

COMMUNITY ENGAGEMENT



Turner & Townsend

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL



AECOM

Agenda

Item	Time
Welcome and Introductions	6.30-6.35
Background to Project	6.35-6.40
Information Gathering	6.40-6.45
Overview of LTN proposals	6.45-6.50
Breakout Sessions	
1) Leith Links	6.50-7.20
2) The Shore	7.20-7.40
3) Coburg Street & Henderson Street	7.40-7.50
Questions & Next Steps	7.50-8.00

Agenda

Organisation

Martyn Lings – City of Edinburgh Council

Laurence Bonner – Sustrans

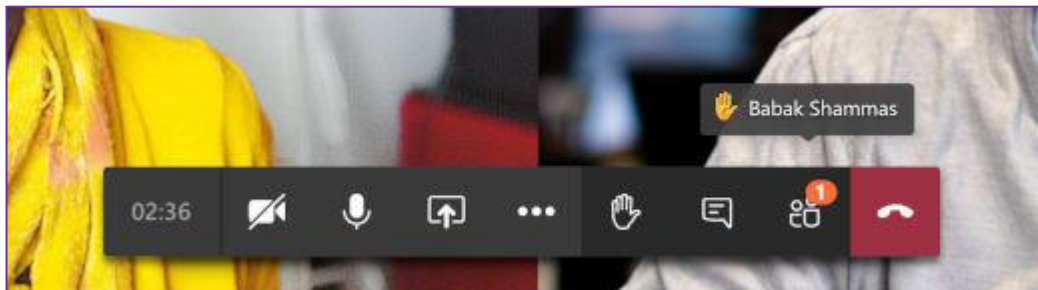
Dan Jeffs - Sustrans

Steven Blacklaw - AECOM

Paul Matthews – AECOM

Housekeeping

- Chair to help facilitate and ensure everyone gets a fair opportunity to speak.
- Please use the hand's up function – Chair will note these and invite people to speak.
- Stick to the question/topic of that part of the meeting. Flag items that you'd like to return to later in the Chat box and the Chair will note these and bring them back to the group for discussion.
- Any questions which you don't have opportunity to ask or receive response will be recorded and responses shared via email to group.
- Respect the speaker and their view and allow them to finish their point.
- Try to be succinct, we have limited time and want everyone to be able to get there points across.
- We welcome feedback on ways to improve how the group functions as we go along.



Background - Context

City Mobility Plan

- Net Zero Carbon by 2030
- Multi-stranded approach
- Low Traffic Neighbourhoods are one element

Key Objectives

- Encourage & increase use of sustainable modes of transport
- Improve travel choices by sustainable modes
- Reduce CO2 and other air pollutants
- Improve safety of travel
- Reduce vehicle dominance of streets
- Reduce need to travel
- Inclusive and affordable travel

Leith Context

- Planned developments
- Low car ownership



Policy Measure PLACE 2 - 20-Minute Neighbourhoods
Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.

New developments have a key role to play in supporting the 20-minute neighbourhood concept.

Dense mixed-use developments are the most sustainable ways to plan for our future and combat climate change. Our adopted Local Development Plan and emerging City Plan 2030 contain policies which require sustainable development that is supportive of the 20-minute neighbourhood concept.

Policy Measure PLACE 3 - Dense Mixed-Use Development
Support the creation of dense mixed-use developments which support public transport and reduce the need for longer distance journeys.

Streets in many of our communities are too often dominated by traffic, mostly cars, which affects our quality of life and wellbeing.

Each of Edinburgh's towns and villages need a plan to reduce car dependency, promote active travel, and increase the quality of public space. Exploring the creation of low traffic neighbourhoods (LTNs) will be a key element of this.

An LTN is where through traffic or 'rat running' is removed from a group of residential streets to create a safer environment for all. This is usually done by reducing the ability of vehicles to travel through certain streets, whilst maintaining local access for residents and deliveries. LTNs will support the creation of 20-minute neighbourhoods.

Policy Measure PLACE 4 - Liveable Places
Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas.

On-street parking can cause conflict between street-users and adds pressure to the road network. With limited road space, the current approach is not sustainable. On-street parking on the road network provides too many obstacles to the free flow of more sustainable forms of transport and travel.

Inconsiderate car and van drivers are parking on pavements making the limited space available difficult to navigate for walkers and inaccessible to those with mobility challenges like buggies or mobility scooters.

On street parking must be better managed to allow for resident parking and servicing but not to impair access by more sustainable modes.

Policy Measure PLACE 5 - Streets for People
Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

While it is important that new developments contribute to reducing the number of private cars in the city through measures such as managed parking provision and provision of infrastructure for sustainable modes, it is important that provision is made for delivery vehicles and service vehicles including waste collection vehicles. In ensuring provision for these types of vehicles it is important that pedestrians, cyclists and public transport are not impacted, in terms of either safety or quality of infrastructure.

Policy Measure PLACE 6 - Servicing in New Developments
Manage servicing requirements in new developments so that street design is not compromised, and other street users are not adversely affected.

Street Design
High quality streets make a significant contribution to Edinburgh's outstanding urban character. This owes much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages and

We need to put the needs of pedestrians, cyclists and public transport users first when designing streets. While most streets will accommodate car use, we need to achieve a much better balance, one where the street environment positively influences driver behaviour, and where other street uses, and other forms of travel, especially journeys by foot, wheel or bicycle, are prioritised over speed of movement by car.

Alongside good street design, it is crucial to ensure adequate maintenance of the existing

City Mobility Plan, Section 4 Place, Policy Measures

Background to Leith LTN

What is a LTN?

Low Traffic Neighbourhoods create a safer and more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces.

The aim is to reduce the volume and speed of traffic and improve accessibility for local people to walk, cycle and wheel and spend time outdoors in their community.

