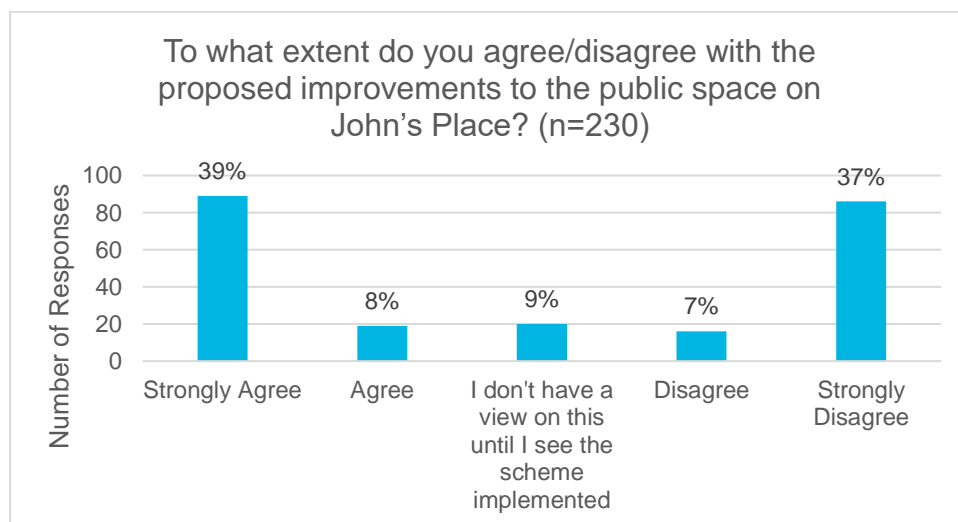
**Q8a: To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?****Figure 5:44: Resident's response to public space improvements at Sandport Bridge**

Figure 5:44 shows that a majority of residents (51%) are in favour of the public space improvements at Sandport bridge with 43% of these residents strongly agreeing with the proposal. 6% of residents felt they could not make a judgement until they have seen the scheme working. 43% of residents disagree with the proposal with 37% of these strongly disagreeing.

**Q8b: Could you briefly explain your view?**

**Figure 5:45: Resident's opinions of the public space improvements for Sandport Bridge**

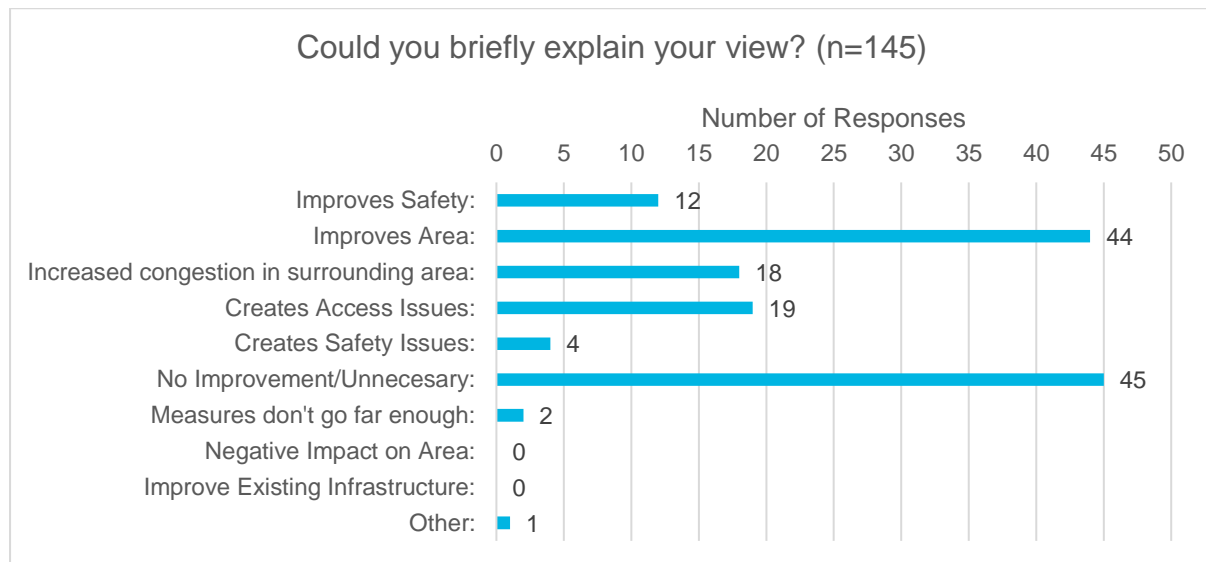
Figure 5:45 shows 64 residents feel this proposal will improve the area while a further 39 residents believe this will make Sandport bridge safer. 33 residents are concerned this proposal will make accessing the area by motor vehicle more difficult and 24 residents felt this proposal will create additional congestion in the area. 22 residents felt this proposal was either not needed or does not offer an improvement.

**Q9a: To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?**

**Figure 5:46: Resident's response to public space improvements at John's Place**

Figure 5:46 shows that 47% of residents agree with this proposal with 39% of these strongly agreeing. In contrast, 44% of residents disagree with this proposal with 37% of these residents strongly disagreeing. 9% of resident respondents felt they would need to see the scheme working before offering their opinion.

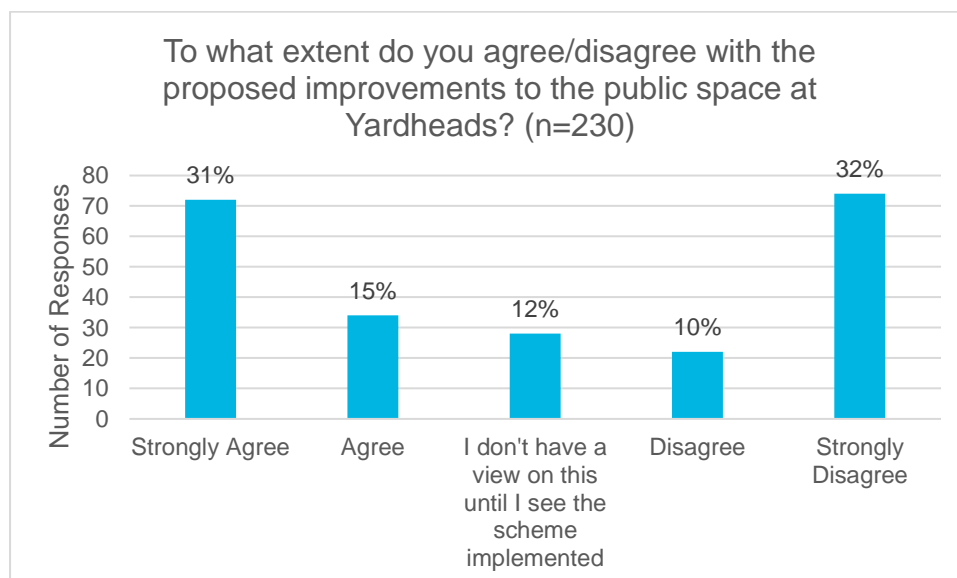
**Q9b: Could you briefly explain your view?**



**Figure 5:47: Resident's opinions of the public space improvements for John's Place**

Figure 5:47 shows 45 resident respondents feel this proposal either is not an improvement or is not necessary for the area. 44 residents feel this proposal will improve the area. 19 residents are concerned that this proposal will make access to the area more difficult, with a further 18 residents believing that this will create additional congestion in the surrounding area. 12 residents felt this will improve the safety or the area, while 4 felt this will make the area less safe.

**Q10a: To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?**



**Figure 5:48: Resident's response to public space improvements at Yardheads**

Figure 5:48 shows a total of 46% of residents agree, to some extent, with this proposal. 31% of these residents strongly agree. 42% of residents disagree with this proposal with 32% of these residents strongly disagreeing. 12% of resident respondent felt they could not decide until they see the scheme working.

**Q10b: Could you briefly explain your view?****Figure 5:49: Resident's opinions of the public space improvements for Yardheads**

Figure 5:49 shows that a large number (36) of residents feel that this proposal will improve the area. In contrast, 19 residents feel this proposal is not required and a further 20 are concerned about possible access issues this could create. 15 residents felt this proposal would create additional congestion on surrounding streets, with 6 residents believing this will create further safety issues in the area. 6 residents believe this will improve the safety of the area.

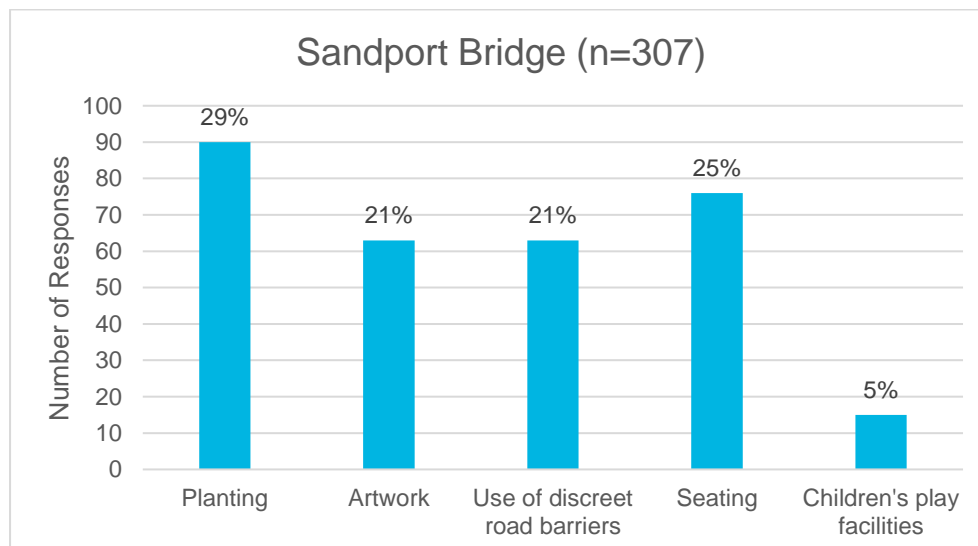
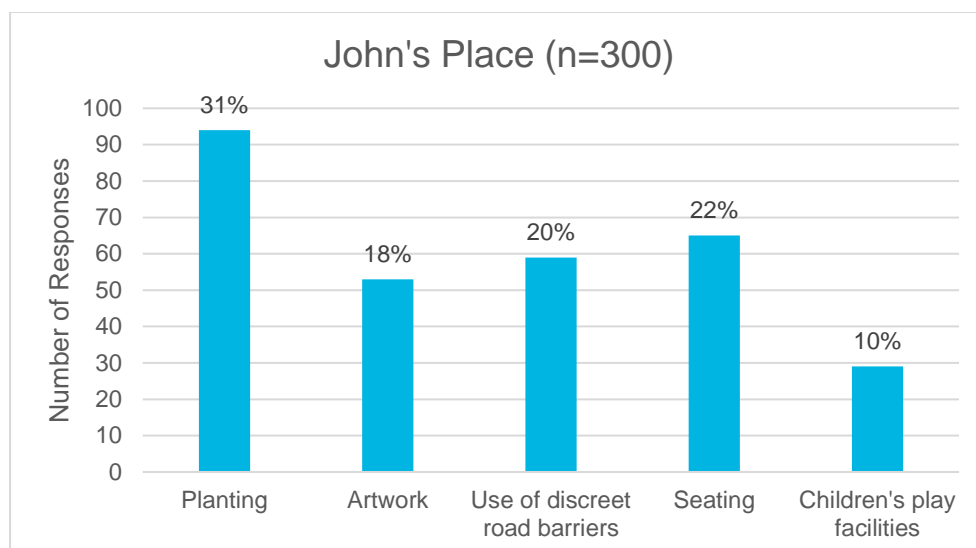
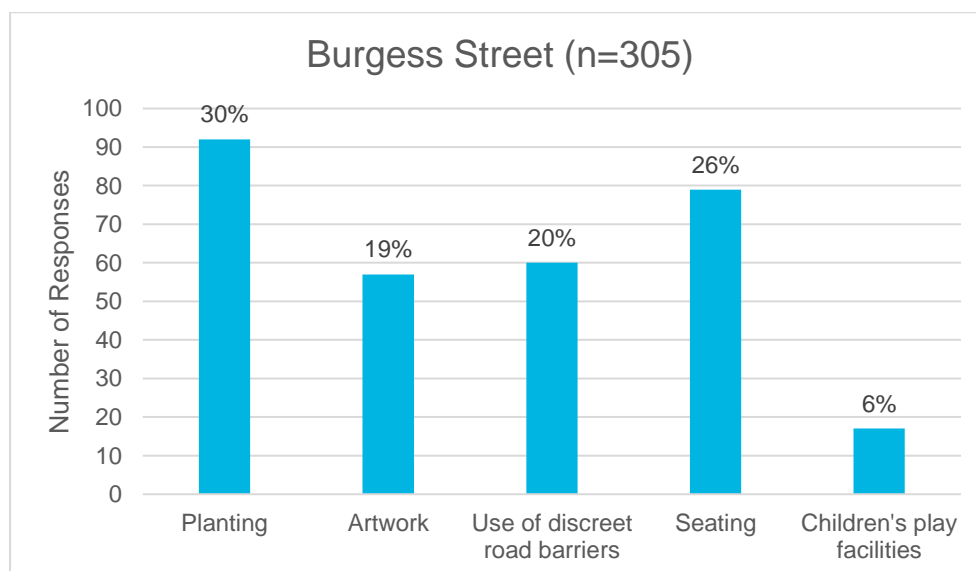
**Q11a: Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply****Figure 5:50: Most important improvements on Sandport Bridge**

Figure 5:50 shows that new planting is the most important aspect to residents at Sandport Bridge with 29% selecting this. 25% of residents felt that additional seating in the area was most important. A further 21% of resident respondents felt the use of discreet road barrier was important and 21% felt that new artwork for the area was the most important. 5% wanted to provide play facilities for children.



**Figure 5:51: Most important improvements at John's Place**

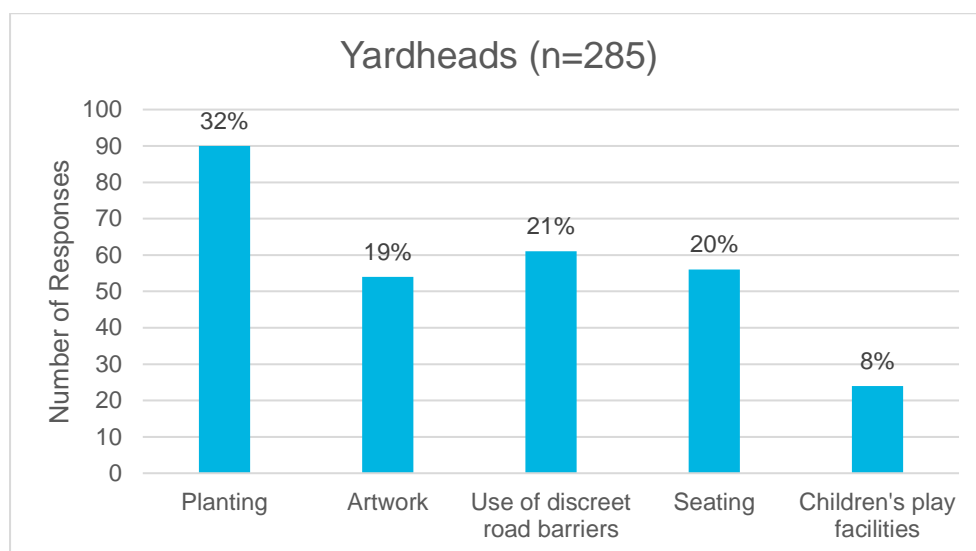
Figure 5:51 shows 31% of residents felt that new planting was the most important improvement to them. 22% said they wanted to see additional seating in the area, with a further 20% believing the use of discreet road barriers was the most important intervention. 18% of residents wanted to see new artwork in the area while 10% want to see improved children's play facilities.



**Figure 5:52: Most important improvements at Burgess Street**

Figure 5:52 shows again that the most important improvement to residents is new planting in the area (30%). 26% felt additional seating was the most important improvement that could be made. 20% of residents want to see the use of discreet road barriers and 19% felt that new artwork in the area was the most important improvement. 6% would like to see improved children's play facilities.

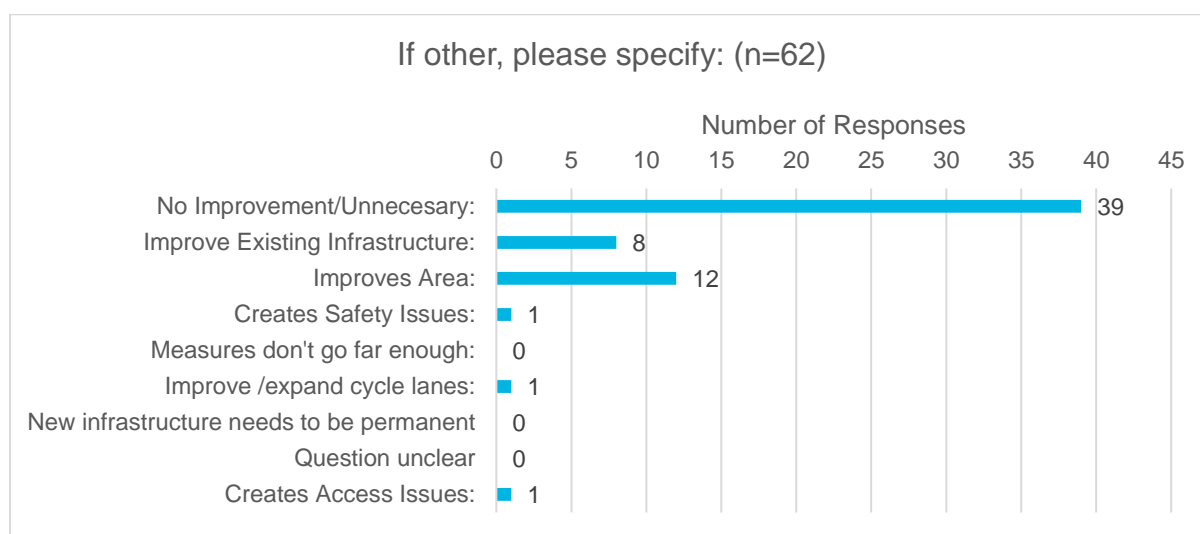




**Figure 5:53: Most important improvements at Yardheads**

Figure 5:53 shows 32% of resident respondents felt new planting was the most important improvement for the area. 21% of resident want to see the use of discreet road barriers for the interventions, while a further 20% would like additional seating at Yardheads. 19% of residents believe that new artwork is the most important improvement for the area. 8% would like improved children's playing facilities.

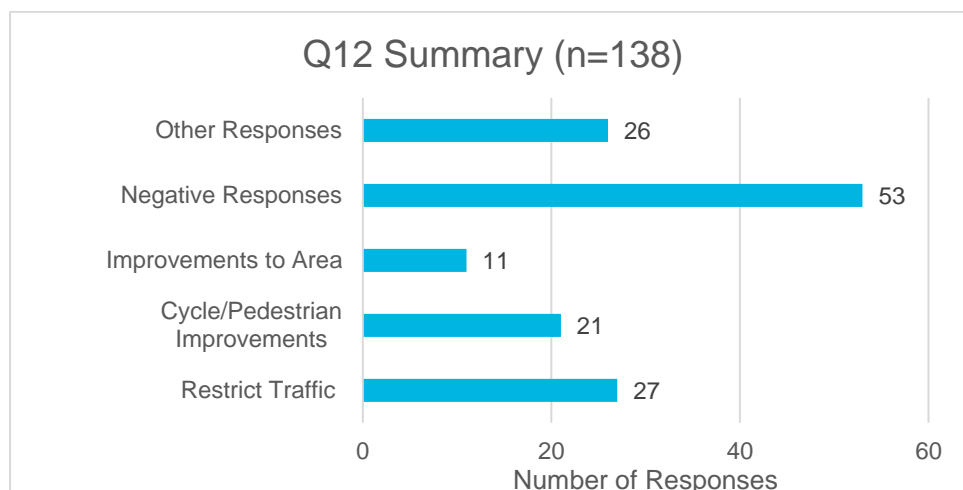
**Q11b: If other, please specify:**



**Figure 5:54: Further intervention suggestions from respondents**

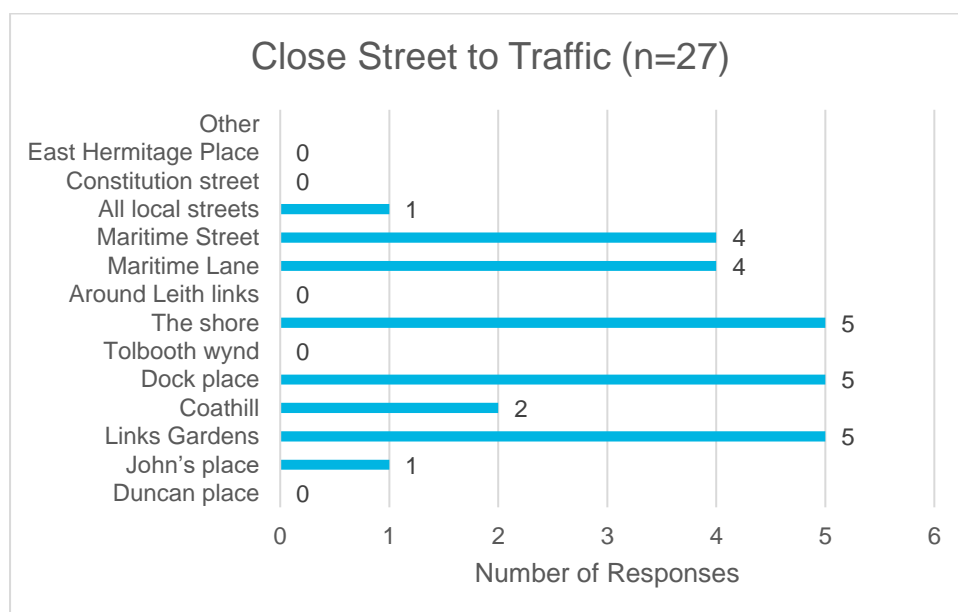
Figure 5:54 shows most of the residents who answered 'Other' believe none of the proposed improvements should be put in place (39). 12 respondents believe any interventions need to improve the area with 8 believing existing infrastructure should be improved before adding new interventions.

**Q12a: The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:**



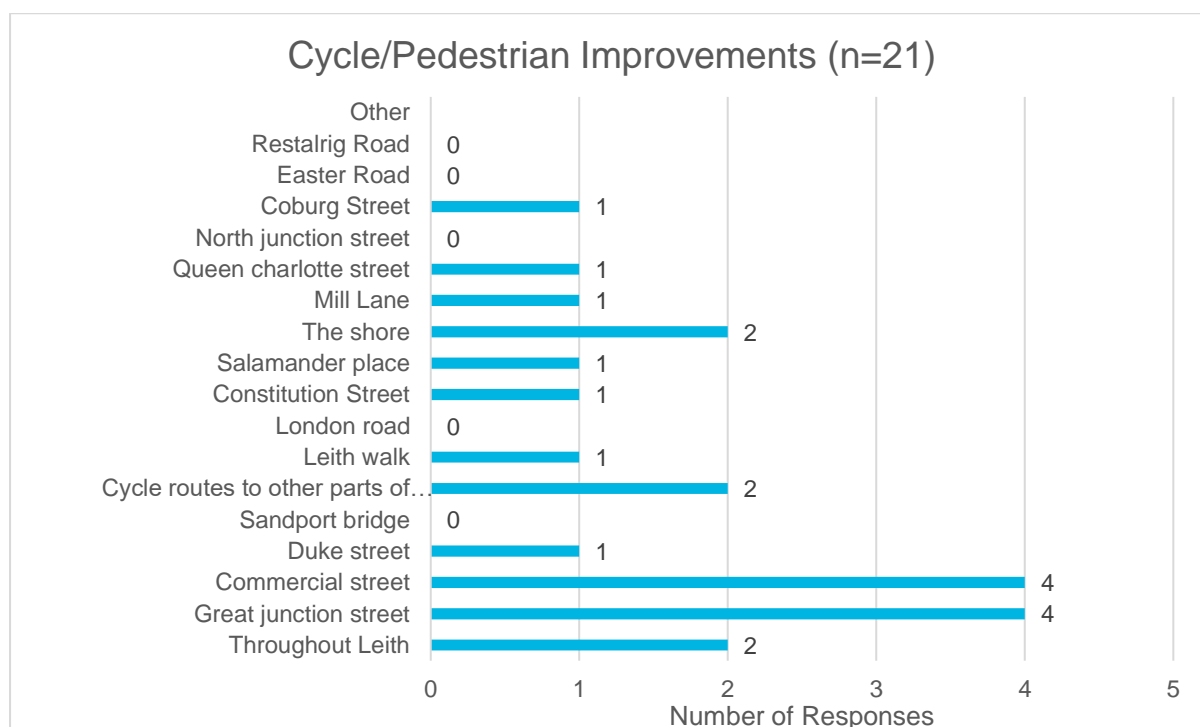
**Figure 5:55: Summary of responses to Q12**

Figure 5:55 shows 53 responses to this section were negative, while 27 respondents would like to see further restrictions to traffic. 21 respondents would like to see further cycling and pedestrian improvements throughout Leith. 11 respondents would like to see further improvements to the area.



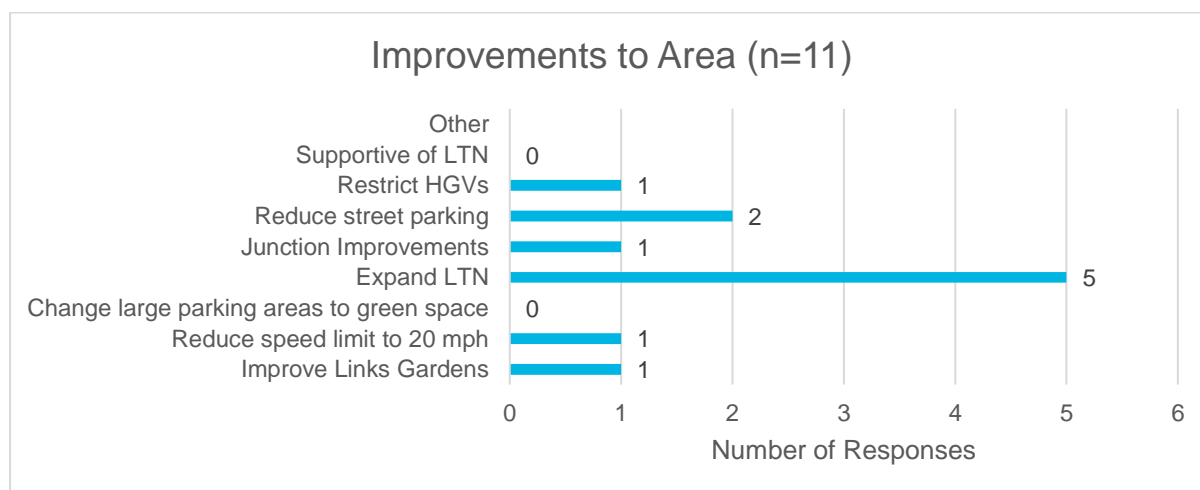
**Figure 5:56: Locations for further traffic restrictions**

Figure 5:56 shows 5 respondents would like to see traffic restricted on The Shore, while a further 5 respondents would like to see restrictions maintained on Links Gardens. 5 respondents felt Dock Place could benefit from further traffic restrictions, while 4 respondents felt traffic should be restricted along Maritime Street and Maritime Lane. 2 respondents felt Coathill should have traffic restrictions.



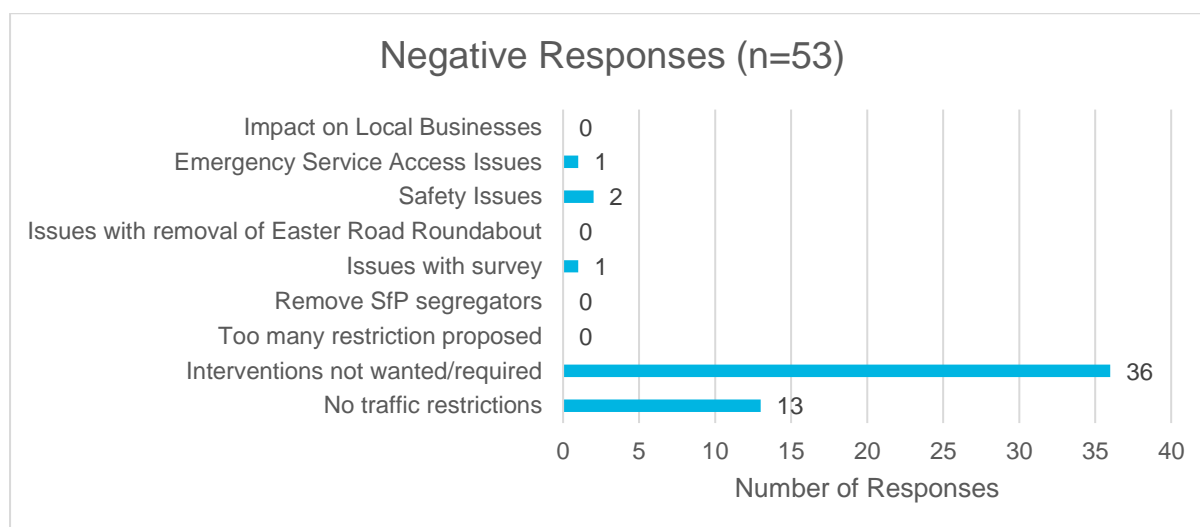
**Figure 5:57: Locations for further Cycle/Pedestrian Improvements**

Figure 5:57 shows 4 respondents would like to see improvements on Great Junction Street, with a further 4 respondents felt Commercial Street should have pedestrian and cyclist improvements. 2 respondents felt the shore could benefit from further improvements, while 2 respondents felt improving cycle routes to other parts of Edinburgh would be beneficial. 2 respondents believed that cyclist and pedestrian improvements should be implemented throughout all of Leith.



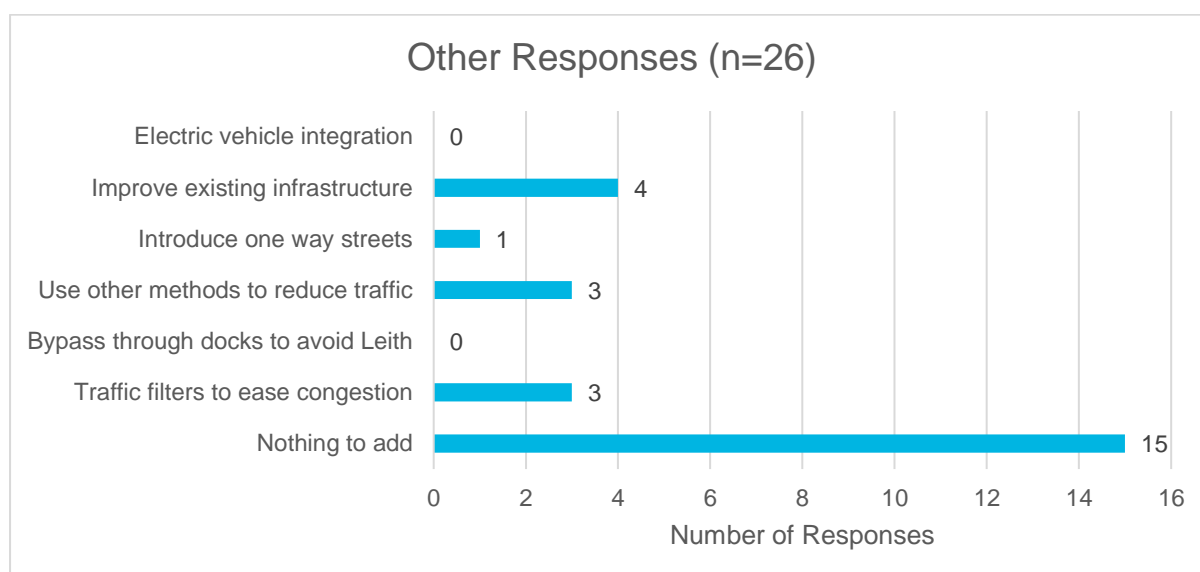
**Figure 5:58: Respondent suggestions to improve the area**

Figure 5:58 shows 5 respondents would like to see the LTN expanded further throughout Leith, with 2 respondents wanting a reduction in on street parking. 1 respondent would like to see restrictions for HGVs in Leith. 1 respondent felt that the speed limit throughout Leith should be reduced to 20 mph, while 1 would like to see further improvements made to Links Gardens. 1 respondent felt that junction improvements could be made to make them safer.



**Figure 5:59: Negative responses to proposals**

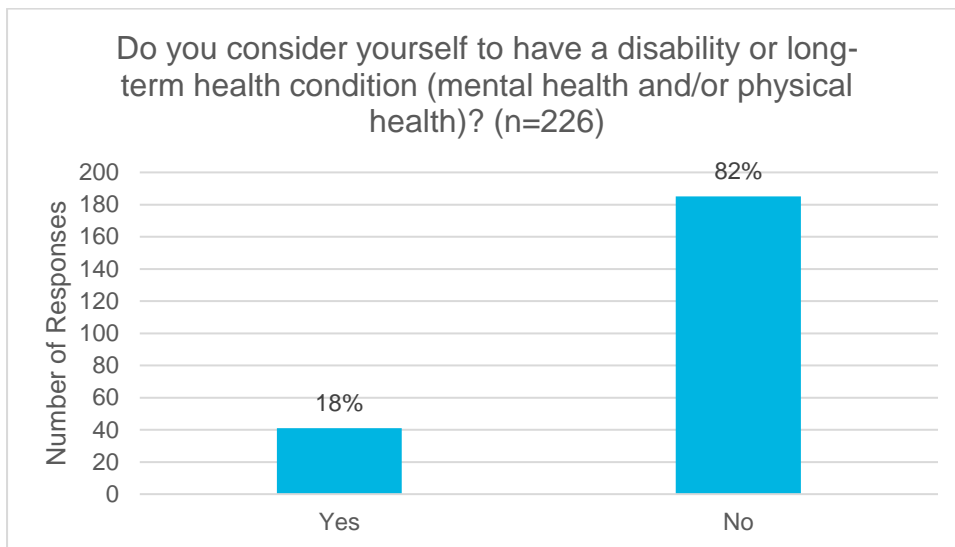
Figure 5:59 shows 36 respondents felt these interventions were neither required or wanted, while 13 respondents do not want any traffic restrictions in Leith. 2 respondents felt these interventions would create safety issues. 1 respondent felt these proposals could make it harder for emergency services to access the areas, while 1 respondent had issues with the survey.



**Figure 5:60: Additional responses to further restrictions**

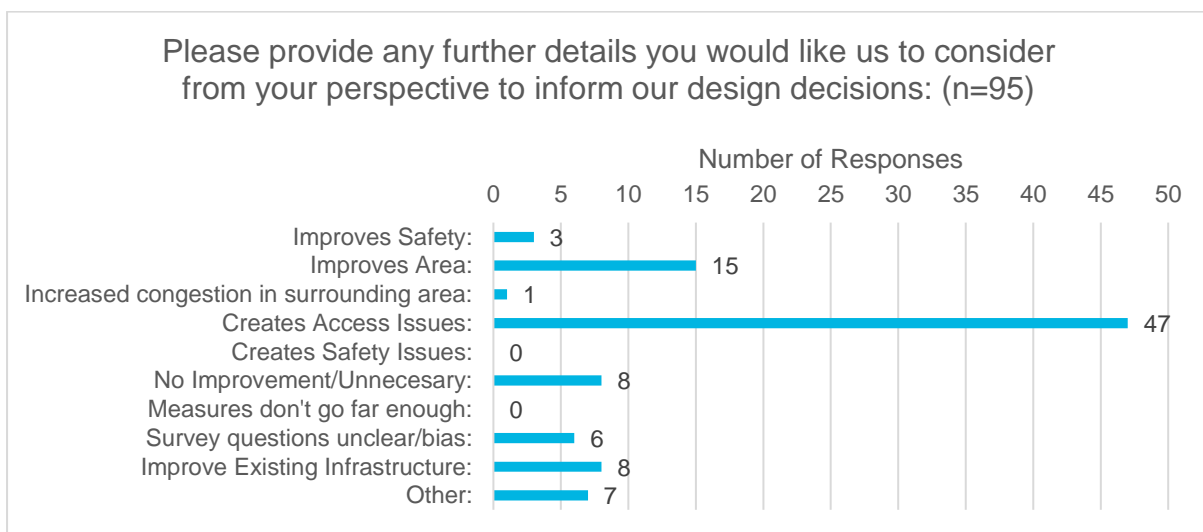
Figure 5:60 shows 15 respondents felt they had nothing to add to their survey response. 4 respondents would like existing infrastructure to be improved before investing in new projects, while 3 respondents would like to see the use of traffic filters to ease congestion. 3 respondents would like to see the council use other methods to reduce traffic in Leith and 1 respondent felt the introduction of one-way streets throughout Leith would be beneficial.

**Q13: Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:61: Resident respondents with disabilities or long-term health conditions**

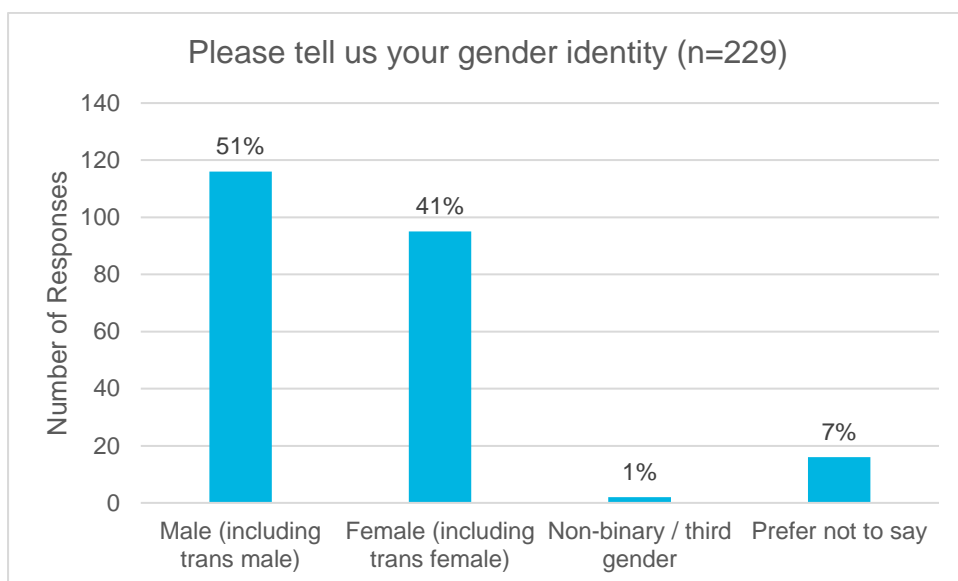
**Q14: Please provide any further details you would like us to consider from your perspective to inform our design decisions:**



**Figure 5:62: Areas for further consideration from resident respondents**

Figure 5:62 shows that most residents (47) would like further consideration to be given to mitigate access issues that could be created by the new LTN. 15 residents would like to see further improvements to the area, while 8 residents do not want to see any of the proposed changes implemented. 8 residents do not feel the proposals go far enough to improve Leith and 6 residents felt that the survey questions were either biased or unclear.

**Q15: Please tell us your gender identity**

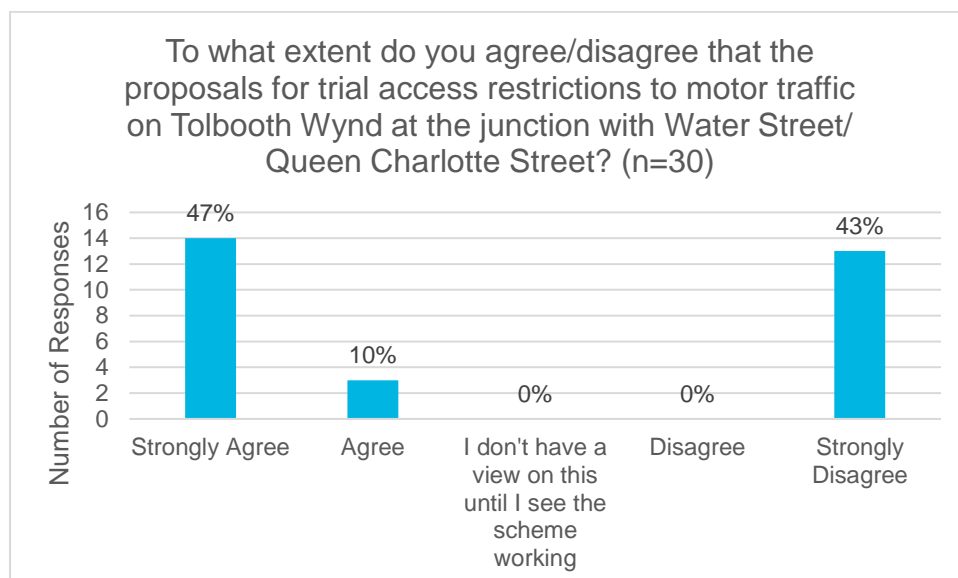


**Figure 5:63: Resident respondent's gender identities**

### 5.3 16-24 Year Olds Responses

This section considers the responses of respondents who identified themselves as within the 16-24 year old age category.