Measures include:

- Restricting access to certain streets for vehicles
- One-way streets
- Traffic Calming
- Placemaking – such as new pocket parks and community spaces

Spaces for People

This project is separate from the temporary measures which are being considered as part of the Council's Spaces for People response to the pandemic.



Background to Leith LTN

Frequently Asked Questions:

Will the scheme mean traffic is shifted on to other streets?

Evidence from similar schemes shows that LTNs do not simply shift traffic from one place to another. Instead, we see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking, cycling or public transport.

Do LTNs make air pollution worse?

The Council is prioritising measures to help people walk, wheel, cycle and use public transport over private cars as a key way to reduce air pollution. Evidence from LTNs in other parts of the country has shown that, over time, the number of households exposed to illegal levels of pollutants has been significantly reduced.

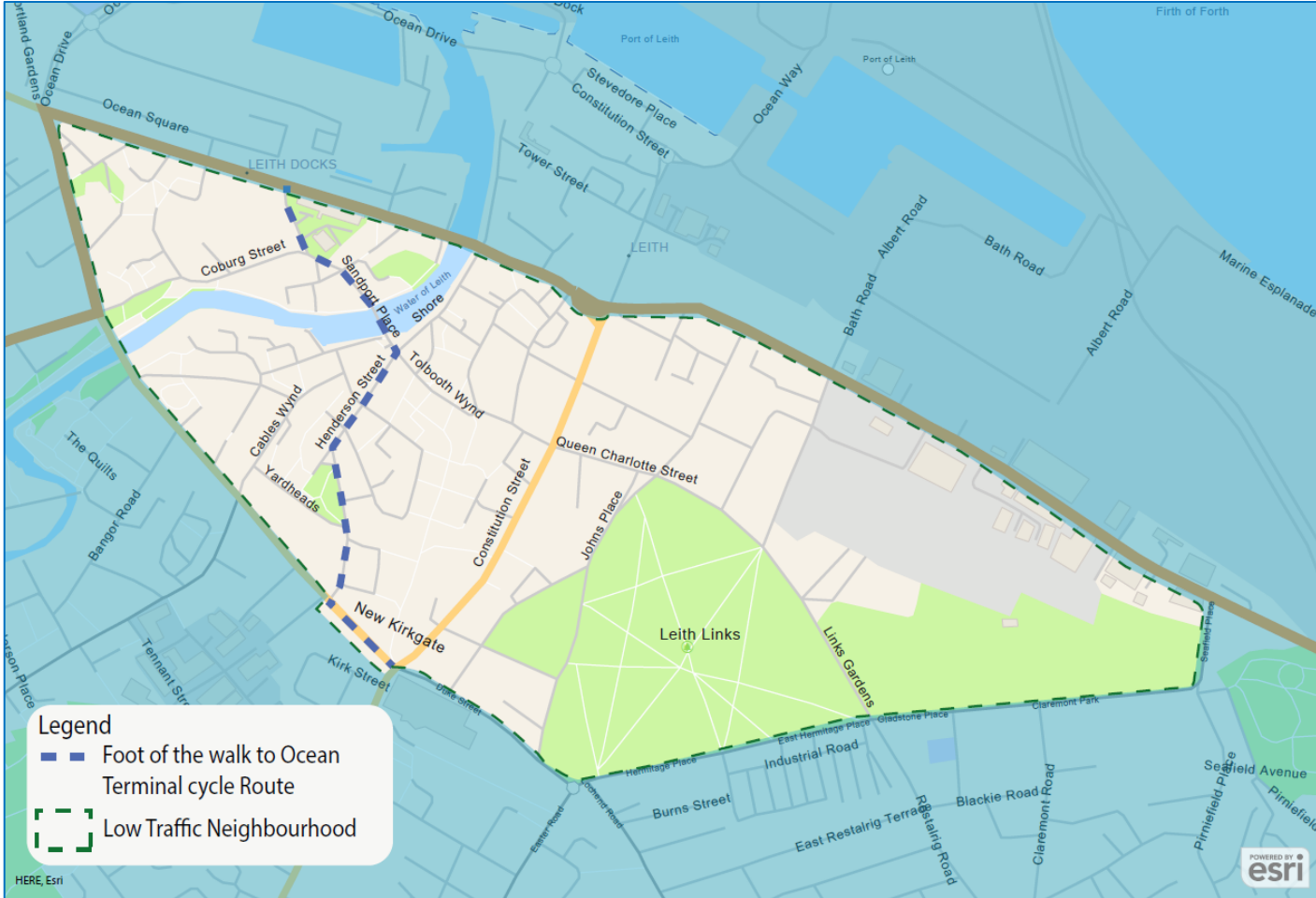
Are LTNs anti-car use?

We recognise that for some journeys the car may be the only viable option. LTNs aim to ensure that the streets in the area are quiet and safe enough that all people who are able to walk, cycle and wheel feel that they can. By enabling more trips by walking, cycling and wheeling, this in turn can reduce pressure on the road network so the people who have to make journeys by car are able to do so more easily.

Will the changes restrict access for the emergency services, waste services, trades vehicles etc?

The Emergency Services have been consulted from the early stages of the project and final layouts will be discussed with them including through the statutory processes. Where access changes, road widths will still be sufficient to allow large vehicles to manoeuvre. Monitoring of similar schemes has also shown that response times for emergency services actually decrease with LTNs because less traffic means they can reach their destinations faster.

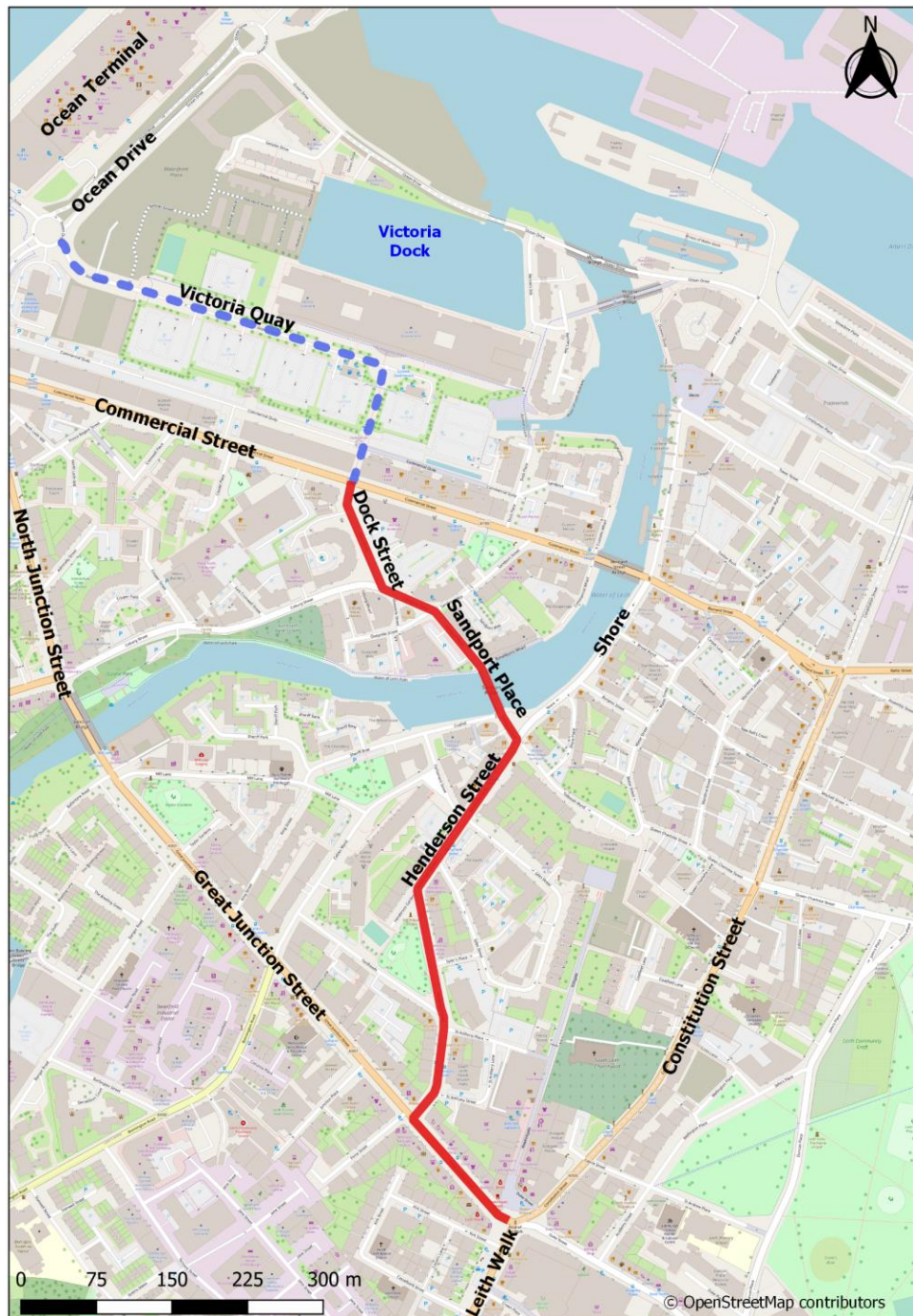
Background to Leith LTN



Scope and Area

Bound by main roads:

- Commercial Street
- Salamander Street
- Claremont Park
- East Hermitage Place
- Duke Street
- Great Junction Street
- North Junction Street



Foot of the Walk to Ocean Terminal Cycle Route

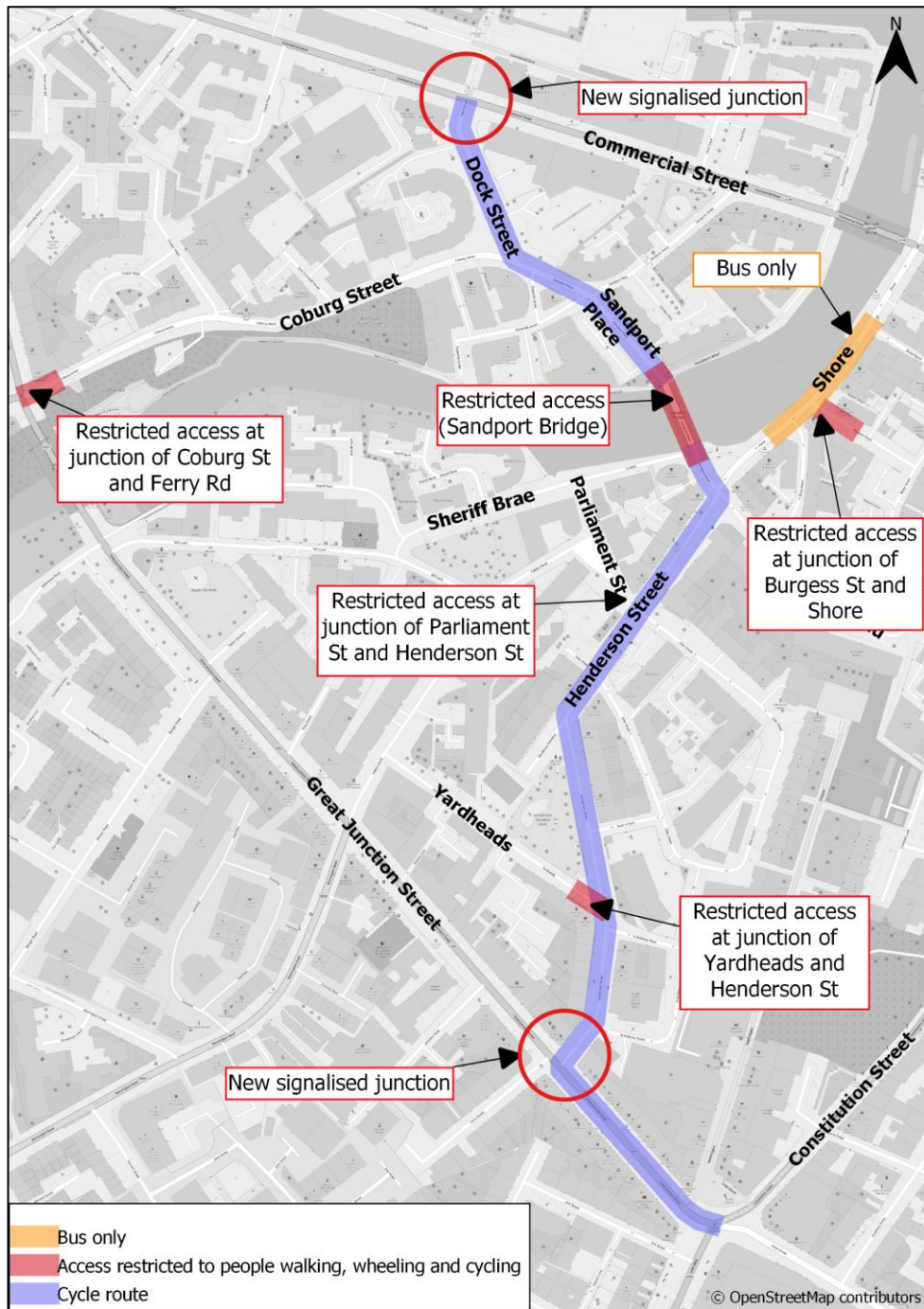
This key strategic active travel route in Leith will link the Foot of the Walk to Ocean Terminal and will complement the adjacent Trams to Newhaven project.