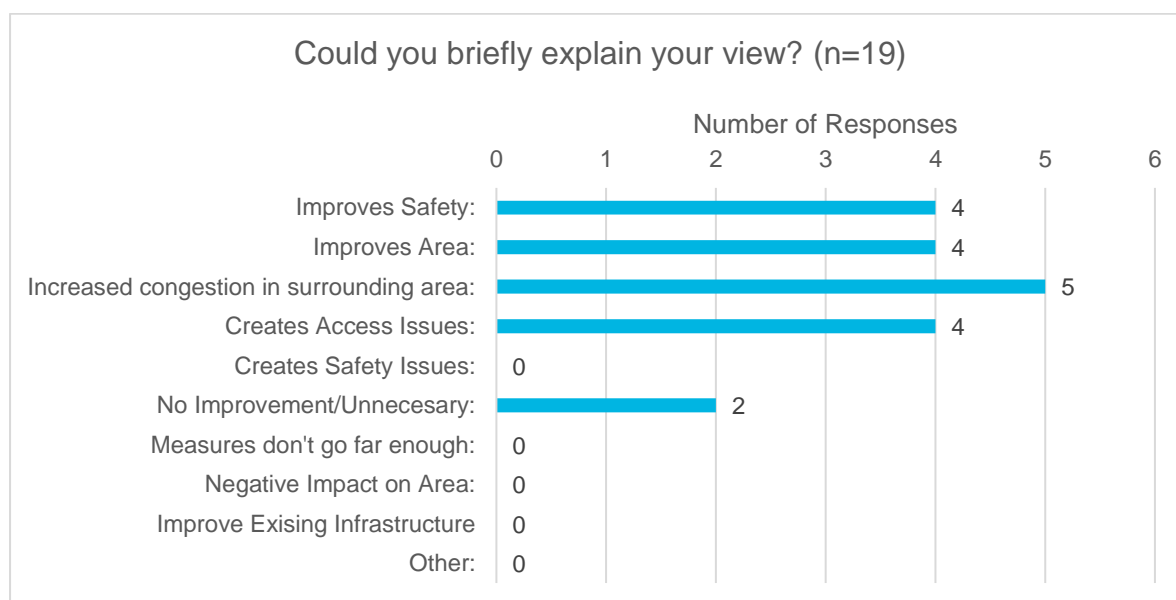
**Q3a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?**



**Figure 5:64: 16-24 year old response to traffic restriction on Tolbooth Wynd**

Figure 5:64 shows 57% of respondents in this age group agree with this proposal, with 47% of these respondents strongly agreeing. 43% of respondents in this age group strongly disagree.

**Q3b: Could you briefly explain your view?**



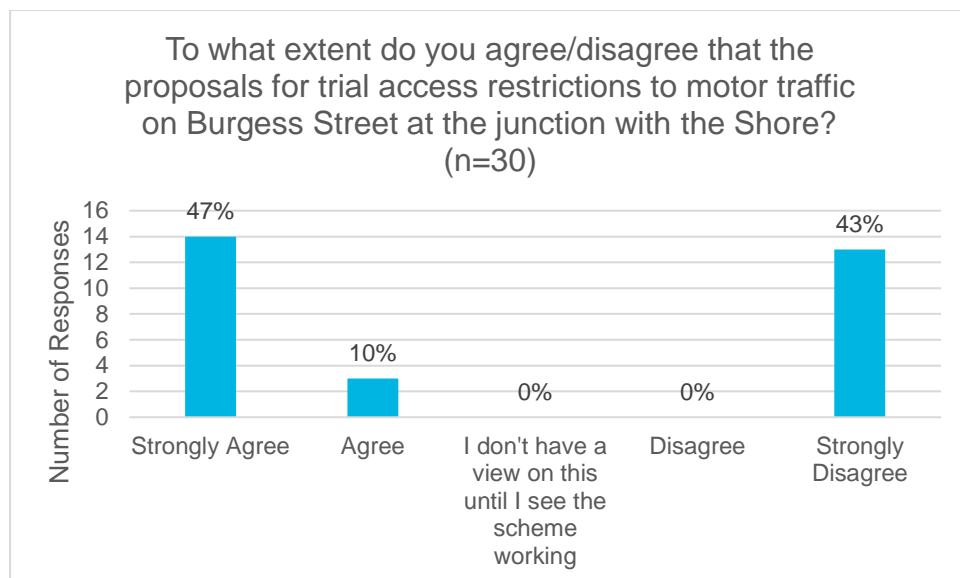
**Figure 5:65: 16-24 year old opinions of proposal for Tolbooth Wynd**

Figure 5:65 shows 5 respondents in the age group are concerned that this proposal could create additional congestion on surrounding streets. 4 respondents felt that this proposal would improve the safety in the area, while a further 4 felt the proposal would improve the



area. 4 respondents were concerned this proposal would create access issues in the area and 2 respondents felt this proposal was not required.

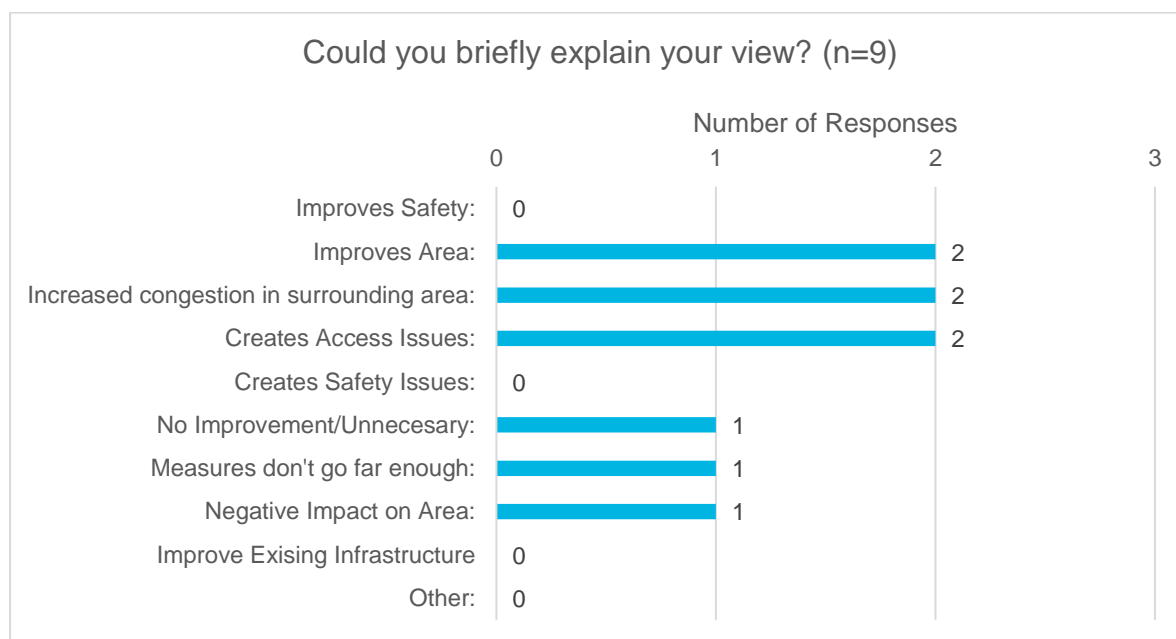
**Q4a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?**



**Figure 5:66: 16-24 year old response to traffic restriction on Burgess Street**

Figure 5:66 57% of respondents in this age group agree with this proposal, with 47% of these respondents strongly agreeing. 43% of respondents in this age group strongly disagree.

**Q4b: Could you briefly explain your view?**

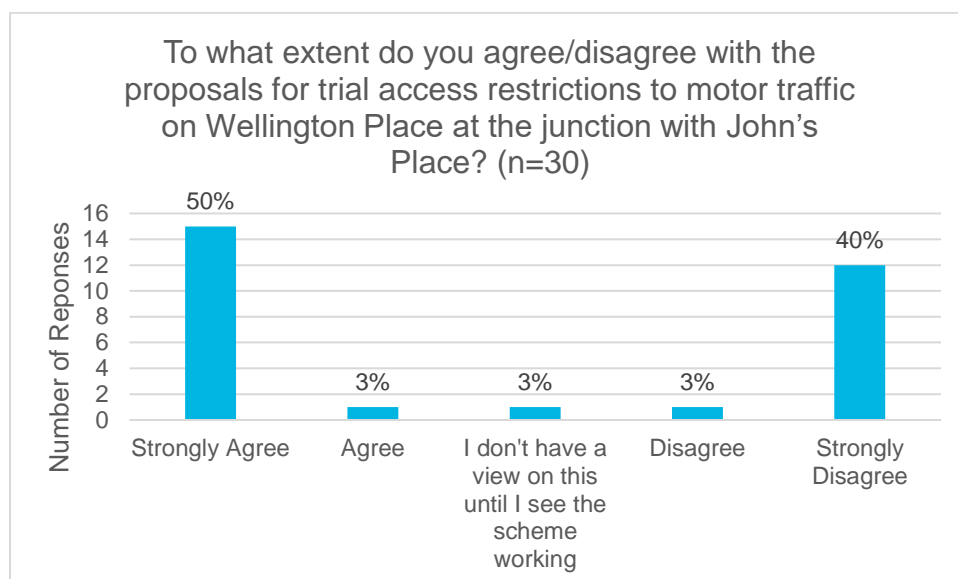


**Figure 5:67: 16-24 year old opinions of proposal for Burgess Street**

Figure 5:67 shows 2 respondents in this age group felt this proposal would improve the area. 2 respondents are concerned this proposal will create access issues, while a further 2

believe this proposal will create additional congestion in the area. 1 respondent felt the proposal wasn't required, 1 believes this proposal will have a negative impact on the area. 1 respondent in this age group felt this proposal doesn't go far enough.

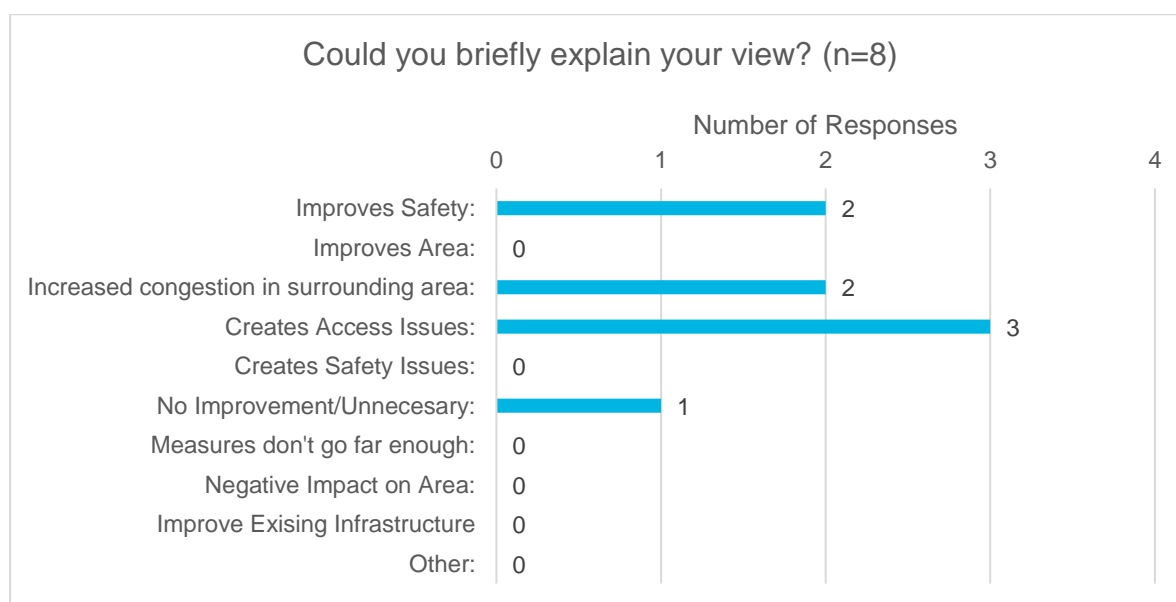
**Q5a: To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?**



**Figure 5:68: 16-24 year old response to traffic restriction on John's Place**

Figure 5:68 shows 53% of respondents in this age group agree with this proposal, with 50% strongly agreeing. 40% of respondents strongly disagree with this proposal, 3% disagree. 3% of respondents in this age group felt they could not make a judgement until they see the scheme working.

**Q5b: Could you briefly explain your view?**

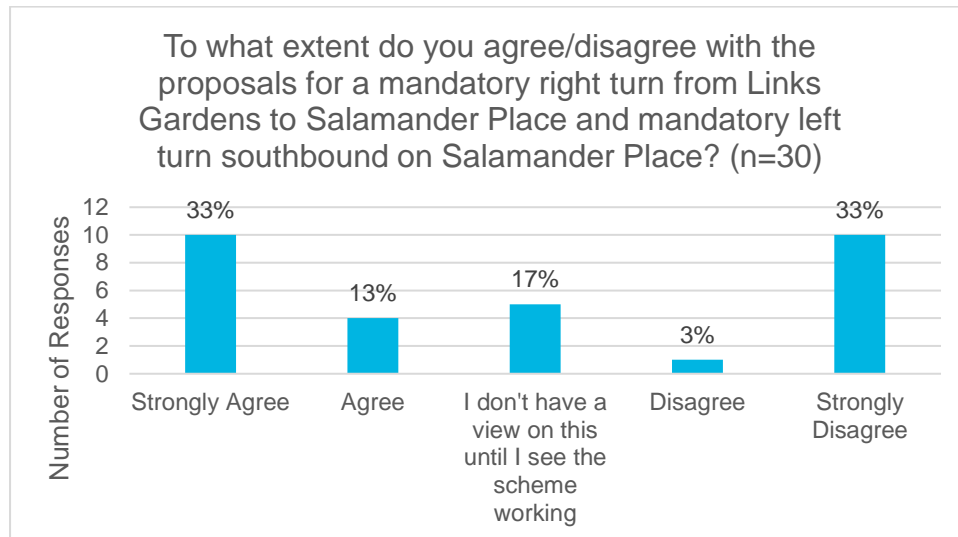


**Figure 5:69: 16-24 year old opinions of proposal for John's Place**

Figure 5:69 shows 3 respondents in this age group are concerned about access issues this proposal could create, while 2 respondents are concerned about additional congestion that could be created as a result of the proposal. 2 respondents felt this will improve the safety in

the area, while 1 respondent in this age group felt this proposal either isn't necessary or offers no improvement.

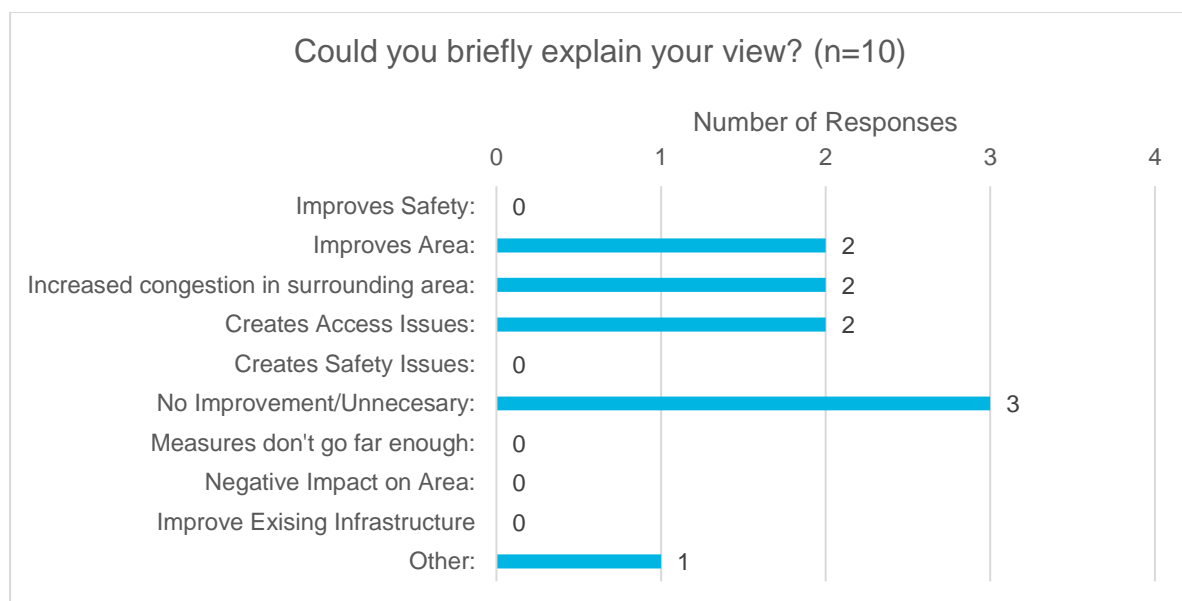
**Q6a: To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?**



**Figure 5:70: 16-24 year old response to traffic restriction on Links Gardens/Salamander Place**

Figure 5:70 shows 46% of respondents in this age group agree with this proposal with 33% strongly agreeing. 36% of respondents disagree with 33% strongly disagreeing. 17% of respondents in this age group felt they could not make a judgement on this proposal until they see it working.

**Q6b: Could you briefly explain your view?**

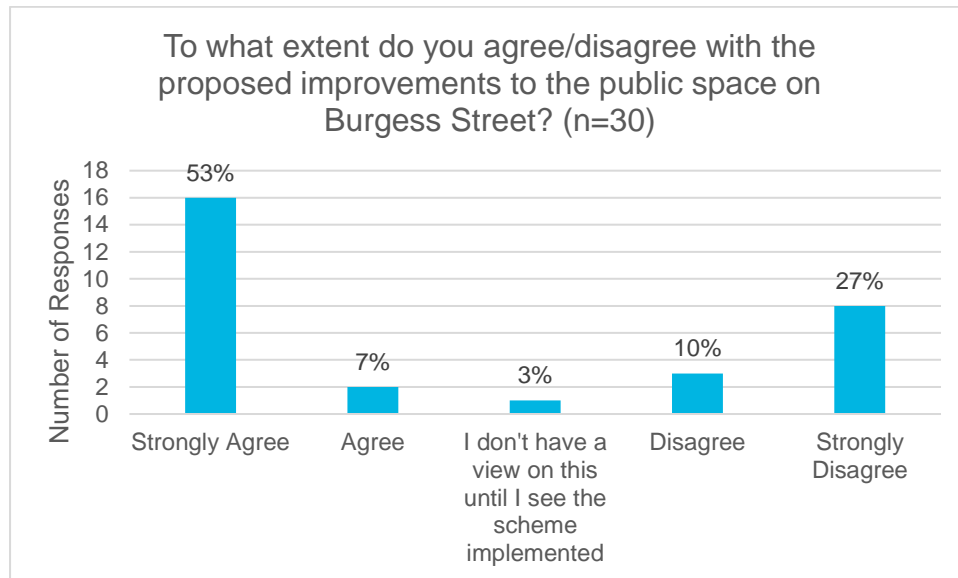


**Figure 5:71: 16-24 year old opinions of proposal for Links Gardens/Salamander Place**

Figure 5:71 shows 3 respondents in this age group felt this proposal was not necessary. 2 respondents felt this proposal will increase congestion on surrounding streets, while a further

2 felt this proposal will create access issues. 2 respondents believe this proposal will be a positive change for the area.

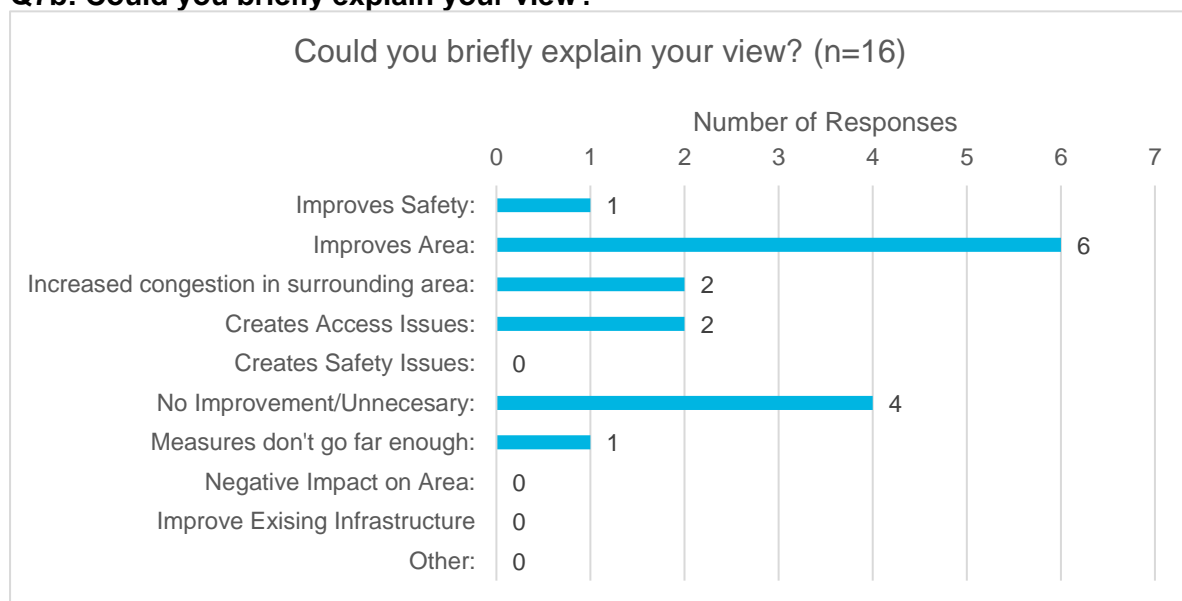
**Q7a: To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?**



**Figure 5:72: 16-24 year old response to public space improvements at Burgess Street**

Figure 5:72 shows 60% of respondents in this age group agree with this proposal with 53% strongly agreeing. 37% of respondents disagree with the proposal with 27% strongly disagreeing. 3% of respondents felt they could only give their view once they see the scheme working.

**Q7b: Could you briefly explain your view?**

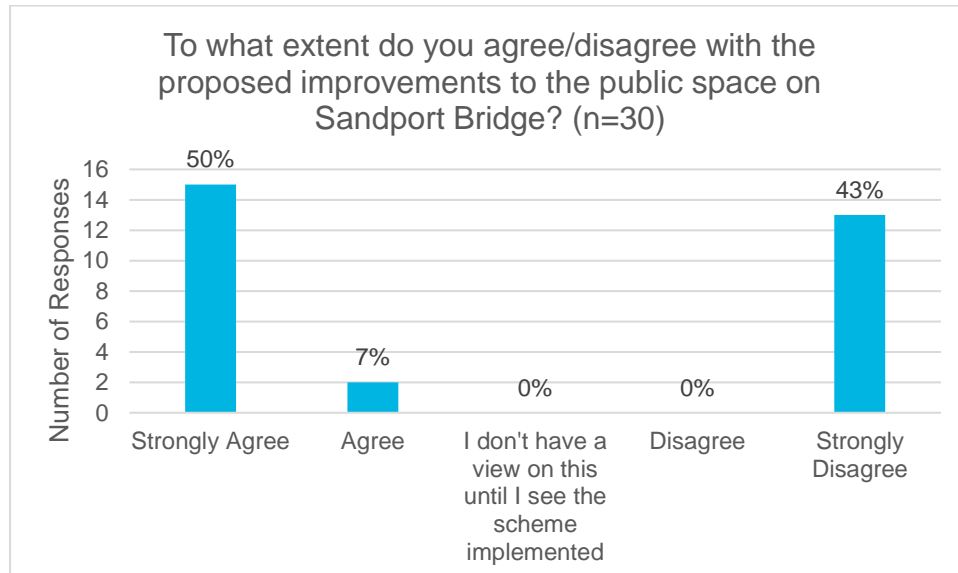


**Figure 5:73: 16-24 year old opinions of the public space improvements at Burgess Street**

Figure 5:73 shows 6 respondents from this age group felt this proposal would be a positive improvement for the area while 4 respondents felt this proposal was either unnecessary or

do not offer any improvement. 2 respondents main concern was the additional congestion this proposal could create, with 2 more respondents concerned about access issues that could be created. 1 respondent thought this proposal would improve the safety of the area and 1 respondent felt the new measure don't go far enough.

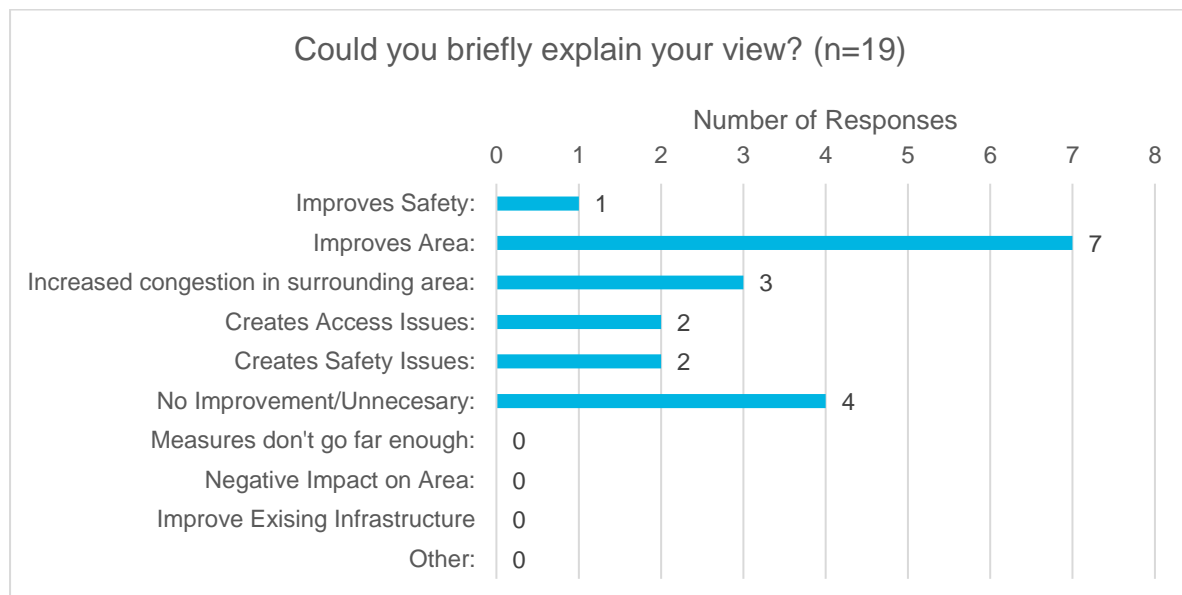
**Q8a: To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?**



**Figure 5:74: 16-24 year old response to public space improvements at Sandport Bridge**

Figure 5:74 shows 57% of respondents in this age group agree with this proposal with half of the respondents strongly agreeing. 43% of respondents in this age group strongly disagree.

**Q8b: Could you briefly explain your view?**

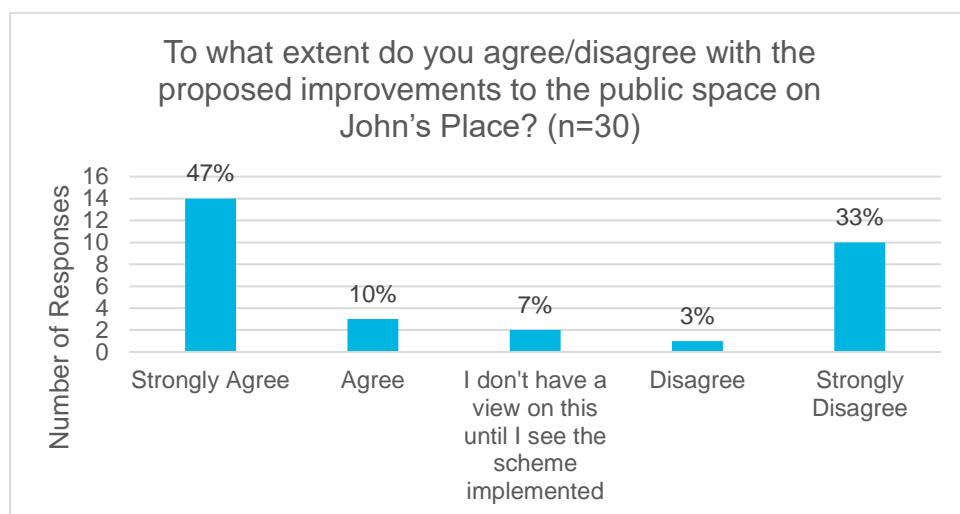


**Figure 5:75: 16-24 year old opinions of the public space improvements at Sandport Bridge**

Figure 5:75 shows 7 respondents believe this proposal will improve the area however 4 respondents felt this proposal is either not necessary or doesn't offer any improvement. 3 respondents were concerned this proposal would create additional congestion in the area

and another 2 were concerned that this proposal would create access issues. 2 respondents were concerned this proposal will create safety issues while 1 respondent felt this would make the area safer.

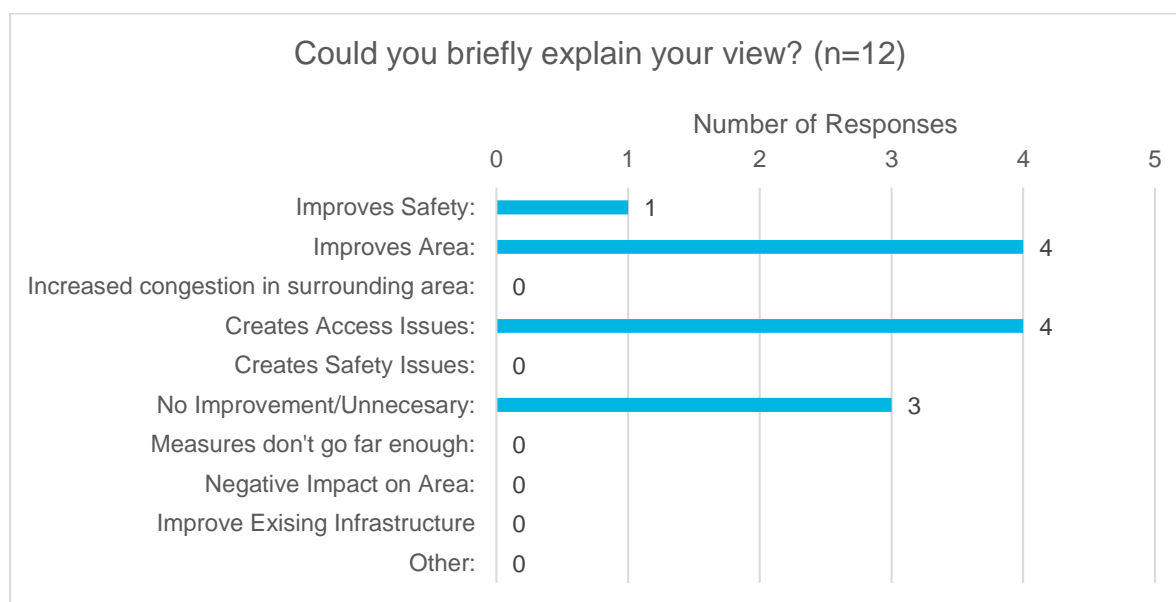
**Q9a: To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?**



**Figure 5:76: 16-24 year old response to public space improvements at John's Place**

Figure 5:76 shows the majority of respondents in this age group agree with this proposal (57%) with 47% of the respondents strongly agreeing. 36% of respondents in this age group disagree with this proposal, with 33% strongly disagreeing. 7% of respondents felt they could not offer a view until they saw the scheme working.

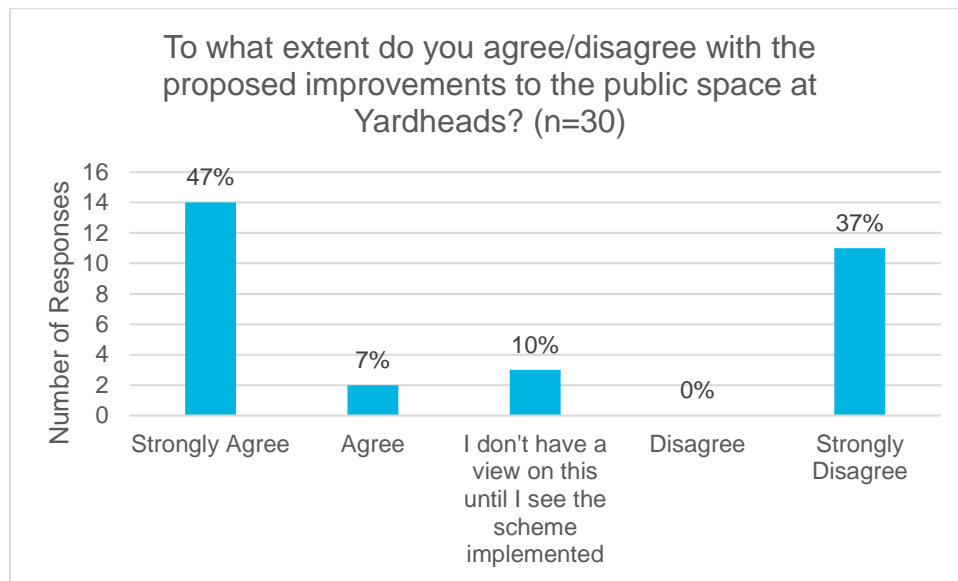
**Q9b: Could you briefly explain your view?**



**Figure 5:77: 16-24 year old opinions of the public space improvements at John's Place**

Figure 5:77 shows 4 respondents in this age group felt this proposal would improve the area, with 1 respondent believing this proposal would make the area safer. 4 respondents were concerned this proposal would create access issues and a further 3 felt the measure were not required.

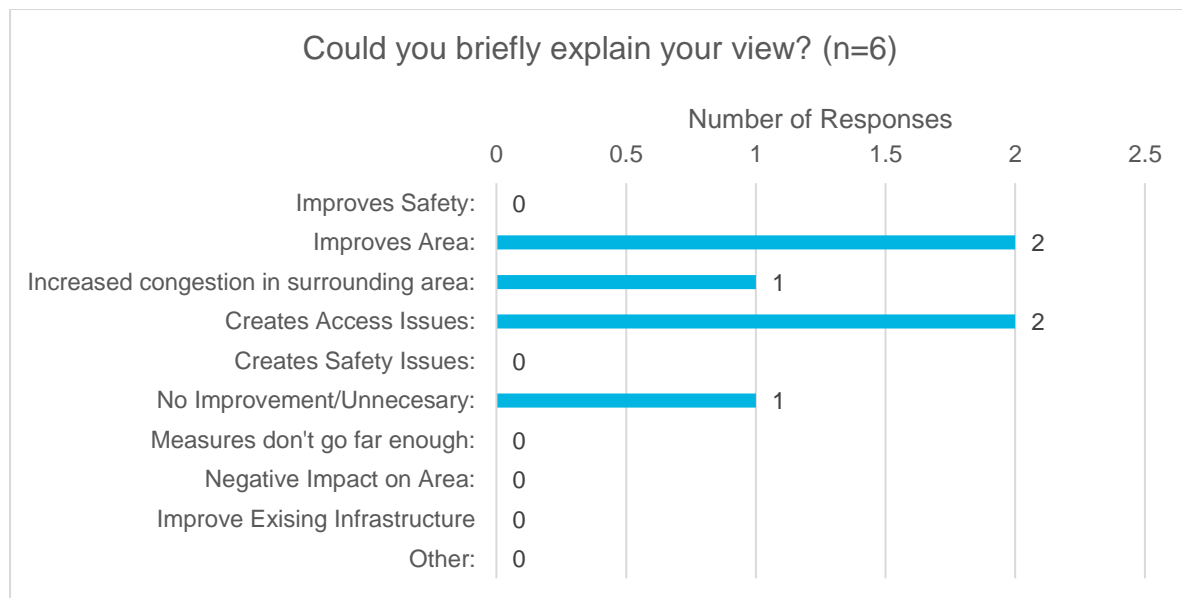
**Q10a: To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?**



**Figure 5:78: 16-24 year old response to public space improvements at Yardheads**

Figure 5:78 shows 54% of respondents in this age group agree with this proposal with 47% of the respondents strongly agreeing. 37% of respondents strongly disagree and a further 10% felt they could not have an opinion on this until they see it working.

**Q10b: Could you briefly explain your view?**

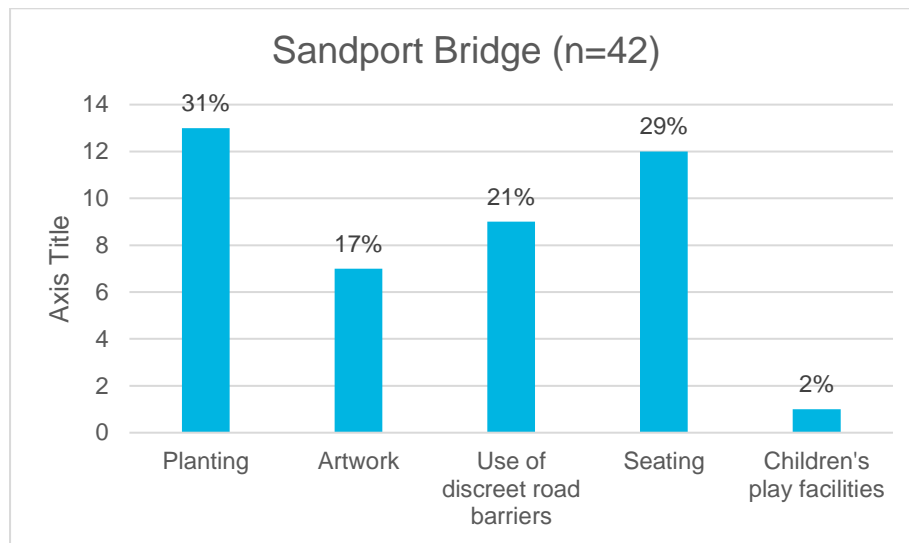


**Figure 5:79: 16-24 year old opinions of the public space improvements at Yardheads**

Figure 5:79 shows 2 respondents are concerned this proposal would cause access issue in the area, with 1 respondent believing this proposal will create congestion on surrounding streets. 2 respondents felt this proposal would improve the area while 1 felt this proposal was not required.

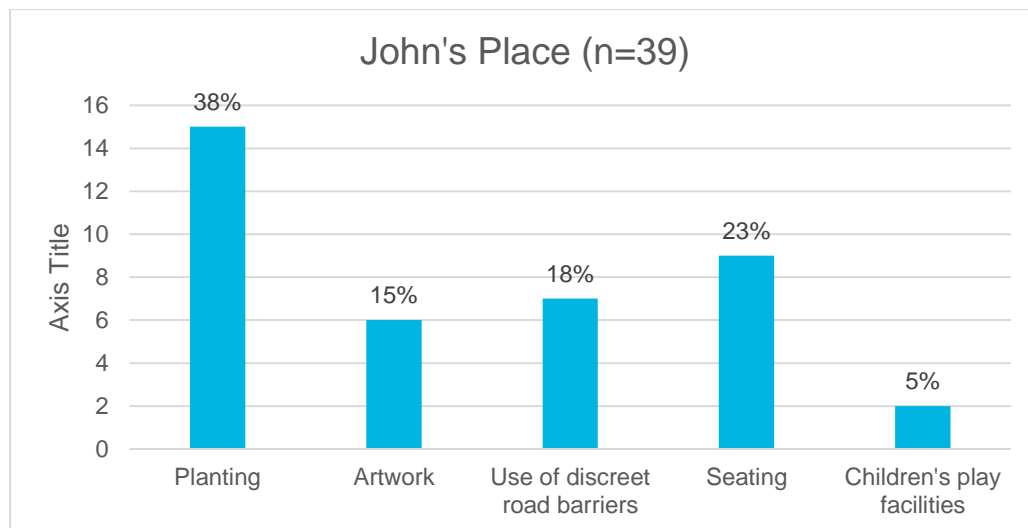


**Q11: Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply**



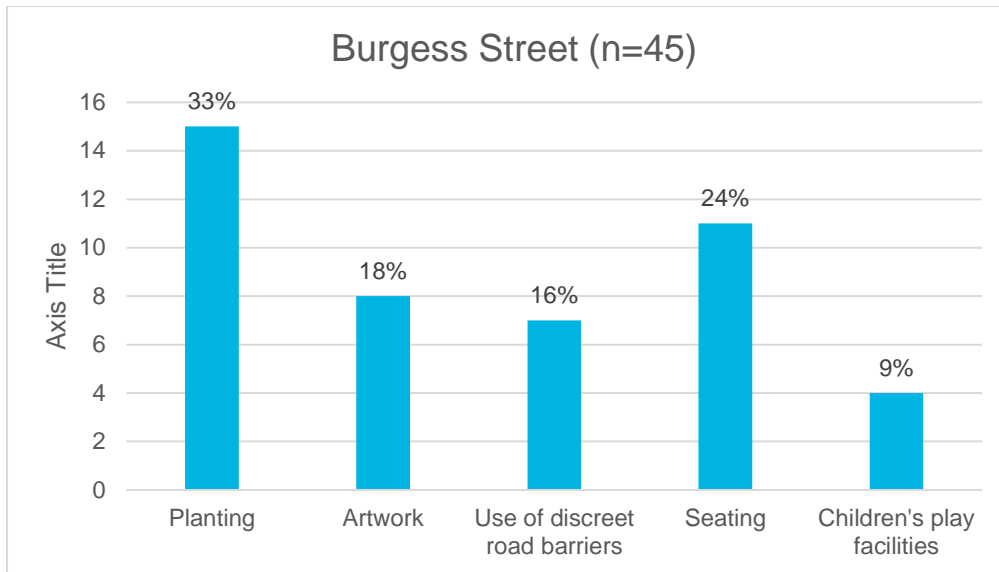
**Figure 5:80: Most important improvements on Sandport Bridge**

Figure 5:80 shows the most important improvement to this age group is space for new planting (31%). Artwork, use of discreet road barriers and additional seating in the area were also important to respondents with each being selected by 17%, 21% and 29% of respondents respectively.