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

Following February community engagement we are now progressing developed designs, road safety audits and traffic orders.



Foot of the Walk to Ocean Terminal Cycle Route: Traffic Operations



A major part of the route proposal is the removal of all motor traffic from **Sandport Place bridge** and a two-way bus lane on **the Shore**.

In addition, road closures are also proposed at the junctions on the side roads of Henderson Street at **Yardheads** and **Parliament Street**. **Burgess Street** at the junction with the Shore and **Coburg Street** at the junction with Ferry Road.

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

Traffic which previously passed through the area will no longer be able to do so. However, local access for residents, businesses and emergency vehicles will be maintained.

Interface with adjacent projects

Trams to Newhaven

Construction traffic management

- LTN layout will be compatible with current and future traffic management phases
- Signed diversion routes generally on strategic roads not through residential roads within the LTN area

Operational layout

- LTN layout will be future proofed to be compatible with operational trams traffic orders
- Current and potential future bus routes taken into account

Strategic Review of Parking and Communal Bin Review

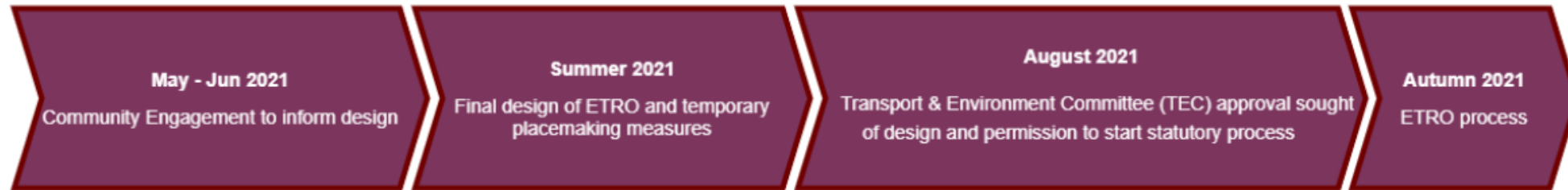
- Traffic orders scheduled to be advertised for Leith area this year
- Some bin locations may be relocated in summer 21 prior to programmed CPZ implementation in Q1/Q2 2022 (subject to traffic orders)
- Designs for each project account of the other



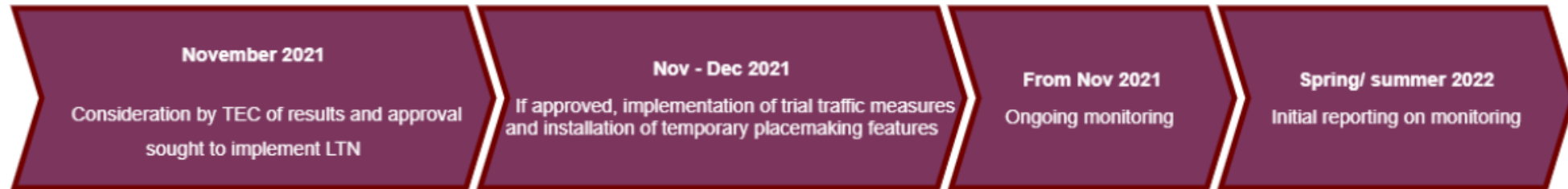
Timeline

- Initial Engagement Complete: Feb – Mar 2021

Community engagement, finalise design and ETRO process



Approval, implementation and ongoing monitoring



Amendment and further measures



Consideration and implementation of final scheme



Current stage of engagement

This current stage of engagement reports on previous findings and is seeking to gather feedback on the Low Traffic Neighbourhood initial design proposals. The engagement is open from 4th June to 4th July 2021.

How to respond:

- Online survey
- Post
- Email project team

All details available on the City of Edinburgh Council Consultation Hub

See the proposals and give us your views

Corstorphine Connections Low Traffic Neighbourhood

Please review the [Corstorphine proposals and complete the survey](#)

Leith Connections Low Traffic Neighbourhood

Please review the [Leith proposals and complete the survey](#)

Information Gathering

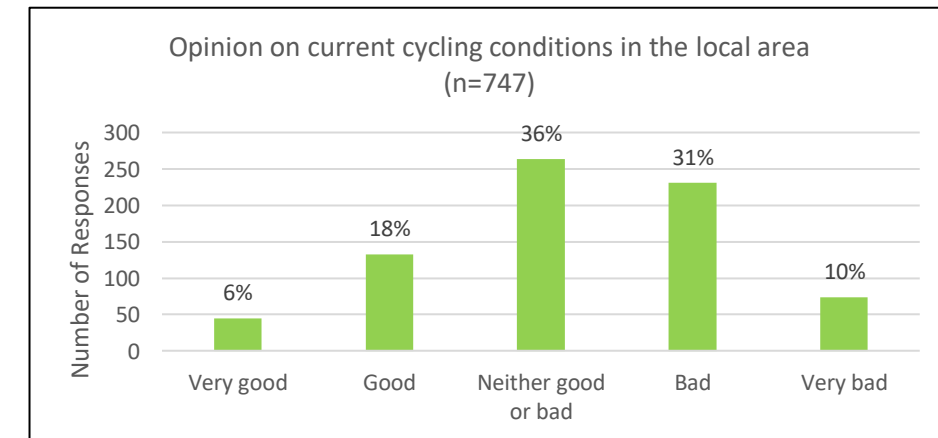
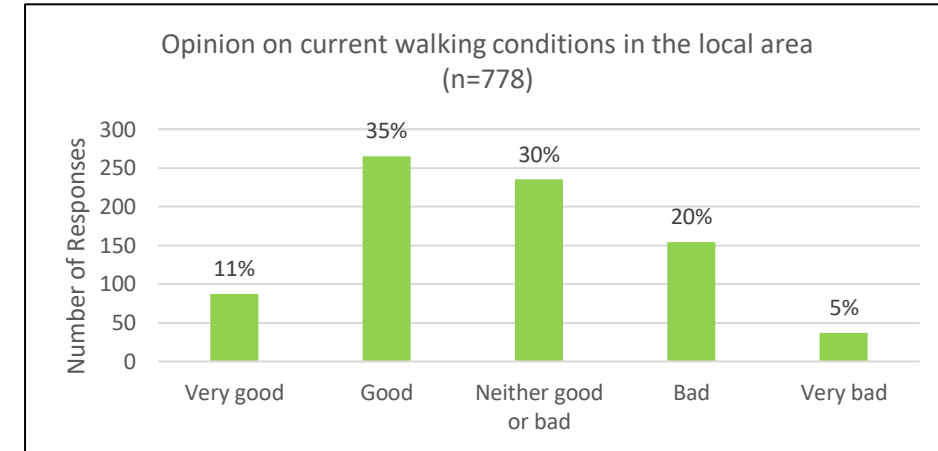
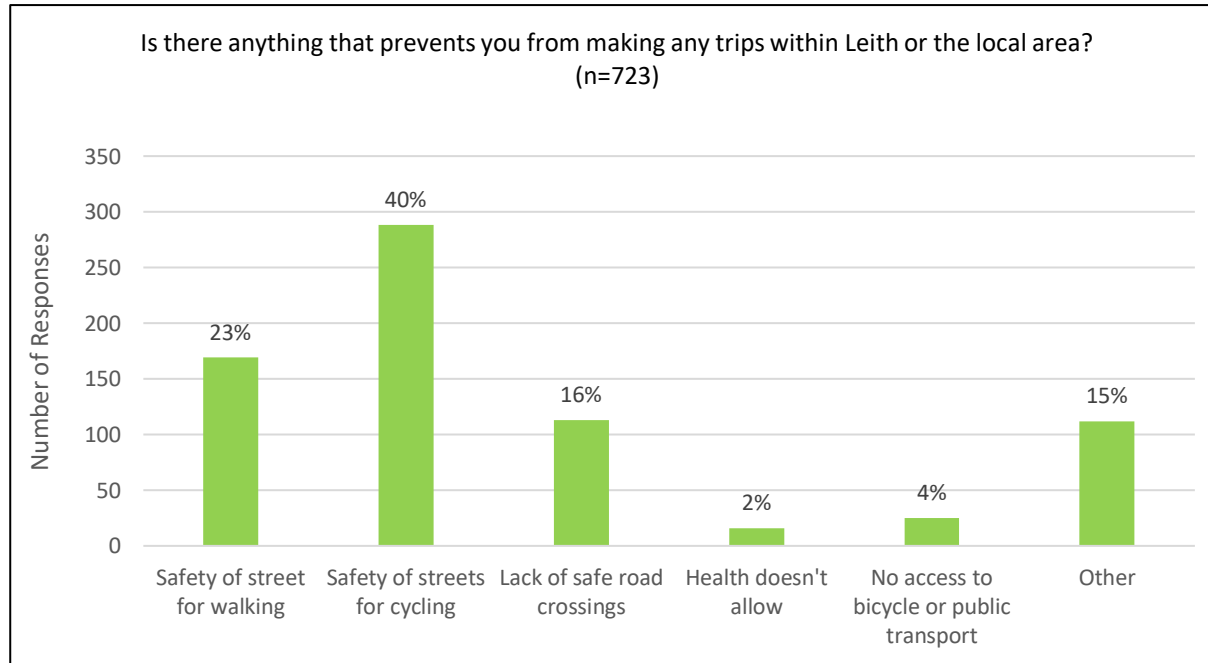
Previous stage of engagement

The previous stage of engagement was aimed at gathering feedback from residents to understand conditions and issues in the project area. This was used to inform the design proposals of the LTN project so it could meet the needs of the local area and residents.

The engagement ran from the 8th Feb to 5th March 2021.