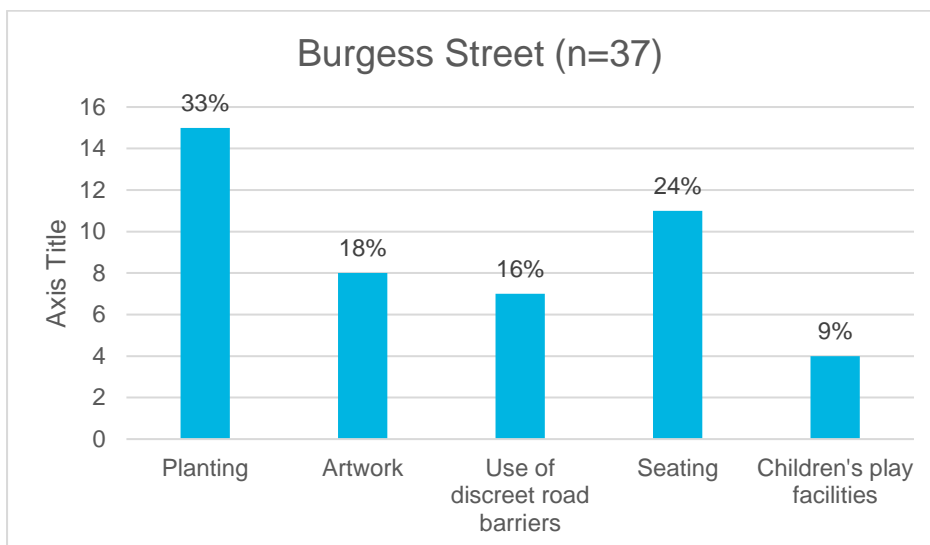
**Figure 5:81: Most important improvements on John's Place**

Figure 5:81 shows 38% of respondents felt that planting was the most important improvement for John's Place. 23% of respondents felt additional seating would be the best improvement to the area, while 18% of respondents felt the use of discreet barriers was the most important improvement. 15% of respondents wanted to see the use of artwork with a further 5% wanting improved children's play facilities.



**Figure 5:82: Most important improvements on Burgess Street**

Figure 5:82 shows respondents felt that new planting was the most important with 33% of respondents selecting that option. 24% of respondents felt additional seating was the most important improvement, while 16% wanted to see the use of discreet road barriers. 9% felt new children's play facilities was most important.



**Figure 5:83: Most important improvements at Yardheads**

Figure 5:83 shows that new planting, was selected as the most important improvements with 33% of respondents selecting this option. 16% thought the use of discreet road barriers was the most important, while 9% want to see new facilities for children to play.

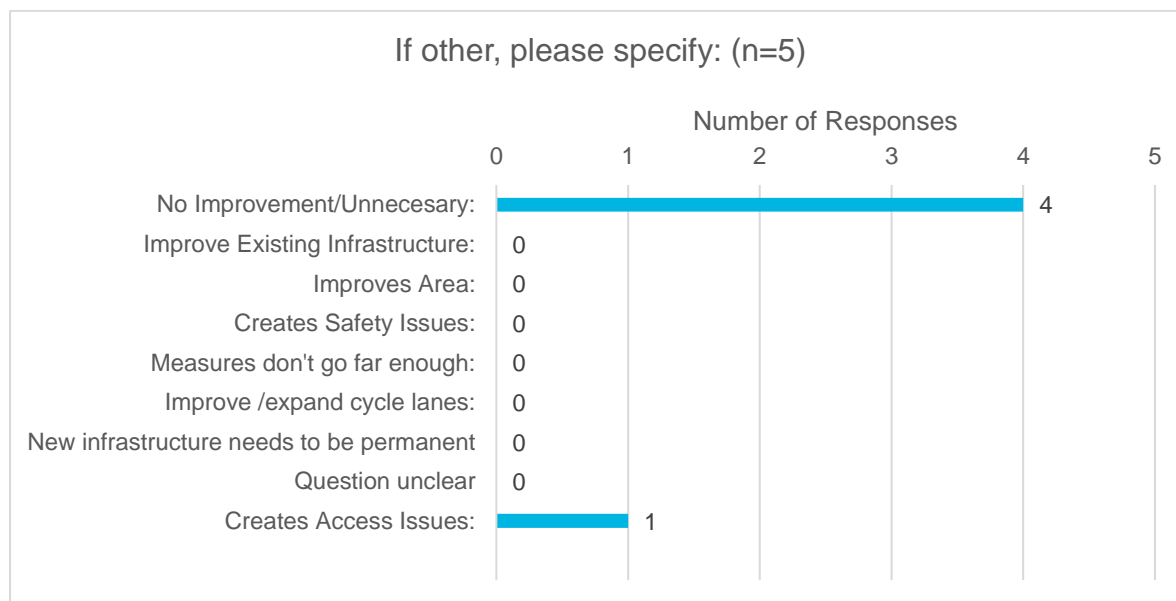
**Q11b: If other, please specify:****Figure 5:84: Further intervention suggestions from respondents**

Figure 5:84 shows 4 respondents in this age group believe that these interventions offer no improvement or a not required, whilst 1 respondent felt these proposed interventions could create access issues.

**Q12: The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:**

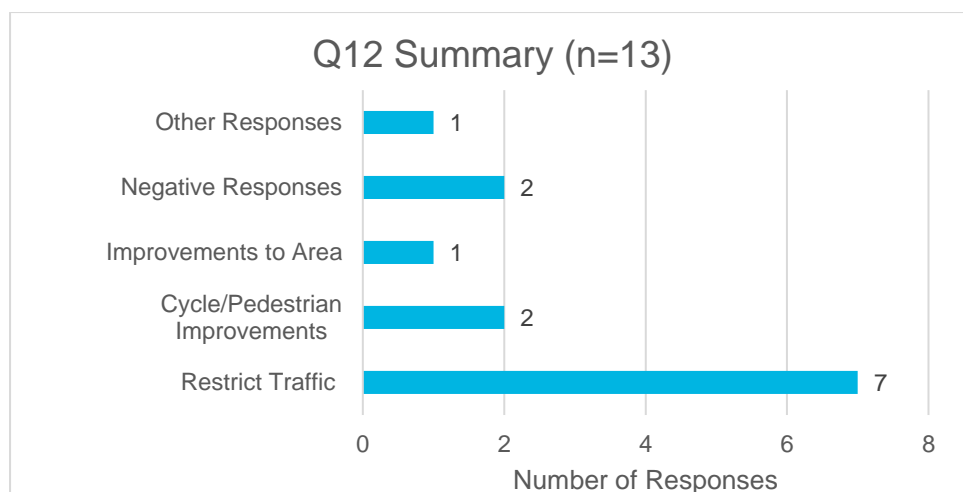
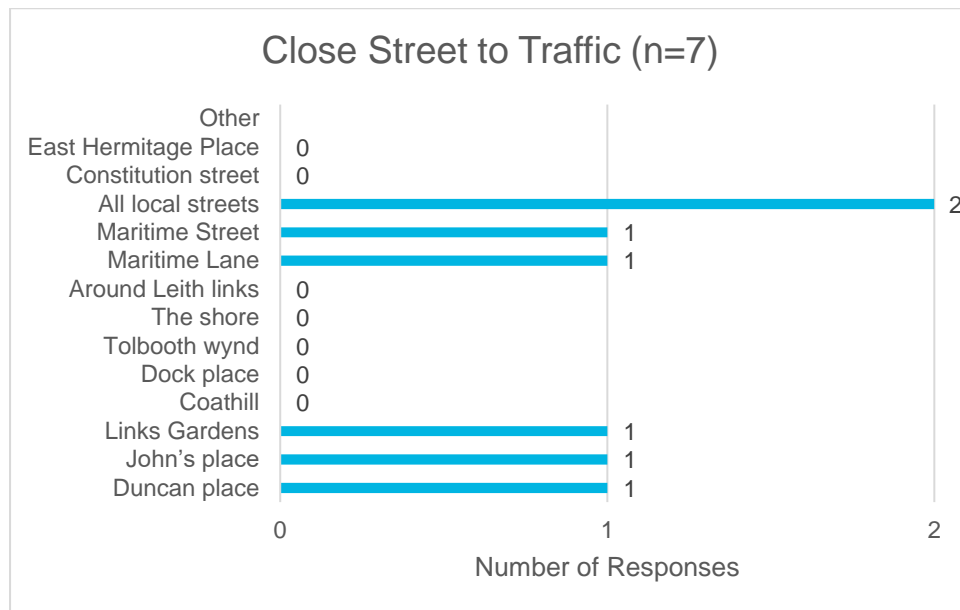
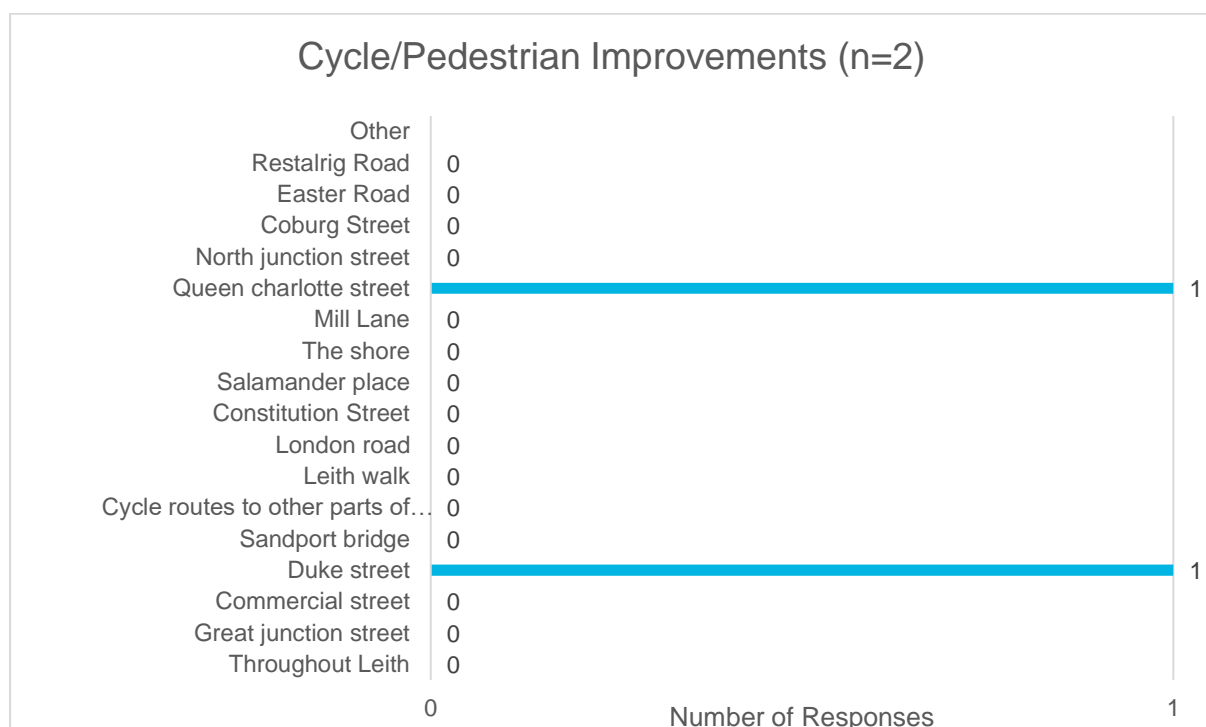
**Figure 5:85: Summary of responses to Q12**

Figure 5:85 shows most respondents in this age group would like to see further restrictions to traffic in the area (7). 2 respondents would like to see further improvements for cyclists and pedestrians, while 2 responses to this section were negative. 1 respondent felt further measures to improve the area would be beneficial.



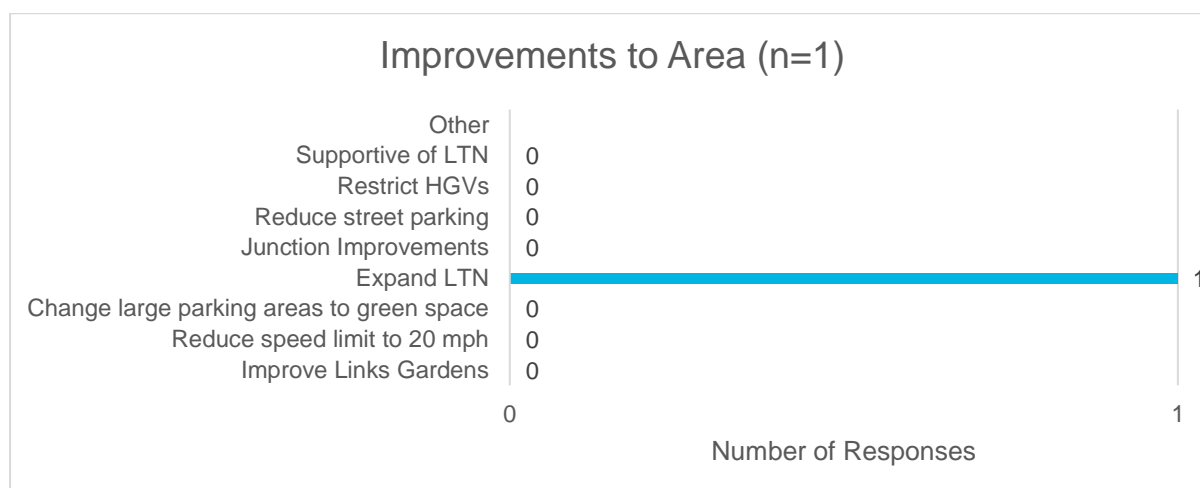
**Figure 5:86: Locations for further traffic restrictions**

Figure 5:86 shows 2 respondents felt restrictions should be introduced on all local streets. 1 respondent would like to see further restrictions on both Maritime Lane and Maritime Street. 1 respondent would like to see the restrictions maintained on Links Gardens, while 1 further respondent would like to see restrictions to traffic on John's Place. 1 respondent would like to see restrictions on Duncan Place.



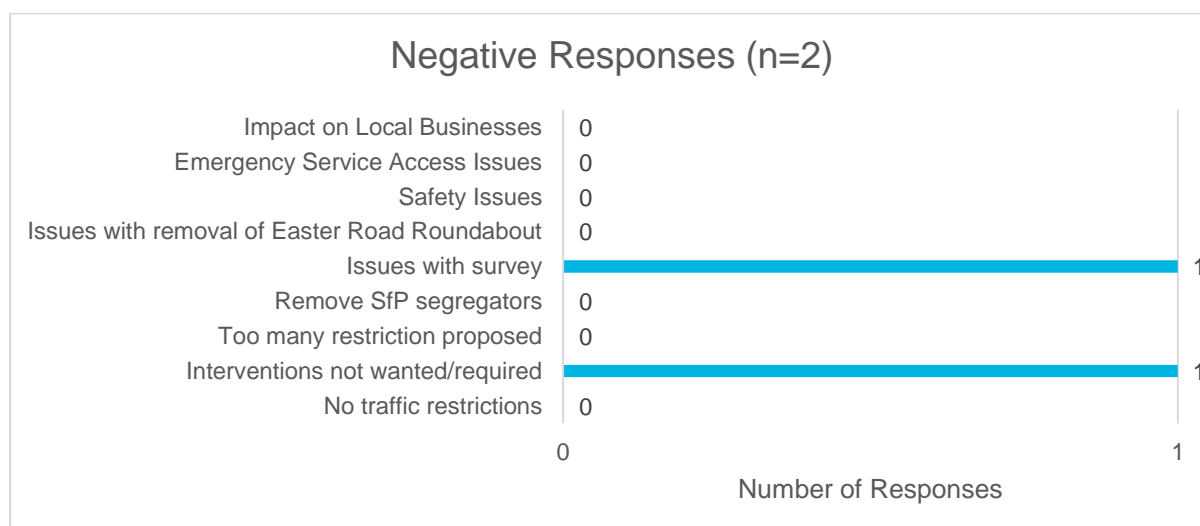
**Figure 5:87: Locations for further Cycle/Pedestrian Improvements**

Figure 5:87 shows 1 respondent would like to see cyclist and pedestrian improvements on Queen Charlotte Street, while another respondent would like to see improvements on Duke Street.



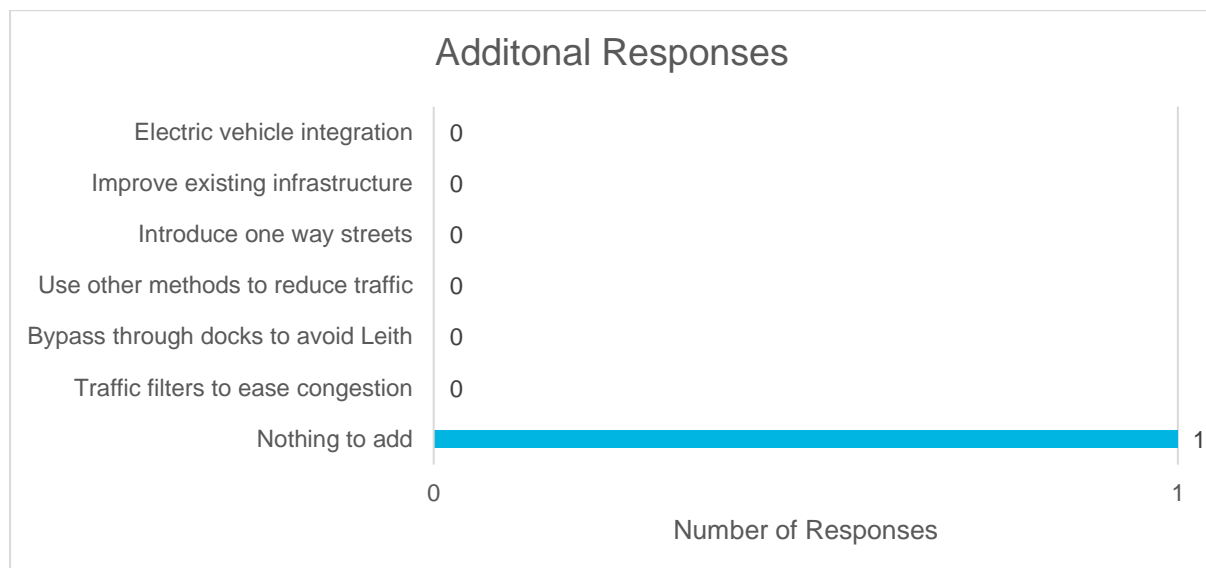
**Figure 5:88: Respondent suggestions to improve the area**

Figure 5:88 shows the 1 respondent would like to see the LTN expanded further into Leith.



**Figure 5:89: Negative responses to proposals**

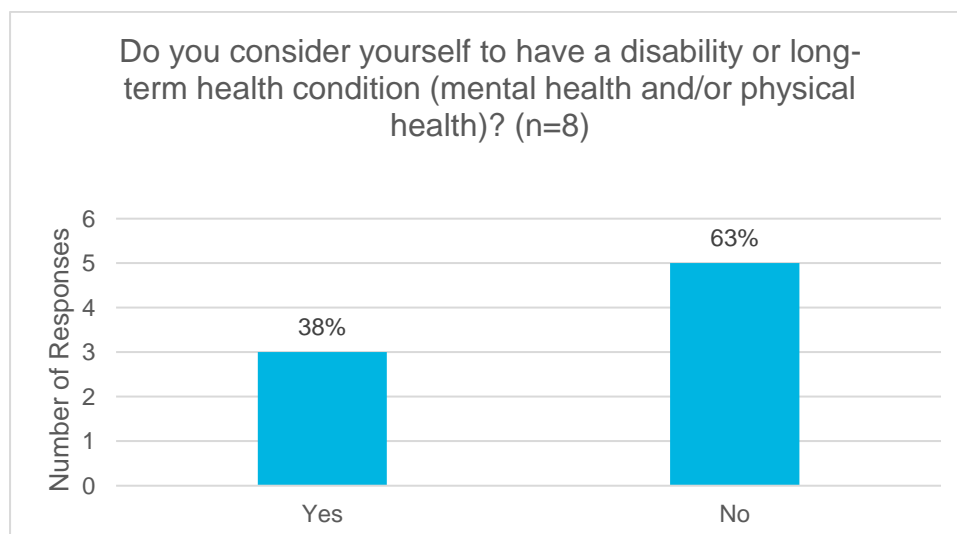
Figure 5:89 shows 1 respondent felt the proposed interventions were not required, while 1 respondent had issues with the survey.



**Figure 5:90: Additional responses to further restrictions**

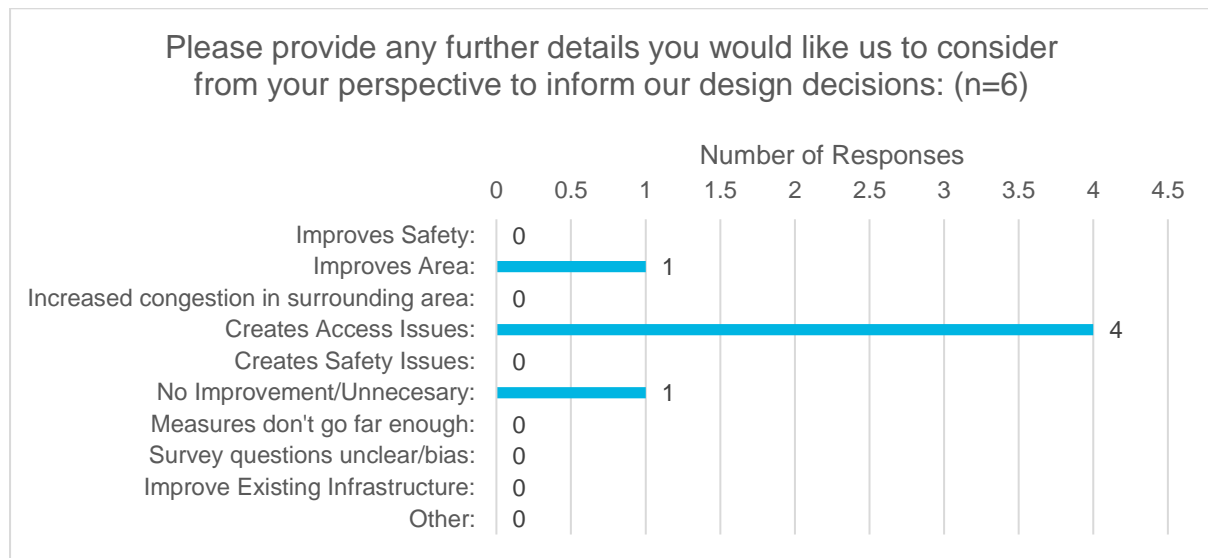
Figure 5:90 shows 1 respondent felt they had nothing to add to their survey responses.

**Q13: Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:91: 16-24 year old respondents with disabilities or long-term health conditions**

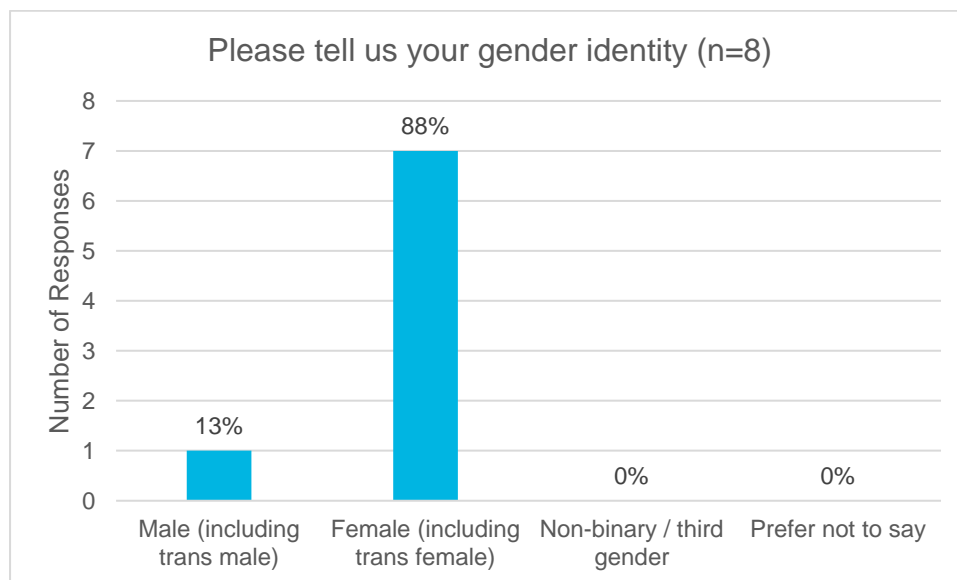
**Q14: Please provide any further details you would like us to consider from your perspective to inform our design decisions:**



**Figure 5:92: Areas for further consideration from 16-24 year old respondents**

Figure 5:92 shows 4 respondents in this age group felt more consideration should be given to mitigating access issues that the LTN could create. 1 respondent would like to see more done to improve the area of Leith and 1 respondent felt these proposals were not necessary or offer no improvement.

**Q15: Please tell us your gender identity**

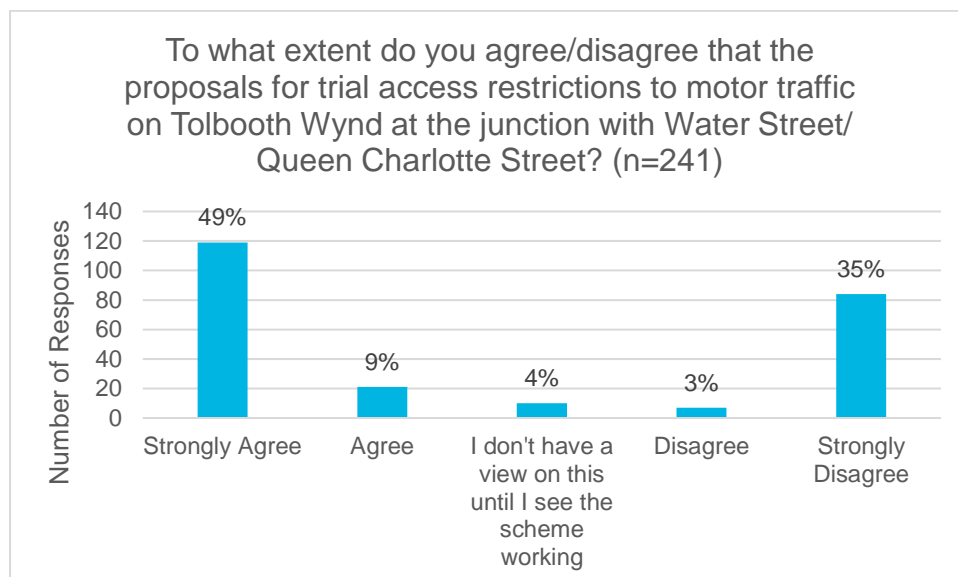


**Figure 5:93: 16-24 year old respondent's gender identities**

## 5.4 25-34 Year Olds Responses

This section considers the responses of respondents who identified themselves as within the 25 - 34 year old age category.

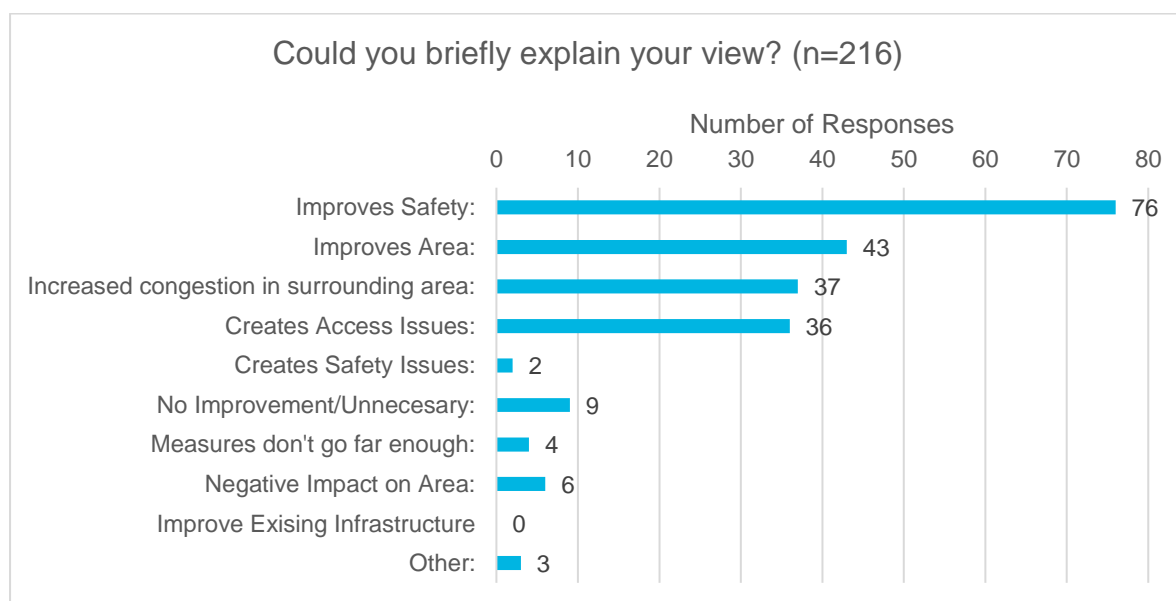
**Q3a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?**



**Figure 5:94: 25-34 year old response to traffic restriction on Tolbooth Wynd**

Figure 5:94 shows 58% of respondents in this age group agree with this proposal with 49% of these strongly agreeing – which is 10% higher support than the overall respondents. 38% of respondents disagree with 35% strongly disagreeing. 4% of respondents in this age group could not give a view until they see the scheme working.

**Q3b: Could you briefly explain your view?**



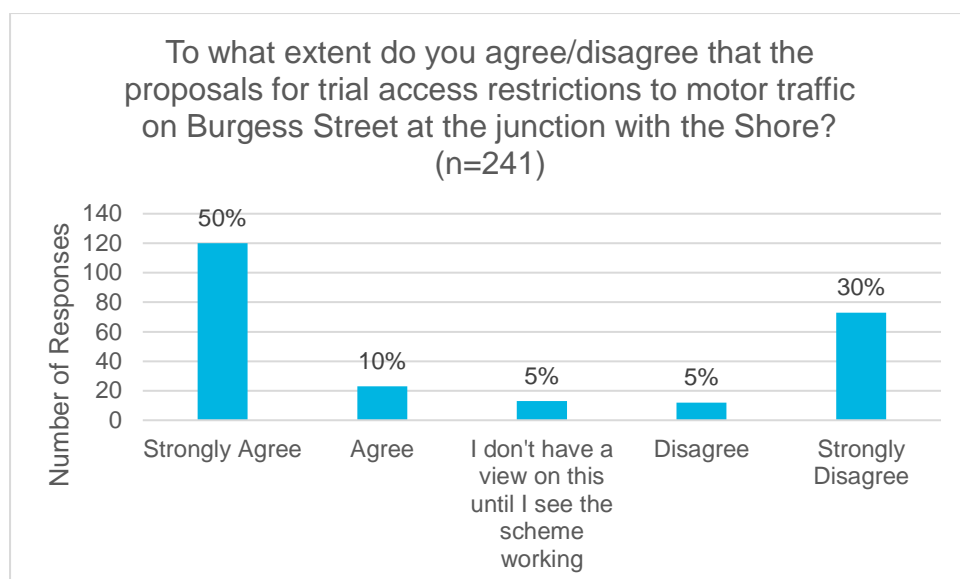
**Figure 5:95: 25-34 year old opinions of proposal for Tolbooth Wynd**

Figure 5:95 shows 76 respondents in this age group felt this proposal would make the area safer, while 43 respondents felt this would improve the area. 37 respondents in this age group were concerned that this proposal could create additional congestion on surrounding



streets and a further 36 respondents felt these interventions would create access issues in the area. 9 respondents felt these proposals were not required.

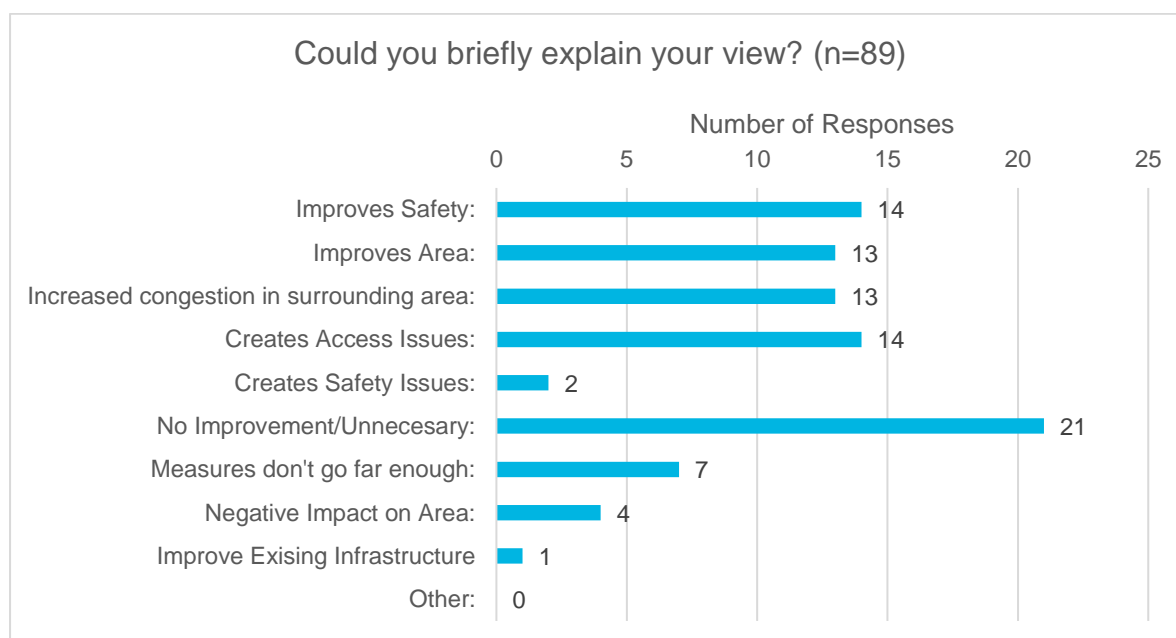
**Q4a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?**



**Figure 5:96: 25-34 year old response to traffic restriction on Burgess Street**

Figure 5:96 shows half of respondents in this age group strongly agree with this proposal and a further 10% agree. 35% of respondents in this age group disagree to some extent with this proposal with 30% of these respondents strongly disagreeing. 5% of respondents felt they could not give their opinion on this scheme until they see it working.

**Q4b: Could you briefly explain your view?**

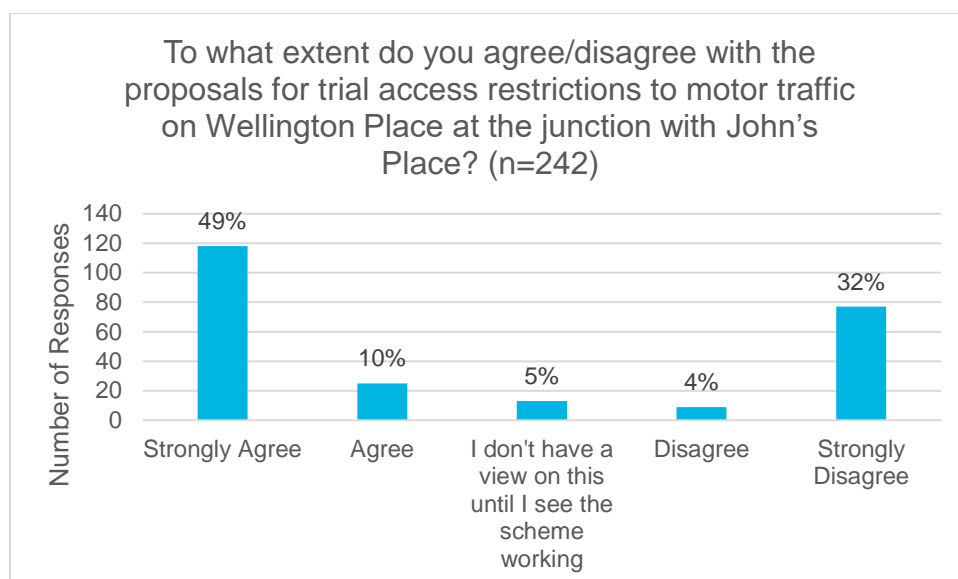


**Figure 5:97: 25-34 year old opinions of proposal for Burgess Street**

Figure 5:97 shows 21 respondents in this age group felt the interventions at Burgess Street either do not improve the situation or are not necessary. 14 respondents felt this proposal would improve the safety in the area with a further 14 concerned the proposal will create access issues in the area. 13 respondents felt this proposal will have a negative impact on

congestion in the surrounding area. 13 respondents believe this proposal will improve the area.

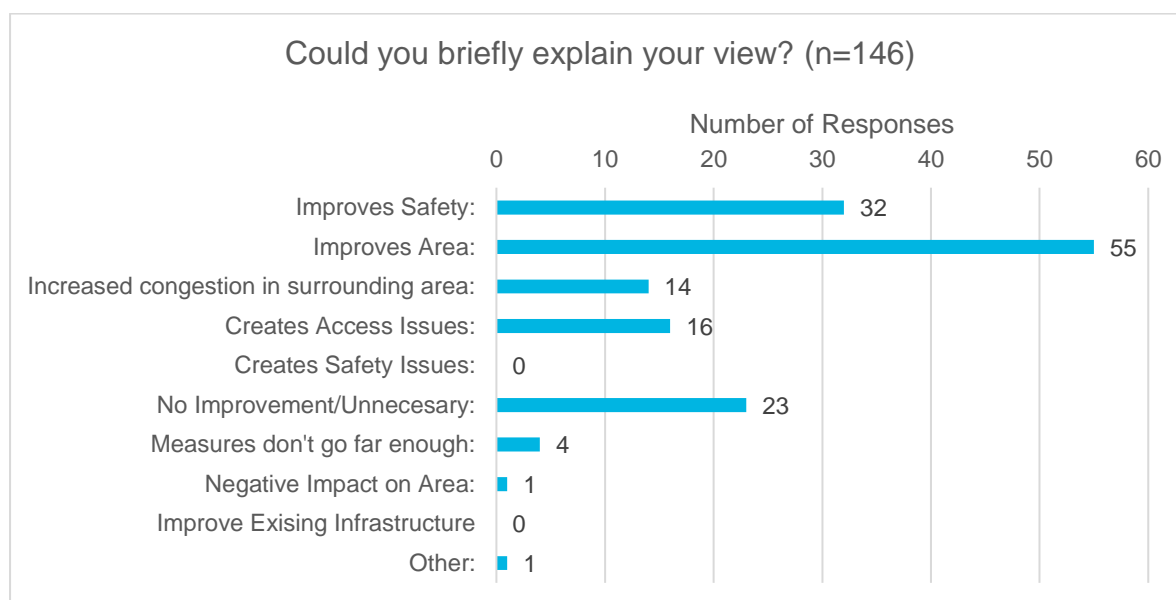
**Q5a: To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?**



**Figure 5:98: 25-34 year old response to traffic restriction on John's Place**

Figure 5:98 shows a majority of respondents in this age group (59%) agree with this proposal, with 49% of these respondents strongly agreeing. 5% of respondents felt they could not give their view until they saw the scheme working. 36% of respondents disagree with this proposal with 32% strongly disagreeing.

**Q5b: Could you briefly explain your view?**

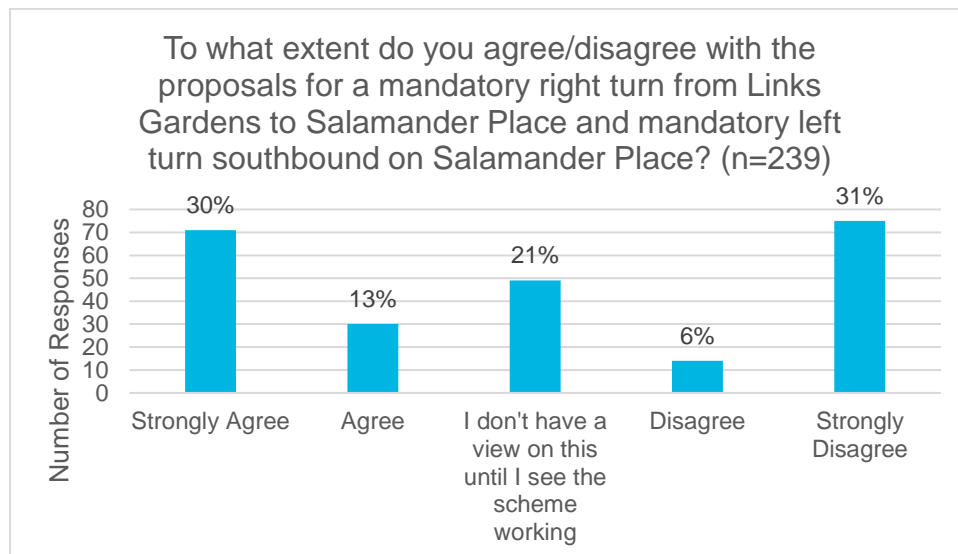


**Figure 5:99: 25-34 year old opinions of proposal for John's Place**

Figure 5:99 shows 55 respondents in this age group felt this proposal would have a positive impact on the area, while 32 respondents thought this proposal would improve the safety of the area. 23 respondents felt this intervention was not required, while a further 16

respondents felt this proposal would create access issues. 14 respondents are concerned about additional congestion that could be created by this proposal.