Launch week	✓	The public launch of the project was on the 8th February . This included a press release by the Council and social media posting.
Engagement promotion*	✓	Over 6,000 leaflets were distributed to residents and building occupiers within the project scope area.
E-mail engagement	✓	Email notifications were issued to all stakeholders at the start of the engagement period. This was to raise awareness of the project.
Community Reference Group meetings	✓	The first Community Reference Group meeting was held on the 4 th March to raise awareness of the project and gather initial feedback.
Online survey	✓	A total of 801 completed surveys were received through the project online survey over the engagement period. The survey was hosted on the Council's Consultation Hub. Paper copies were also made available on request.

Engagement Findings



Engagement Findings



Streets or locations where **traffic levels** are too high?

1. Great Junction Street
2. Commercial Street
3. Salamander Place
4. Henderson Street
5. Roads around Leith Links
6. Duke Street
7. Coburg Street
8. Water Street

Engagement Findings



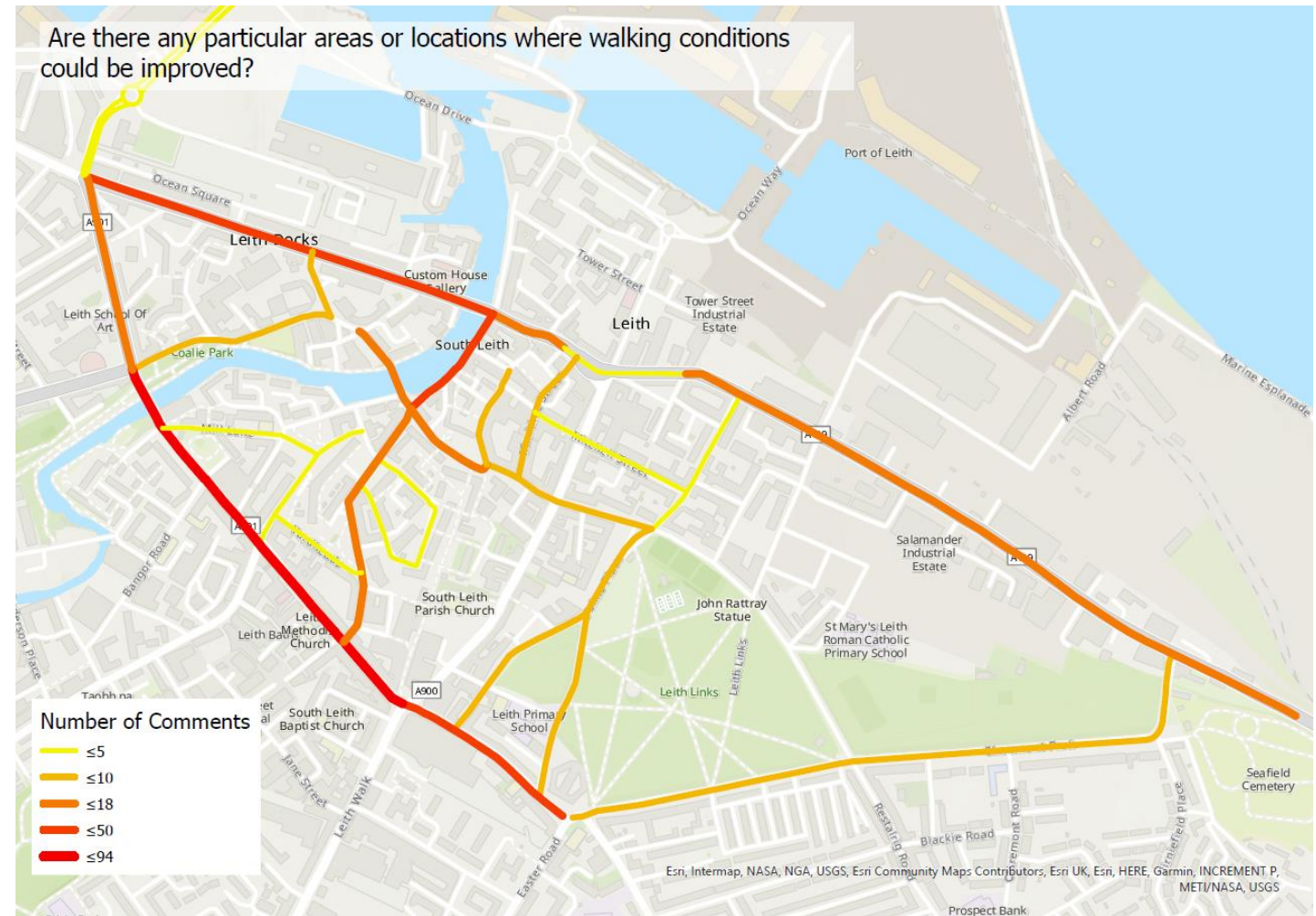
Streets or locations where **traffic speeds** are too high?

1. Great Junction Street
2. Commercial Street
3. Duke Street
4. Salamander Street
5. The Shore
6. Roads around Leith Links
7. Ferry Road

Engagement Findings

Streets or locations where **walking conditions** could be improved?