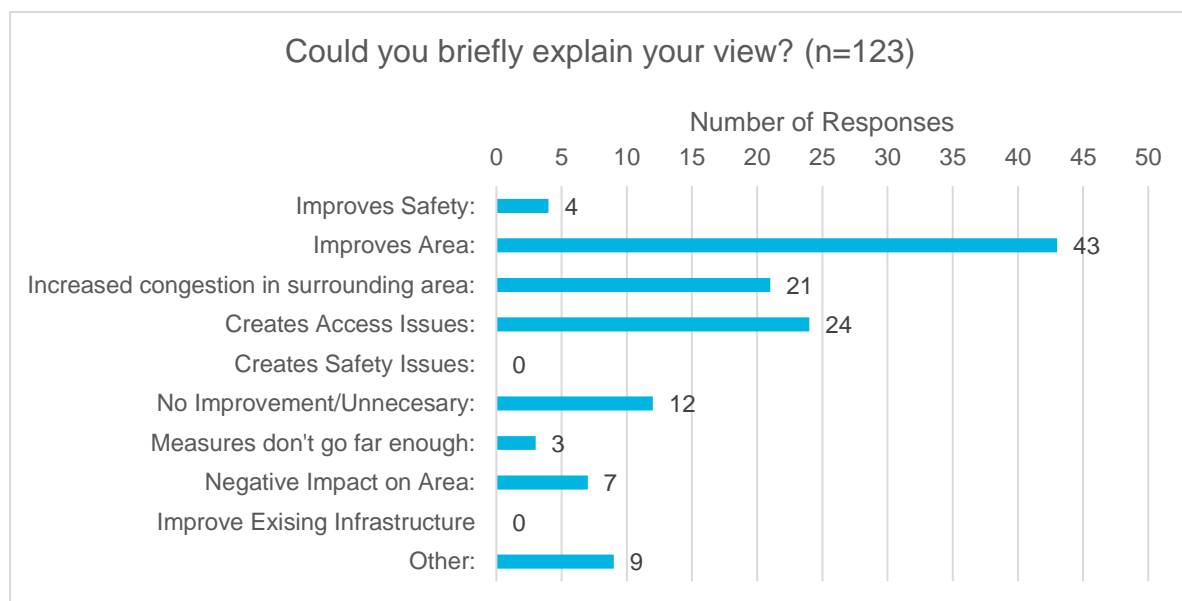
**Q6a: To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?**



**Figure 5:100: 25-34 year old response to traffic restriction on Links Gardens/Salamander Place**

Figure 5:100 shows 43% of respondents in this age group agree with this proposal, 30% of these respondents strongly agree. 37% of respondents disagree to some extent with this proposal, 31% strongly disagree. 21% of respondents felt they could not pass judgement until they saw this proposal working.

**Q6b: Could you briefly explain your view?**

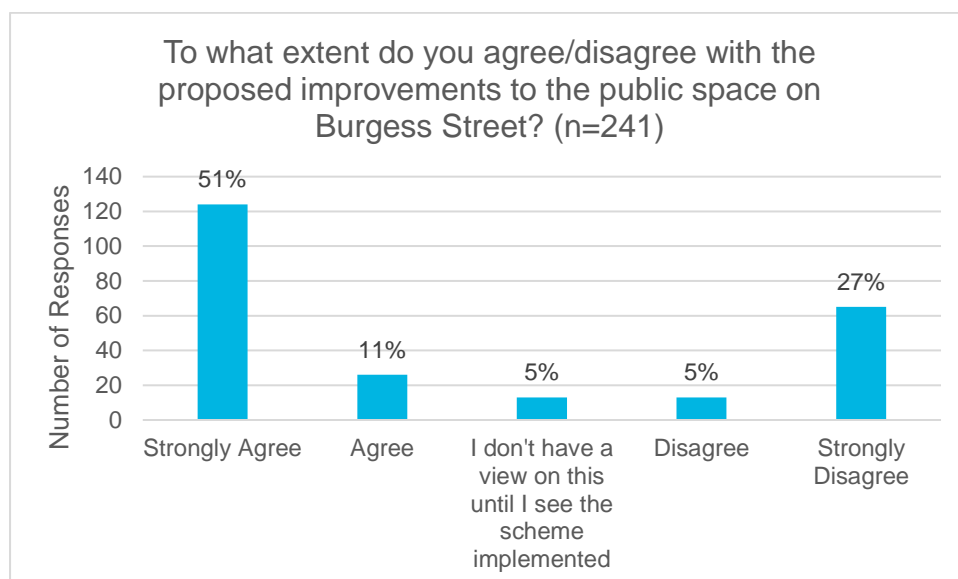


**Figure 5:101: 25-34 year old opinions of proposal for Links Gardens/Salamander Place**

Figure 5:101 shows that 43 respondents in this age group felt this proposal would improve the area, while 24 respondents are concerned about access issues that could arise from

these interventions. 21 respondents are concerned this proposal could create additional congestion, while 12 respondents felt this proposal was either unnecessary or offered no improvement.

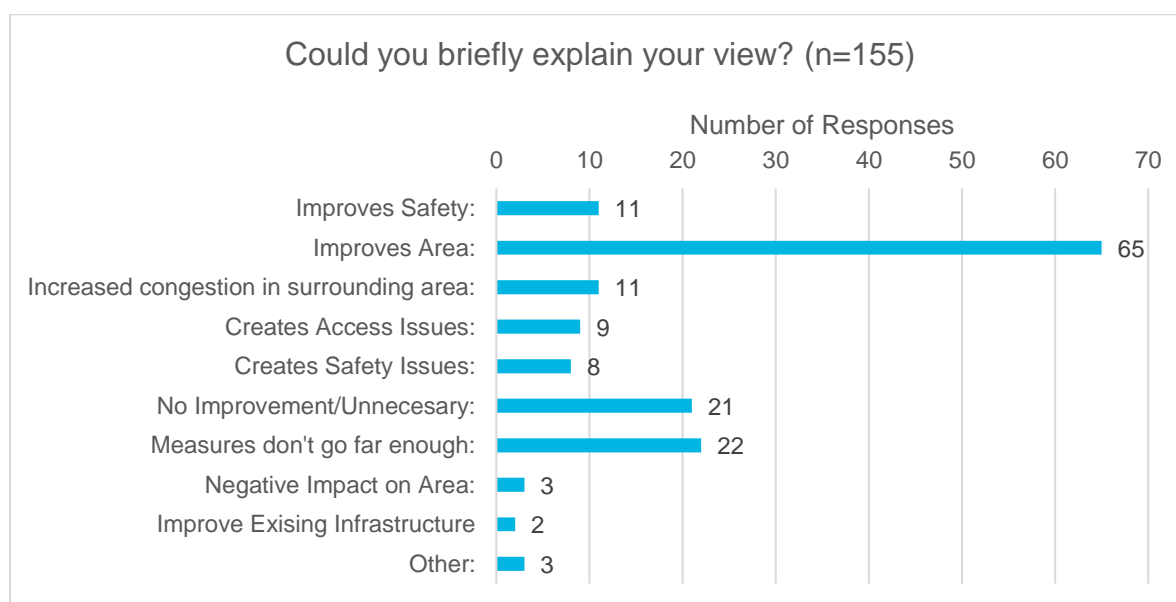
**Q7a: To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?**



**Figure 5:102: 25-34 year old response to public space improvements on Burgess Street**

Figure 5:102 shows 62% of respondents in this age group agree with this scheme, with 51% of respondents strongly agreeing. 27% of respondents strongly disagree with this proposal with a further 5% disagreeing. 5% of respondents felt they could only give their opinion once they saw the scheme working.

**Q7b: Could you briefly explain your view?**

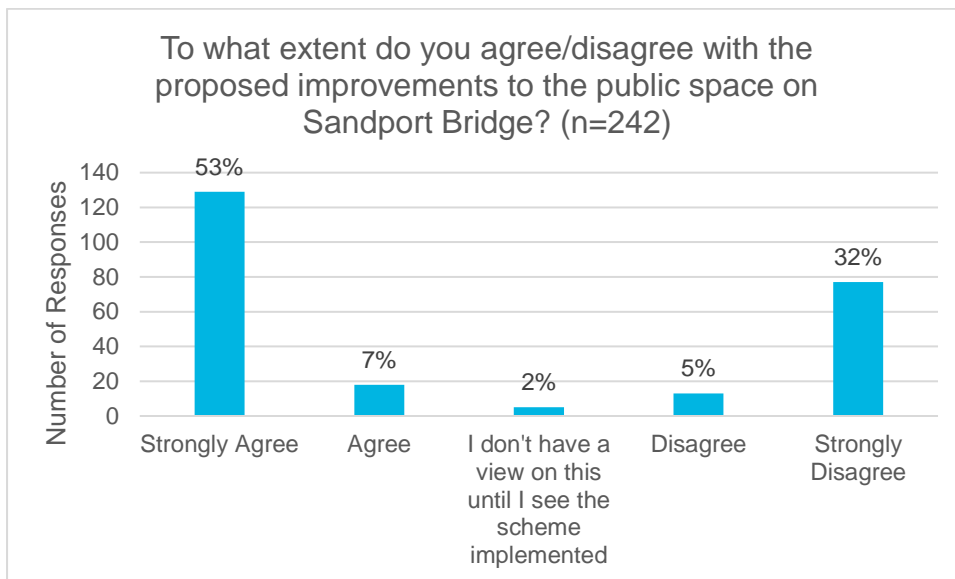


**Figure 5:103: 25-34 year old opinions of the public space improvements at Burgess Street**

Figure 5:103 shows a large number of respondents (65) felt this proposal would have a positive impact on the area, while 22 respondents felt this proposal doesn't go far enough.

21 respondents felt this intervention was either unnecessary or didn't offer any improvements. 11 respondents are concerned about additional congestion this proposal could cause. 11 respondents felt this proposal would improve safety in the area.

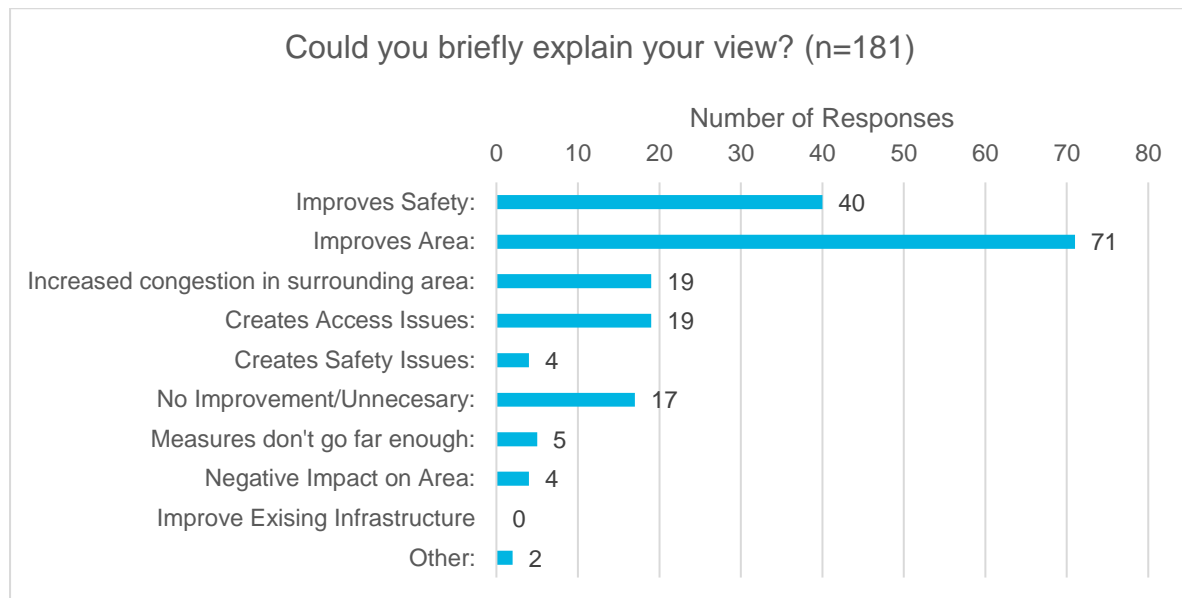
**Q8a: To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?**



**Figure 5:104: 25-34 year old response to public space improvements on Sandport Bridge**

Figure 5:104 shows 60% of respondents in this age group agree with this proposal, 53% of respondents strongly agree. 2% of respondents felt they could only give their view once they have seen the scheme working. 37% of respondents disagree with the public space improvements, 32% strongly disagree.

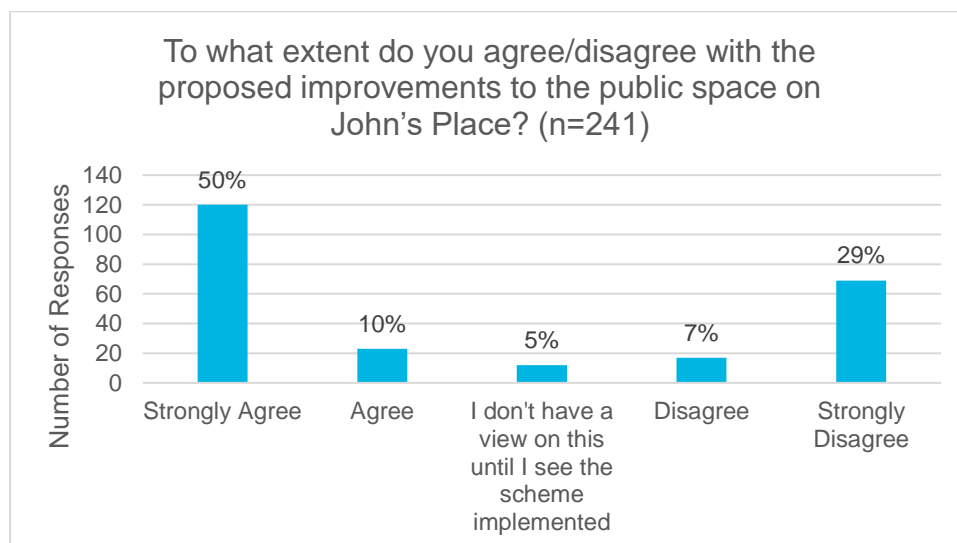
**Q8b: Could you briefly explain your view?**



**Figure 5:105: 25-34 year old opinions of the public space improvements at Sandport Bridge**

Figure 5:105 shows 71 respondents felt this proposal will improve the area and a further 40 felt this would make the area safer. 19 respondents are concerned this may cause increased congestion, with 19 other respondents concerned about the access issues this could create. 17 respondents felt this proposal was unnecessary.

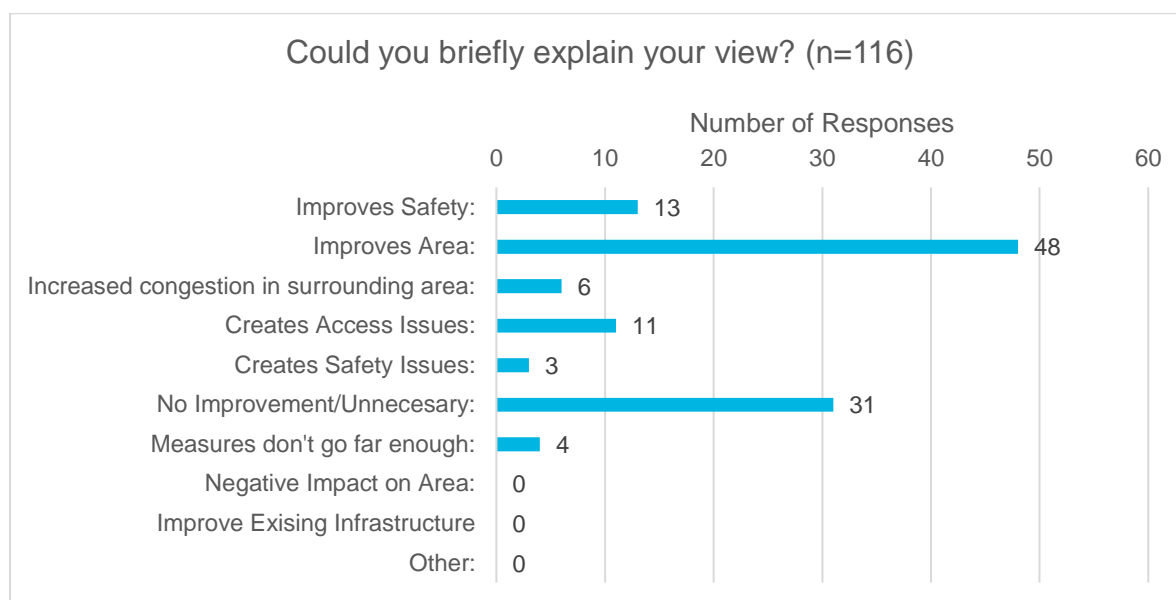
**Q9a: To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?**



**Figure 5:106: 25-34 year old response to public space improvements at John's Place**

Figure 5:106 shows 60% of respondents agree with this proposal, 50% of respondents strongly agree. 36% of respondents disagree with the proposal, with 29% strongly disagreeing. 5% of respondents in this age group felt they could only give their view once they had seen the scheme working.

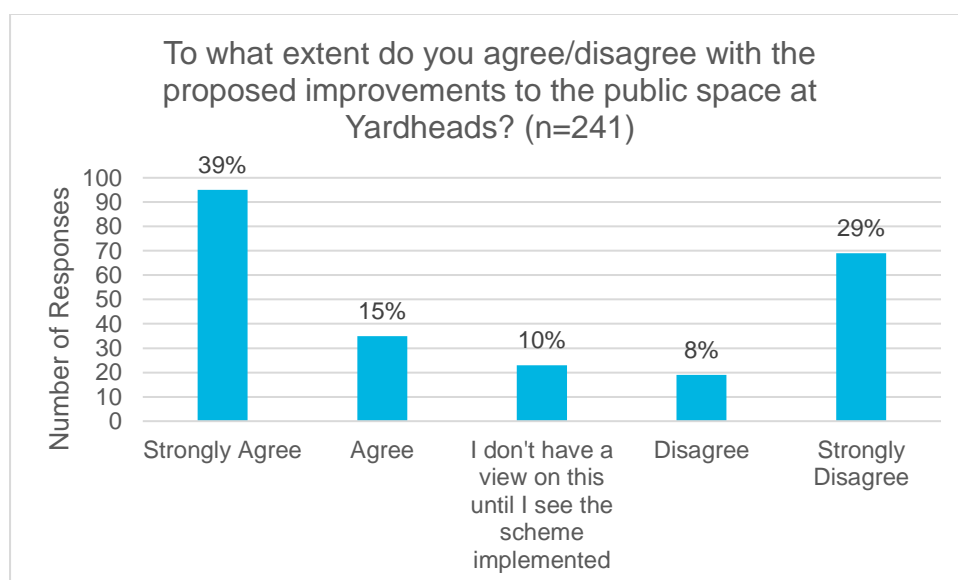
**Q9b: Could you briefly explain your view?**



**Figure 5:107: 25-34 year old opinions of the public space improvements at John's Place**

Figure 5:107 shows 48 respondents felt this proposal would be a positive improvement for the area, whereas 31 respondents in this age group felt this proposal was not required. 13 respondents felt these interventions would make this area safer, while 11 respondents were concerned this proposal would make accessing the area more difficult.

**Q10a: To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?**



**Figure 5:108: 25-34 year old response to public space improvements at Yardheads**

Figure 5:108 shows 54% of respondents agree with this proposal to some extent, with 39% strongly agreeing. 37% of respondents in this age group disagree with this proposal, 29% of respondents disagree. 10% of respondents felt they would need to wait to see the scheme working before giving their view.

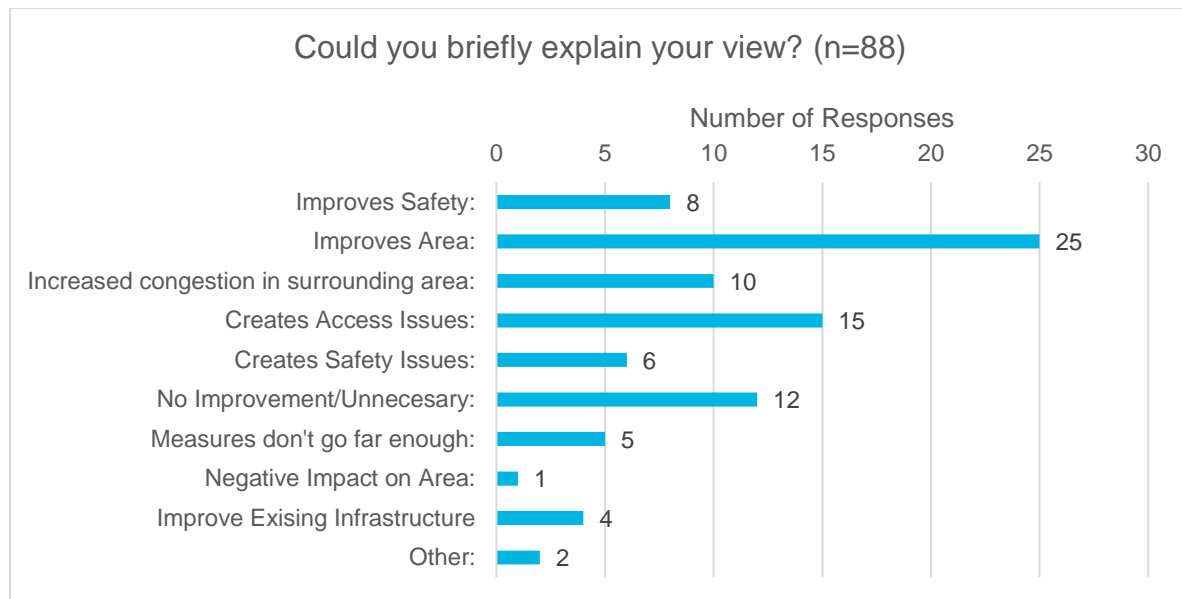
**Q10b: Could you briefly explain your view?****Figure 5:109: 25-34 year old opinions of the public space improvements at Yardheads**

Figure 5:109 shows 25 respondents in this age group felt this proposal would improve the area while 15 are concerned about the access issues that could be created. 12 respondents felt this proposal wasn't necessary. 10 respondents felt this proposal would create additional congestion throughout Leith. 8 respondents felt this would improve the safety in the area, whereas 6 respondents felt this would have a negative impact on safety.

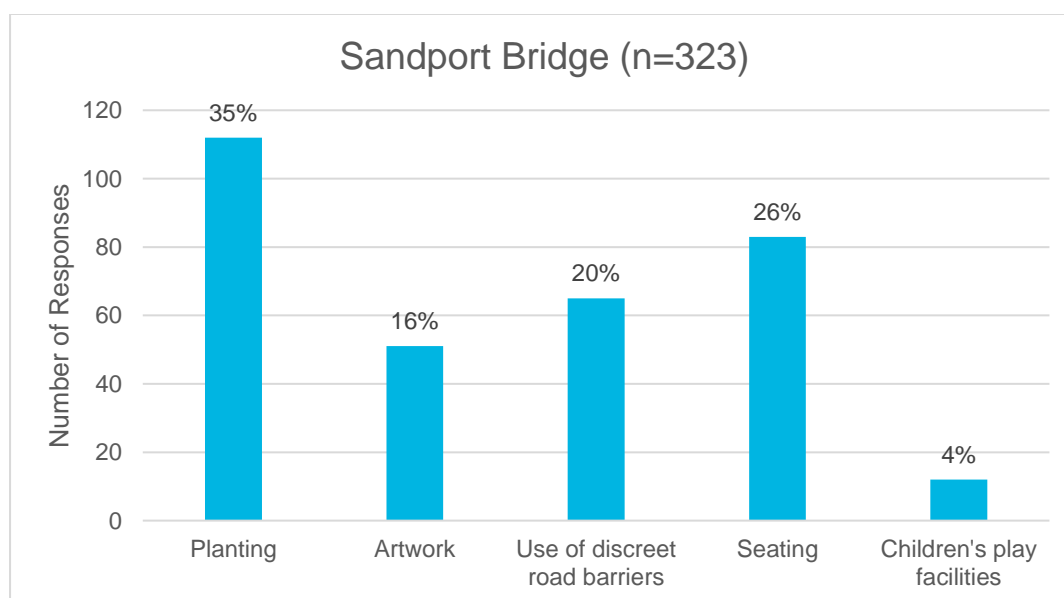
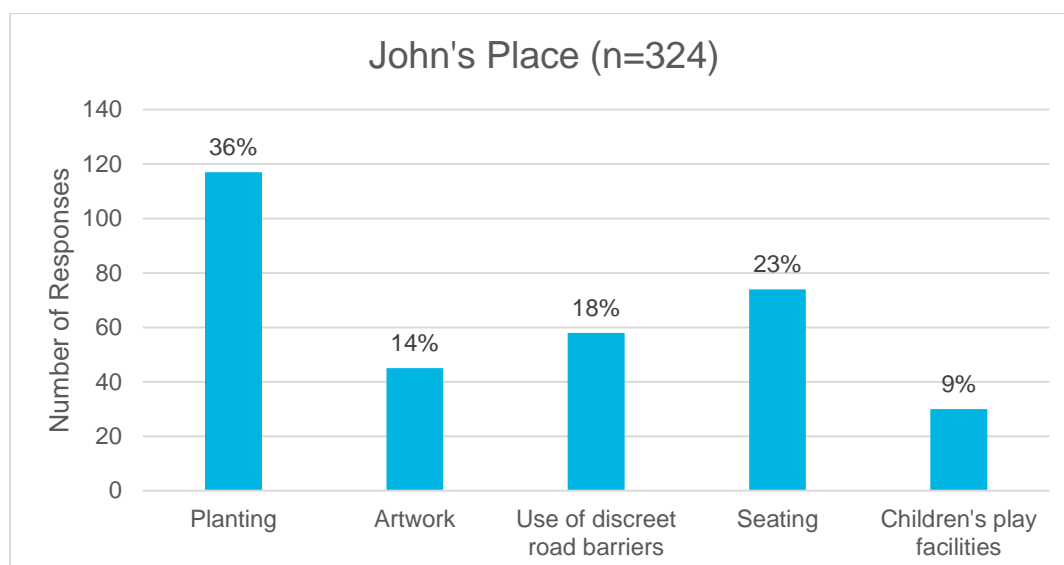
**Q11: Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply****Figure 5:110: Most important improvements on Sandport Bridge**

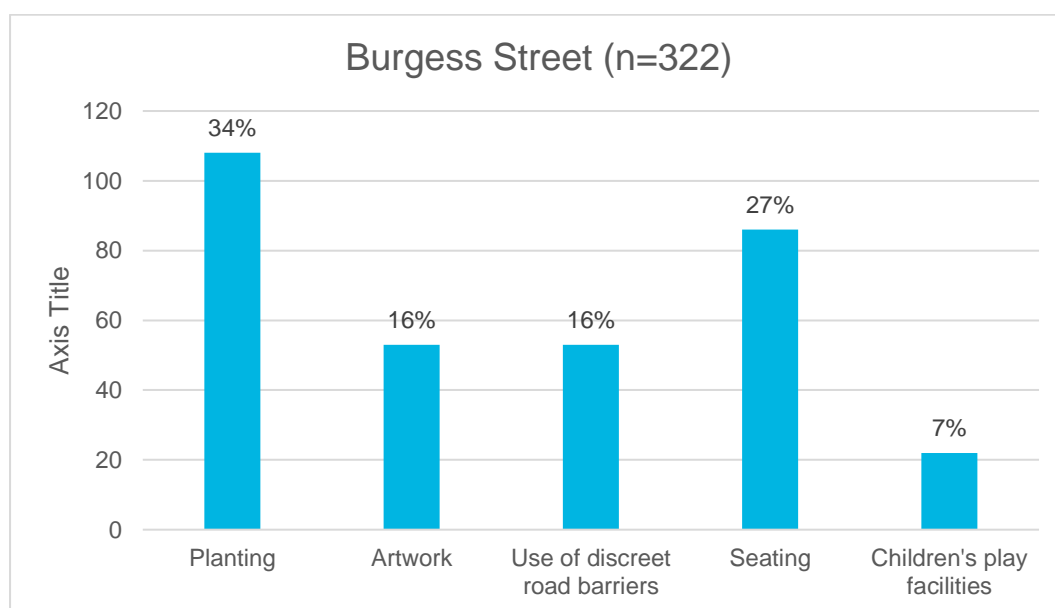
Figure 5:110 shows that respondents in this age group felt the most important improvement in this area was new planting (35%). 26% of respondents wanted to see additional seating in the area, while 20% felt it was most important to use discreet road barriers. 16% wanted to see space for new artwork and 4% felt facilities for children to play was most important.





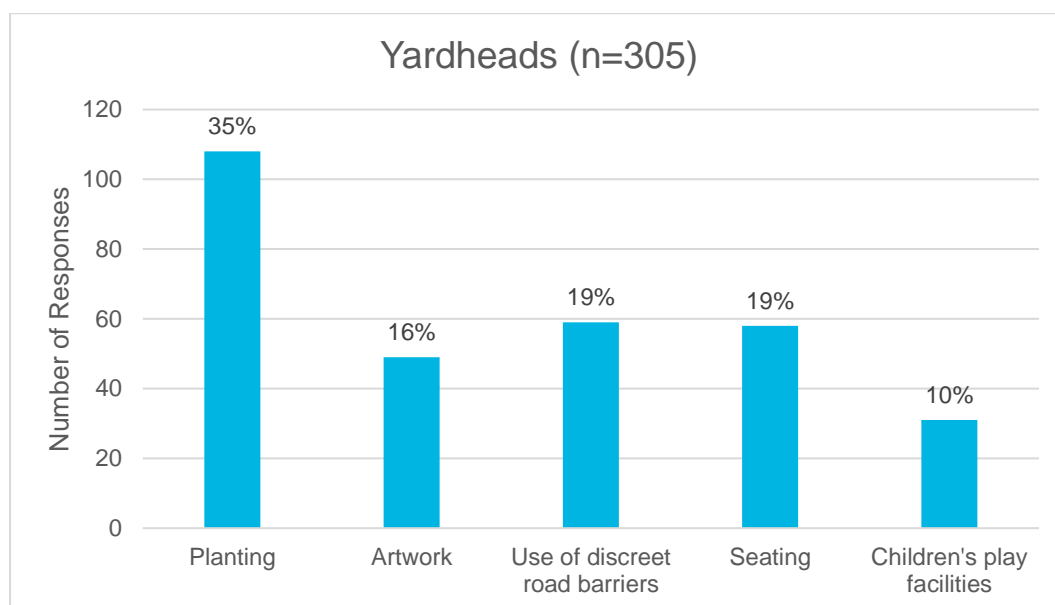
**Figure 5:111: Most important improvements on John's Place**

Figure 5:111 shows 36% of respondents in this age group wanted to see new planting in the area, while 23% thought it was most important to have additional seating. 18% wanted to see the use of discreet road barriers and 14% of respondents felt space for new artwork was the most important improvement. 9% of respondents wanted new children's play facilities to be introduced.



**Figure 5:112: Most important improvements on Burgess Street**

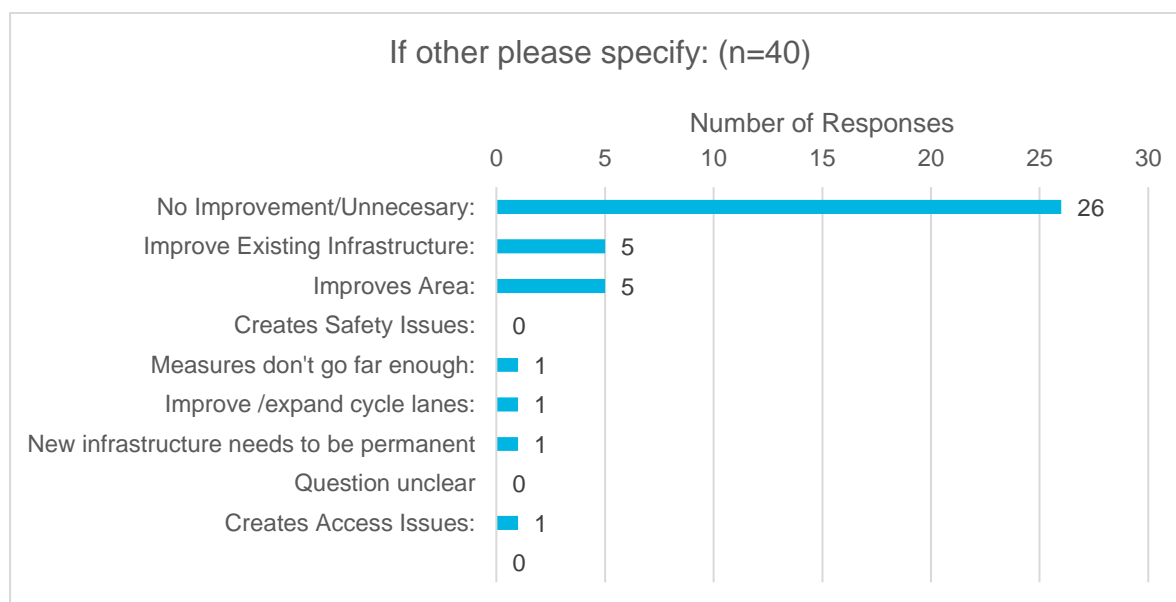
Figure 5:112 shows 34% of respondents in this age group felt that new planting in the area was the most important improvement. 27% wanted to see additional seating in the area whilst 16% wanted space for new artwork to be the priority. A further 16% of respondents felt the use of discreet road barriers was most important and 7% of respondents in this age group wanted to see new children's play facilities.



**Figure 5:113: Most important improvements at Yardheads**

Figure 5:113 shows 35% of respondents in this age group felt new planting was the most important intervention. 19% of respondents wanted to see the use of discreet road barriers, with a further 19% viewing additional seating as the most important improvement. 16% wanted to see space for new artwork and a further 10% wanted to see improved children's playing facilities.

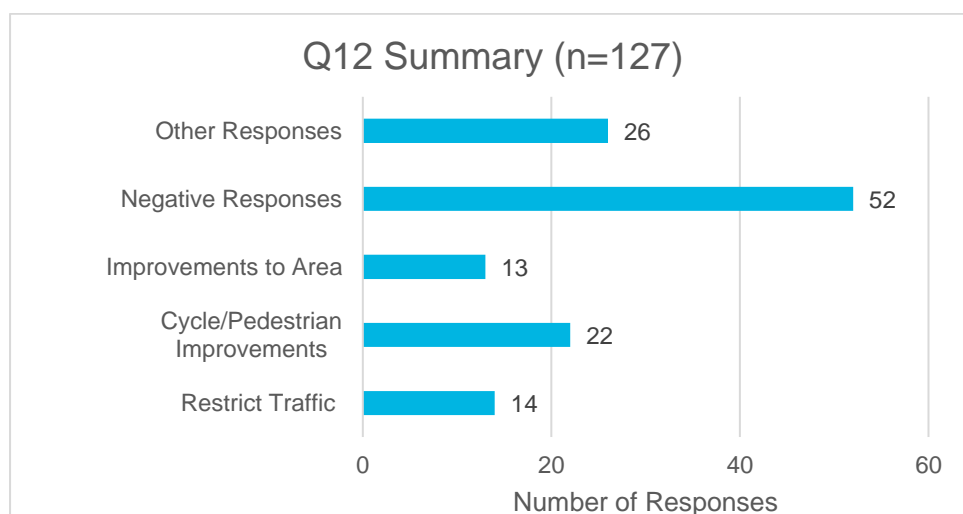
**Q11b: If other please specify:**



**Figure 5:114: Further intervention suggestions from respondents**

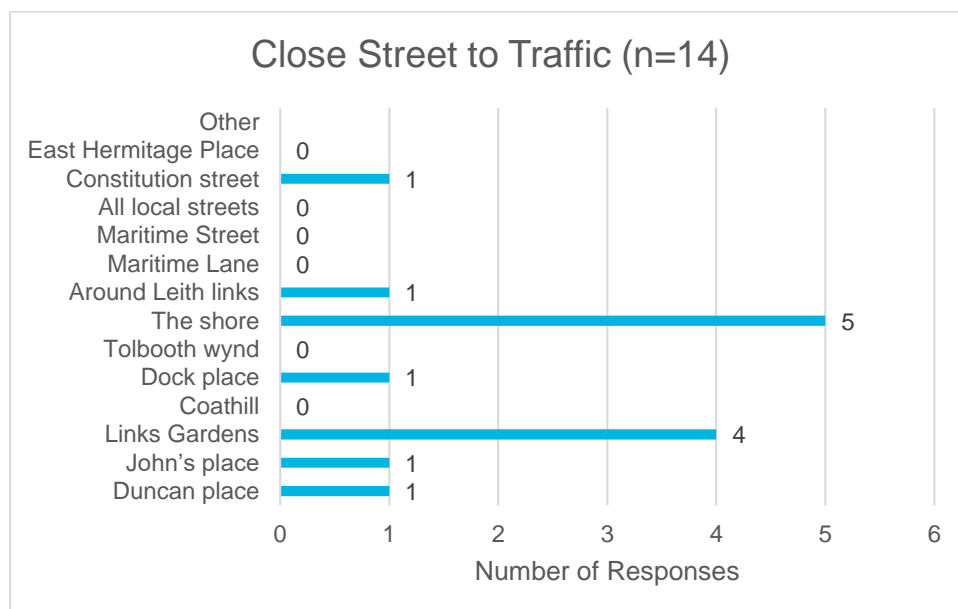
Figure 5:114 shows 26 respondents in this age group felt these proposed interventions were either unnecessary or did not offer an improvement. 5 respondents felt it would be better to improve existing infrastructure before investing in anything new. 5 further respondents wanted to see more interventions that improved the area.

**Q12: The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:**



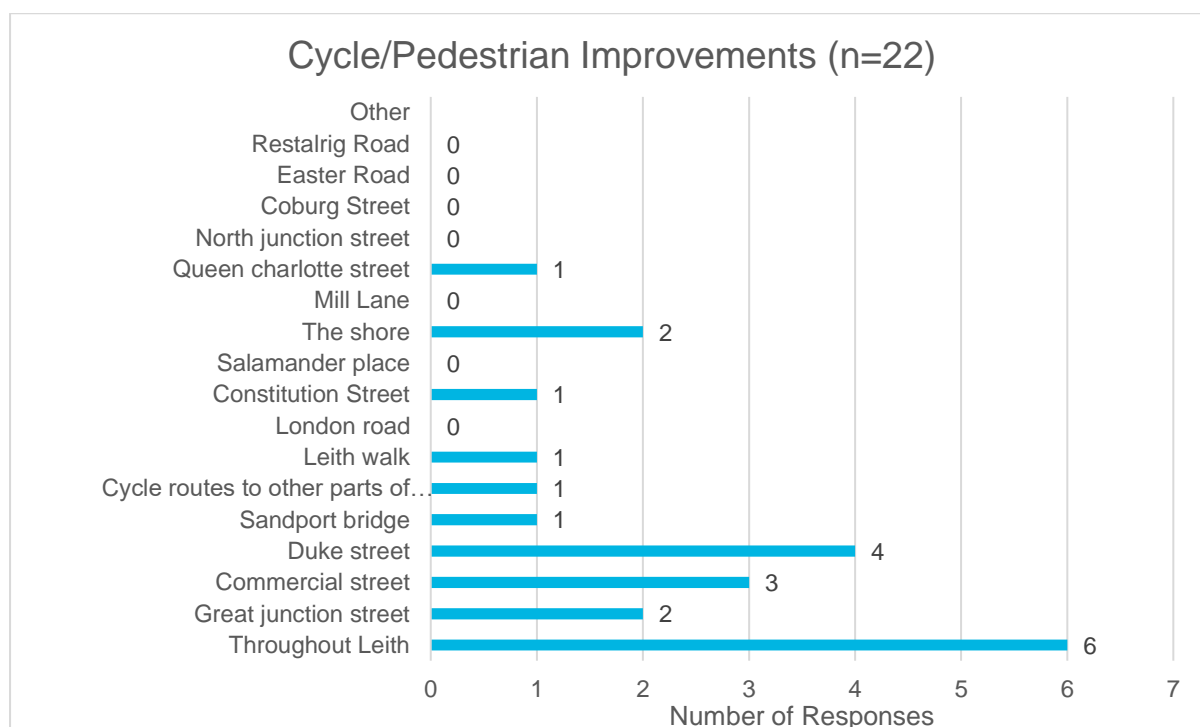
**Figure 5:115: Summary of responses to Q12**

Figure 5:115 shows 52 responses to this section were negative, while 22 respondents wanted to see further cyclist and pedestrian improvements. 14 respondents felt it would be beneficial to restrict traffic further, while 13 respondents wanted to see further improvements to the area.



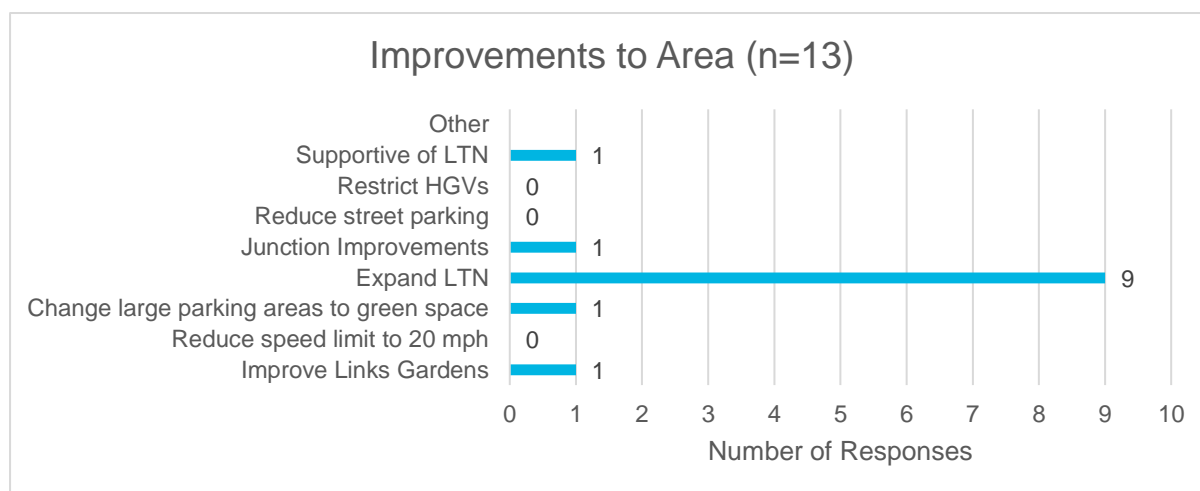
**Figure 5:116: Locations for further traffic restrictions**

Figure 5:116 shows 5 respondents would like to see traffic restrictions introduced on The Shore, while a further 4 respondents felt the existing restrictions on Leith Gardens should be maintained. 1 respondent would like to see restriction around Leith Links, while another respondent felt Constitution Street should have traffic restrictions. Duncan Place, John's Place and Dock Place were also suggested for traffic restrictions.



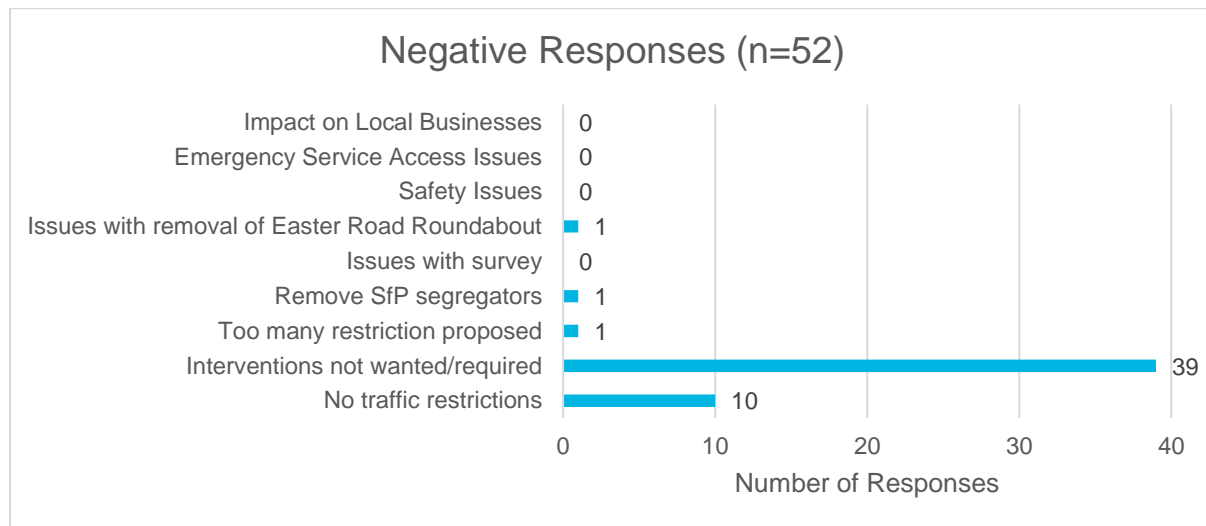
**Figure 5:117: Locations for further Cycle/Pedestrian Improvements**

Figure 5:117 shows 6 respondents felt cyclist and pedestrian improvements should be implemented throughout Leith. 4 respondents felt improvements were required on Duke Street, while 3 respondents felt Commercial Street needed improvements. 2 respondents felt Great Junction Street would benefit from cyclists and pedestrian improvements, while a further 2 respondents would like to see improvements on The Shore.



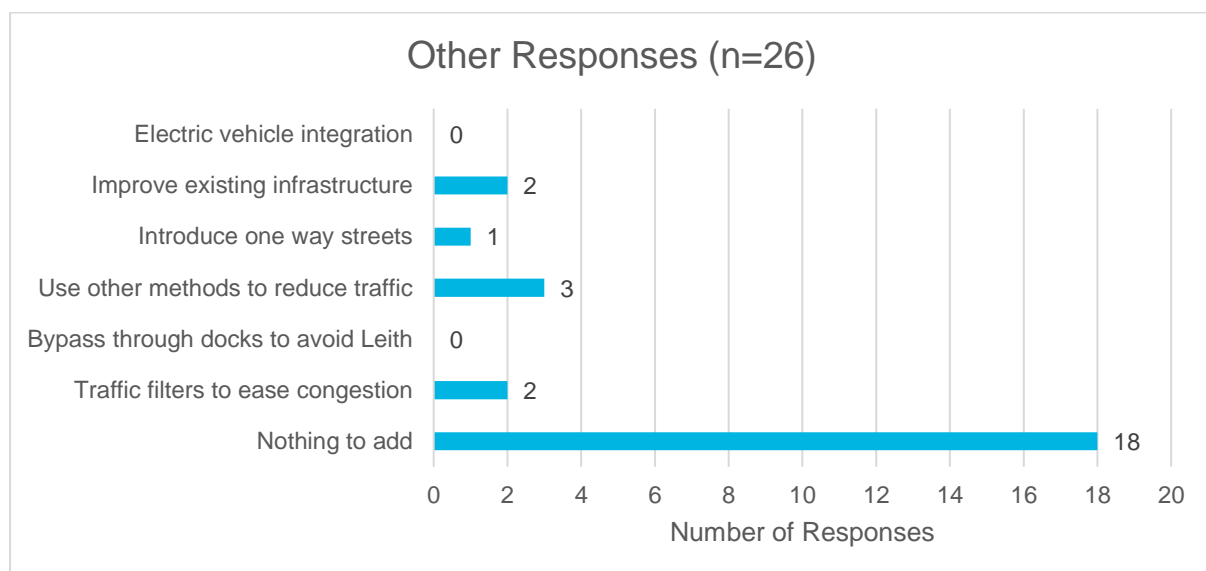
**Figure 5:118: Respondent suggestions to improve the area**

Figure 5:118 shows 9 respondents would like to see the LTN expanded further throughout Leith. Other improvements suggested include junction improvements, improvements to Links Gardens and changing large parking areas to green space.



**Figure 5:119: Negative responses to proposals**

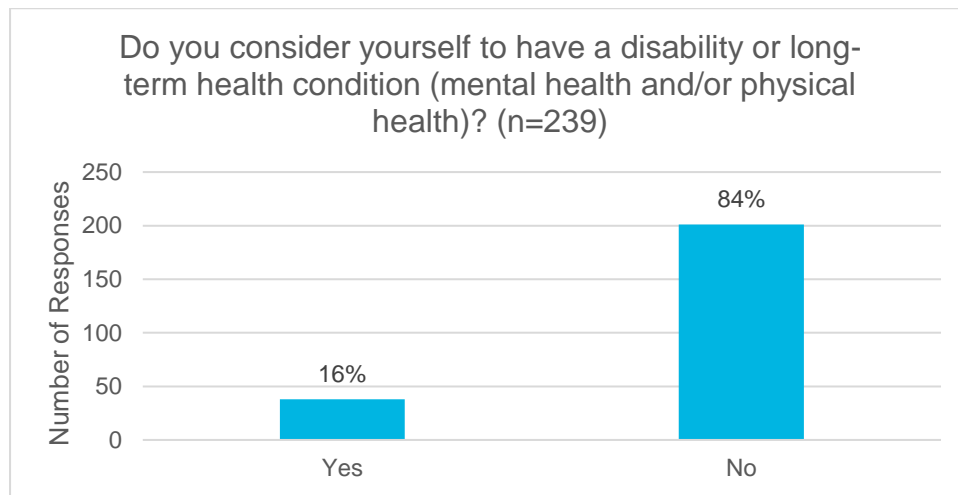
Figure 5:119 shows 39 respondents felt these interventions were not required, while 10 respondents would like to see no traffic restrictions in Leith.



**Figure 5:120: Additional responses to further restrictions**

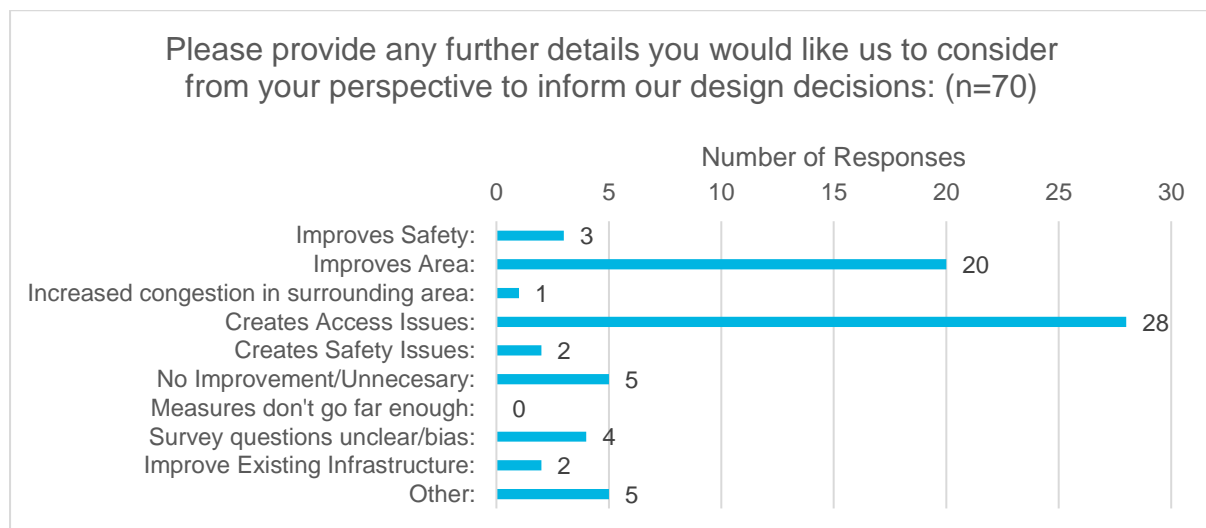
Figure 5:120 shows 18 respondents had nothing else to add to their survey responses, while 3 respondents would like to see other methods used to reduce traffic. 2 respondents felt it would be better to improve existing infrastructure rather than investing in anything new. A further 2 respondents would like to see traffic filters used to ease congestion and 1 respondent would like to see one-way streets introduced to ease traffic flow.

**Q13: Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:121: 25-34 year old respondents with disabilities or long-term health conditions**

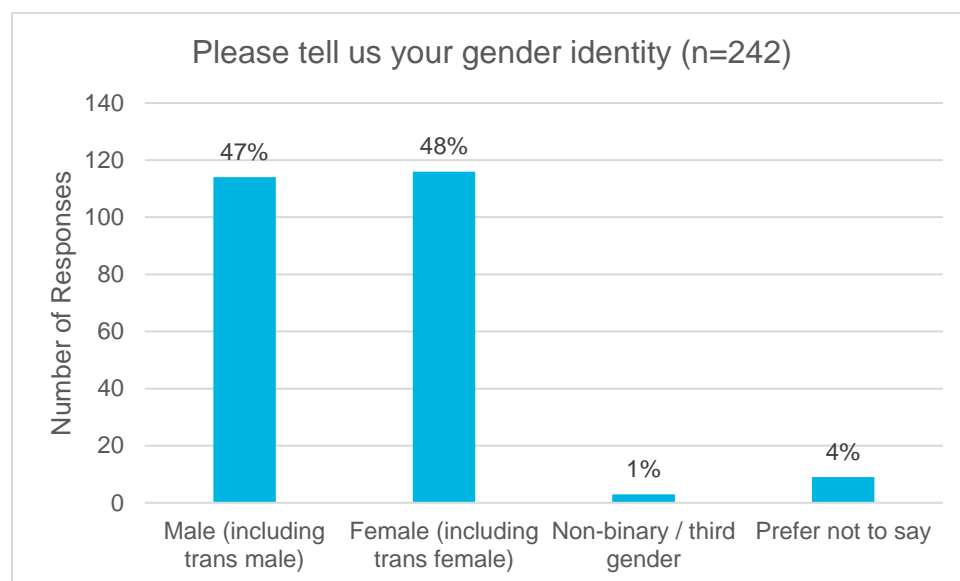
**Q14: Please provide any further details you would like us to consider from your perspective to inform our design decisions:**



**Figure 5:122: Areas for further consideration from 25-34 year old respondents**

Figure 5:122 shows 28 respondents from this age group would like further consideration given to the mitigation of access issues that could be created by these proposals. 20 respondents felt they would like more measure that improve the area and 5 respondents felt none of the interventions were required.

**Q15: Please tell us your gender identity**

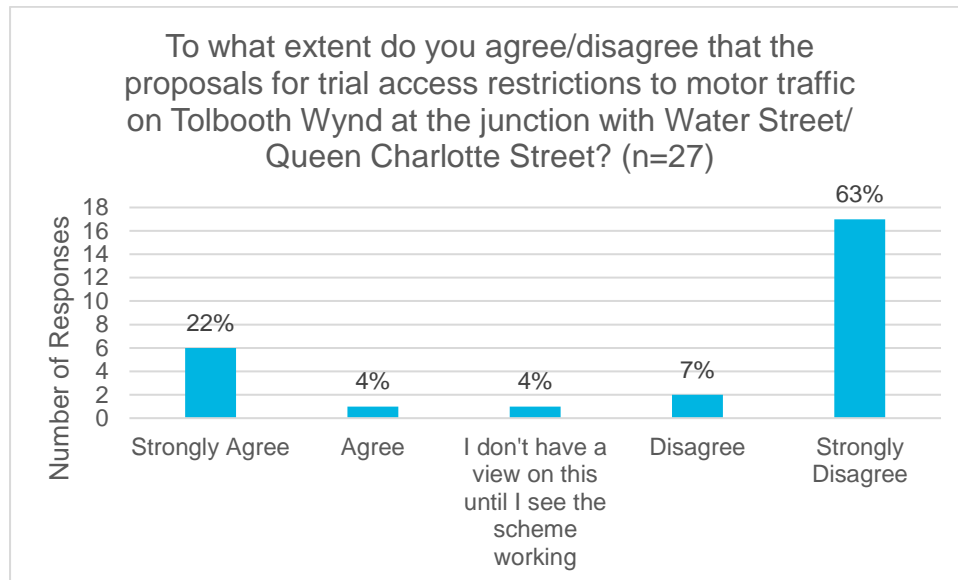


**Figure 5:123: 25-34 year old respondent's gender identities**

## 5.5 Business Responses

This section considers the responses of respondents who identified themselves as representing a business with a connection to the project.

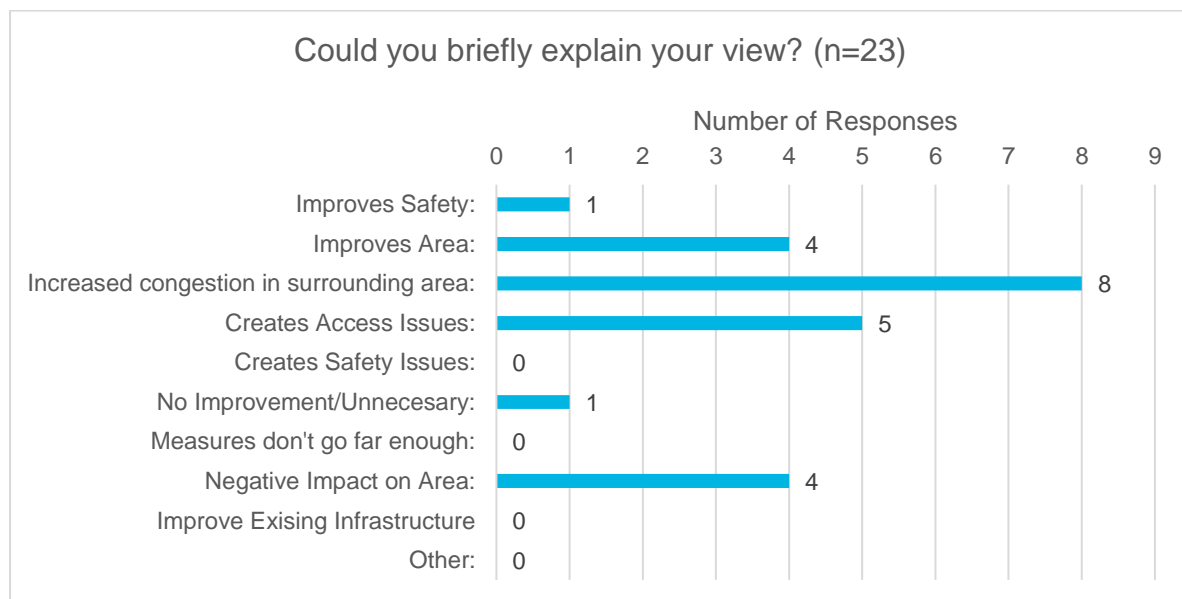
**Q3a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?**



**Figure 5:124: Business response to traffic restriction on Tolbooth Wynd**

Figure 5:124 shows a large majority of businesses in this area strongly disagree with this proposal (63%) with a further 7% disagree. 26% of business respondents agree to some extent with the proposal, 22% strongly agree. 4% of businesses didn't feel like they could have a view on this until they saw the scheme working.

**Q3b: Could you briefly explain your view?**



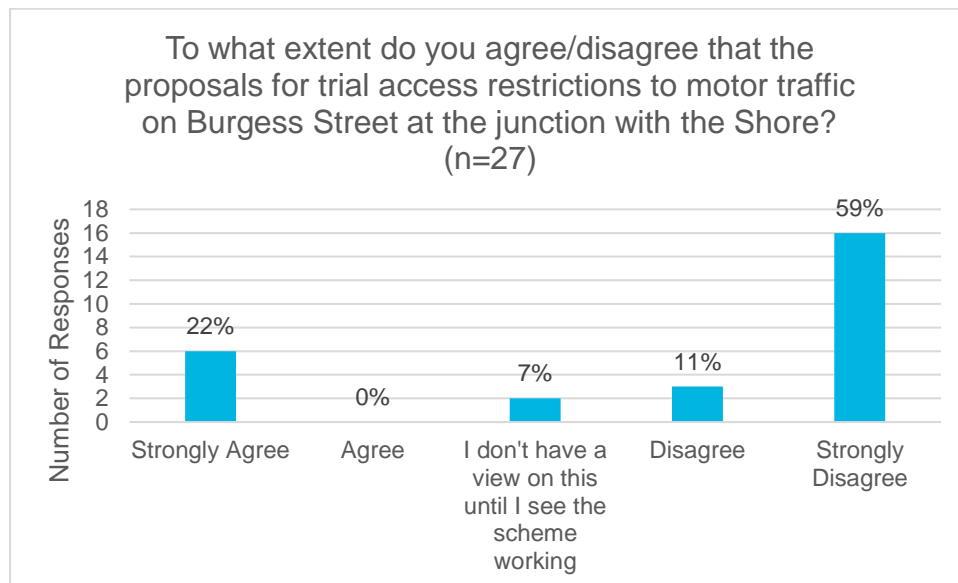
**Figure 5:125: Business opinions of proposal for Tolbooth Wynd**

Figure 5:125 shows that 8 businesses have raised concerns about this proposal creating increased congestion. 5 businesses felt this proposal would make the area more difficult to



access by motor vehicle. 4 businesses thought this proposal would improve the area whereas 4 further business respondents felt this proposal would have a negative impact on the area.

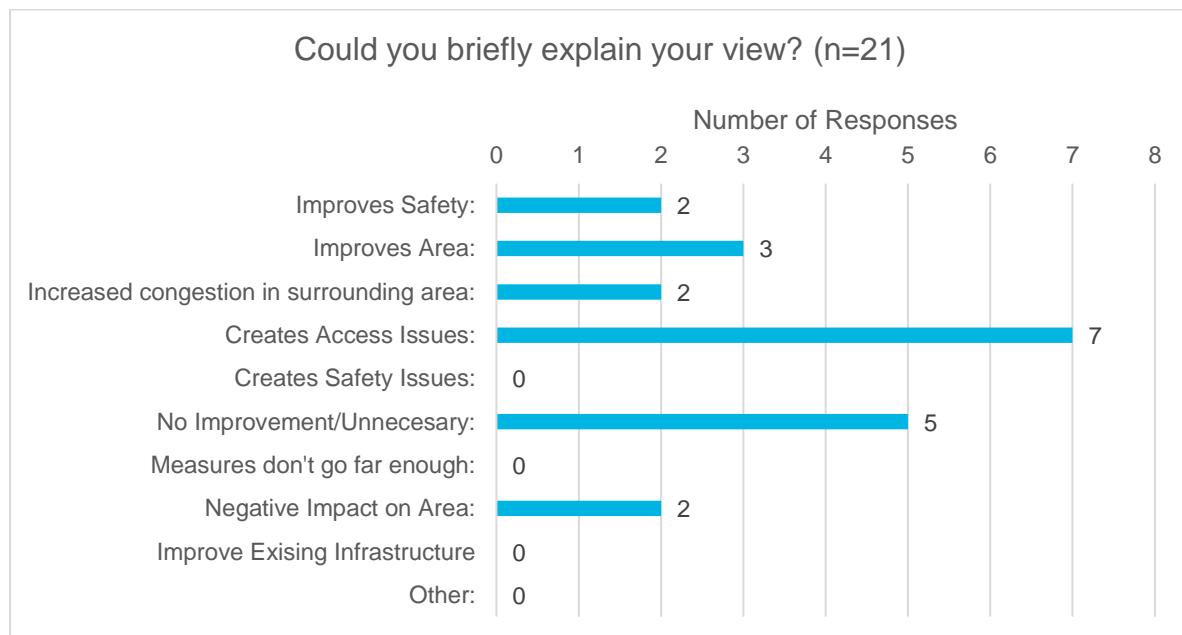
**Q4a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?**



**Figure 5:126: Business response to traffic restriction on Burgess Street**

Figure 5:126 shows 70% of businesses disagree with this proposal to some extent, with 59% strongly disagreeing. 22% of businesses strongly agree with this proposal, while 7% of business respondents felt they could only make a judgement once they had seen the scheme working.

**Q4b: Could you briefly explain your view?**

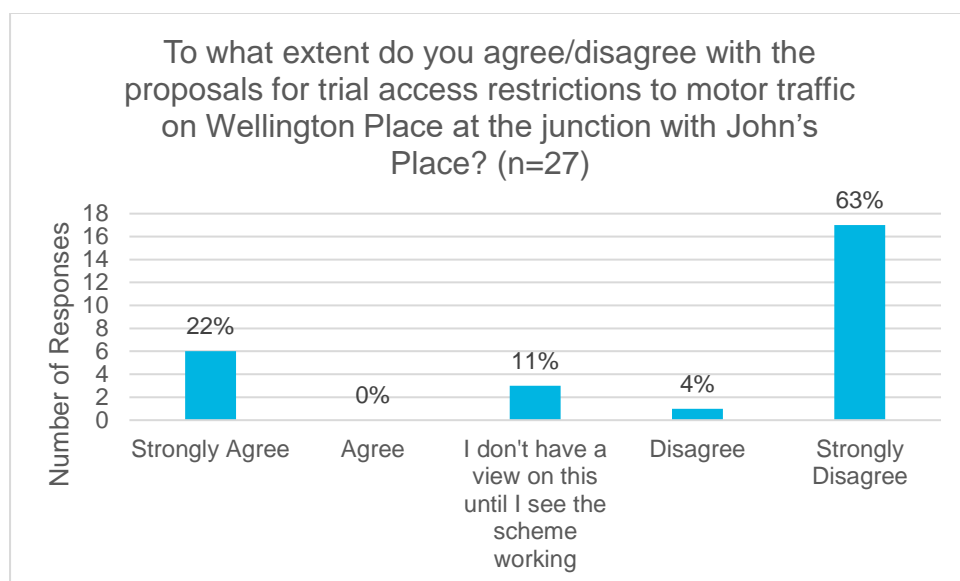


**Figure 5:127: Business opinions of proposal for Burgess Street**

Figure 5:127 shows 7 businesses where concerned this proposal will make the area more difficult to access and a further 5 respondents felt this proposal was not required. 3

respondents thought this proposal would improve the area, while a further 2 are concerned this proposal will create additional congestion.

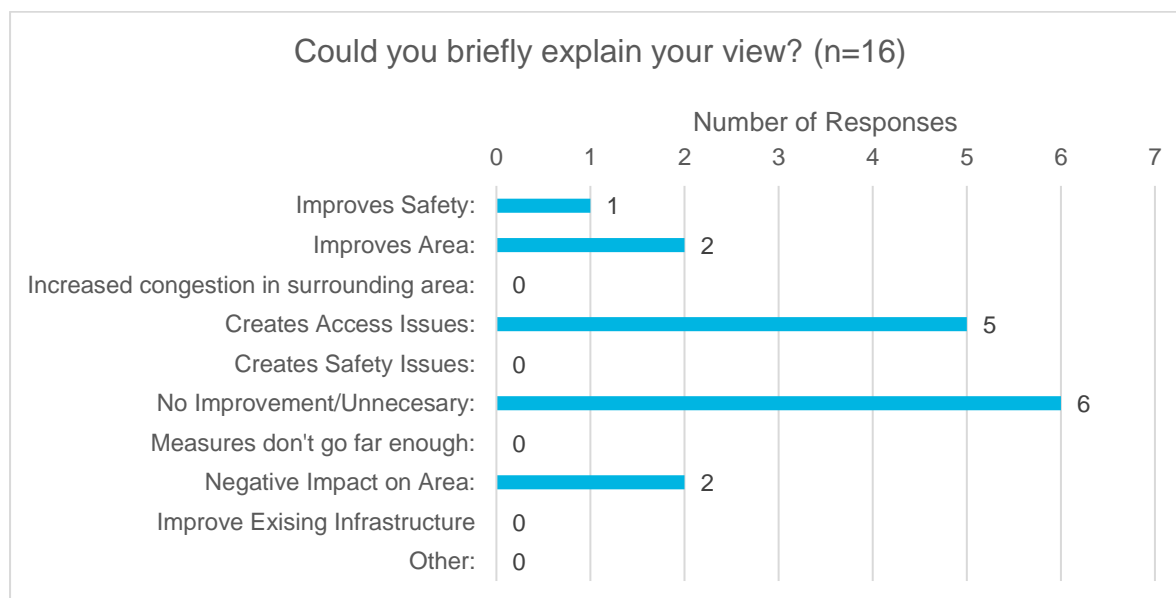
**Q5a: To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?**



**Figure 5:128: Business response to traffic restriction on John's Place**

Figure 5:128 shows 67% of business respondents disagree with this proposal for John's Place, 63% strongly disagree. 11% of respondents will decide about this proposal once they have seen it working. 22% respondents strongly agree with this proposal.

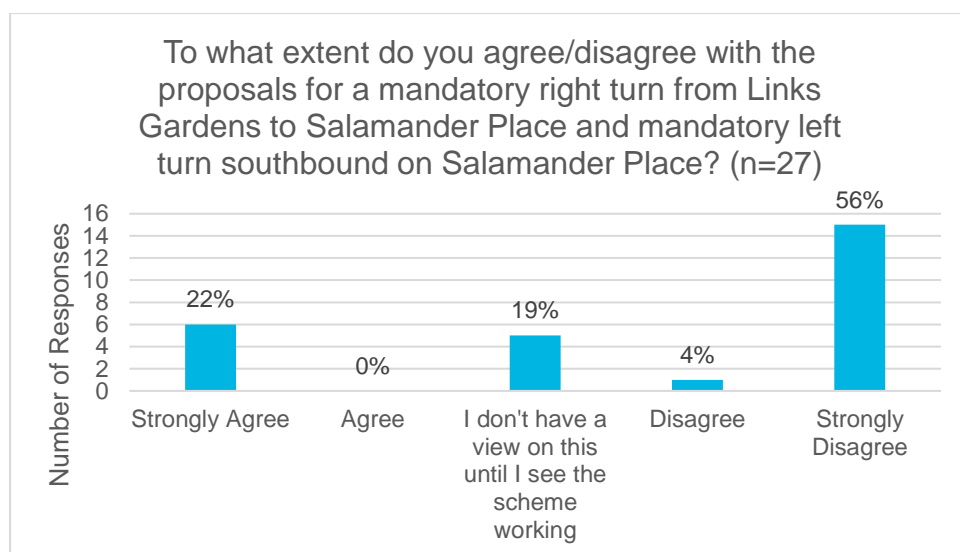
**Q5b: Could you briefly explain your view?**



**Figure 5:129: Business opinions of proposal for John's Place**

Figure 5:129 shows 6 business respondents felt this proposal was either unnecessary or does not offer any improvements. 5 respondents are concerned about access issues that could arise. 2 businesses felt this proposal would have a negative impact on the area, whereas 2 further respondents felt this would improve the area. 1 respondent thought this proposal would make the area safer.

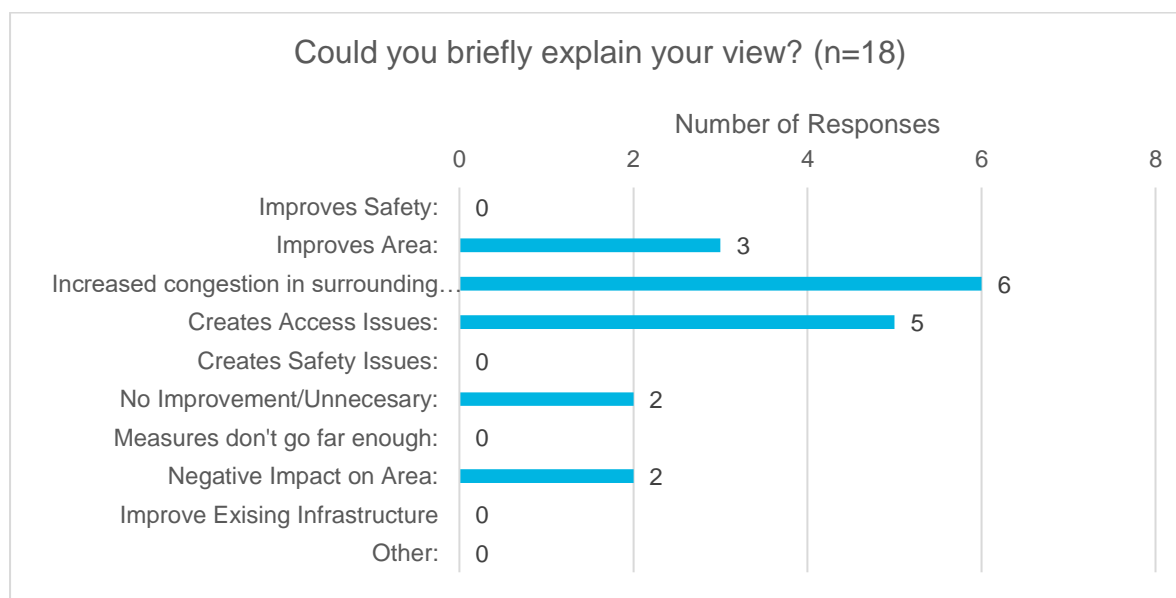
**Q6a: To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?**



**Figure 5:130: Business response to traffic restriction on Links Garden/Salamander Place**

Figure 5:130 shows 56% of business respondents strongly disagree with this proposal, while a further 4% of respondents disagreeing. 22% of businesses strongly agree with this proposal, while 19% felt they could not make a decision until they see the scheme working.

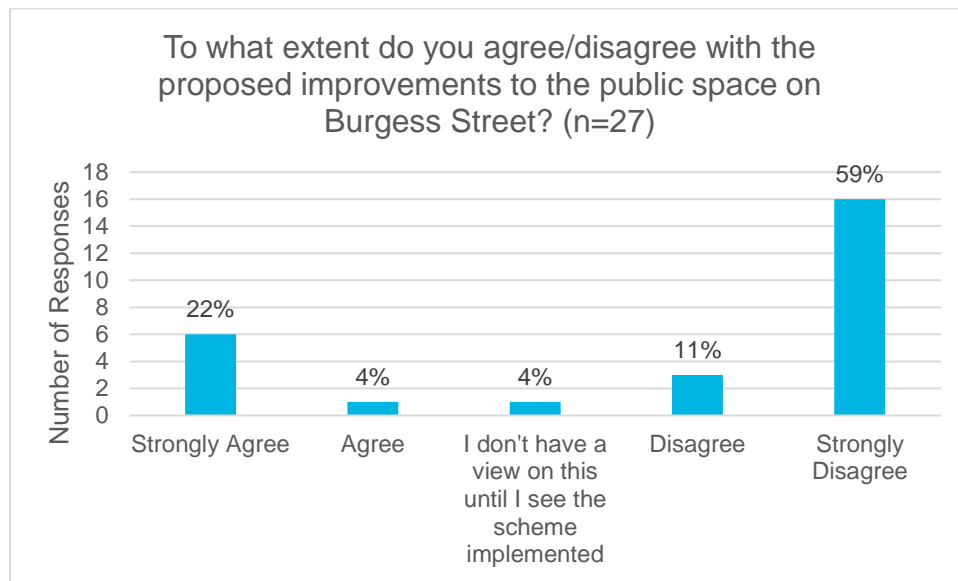
**Q6b: Could you briefly explain your view?**



**Figure 5:131: Business opinions of proposal for Links Gardens/Salamander Place**

Figure 5:131 shows 6 business respondents are concerned this proposal will create additional congestion in the area, with a further 5 respondents concerned about potential access issues. 3 businesses felt this proposal would have a positive impact on the area, whereas 2 businesses felt this proposal would have a negative impact. 2 respondents felt this proposal was not required.

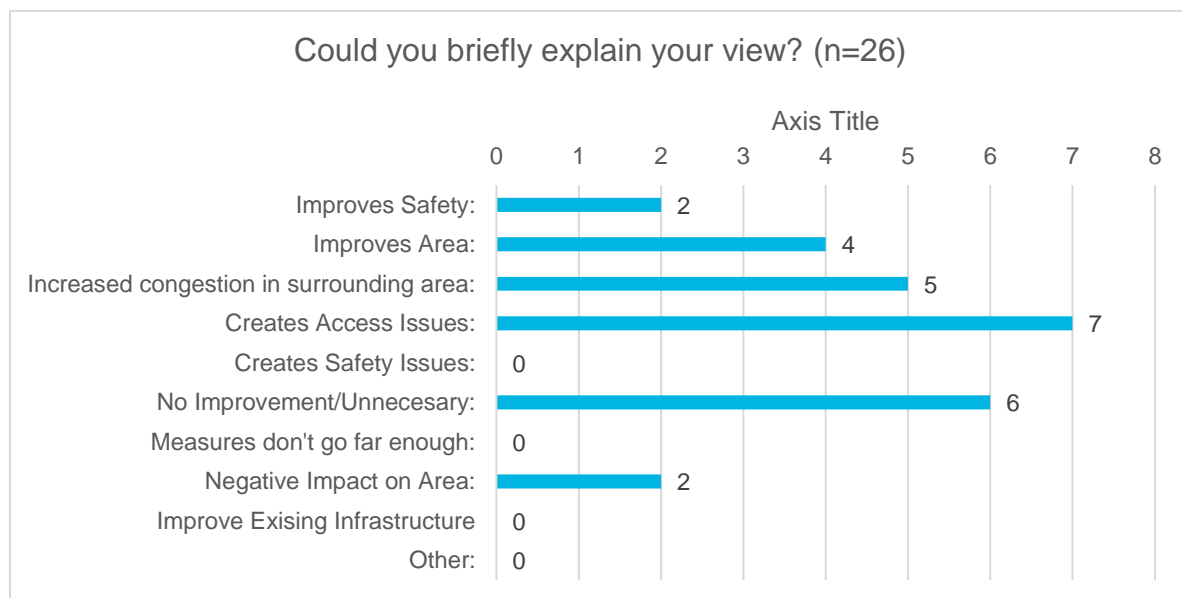
**Q7a: To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?**



**Figure 5:132: Business response to public space improvements on Burgess Street**

Figure 5:132 shows 70% disagree with this public space proposal with 59% strongly disagree. 26% of respondents agree, to some extent, with this proposal, with 22% strongly agreeing. 4% of businesses didn't feel they could give their view until they see the scheme working.

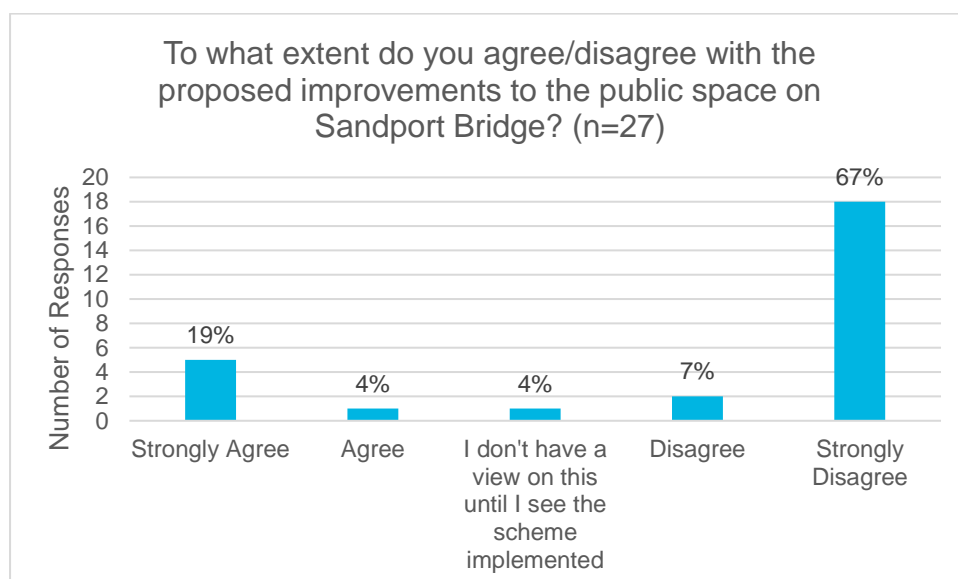
**Q7b: Could you briefly explain your view?**



**Figure 5:133: Business opinions of the public space improvements on Burgess Street**

Figure 5:133 shows 7 businesses are concerned this proposal will create access issues, with 5 businesses concerned about additional congestion in the area as a result of this proposal. 6 respondents felt this proposal was not necessary. 4 respondents felt this proposal would improve the area, whereas 2 respondents felt it would have a negative impact on the area. 2 further respondents felt this proposal will make the area safer.

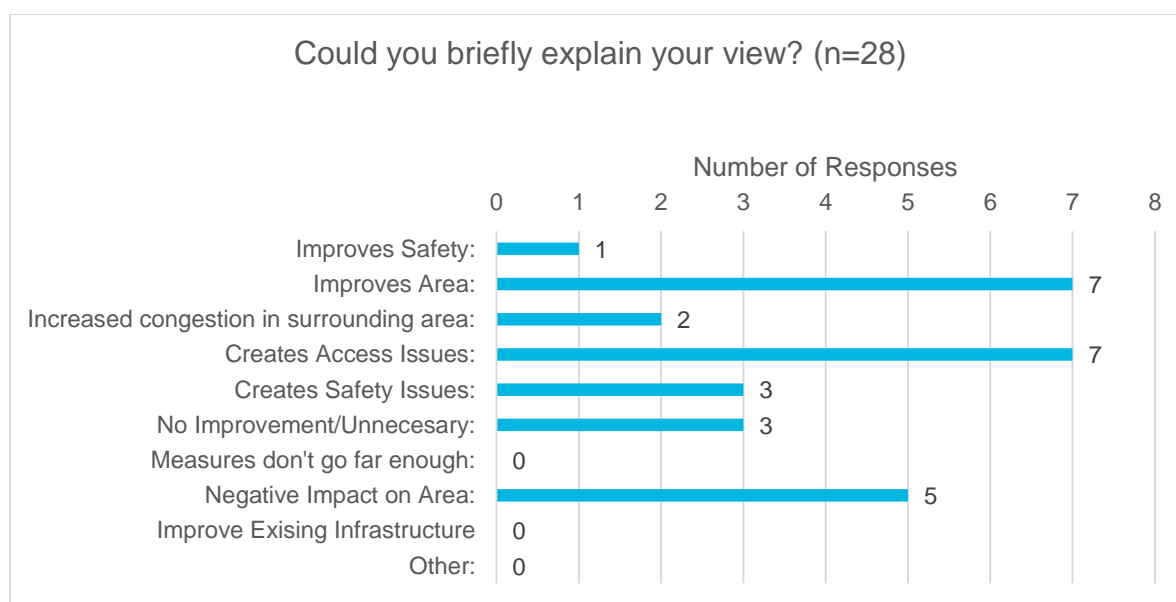
### Q8a: To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?



**Figure 5:134: Business response to public space improvements on Sandport Bridge**

Figure 5:134 shows 67% of respondents strongly disagree with this proposal for Sandport Bridge, with a further 7% disagreeing. 23% of respondents agree, to some extent with the proposal and 19% strongly agree. 4% of respondents felt they couldn't only decide once they see the scheme working.