1. Great Junction Street
2. The Shore
3. Duke Street
4. Commercial Street
5. Leith Links
6. Bernard Street



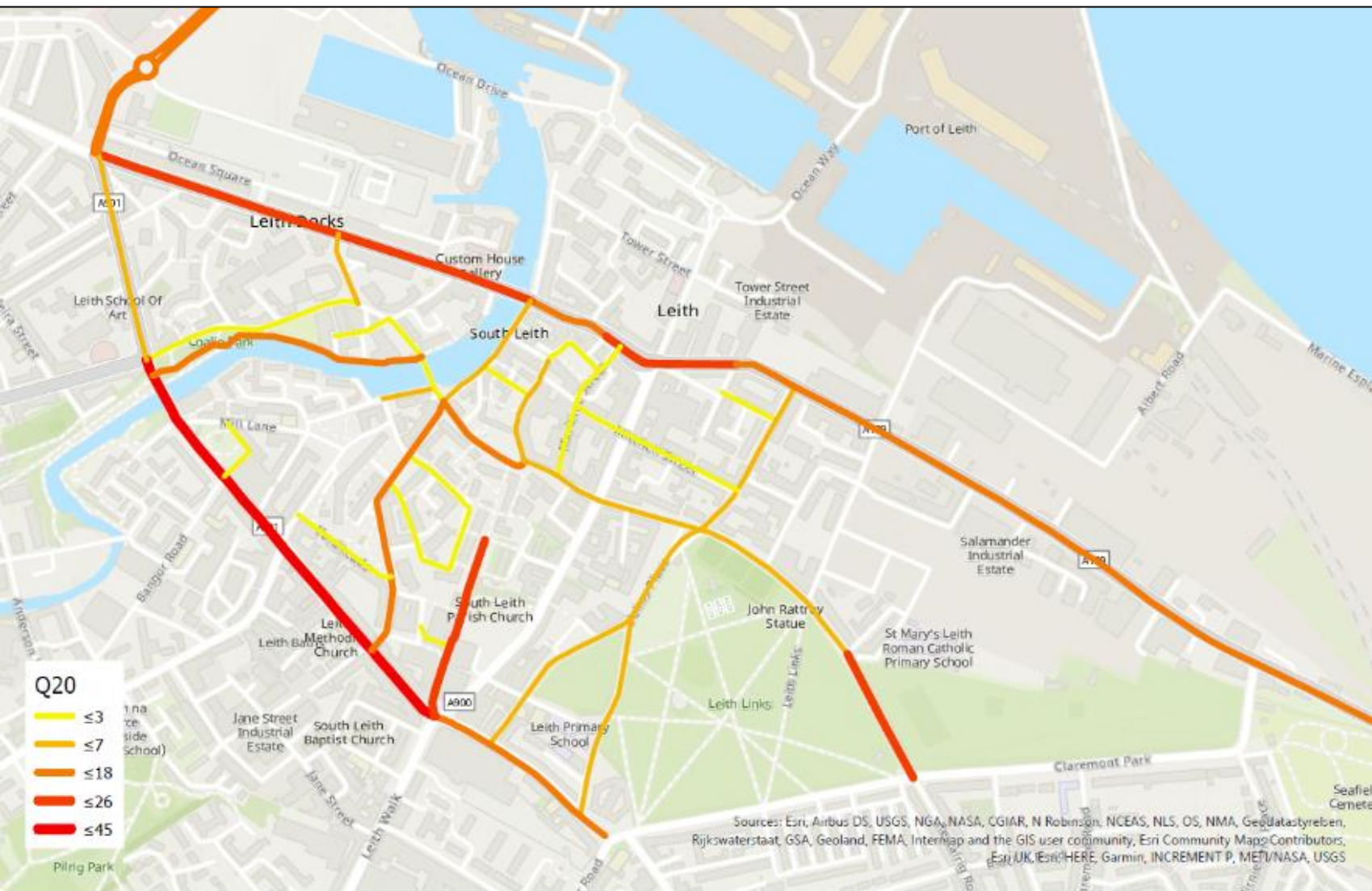
Engagement Findings

Streets or locations where **cycling conditions** could be improved?

1. Great Junction Street
2. Commercial Street
3. The Shore
4. Leith Walk
5. Connections to WoL paths



Engagement Findings



Top 5 street suggestions for **placemaking** improvements:

1. Great Junction Street
2. Kirkgate
3. Links Gardens
4. Commercial Street
5. Shore area

Traffic Data Findings

Edinburgh Street Design Guidance, Factsheets:

Flow / Speed Table

Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd

Quiet Residential
Street

Strategic Road



Traffic Data Findings

Flow / Speed Table

Flow (2 way)