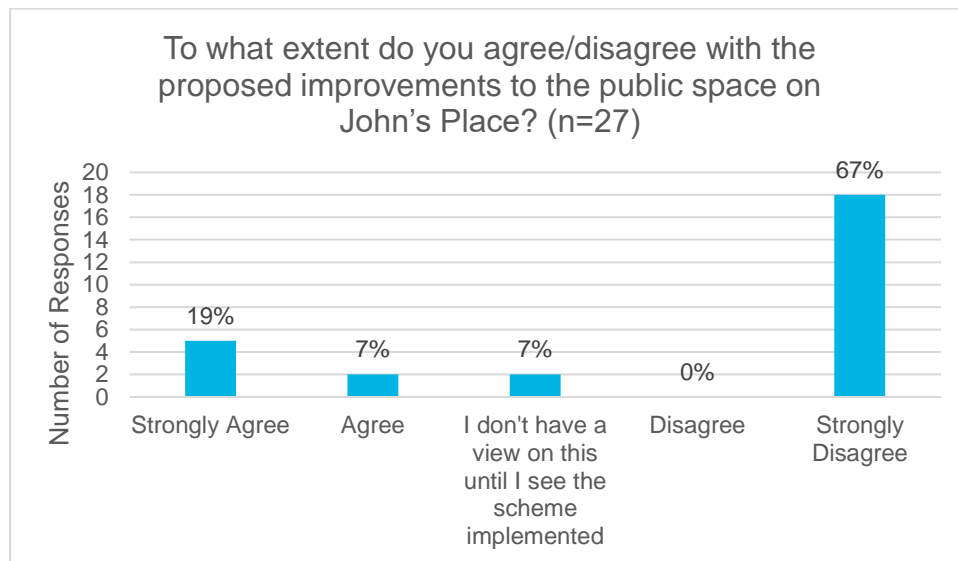
### Q8b: Could you briefly explain your view?



**Figure 5:135: Business opinions of the public space improvements on Sandport Bridge**

Figure 5:135 shows 7 respondents felt this proposal would have a positive impact on the area. 7 businesses felt this proposal would create access issues, while a further 5 thought this proposal would have a negative impact on the area. 3 businesses felt these public space interventions would create additional congestion in Leith, while 3 other respondents felt these interventions were not necessary.

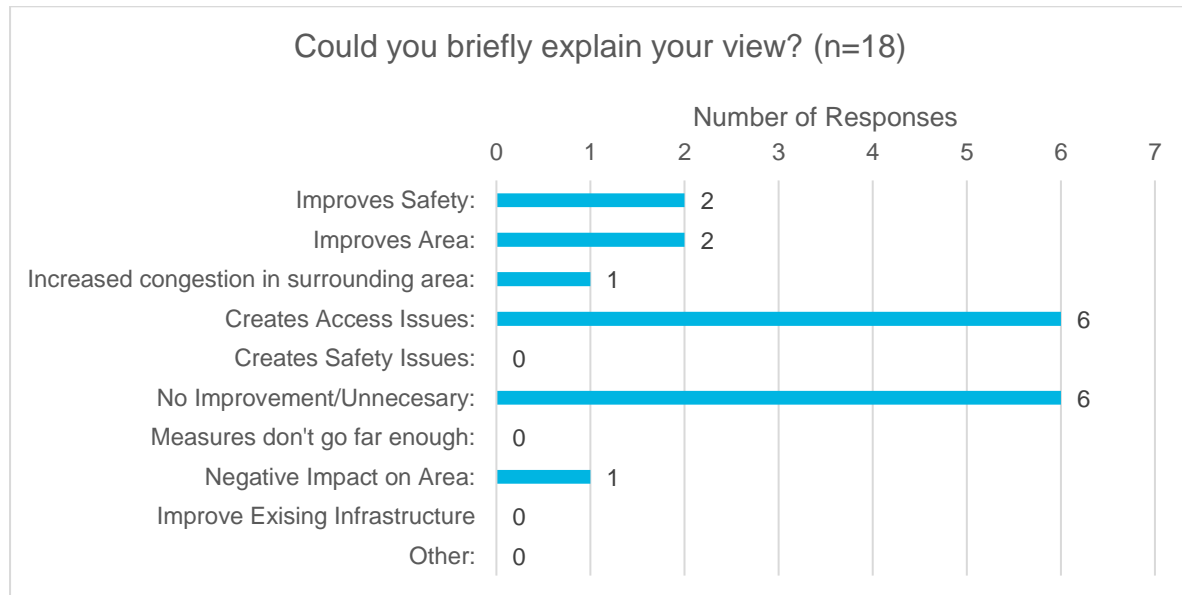
**Q9a: To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?**



**Figure 5:136: Business response to public space improvements on John's Place**

Figure 5:136 shows 67% of business respondents strongly disagree with this proposal. 26% of respondents agree to some extent, with these intervention with 19% strongly agreeing. 7% of respondents felt they could not make a judgement until they saw the scheme working.

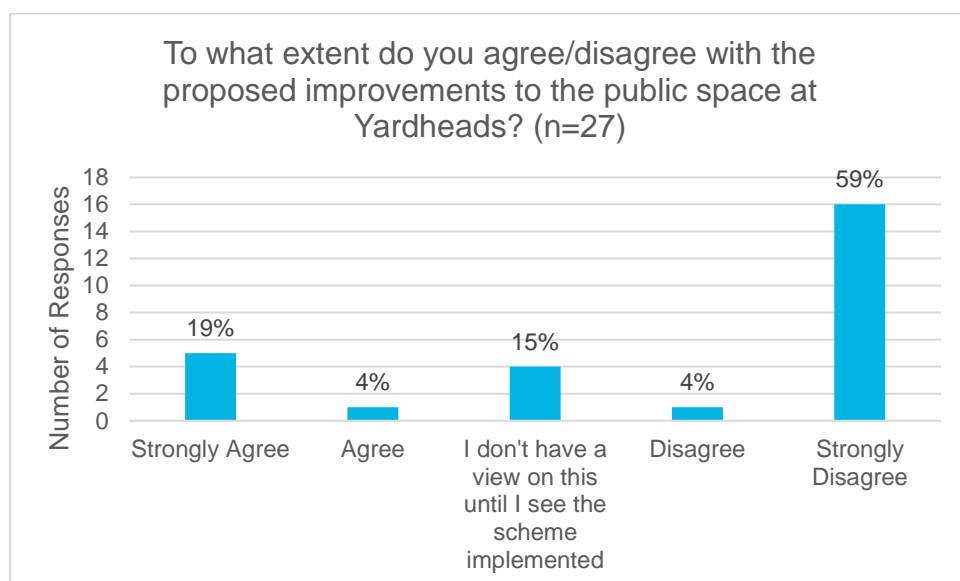
**Q9b: Could you briefly explain your view?**



**Figure 5:137: Business opinions of the public space improvements on John's Place**

Figure 5:137 shows 6 respondents felt this proposal could create access issues in the area, with a further 6 respondents believing these interventions are not required. 2 respondents felt this proposal would make the area safer, while 2 respondents thought this would improve the area. 1 respondent is concerned this proposal will create additional congestion, while another respondent felt these interventions will have a negative impact on the area.

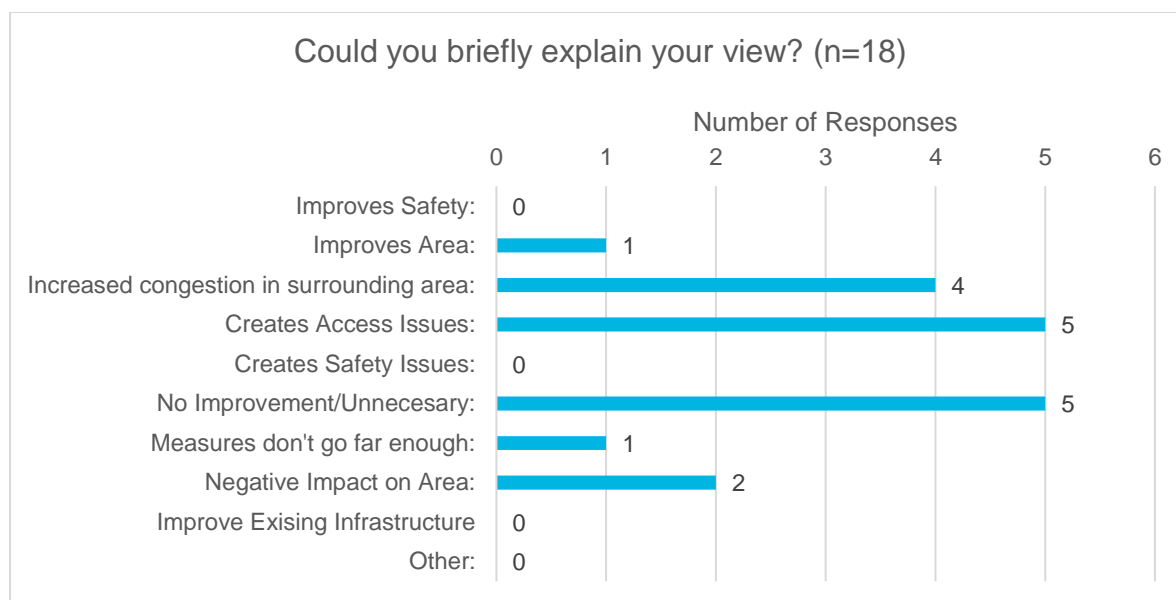
**Q10a: To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?**



**Figure 5:138: Business response to public space improvements at Yardheads**

Figure 5:138 shows 59% of business respondents strongly disagree with this proposal, a further 4% disagree. 23% of respondents agree with these interventions, with 19% of them strongly agreeing. 15% of businesses thought they could only make their decision once they see the scheme working.

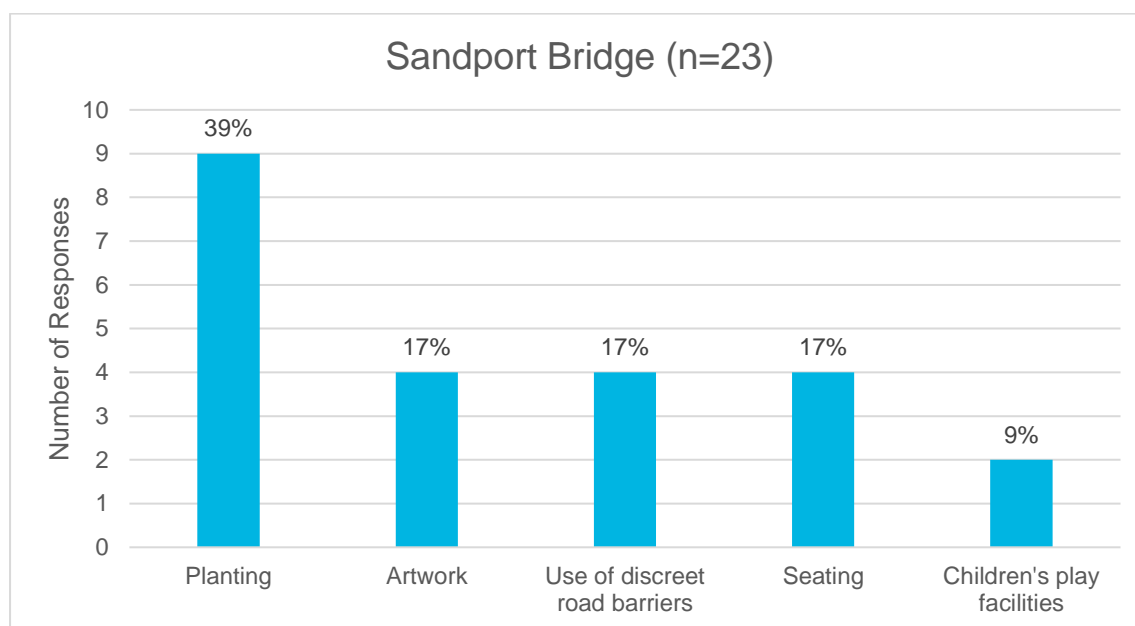
**Q10b: Could you briefly explain your view?**



**Figure 5:139: Business opinions of the public space improvements at Yardheads**

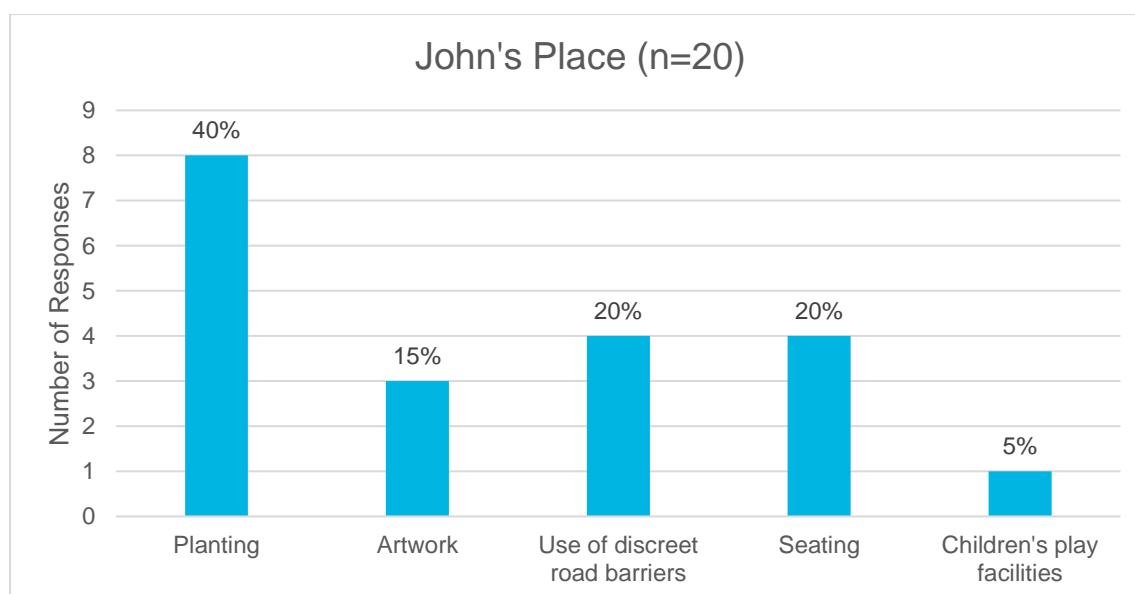
Figure 5:139 shows 5 businesses felt these interventions would make the area more difficult to access, while a further 5 felt this proposal was not required. 4 respondents are concerned this proposal will increase congestion in the surrounding area. 2 further respondents felt these interventions would have a negative impact on the area.

**Q11: Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply**



**Figure 5:140: Most important improvements on Sandport Bridge**

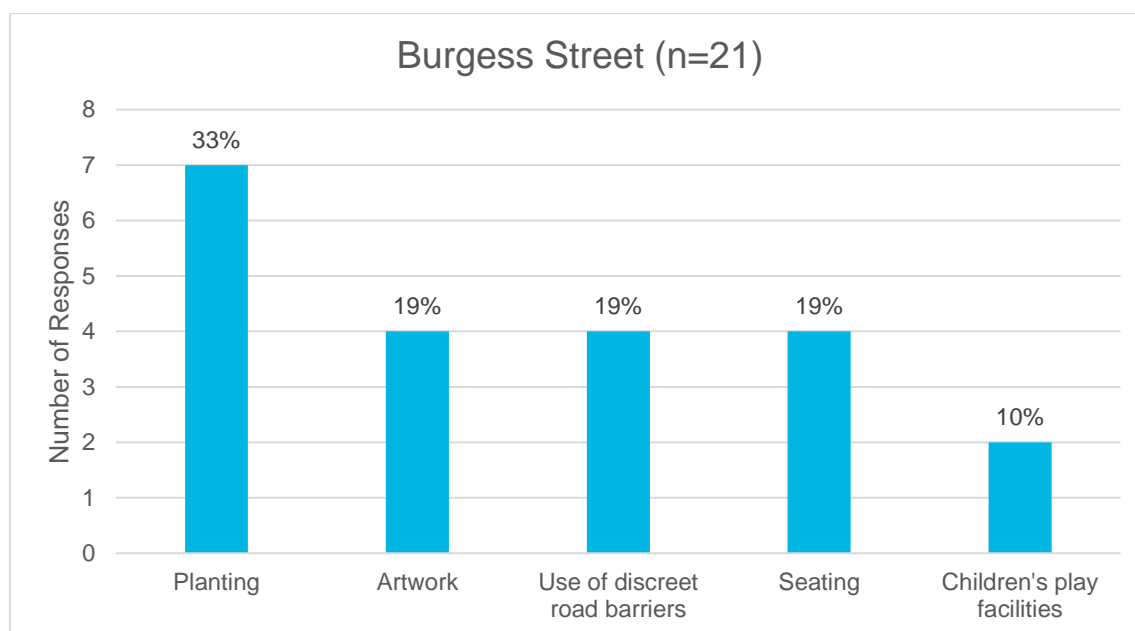
Figure 5:140 shows that businesses in the area felt the most important improvement is new planting (39%). 17% of respondents felt space for new artwork was most important. 17% of businesses thought additional seating was the most important improvement. 17% of respondents wanted to see the use of discreet road barriers, whilst 9% of respondents wanted to see new facilities for children to play.



**Figure 5:141: Most important improvements on John's Place**

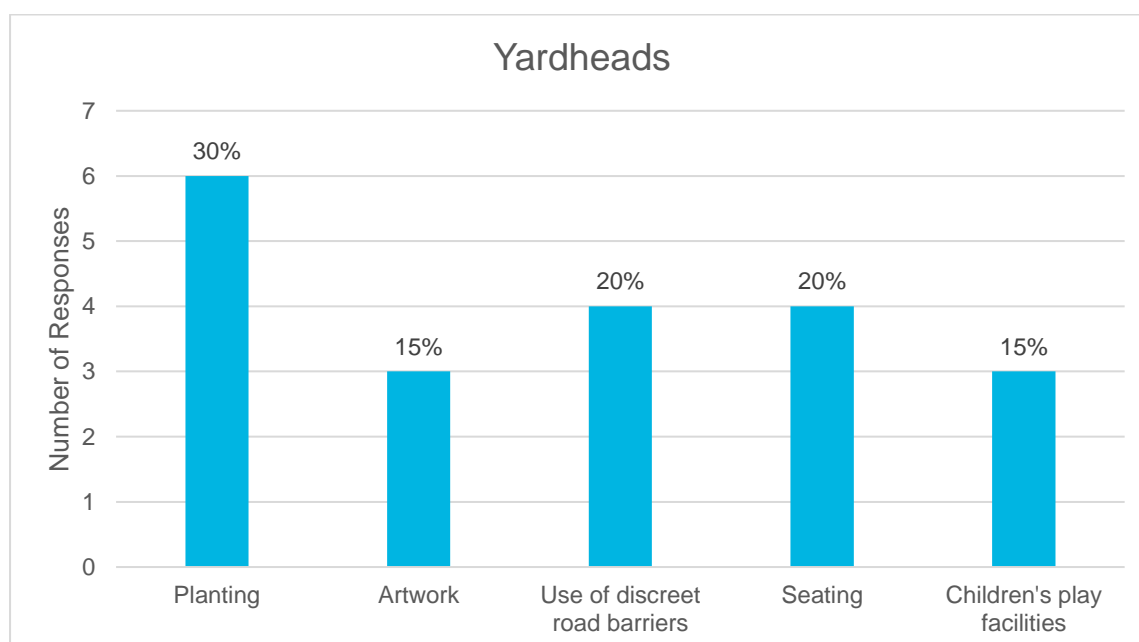
Figure 5:141 shows 40% of businesses felt the most important improvement that could be made is new planting in the area. 20% of business respondents would like to see additional seating as part of this proposal, while a further 20% would like to see the use of discreet road barriers. 15% of respondents felt space for new artwork was the most important intervention, while 5% of respondents would like to see new space for children to play.





**Figure 5:142: Most important improvements on Burgess Street**

Figure 5:142 shows 33% of businesses felt that new planting was the most important improvement on Burgess Street. 19% of respondents felt the use of discreet road barriers was the most important intervention, with a further 19% wanting to see additional seating introduced to the area. 19% of respondents felt space for new artwork was the most important improvement, while 10% of businesses would like to see additional play facilities for children.



**Figure 5:143: Most important improvements at Yardheads**

Figure 5:143 shows 30% of respondents would like to see additional planting in this area, while 20% felt additional seating was the most important improvement. 20% of businesses thought using discreet road barriers was most important, with a further 15% selecting space for artwork as the most important improvement. 15% of businesses would like to see additional children's play facilities in this area.

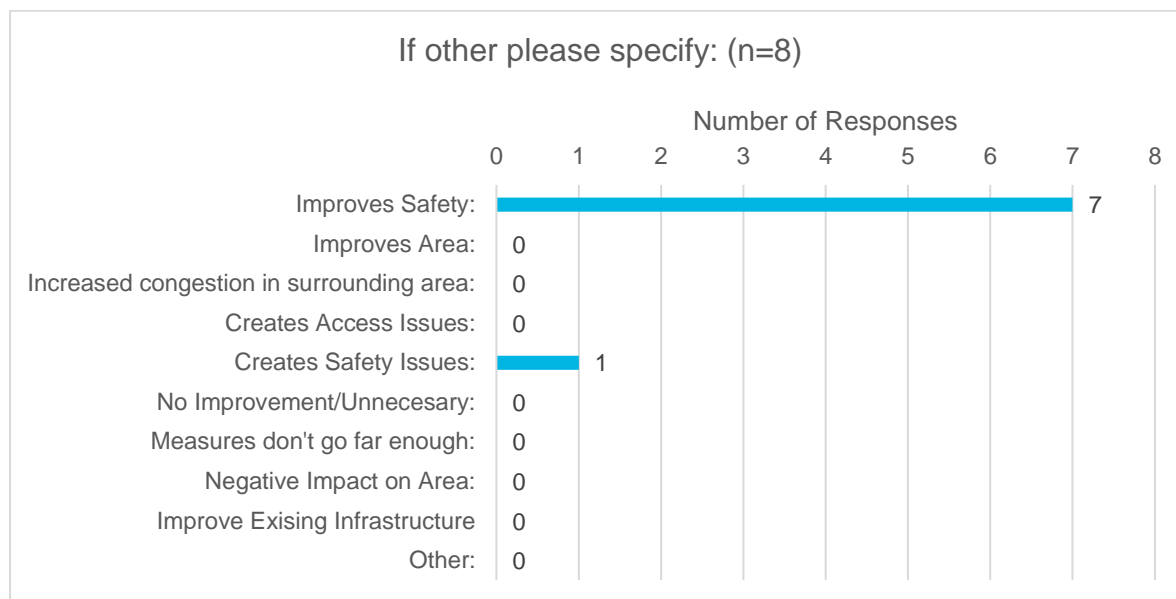
**Q11b: If other please specify:****Figure 5:144: Further intervention suggestions from respondents**

Figure 5:144 shows 7 respondents felt interventions that improve the safety in the area, while one business are concerned about safety issues the interventions could create.

**Q12: The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:**

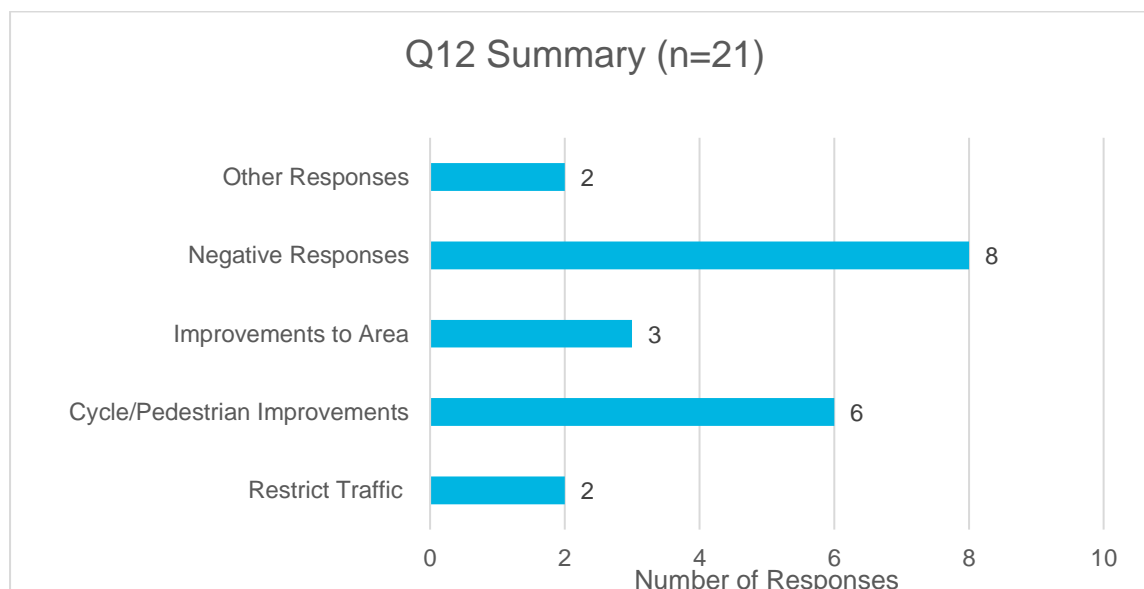
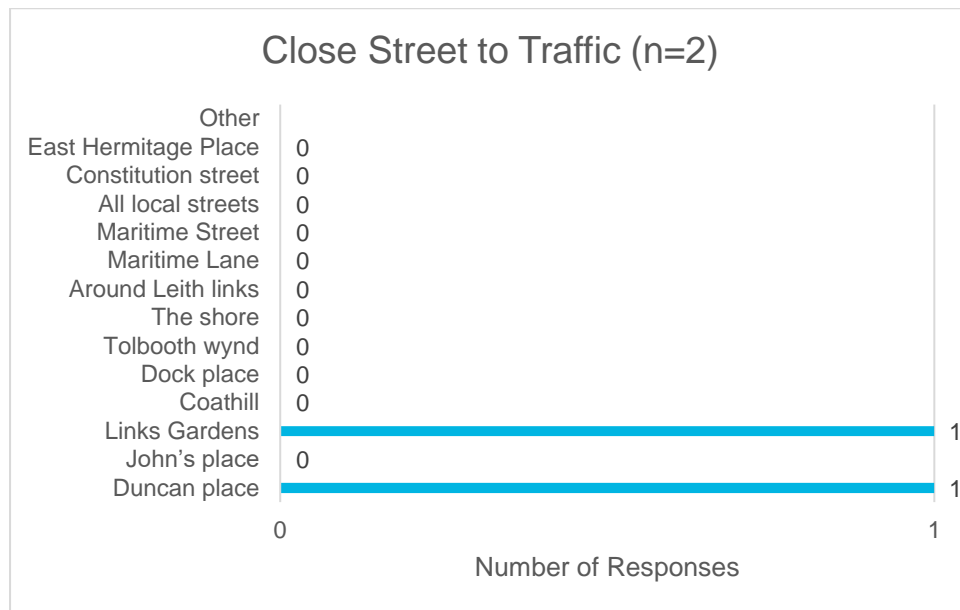
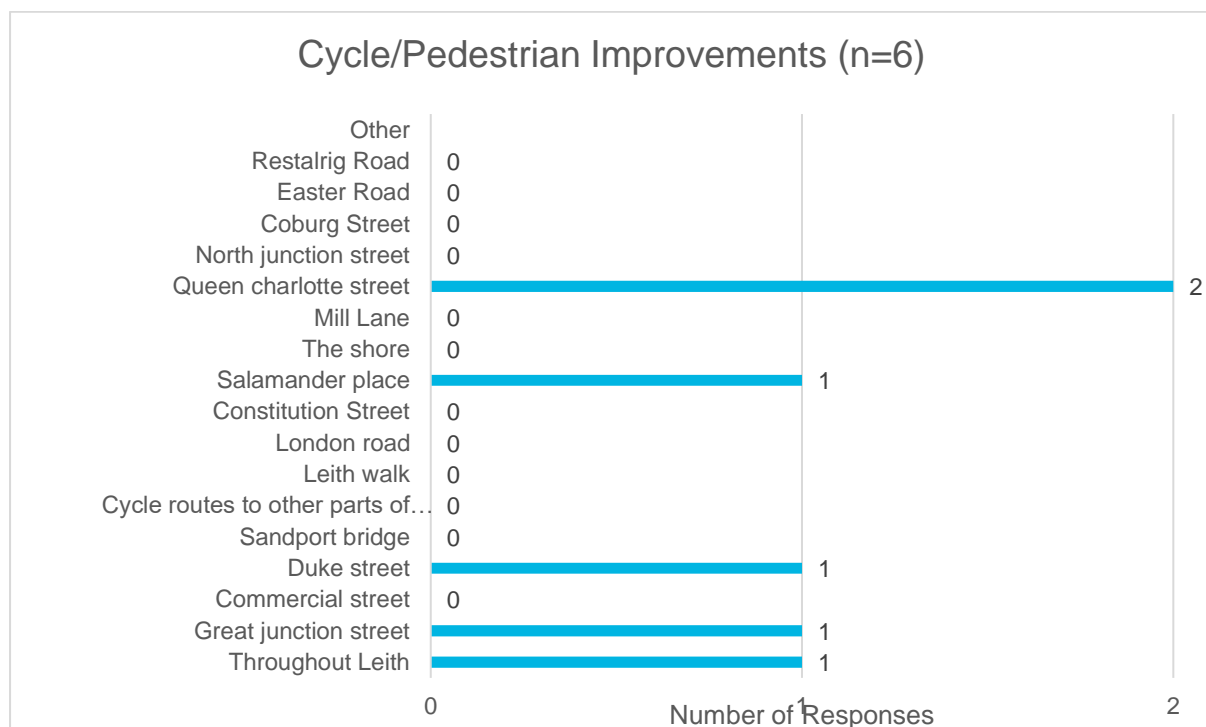
**Figure 5:145: Summary of business responses to Q12**

Figure 5:145 shows most responses (8) were negative, 6 respondents wanted to see further cycle/pedestrian improvements. 3 businesses would like further improves to the area, while 2 respondents would like traffic movement restricted further.



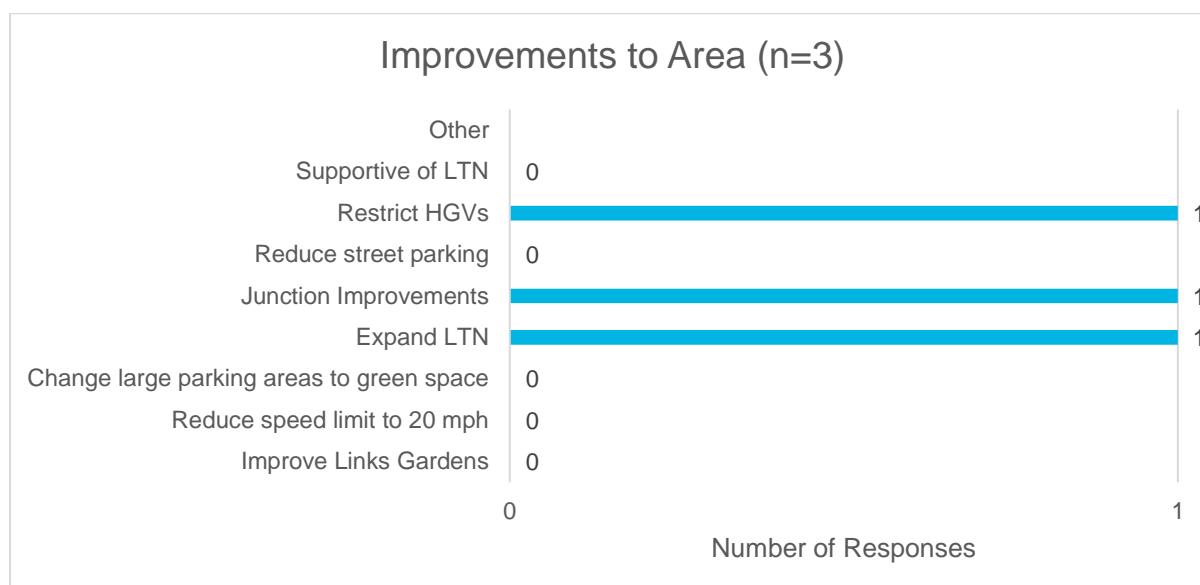
**Figure 5:146: Locations for further traffic restrictions**

Figure 5:146 shows 1 respondent would like to see traffic restrictions retained on Links Gardens, while 1 respondent felt Duncan Place should have traffic restrictions in place.



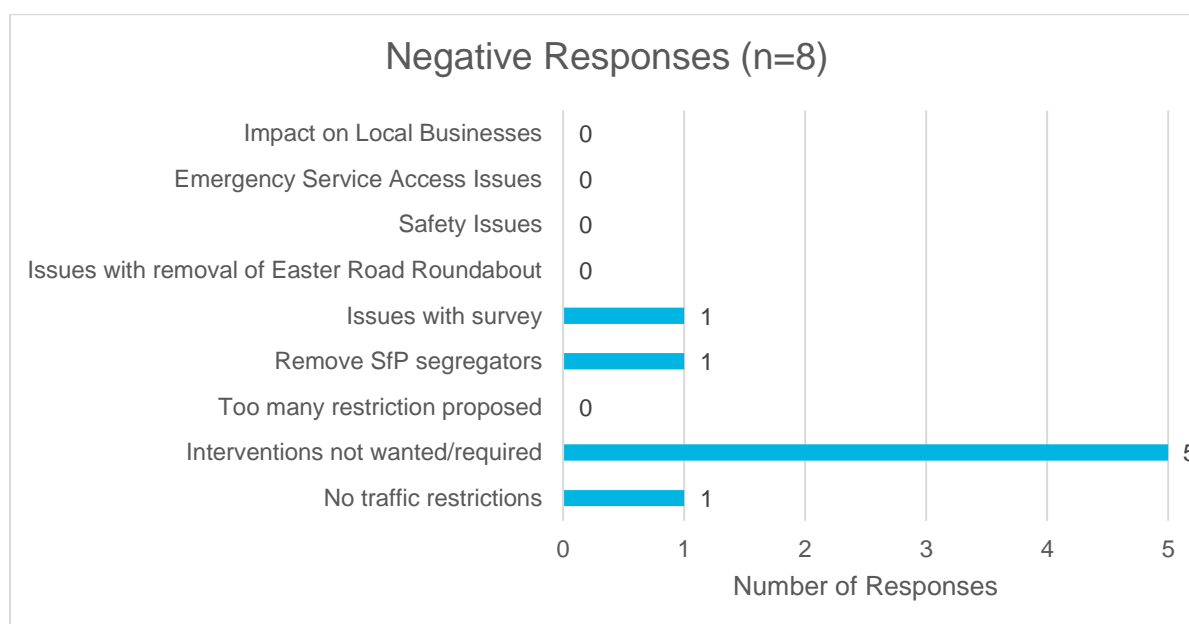
**Figure 5:147: Locations for further Cycle/Pedestrian Improvements**

Figure 5:147 shows 2 business respondents felt Queen Charlotte Street could benefit from further interventions to improve the area for cyclists and pedestrians. 1 business would like to see improvements on Salamander Place, 1 further respondent felt Duke Street could benefit from pedestrian and cyclist improvements. 1 respondent would like to see further improvements on Great Junction Street and 1 respondent felt further pedestrian and cyclist improvements are required throughout Leith.



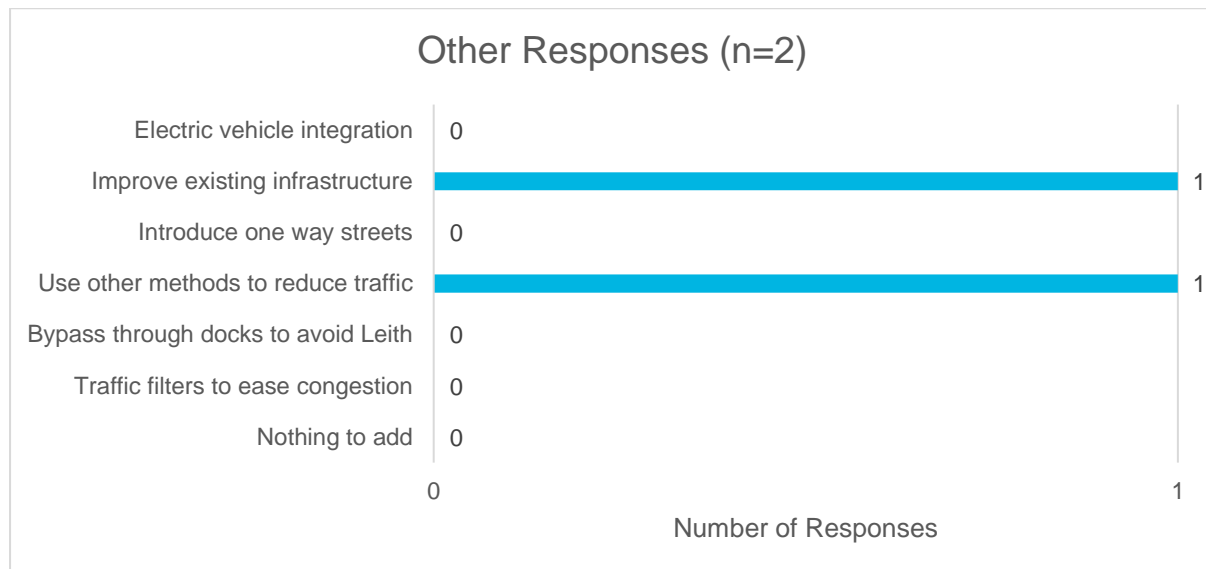
**Figure 5:148: Business respondent suggestions to improve the area**

Figure 5:148 shows the 3 responses to this section, 1 respondent would like to restrictions to HGVs introduced in Leith, 1 would like to see junction improvements for pedestrians and 1 would like to see the proposed LTN expanded further throughout Leith.



**Figure 5:149: Negative business responses to proposals**

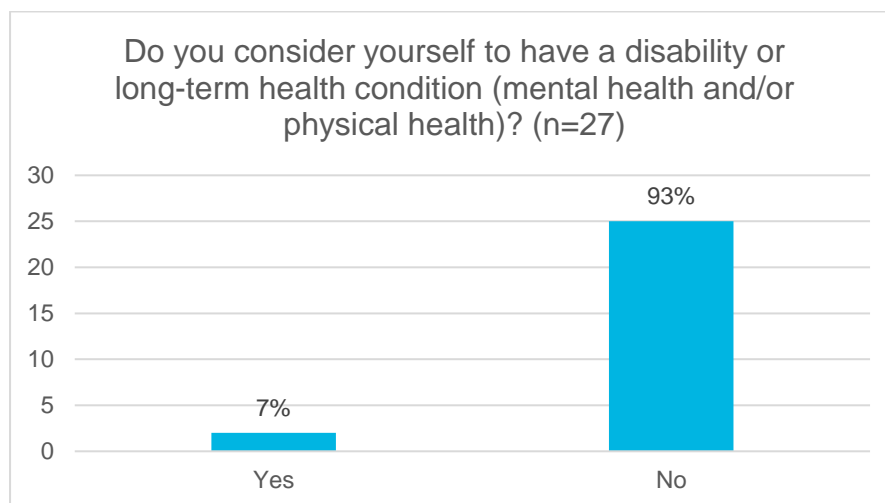
Figure 5:149 shows the majority of respondents (5) felt these proposals are either not wanted or not required by the people of Leith. 1 respondent would like to see all Spaces for People infrastructure removed; 1 further respondent wanted there to be no traffic restrictions at all in Leith. 1 respondent had issues with the survey itself.



**Figure 5:150: Additional business responses to further restrictions**

Figure 5:150 shows 1 business would prefer if existing infrastructure was improved before investing in anything new and 1 business felt different methods should be used to reduce traffic flow through Leith.

**Q13: Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:151: Business respondents with disabilities or long-term health conditions**

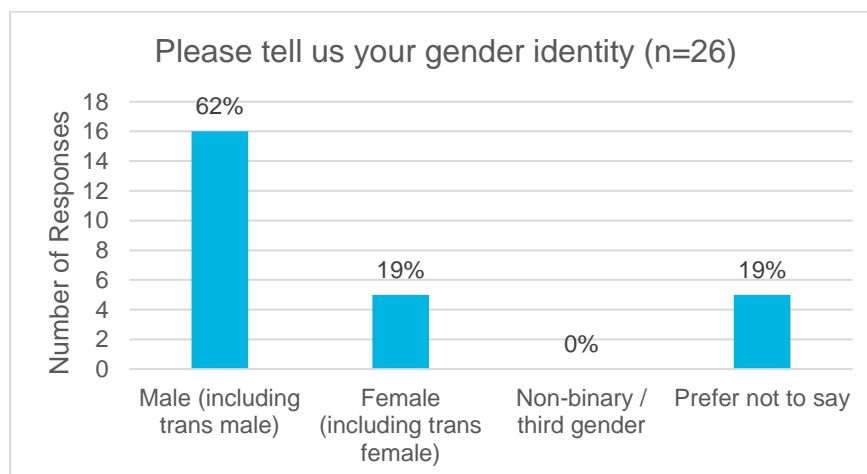
**Q14: Please provide any further details you would like us to consider from your perspective to inform our design decisions:**



**Figure 5:152: Areas for further consideration from business respondents**

Figure 5:152 shows most business respondents (10) would like to see further consideration given to the mitigation of access issues that could be created by these proposals. 3 respondents felt these proposals were either unnecessary or offered no improvement. 2 businesses would like to see measures to further improve the area and 1 respondent felt the survey questions were either unclear or biased in favour of the LTN.

**Q15: Please tell us your gender identity**

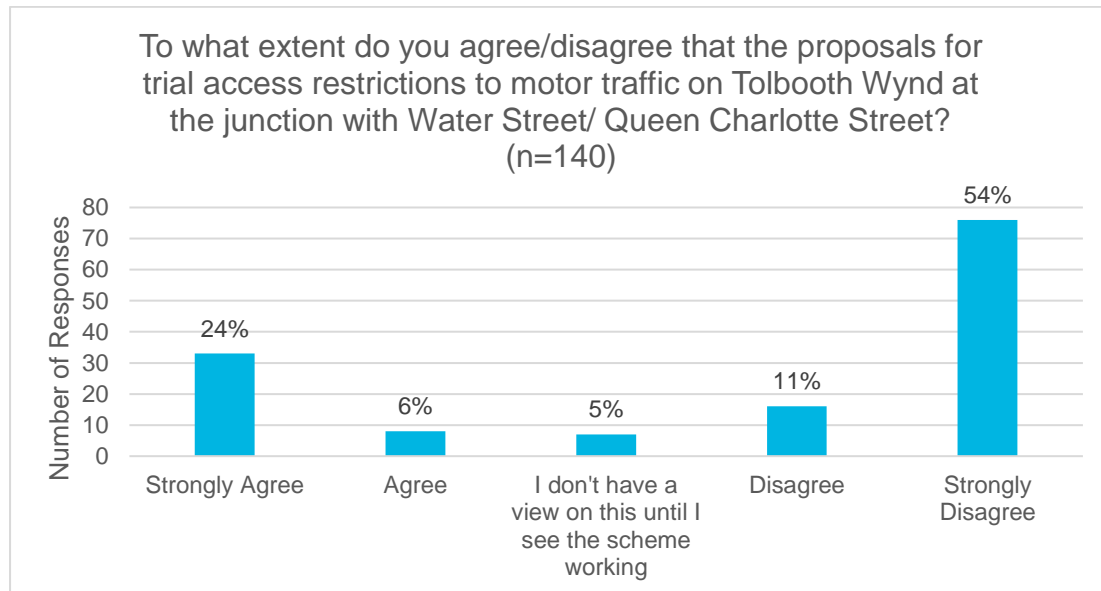


**Figure 5:153: Business respondent's gender identities**

## 5.6 Respondents with Disabilities

This section considers the responses of respondents who consider themselves as having a disability.

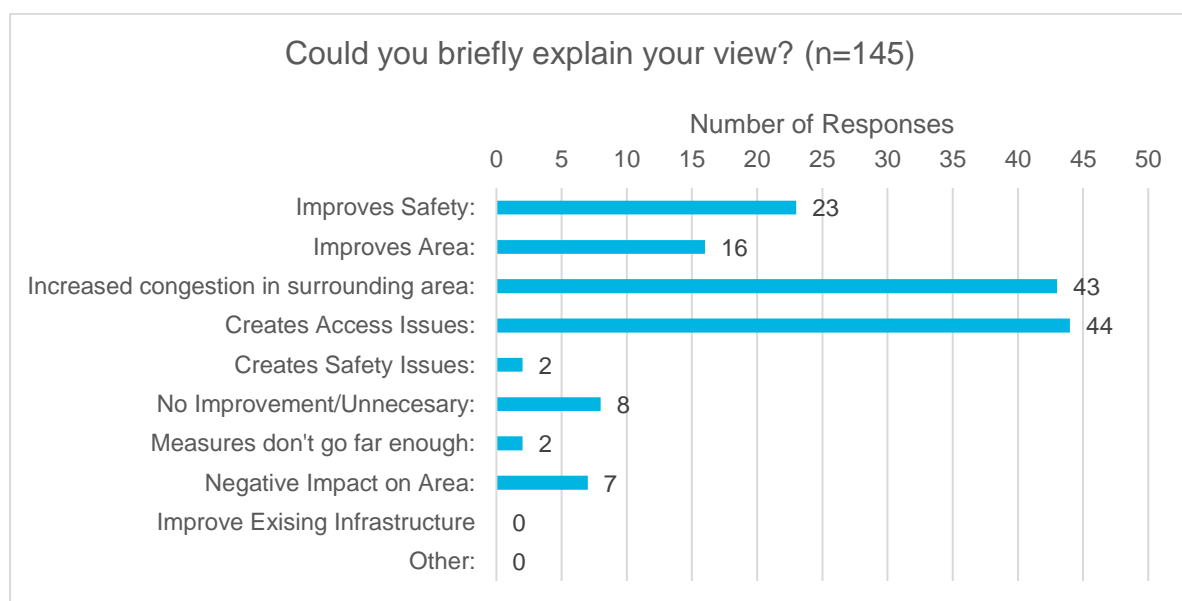
**Q3a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?**



**Figure 5:154: Disabilities response to traffic restriction on Tolbooth Wynd**

Figure 5:154 shows 30% of respondents agree to some extent with this proposal, with 24% strongly agreeing. 65% of respondents disagreeing with this proposal, 54% of these strongly disagree. 5% felt they are unable to give their view until they see the scheme working.

**Q3b: Could you briefly explain your view?**

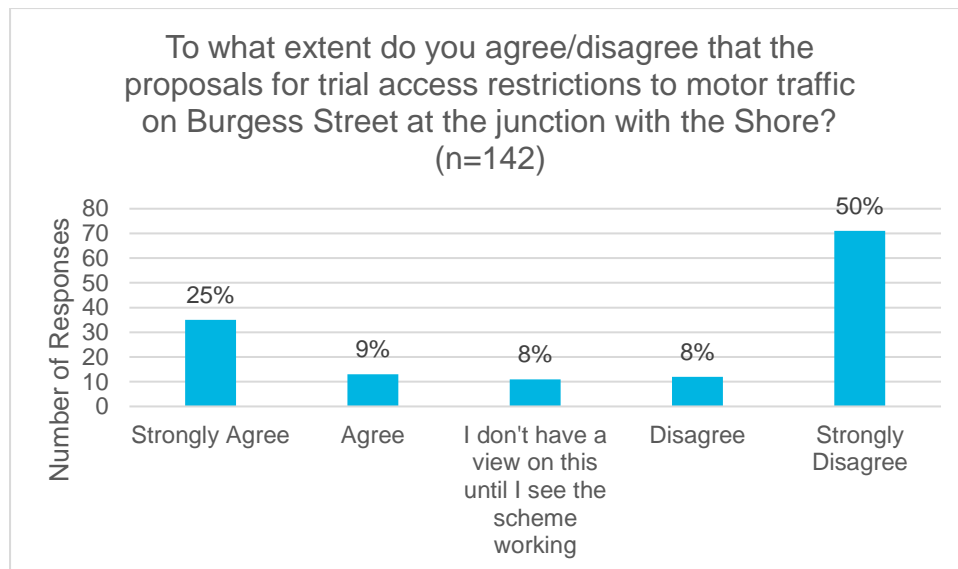


**Figure 5:155: Disabilities opinions of proposal for Tolbooth Wynd**

Figure 5:155 shows 44 respondents are concerned this will create access issues in the area, while 43 respondents felt this proposal would create additional congestion in the surrounding

area. 23 respondents felt this proposal would make the area a safer place and a further 16 respondents felt these interventions would have a positive impact on the area.

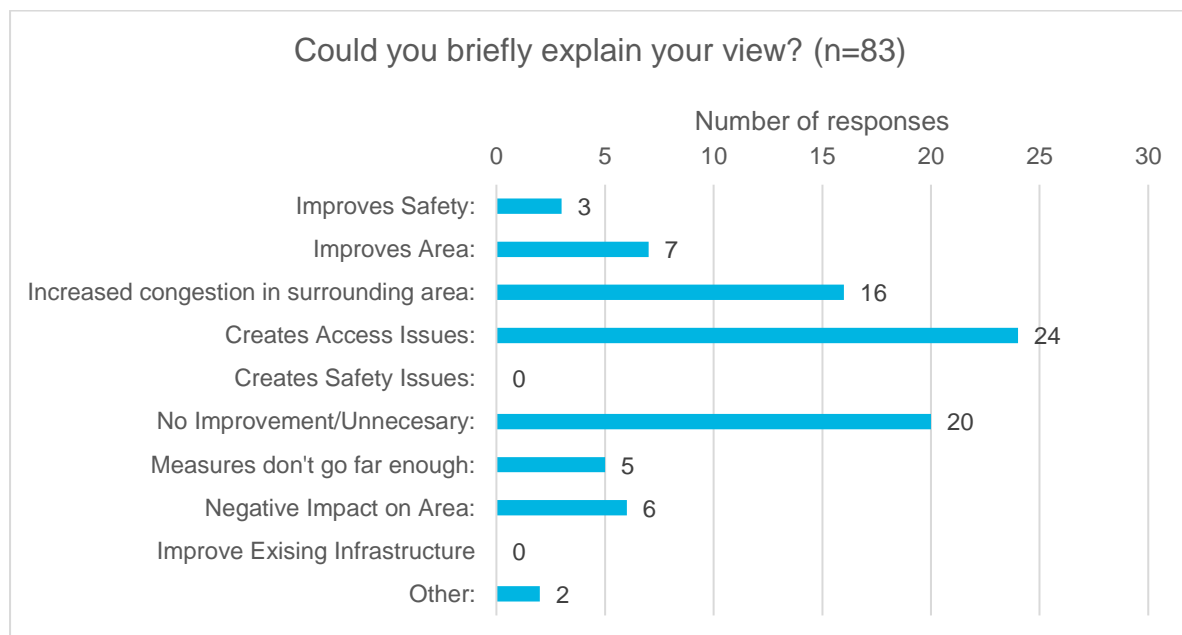
**Q4a: To what extent do you agree/disagree that the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?**



**Figure 5:156: Disabilities response to traffic restriction on Burgess Street**

Figure 5:156 shows 50% of respondents strongly disagree with proposed interventions at Burgess Street with a further 8% disagreeing. 34% of respondents agree to some extent with this proposal, with 25% of these strongly agreeing. 8% of respondents will only have an opinion once they have seen the scheme working.

**Q4b: Could you briefly explain your view?**



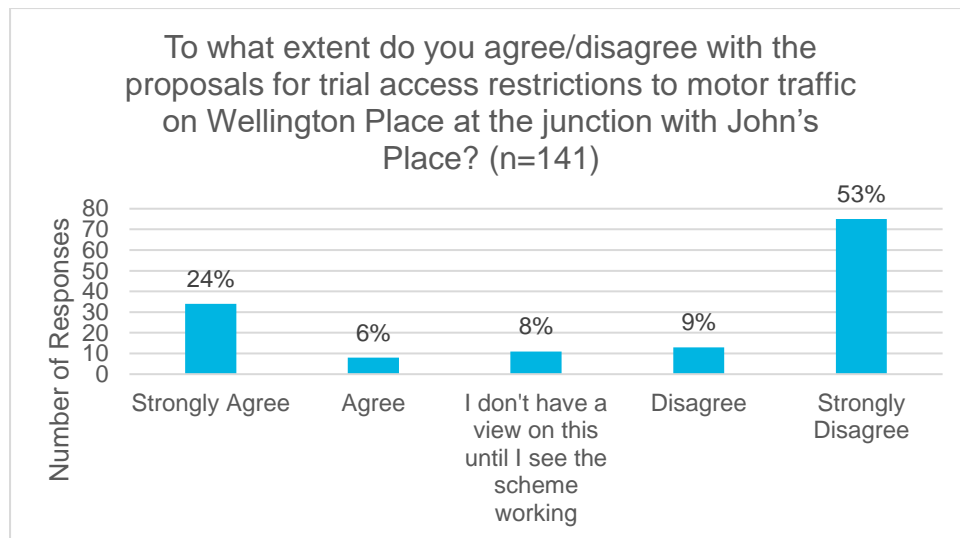
**Figure 5:157: Disabilities opinions of proposal for Burgess Street**

Figure 5:157 shows 24 respondents are concerned this proposal will create access issues, while 20 respondents felt these interventions are not required. 16 respondents felt that this proposal will create additional congestion in the surrounding streets. 7 respondents felt this



proposal will improve the area, while 6 respondents felt this would have a negative impact on the area.

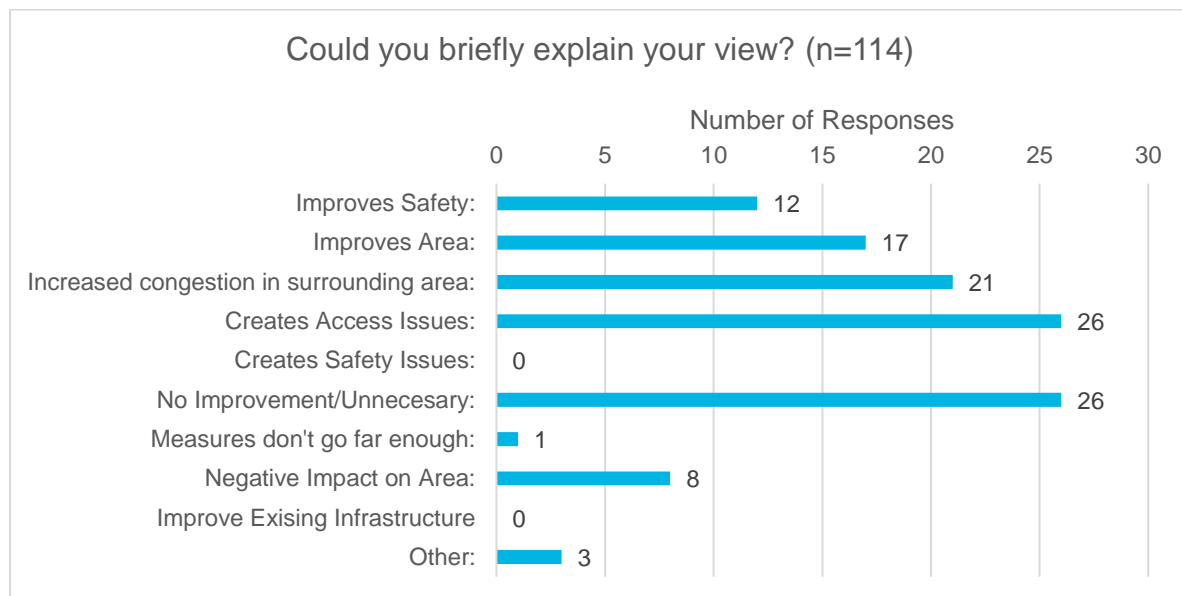
**Q5a: To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?**



**Figure 5:158: Disabilities response to traffic restriction on John's Place**

Figure 5:158 shows 62% of respondents disagree with these interventions, with 53% of these strongly disagreeing. 30% of respondents agree with this proposal, with 24% strongly agreeing. 8% of respondents felt they could not offer their view until the saw the scheme working.

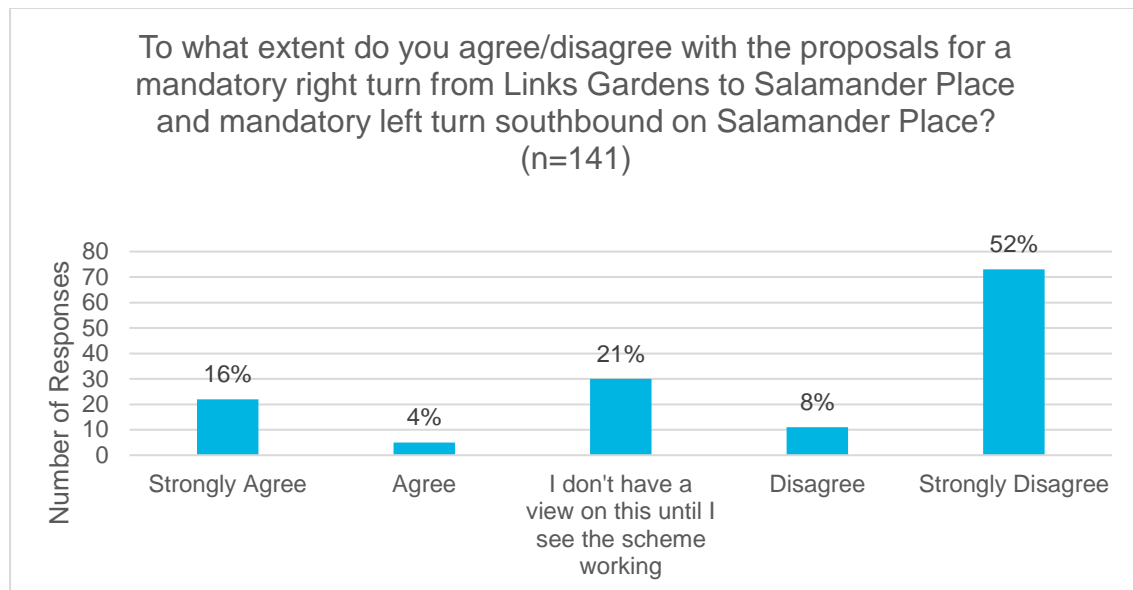
**Q5b: Could you briefly explain your view?**



**Figure 5:159: Disabilities opinions of proposal for John's Place**

Figure 5:159 shows 26 respondents felt this proposal is not required, while a further 26 are concerned this proposal will create access issues in the area. 21 respondents felt this would increase congestion in the area, while 17 respondents feel this proposal would have a positive impact on the area. 12 respondents felt these interventions would make the area safer and 8 feel this proposal will have a negative impact on the area.

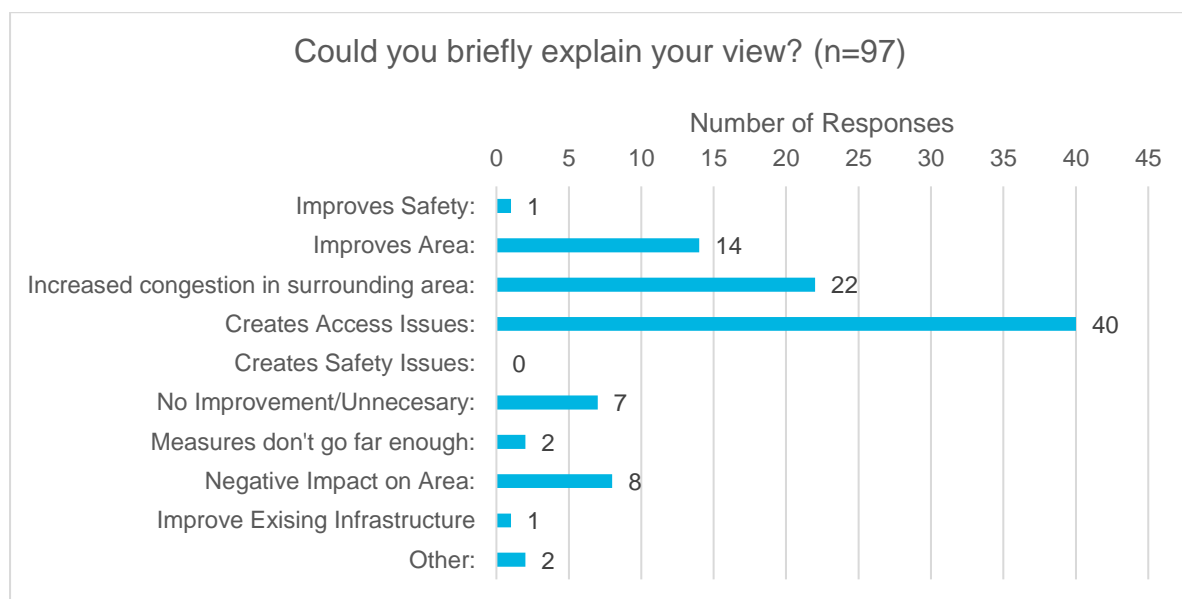
**Q6a: To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?**



**Figure 5:160: Disabilities response to traffic restriction on Links Gardens/Salamander Place**

Figure 5:160 shows 60% of respondents disagree with this proposal, with 52% strongly disagreeing. 21% of respondents felt they would only be able to give their view on this proposal after they have seen it working. 20% of respondents agree with this proposal, with 16% strongly agreeing.

**Q6b: Could you briefly explain your view?**

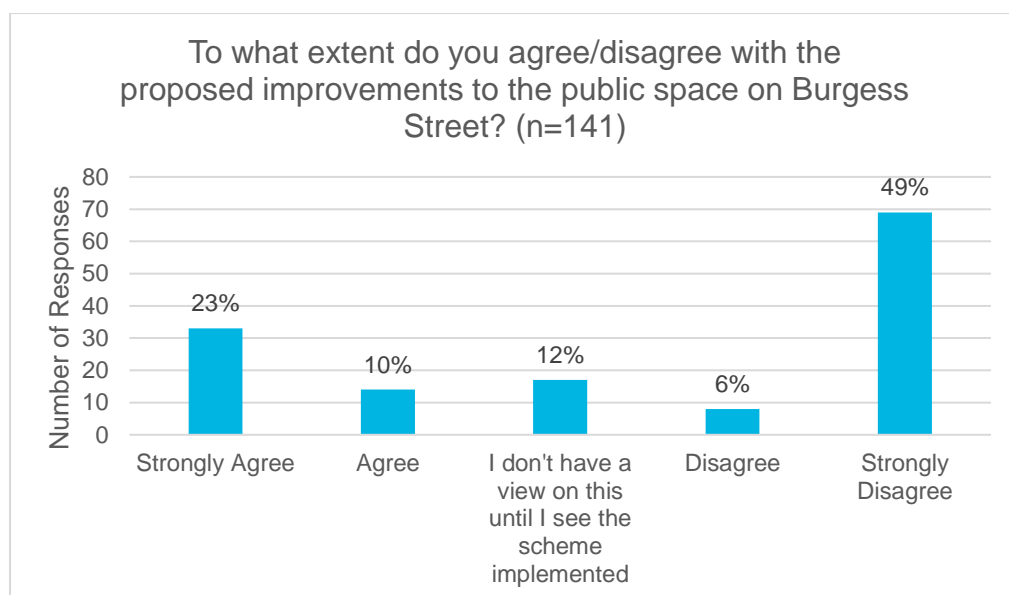


**Figure 5:161: Disabilities opinions of proposal for Links Gardens/Salamander Place**

Figure 5:161 shows 40 respondents felt this proposal would create access issues throughout the area, while 22 are concerned this will create additional congestion in the surrounding

streets. 14 respondents felt this proposal would have a positive impact on the area, while 8 thought these interventions would have a negative impact on the area.

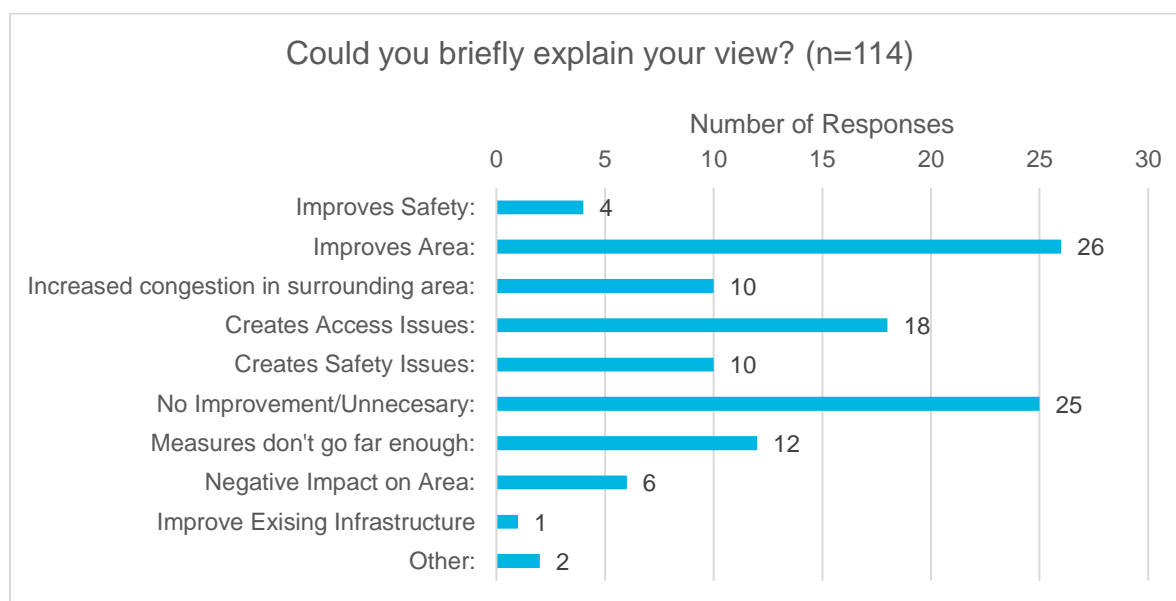
**Q7a: To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?**



**Figure 5:162: Disabilities response to public space improvements on Burgess Street**

Figure 5:162 shows 55% of respondents in this group disagree with this proposal with 49% strongly disagreeing. 23% of respondents strongly agree with this proposal, with a further 10% agreeing. 12% of respondents felt they could only give their view once they saw the scheme working.

**Q7b: Could you briefly explain your view?**

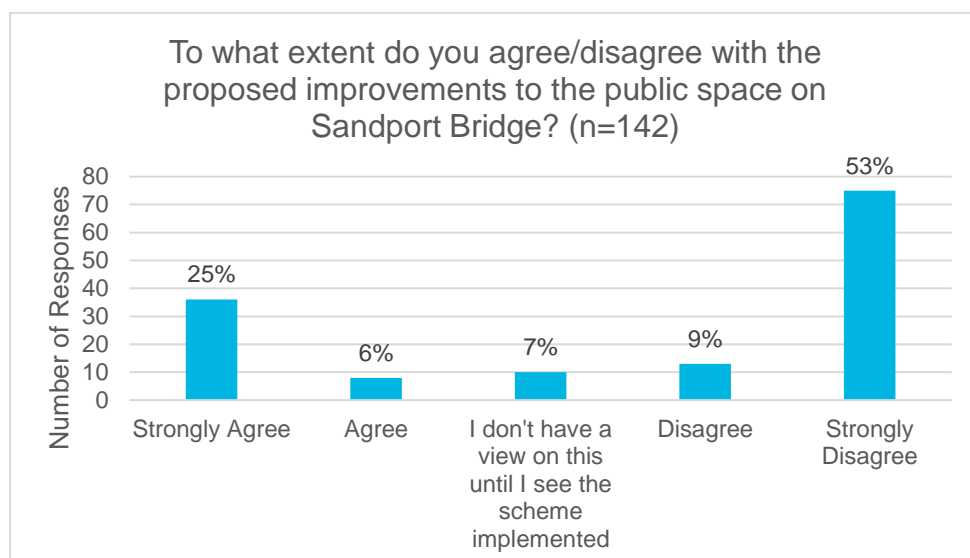


**Figure 5:163: Disabilities opinions of the public space improvements on Burgess Street**

Figure 5:163 shows 26 respondents felt this proposal would improve the area, while 25 felt these interventions were either unnecessary or not required. 18 respondents thought this

proposal would create access issues; however 12 respondents felt this proposal does not go far enough. 10 respondents felt this proposal will increase congestion and a further 10 are concerned about possible safety issues this proposal could create.

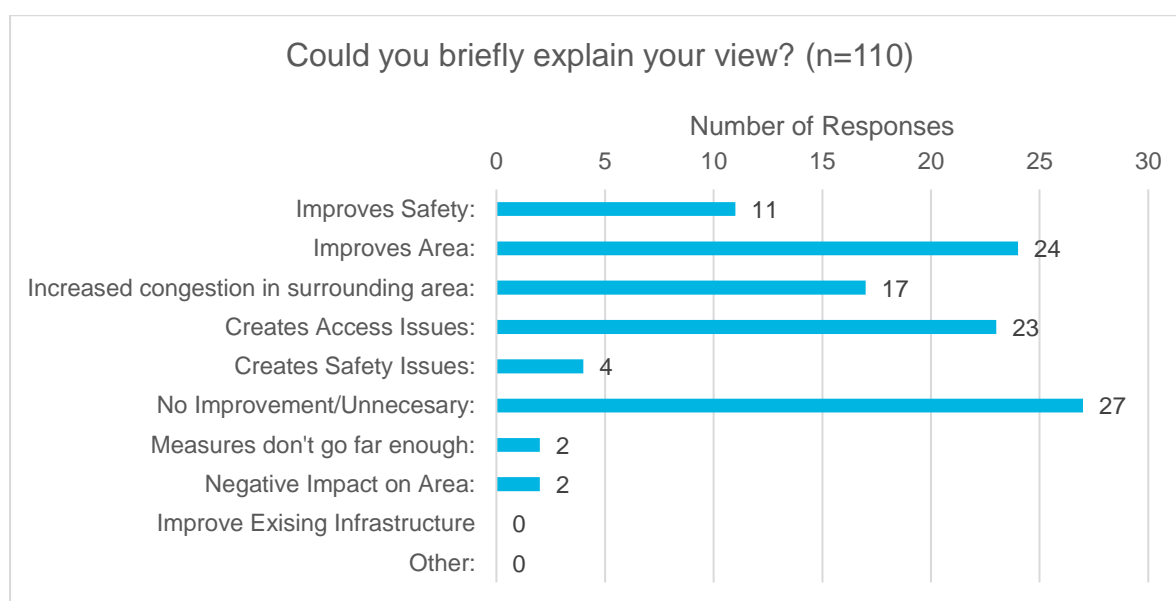
**Q8a: To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?**



**Figure 5:164: Disabilities response to public space improvements on Sandport Bridge**

Figure 5:164 shows 62% of respondents disagree, to some extent, with this proposal. 53% strongly disagree. 31% of respondents agree with this proposal, with 25% of these strongly agreeing. 7% of respondents felt they could not make a judgement until they saw the scheme working.

**Q8b: Could you briefly explain your view?**

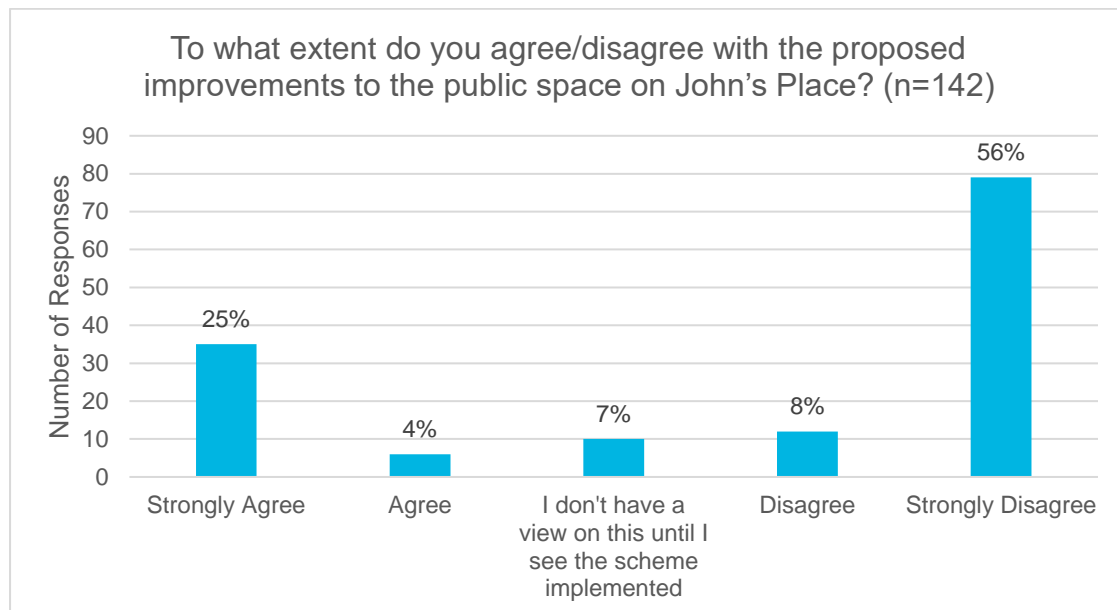


**Figure 5:165: Disabilities opinions of the public space improvements on Sandport Bridge**

Figure 5:165 shows 27 respondents felt this proposal was not required, while 23 respondents were concerned these interventions would create access issues. 24

respondents thought this proposal would improve the area, with a further 11 believing this would make the area safer. 17 respondents felt this proposal would increase congestion on surrounding streets.

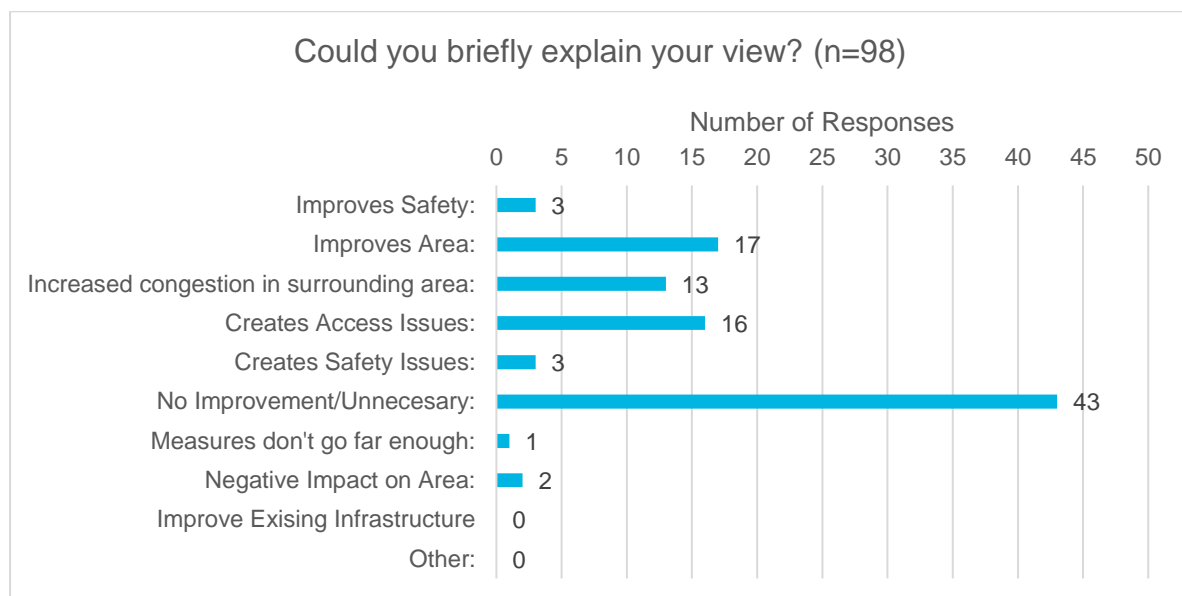
**Q9a: To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?**



**Figure 5:166: Disabilities response to public space improvements on John's Place**

Figure 5:166 shows 64% of respondents in this group disagree with this proposal, with 56% strongly disagreeing. 29% of respondents agree to some extent with the proposal, with 25% strongly agreeing. 7% of respondents in this group felt they could only give their view once they see the scheme working.

**Q9b: Could you briefly explain your view?**

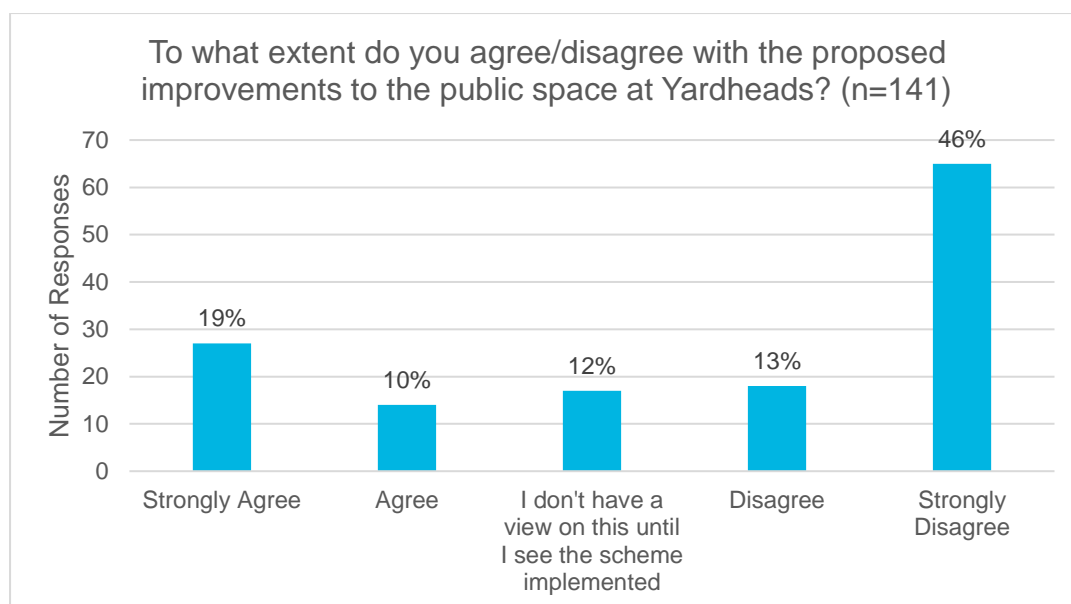


**Figure 5:167: Disabilities opinions of the public space improvements on John's Place**

Figure 5:167 shows 43 respondents felt these interventions were not required, whereas 17 respondents felt this proposal would improve the area. 16 respondents are concerned this

proposal would create access issues, with a further 13 respondents believing this proposal would increase congestion in the surrounding streets.

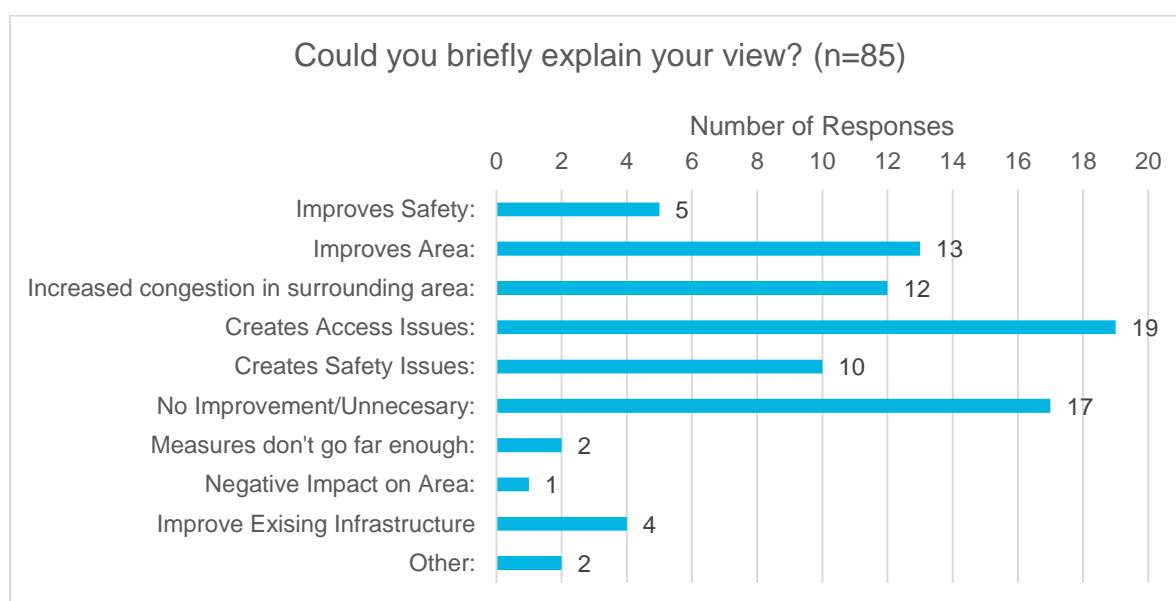
**Q10a: To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?**



**Figure 5:168: Disabilities response to public space improvements at Yardheads**

Figure 5:168 shows 59% of respondents disagree with this proposal, with 46% strongly disagreeing. 12% of respondents in this group felt they could only make a decision once they saw the scheme working. 29% of respondents agree, to some extent, with this proposal with 19% of respondents strongly agreeing.

**Q10b: Could you briefly explain your view?**

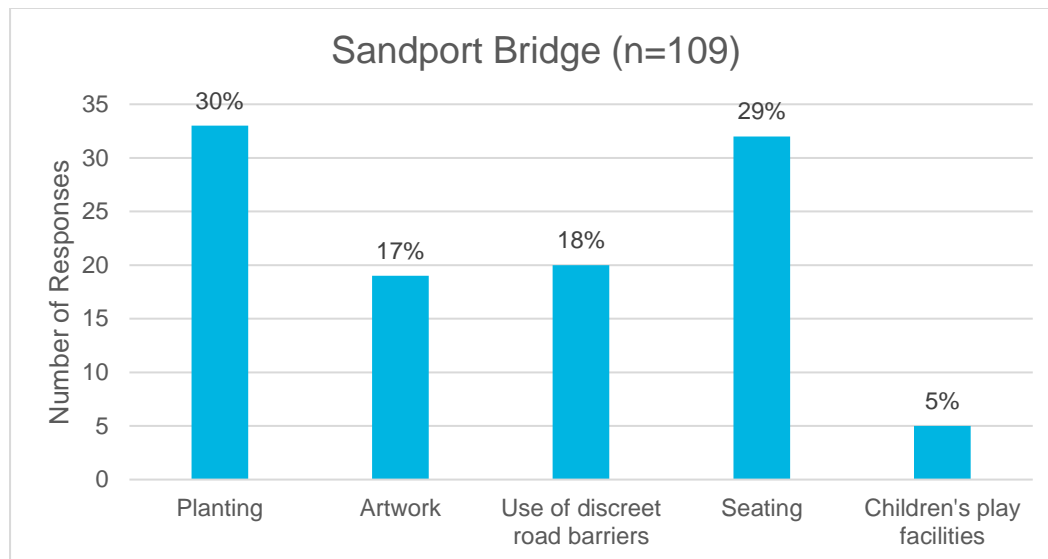


**Figure 5:169: Disabilities opinions of the public space improvements at Yardheads**

Figure 5:169 shows 19 respondents in this group are concerned this proposal would create access issues in the area, while 17 felt these interventions were not required. 13 respondents believed these interventions would improve the area, while 12 respondents

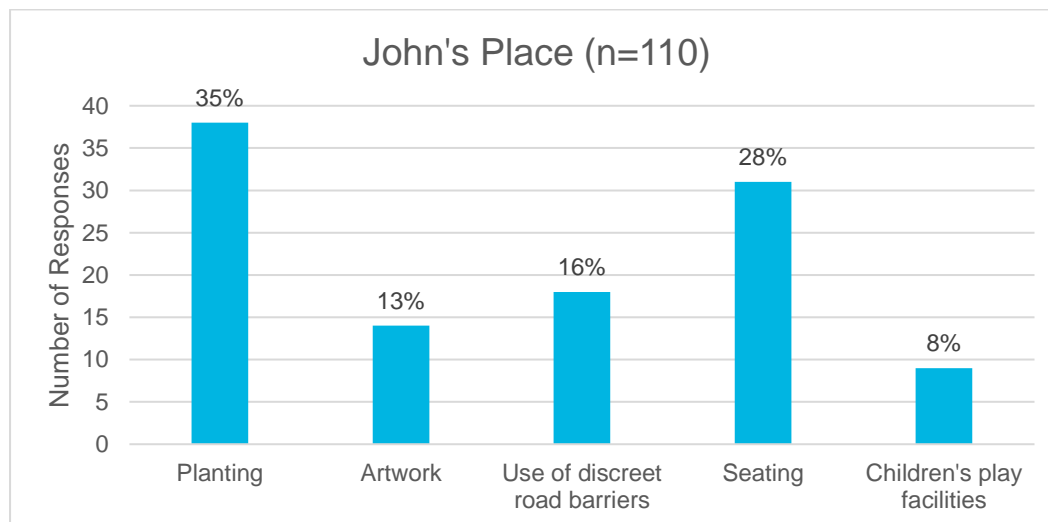
were concerned about increased congestion that this proposal could create. 10 respondents felt this proposal would have a negative impact on the safety of the area.

**Q11: Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply**



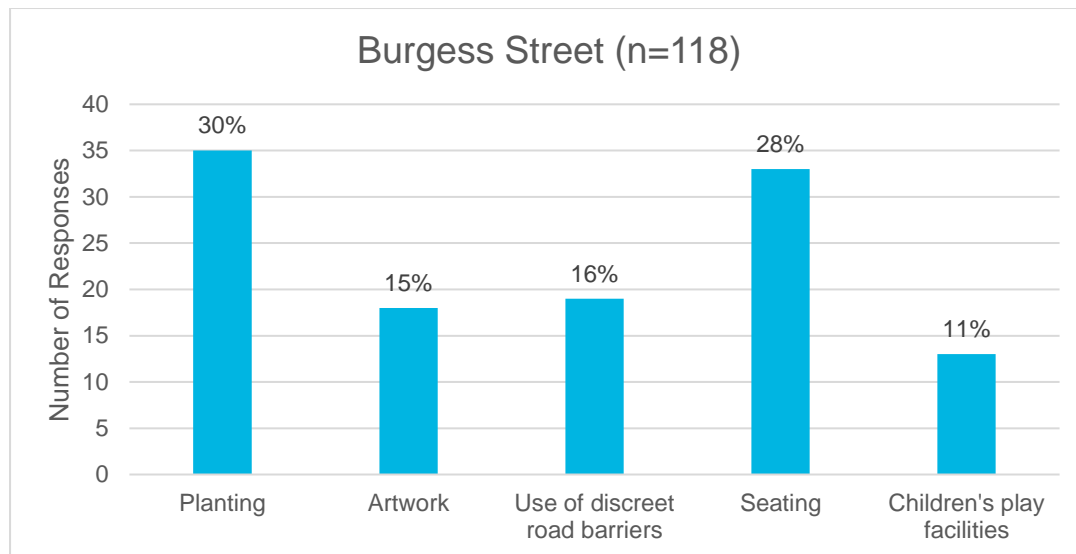
**Figure 5:170: Most important improvements on Sandport Bridge**

Figure 5:170 shows 30% of respondents felt that new planting was the most important improvement for this area, while 29% of respondents felt that additional seating was the most important improvement. 18% of respondents in this group wanted to see the use of discreet road barrier, with a further 17% wanting to see space for new artwork. 5% of respondents felt that the most important improvement would be new children's play facilities.



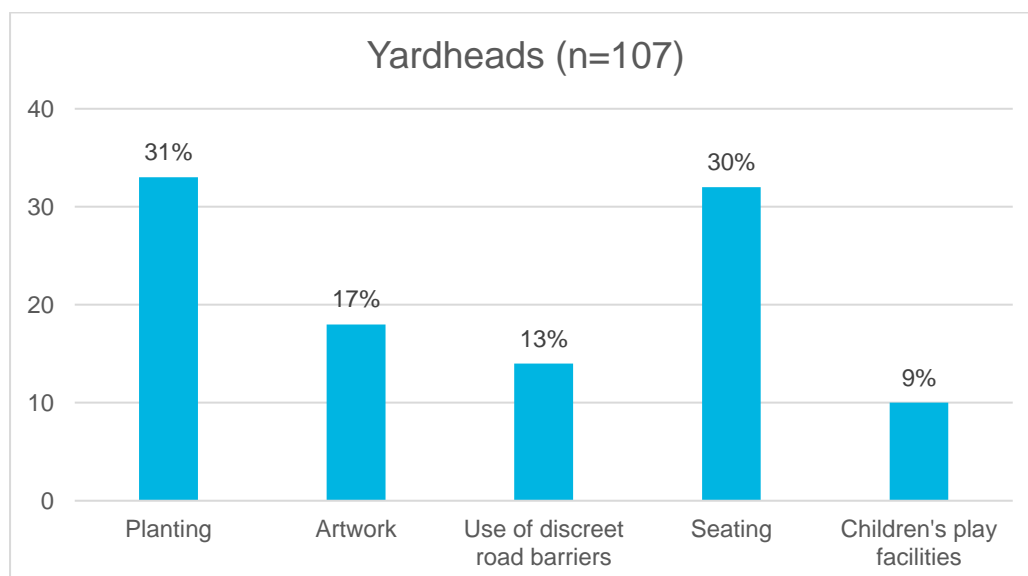
**Figure 5:171: Most important improvements on John's Place**

Figure 5:171 shows 35% of respondents felt that new planting was the most important improvement for this area, while 28% of respondents felt that additional seating was the most important improvement. 16% of respondents in this group wanted to see the use of discreet road barrier, with a further 13% wanting to see space for new artwork. 8% of respondents felt that the most important improvement would be new children's play facilities.



**Figure 5:172: Most important improvements on Burgess Street**

Figure 5:172 shows 30% of respondents felt that new planting was the most important improvement for this area, while 28% of respondents felt that additional seating was the most important improvement. 16% of respondents in this group wanted to see the use of discreet road barrier, with a further 15% wanting to see space for new artwork. 11% of respondents felt that the most important improvement would be new children's play facilities.



**Figure 5:173: Most important improvements at Yardheads**

Figure 5:173 shows 31% of respondents felt that new planting was the most important improvement for this area, while 30% of respondents felt that additional seating was the most important improvement. 17% of respondents in this group wanted to see the use of discreet road barrier, with a further 13% wanting to see space for new artwork. 9% of respondents felt that the most important improvement would be new children's play facilities.



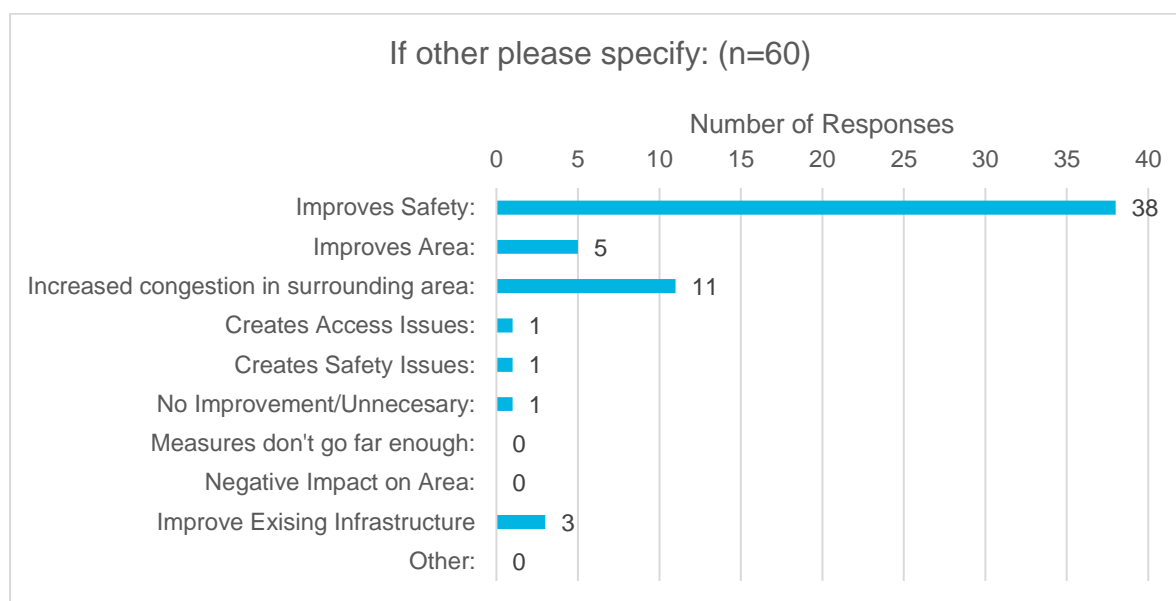
**Q11b: If other please specify:****Figure 5:174: Further intervention suggestions from respondents**

Figure 5:174 shows 38 respondents would like to see further measures to make the area safer, while 11 respondents would like further consideration given to the mitigation of congestion that could be created by these measures. 5 respondents would like further interventions to improve the area and 3 respondents would like to see existing infrastructure improved.

**Q12: The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:**

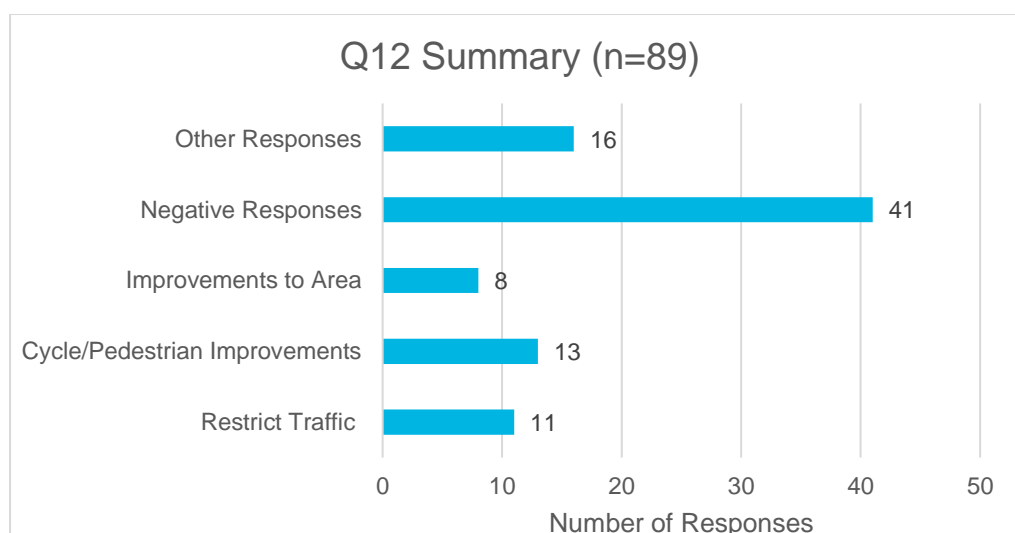
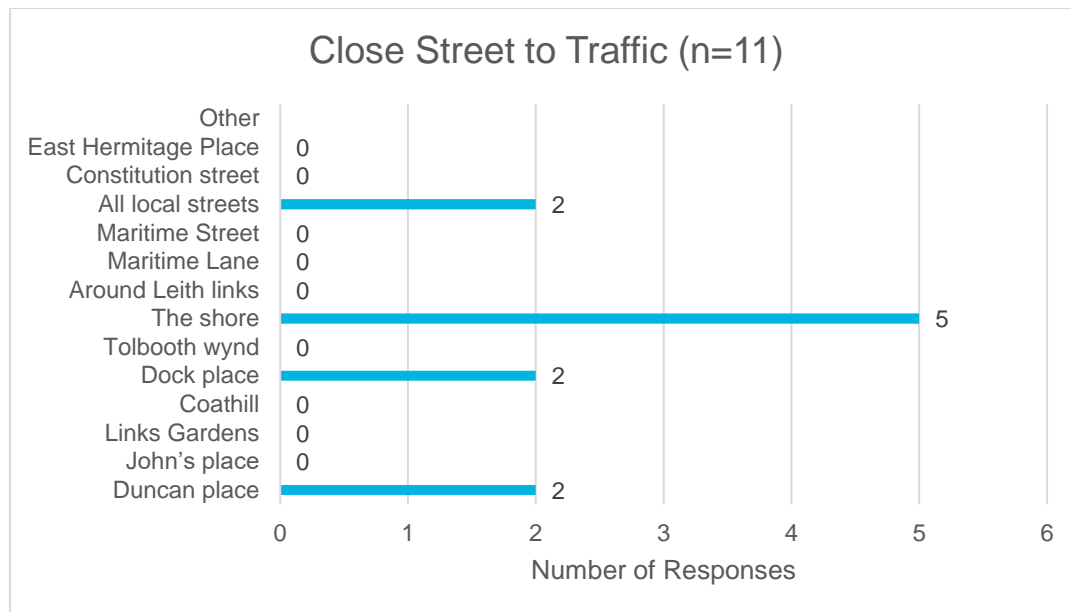
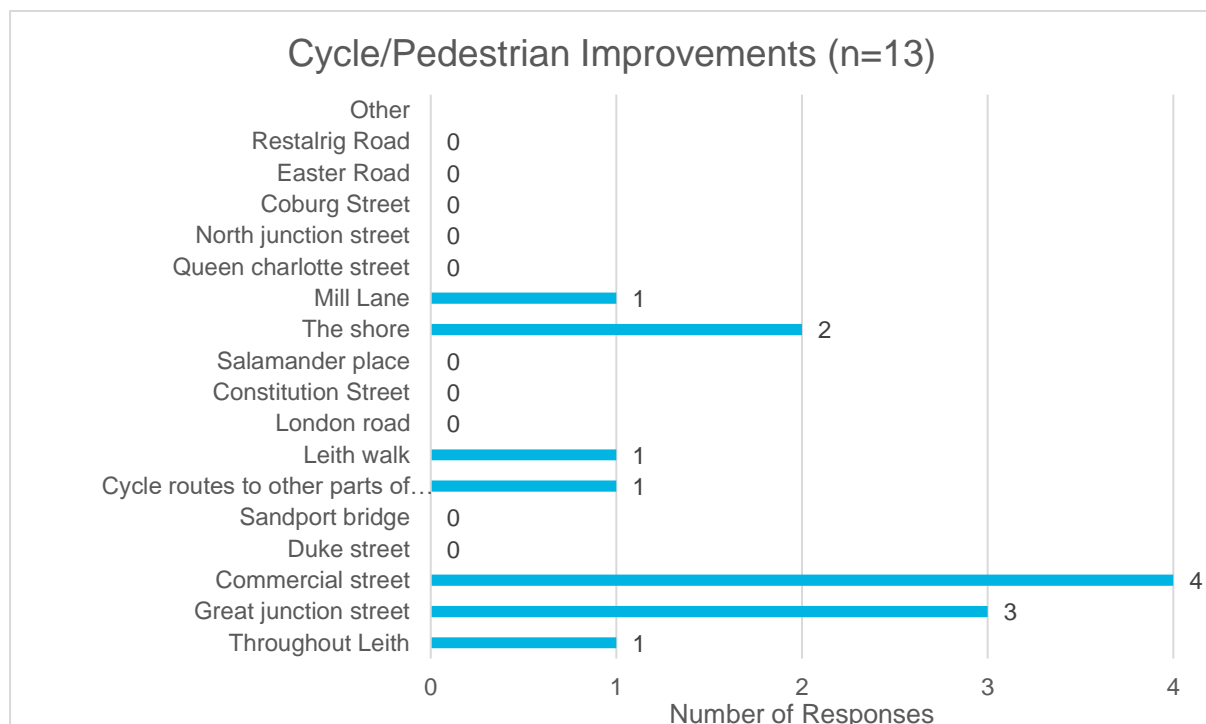
**Figure 5:175: Summary of disabilities responses to Q12**

Figure 5:175 shows most responses to section were negative (41). 13 respondents wanted to see further improvements for cyclists and pedestrians, while 11 respondents wanted further traffic restrictions. 8 respondents felt that further improvements to the area would be beneficial, while 16 respondents had suggestions outside of these categories.



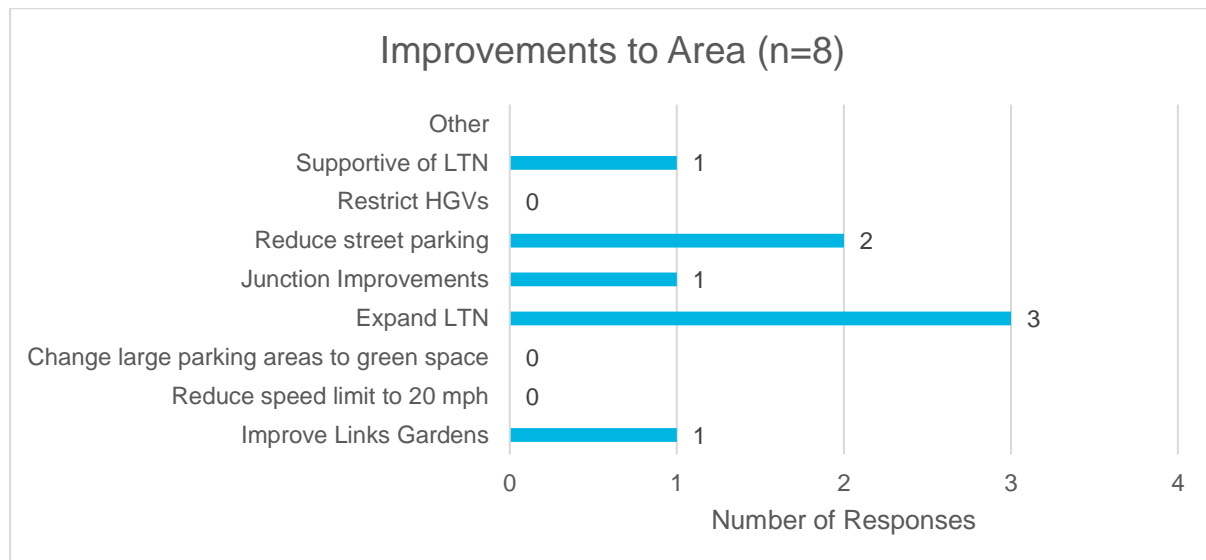
**Figure 5:176: Locations for further traffic restrictions**

Figure 5:176 shows 5 respondents would like to see traffic restriction on the shore, while 2 respondents would like to see restrictions introduced on all local streets. 2 further respondents would like to see traffic movement restricted on Dock Place and another 2 felt traffic restrictions would be beneficial on Duncan Place.



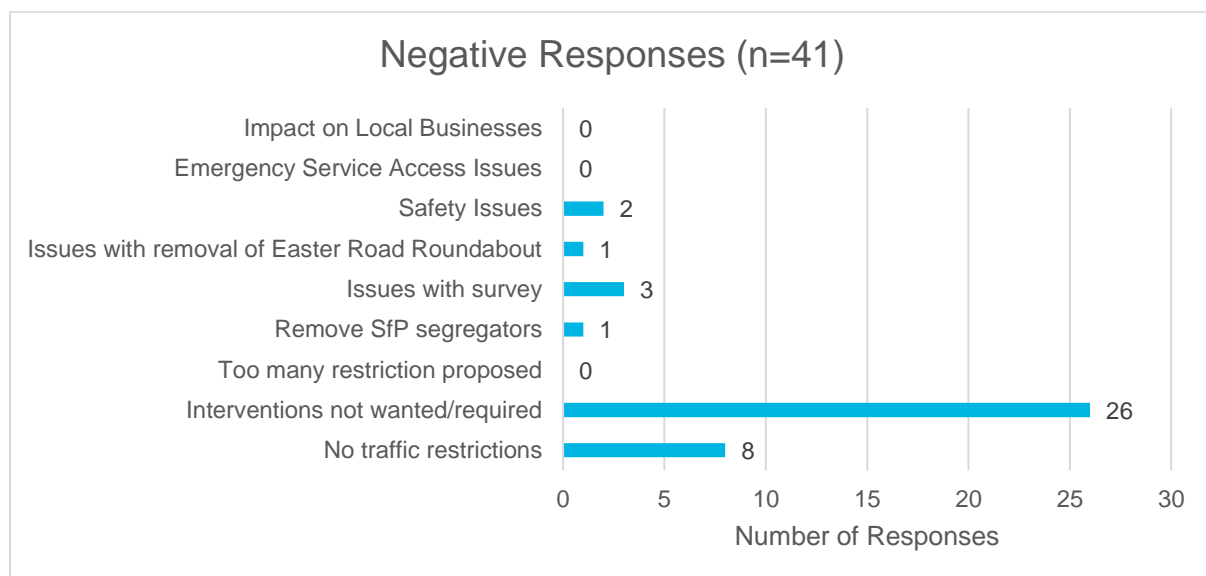
**Figure 5:177: Locations for further Cycle/Pedestrian Improvements**

Figure 5:177 shows that 4 respondents would like to see further improvements on Commercial Street, 3 respondents felt Great Junction Street could benefit from further improvements. 2 respondents would like to see cycling and pedestrian improvement on the shore.



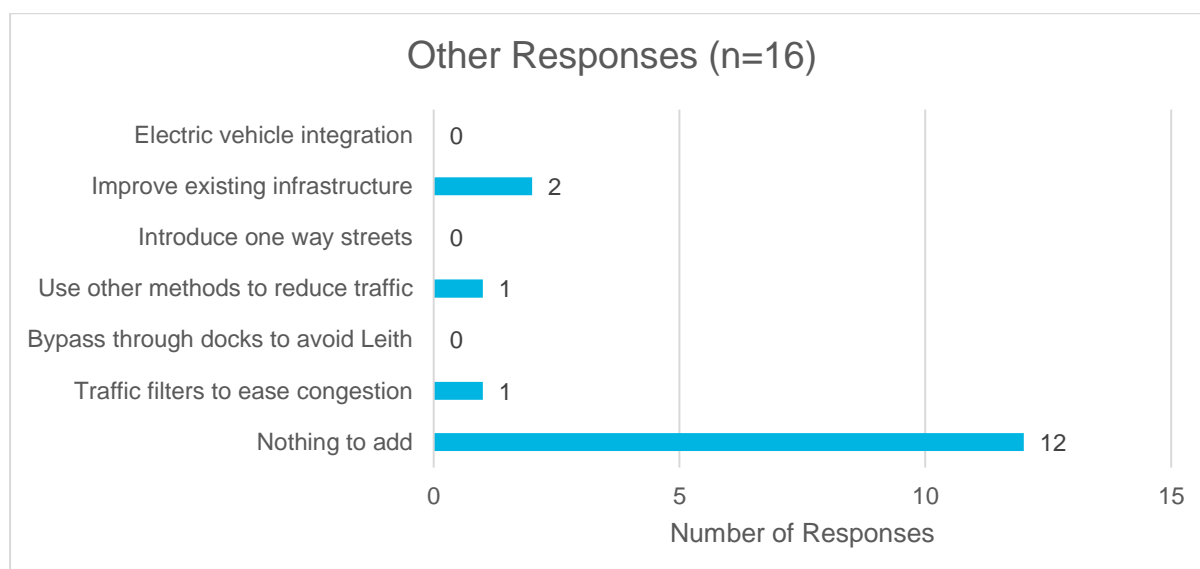
**Figure 5:178: Disabilities respondent suggestions to improve the area**

Figure 5:178 shows 3 respondents would like to see the proposed LTN expanded further throughout Leith, while 2 respondents would like to see a reduction in on street parking through Leith. 1 respondent would like to see junction improvements in Leith to make them safer, while 1 respondent would like to see improvements to Leith Gardens.



**Figure 5:179: Negative disabilities responses to proposals**

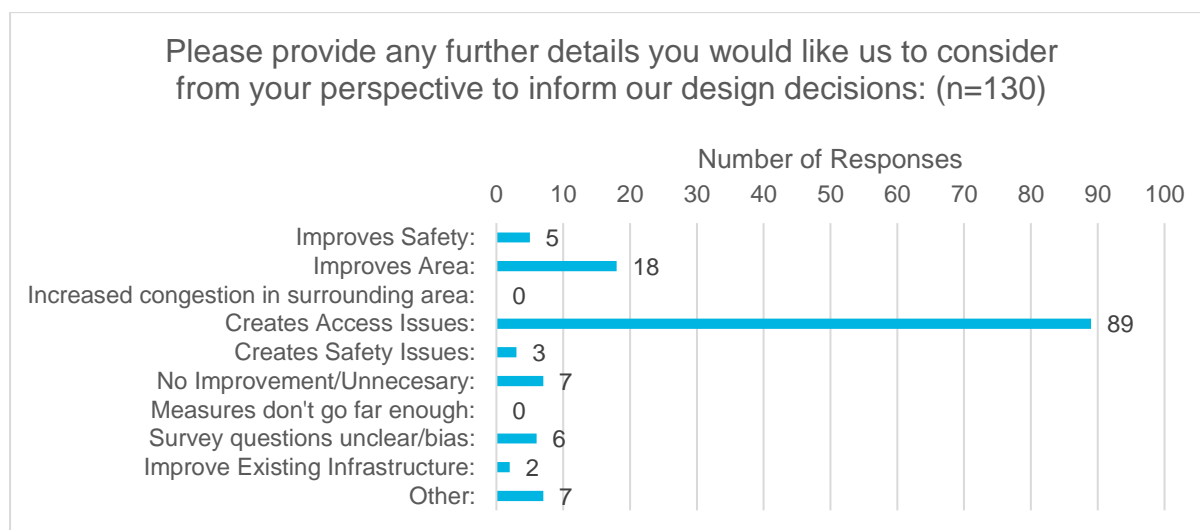
Figure 5:179 shows 26 respondents felt these proposals are either unwanted or not required, while 8 respondents do not want to see any traffic restrictions. 3 respondents had issues with the survey, while a further 2 respondents are concerned about safety issues these proposals could create.



**Figure 5:180: Additional disabilities responses to further restrictions**

Figure 5:180 shows 12 respondents had nothing to add to their survey responses, while 2 respondents would prefer if existing infrastructure was improved before investing in any new projects. 1 respondent would like to see the use of traffic filters to ease congestion and 1 further respondent felt that other methods should be use than those proposed to reduce traffic flow in Leith.

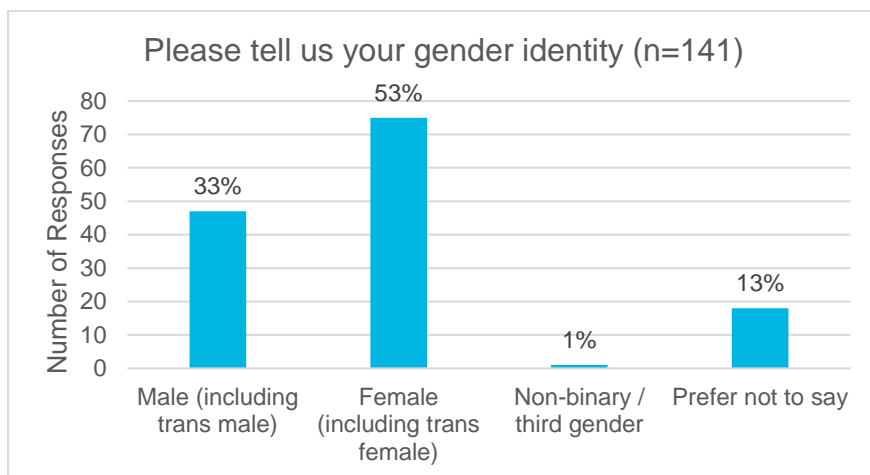
**Q14: Please provide any further details you would like us to consider from your perspective to inform our design decisions:**



**Figure 5:181: Areas for further consideration from disabilities respondents**

Figure 5:181 shows 89 respondents would like to see further consideration to the mitigation of access issues created by these proposals, while 18 respondents would like to see further measures to improve the area. 7 respondents felt these interventions were not required, while 6 respondents felt the survey was biased in favour of the LTN. 5 respondents would like to see further measures to improve the safety of the area.

**Q15: Please tell us your gender identity**



**Figure 5:182: Disabilities respondent's gender identities**

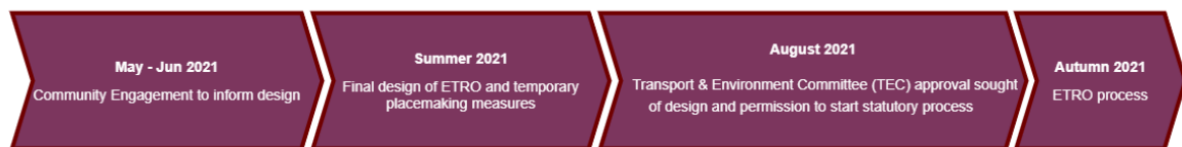
## 6. Next Steps

Next steps will be decided based on community engagement feedback and approval at the Transport & Environment Committee.

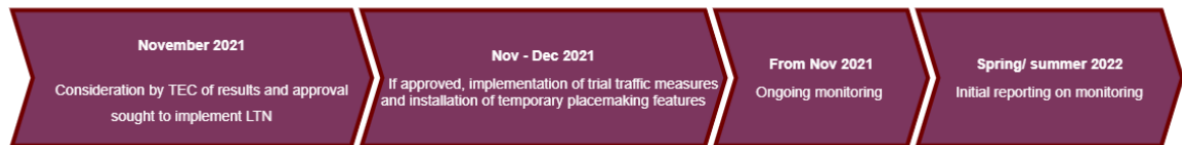
During the community engagement, information was published demonstrating a timeline for the LTN which will initially be trialled as an Experimental Traffic Regulation Order (ETRO) for 18 months from late 2021. Following this current engagement programme on the concept designs, a final scheme will be recommended to Council committee in August 2021 for approval and implementation. This will include how the Phase 1 Traffic Regulation Orders which form some of the measures of the LTN will be taken forward.

Additionally, a monitoring programme will be undertaken during the trial and changes can be made during the trial and prior to any future permanent scheme. During the trial, further community engagement will be undertaken to understand local views on its operation.

### Community engagement, finalise design and ETRO process




### Approval, implementation and ongoing monitoring



**Figure 6:1: Project Programme**

## Appendix A - Leaflet



# Leith Connections

## HAVE YOUR SAY...

Following community feedback in February 2021, the City of Edinburgh Council has developed a set of proposals for a Low Traffic Neighbourhood (LTN) in the Leith area which we would like your views on.

The LTN aims to create a safer and more comfortable environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Leith. The proposed scheme addresses the issues and opportunities highlighted by the local communities. The scheme forms part of the wider Leith Connections project which includes the proposed cycle route from Foot of the Walk to Ocean Terminal.

Please visit the Council's online Consultation Hub (see link below) to find:

- Summary of the February 2021 engagement feedback
- Outline of the LTN scope and proposals
- Frequently asked questions
- Online feedback survey



The engagement will run from 4th June to 4th July 2021, with details on how to respond below.

Please complete our survey: <https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods>




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



Project team contact details:  
[miles.wilkinson@edinburgh.gov.uk](mailto:miles.wilkinson@edinburgh.gov.uk)  
 0131 322 1122

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

HAPPY TO TRANSLATE





Leith Connections, Low Traffic Neighbourhood; Project Area



Visualisation looking south on John's Place



## **Appendix B – Online Public Co-Design Workshop Summary Notes**

## Appendix C – Online Survey

### Leith Connections - Low Traffic Neighbourhood

#### Welcome to our survey!

Thank you for taking an interest in this project. This survey is to help us understand how you feel about the concept design and proposed interventions of the Leith Low Traffic Neighbourhood (LTN) as part of the Leith Connections project. Please review the project introduction, including feedback from the previous community engagement, and full details of our proposals.

#### Leith Connections

The City of Edinburgh Council are developing a project to create a safer and more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Leith. As part of the improvements we would like to create a Low Traffic Neighbourhood that removes through traffic from the area and allows the creation of improved public spaces.

The project builds upon the City of Edinburgh Council's City Mobility Plan which aims to make travelling around Edinburgh more environmentally friendly, healthy, and accessible.

#### The survey

This survey should take around 15 minutes to complete. The survey aims to gather feedback on the concept design proposals for a Low Traffic Neighbourhood in Leith.

#### Data protection

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

The study team will feed back on the results of the survey in due course to the public and stakeholders as this work is taken forward. If you have any queries about the survey, please contact [Anna.McRobbie@aecom.com](mailto:Anna.McRobbie@aecom.com) . For project related queries, please contact [miles.wilkinson@edinburgh.gov.uk](mailto:miles.wilkinson@edinburgh.gov.uk) .

## Project Area



Q1 Do you live in the project area (Leith)?

- ☐ Yes  
☐ No

Please provide your postcode and street name. (This will be used for mapping purposes only and will not be shared with any third party)

Postcode

Street name

Q2 What is your connection with the Leith LTN?

- ☐ I live here  
☐ I run a business here  
☐ I work here  
☐ I visit the area for leisure/ shopping  
☐ Other

If 'Other', please expand

## Turning to some specific elements being considered in this project:

The Leith Connections Low Traffic Neighbourhood proposals explain that the Low Traffic Neighbourhood (LTN) in Leith is closely linked with the active travel route between the Foot of the Walk and Ocean Terminal. We received positive public feedback on these proposals in February/ March this year and full results are in the **Foot of the Walk to Ocean Terminal – Engagement Summary Report**. Further designs and traffic orders for this phase of the project will be published in the coming months.

Some aspects of the cycle route proposals are also important to the operation of the proposed LTN. Due to this the vehicle movement restrictions at Shore, Sandport Bridge, Yardheads and Parliament Street will be implemented and taken forward at the same time as the trial LTN. However, as they are part of the permanent route they will be brought forward under permanent Traffic Regulation Orders (TRO) not a trial ETRO. The TRO will be subject to further public consultation and more details about this can be found in the storymap.

## The Shore





**You said:** From the previous engagement stage in February/March, you said there is too much through traffic on and around the Shore and cycle route connections need to be improved between Leith Links and the Water of Leith.

We are proposing to restrict through vehicle access at Tolbooth Wynd and Burgess Street under the trial ETRO. This is planned to be complemented, though a TRO, with removing motor vehicle access to Sandport Place Bridge and restricting the Shore to buses, loading and servicing only. Local access will be maintained to all streets. There will be changes to parking restrictions and also introduction of two-way vehicle movements on Tolbooth Wynd to facilitate these traffic alterations.

Q3a To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Tolbooth Wynd at the junction with Water Street/ Queen Charlotte Street?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme working
- ☐ Disagree
- ☐ Strongly Disagree

Q3b Could you briefly explain your view?



By restricting access at the junction of Burgess Street, new public space can be created for the local community and businesses to use on the Shore. See visualisation above for an idea of how this could look during the trial.

**Q4a** To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Burgess Street at the junction with the Shore?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme working
- ☐ Disagree
- ☐ Strongly Disagree

**Q4b** Could you briefly explain your view?

## Leith Links

We are aware of the desire from some residents to retain the Links Gardens closure and further restrict traffic on John's Place. As explained in greater detail in the storymap, until a certain stage of tram construction completion we are limited in what interventions we can introduce around Leith Links without causing potentially severe disruption to bus services. Due to this, the interventions we are proposing are those that can be delivered during the initial trial LTN due to area wide constraints.

**You said:** The Leith Links area is located near two primary schools and was highlighted as an area of streets where people perceived high volumes and speeds of traffic.

We're proposing to improve safety and accessibility and improve walking links in the area by implementing a restriction to motor traffic at the junction of Wellington Place and John's Place. We are also proposing to reclaim a large part of the road space for pedestrians at the junction of John's Place and Queen Charlotte Street (image shown sections below).



Q5a To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Wellington Place at the junction with John's Place?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme working
- ☐ Disagree
- ☐ Strongly Disagree

Q5b Could you briefly explain your view?

To protect conditions for walking and cycling along Links Place, should Links Gardens re-open, we propose to remove westbound access to Links Place from Links Gardens / Salamander Place.

Q6a To what extent do you agree/disagree with the proposals for a mandatory right turn from Links Gardens to Salamander Place and mandatory left turn southbound on Salamander Place?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme working
- ☐ Disagree
- ☐ Strongly Disagree

Q6b Could you briefly explain your view?



## Turning to placemaking considered in this project:

We are proposing to create mini-parks/parklets where some streets are being shut to through traffic and opened up to people as part of the Low Traffic Neighbourhood. This exciting opportunity means we can trial installing these mini-parks, creating new greenery with seating and space for children to play, as well as being a safe place to meet friends or neighbours away from traffic. We will be working alongside local groups and residents to ensure these spaces are fit for purpose and are well looked after so they become much loved community assets. The plan is for the mini-parks to be temporary in nature and design so that if changes need to be made they can be easily adapted. Should the measures be installed permanently there could be further community led development of these in the future.





Q7a To what extent do you agree/disagree with the proposed improvements to the public space on Burgess Street?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme working
- ☐ Disagree
- ☐ Strongly Disagree

Q7b Could you briefly explain your view?



Q8a To what extent do you agree/disagree with the proposed improvements to the public space on Sandport Bridge?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme implemented
- ☐ Disagree
- ☐ Strongly Disagree

Q8b Could you briefly explain your view?



Q9a To what extent do you agree/disagree with the proposed improvements to the public space on John's Place?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme implemented
- ☐ Disagree
- ☐ Strongly Disagree

Q9b Could you briefly explain your view?



Q10a To what extent do you agree/disagree with the proposed improvements to the public space at Yardheads?

- ☐ Strongly Agree  
☐ Agree  
☐ I don't have a view on this until I see the scheme implemented  
☐ Disagree  
☐ Strongly Disagree

Q10b Could you briefly explain your view?

Q11 Please tell us which potential elements of a new public space would be most important to you in each area? *Please select all that apply*

	Planting	Artwork	Discreet Road Barriers	Seating	Children's Play facilities
A. Sandport Bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. John's Place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Burgess Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Yardheads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11a If Other location, please specify what and where





Q12 The locations/streets which are presented in the project materials and above in this survey have been prioritised from feedback received from the community through the previous online survey and Community Reference Group. Are there any other locations/streets that you think could benefit from an intervention which have not been mentioned previously? Please expand below:

## Accessibility Perspectives

Q13 Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?

- ☐ Yes
- ☐ No

- Q14 Please provide any further details you would like us to consider from your perspective to inform our design decisions:

- Q15 Please tell us your gender identity:

- ☐ Male (including trans male)  
☐ Female (including trans female)  
☐ Non-binary / third gender  
☐ Prefer not to say

- Q16 Which age group do you fit into?

- ☐ 16 – 24  
☐ 25 – 34  
☐ 35 – 44  
☐ 45 – 54  
☐ 55 – 64  
☐ 65+  
☐ Prefer not to say

- Q17 Which of the following best describes your working status?

- ☐ Employed full-time  
☐ Employed part time  
☐ Currently furloughed  
☐ Looking after home/family  
☐ Unemployed  
☐ Unable to work due to illness / disability  
☐ Retired  
☐ Studying  
☐ Voluntary worker  
☐ Other

Other (please specify)

Q18 What is your ethnicity?

- ☐ White
- ☐ Mixed Race
- ☐ Asian
- ☐ Black
- ☐ Chinese
- ☐ Other ethnic group
- ☐ Prefer not to say

Please provide more detail if you said 'White' at Q18

- ☐ British
- ☐ Irish
- ☐ Polish
- ☐ Lithuanian
- ☐ Romanian
- ☐ Other Eastern European
- ☐ Any other White background

Please describe

Please provide more detail if you said 'Mixed Race' at Q18

- ☐ White and Black Caribbean
- ☐ White and Black African
- ☐ White and Asian
- ☐ Any other Mixed background

Please describe

Please provide more detail if you said 'Asian' at Q18

- ☐ British
- ☐ Indian
- ☐ Pakistani
- ☐ Bangladeshi
- ☐ Sri Lankan Tamil
- ☐ Any other Asian background

Please describe

Please provide more detail if you said 'Black' at Q18

- ☐ British
- ☐ African
- ☐ Caribbean
- ☐ Nigerian
- ☐ Somali
- ☐ Ghanaian
- ☐ Any other Black background

Please describe

Please provide more detail if you said 'Chinese' at Q18

- ☐ British
- ☐ Chinese
- ☐ Any other Chinese background

Please describe

Please provide more detail if you said 'Other ethnic group' at Q18

- ☐ Irish Traveller
- ☐ Roma Gypsy/ Traveller
- ☐ Any other ethnic group

Please describe

Thank you for taking part in this survey. If you would like to be added to the mailing list for this project, then please visit the Council's website here to sign up: [consultationhub.edinburgh.gov.uk/sfc/leithconnect](https://consultationhub.edinburgh.gov.uk/sfc/leithconnect)

Please post all completed surveys to the following address:

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