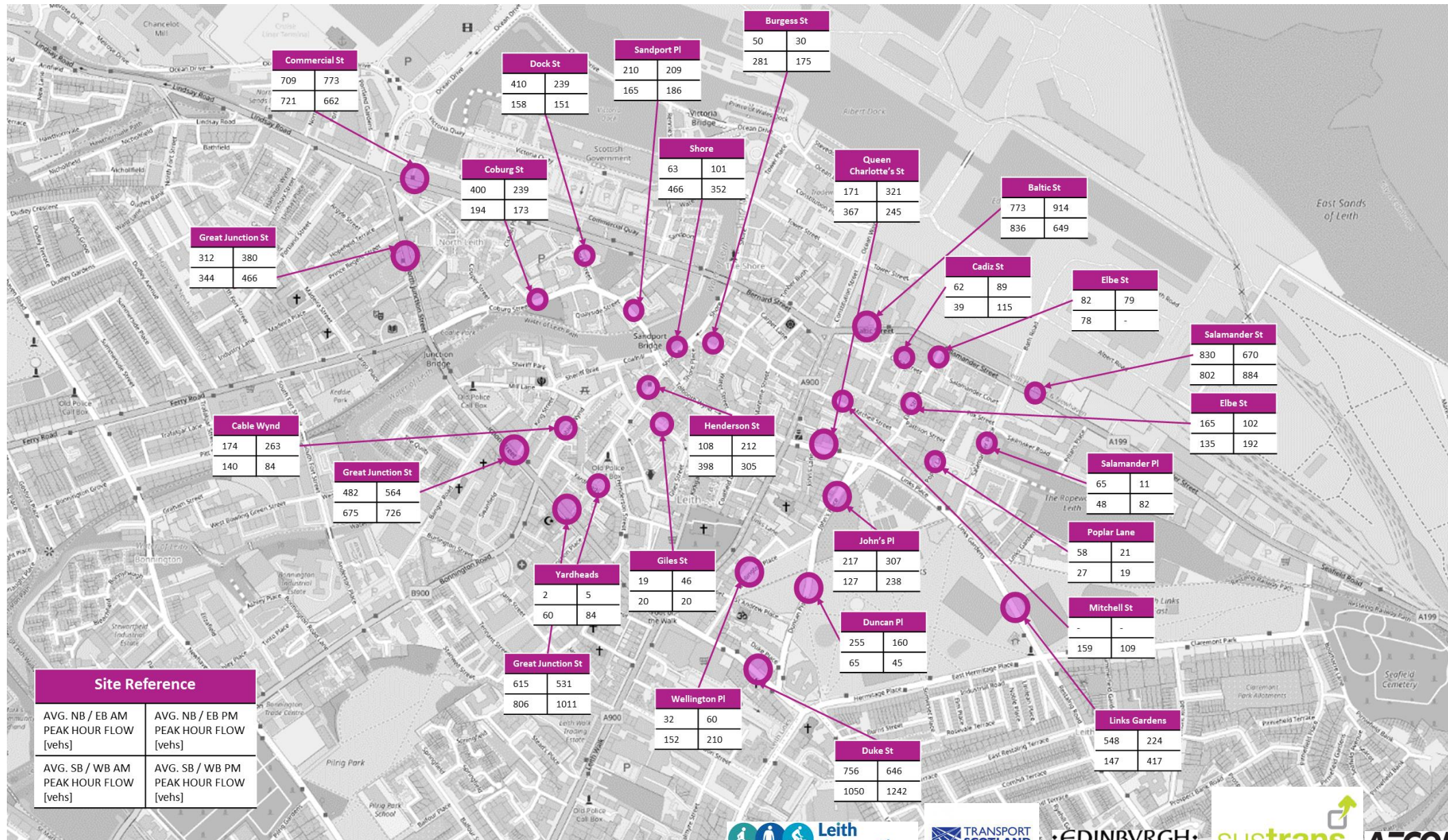
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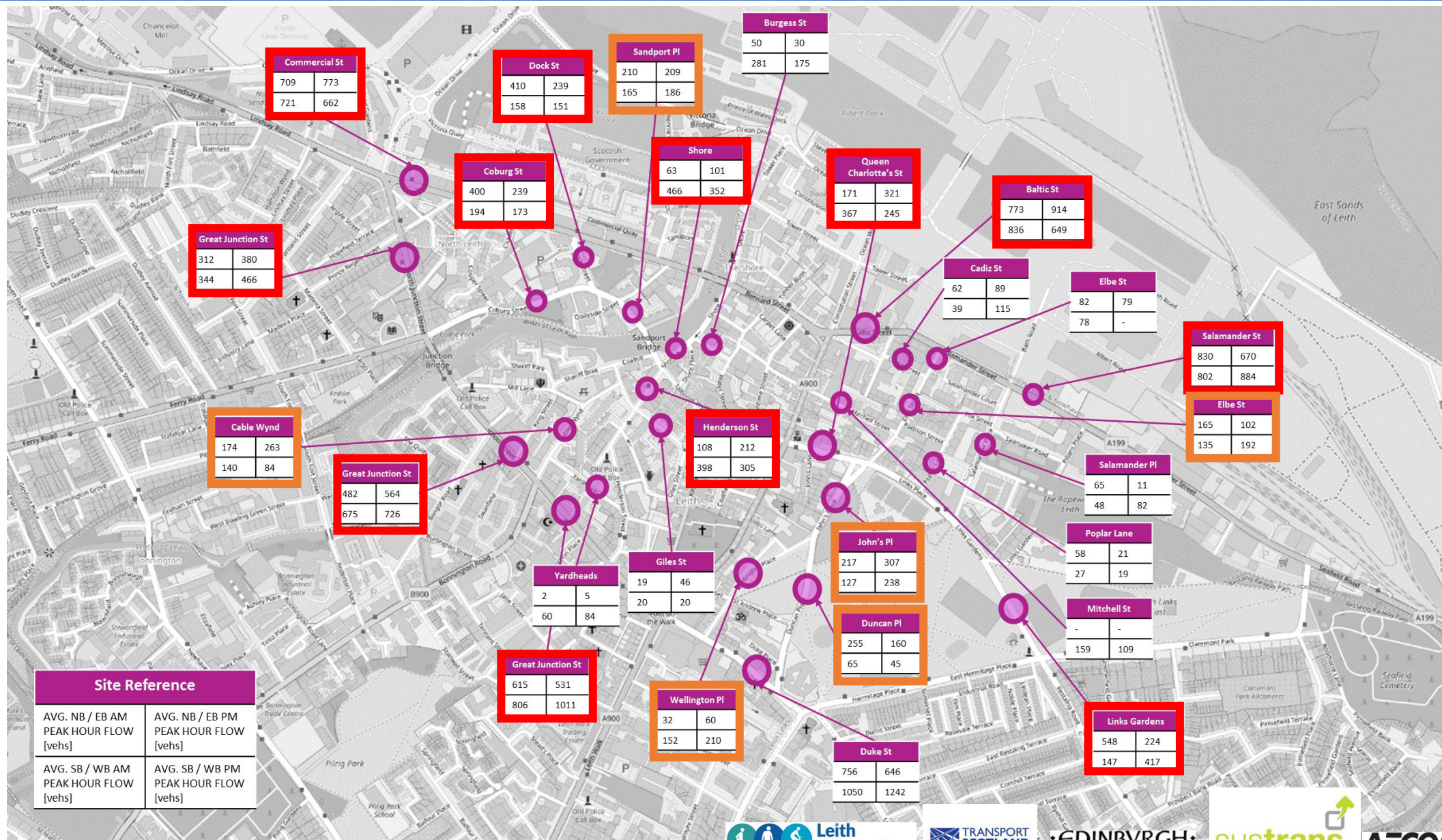
**Very High
Greater than
10,000 vpd**



Traffic Data Findings

Flow / Speed Table

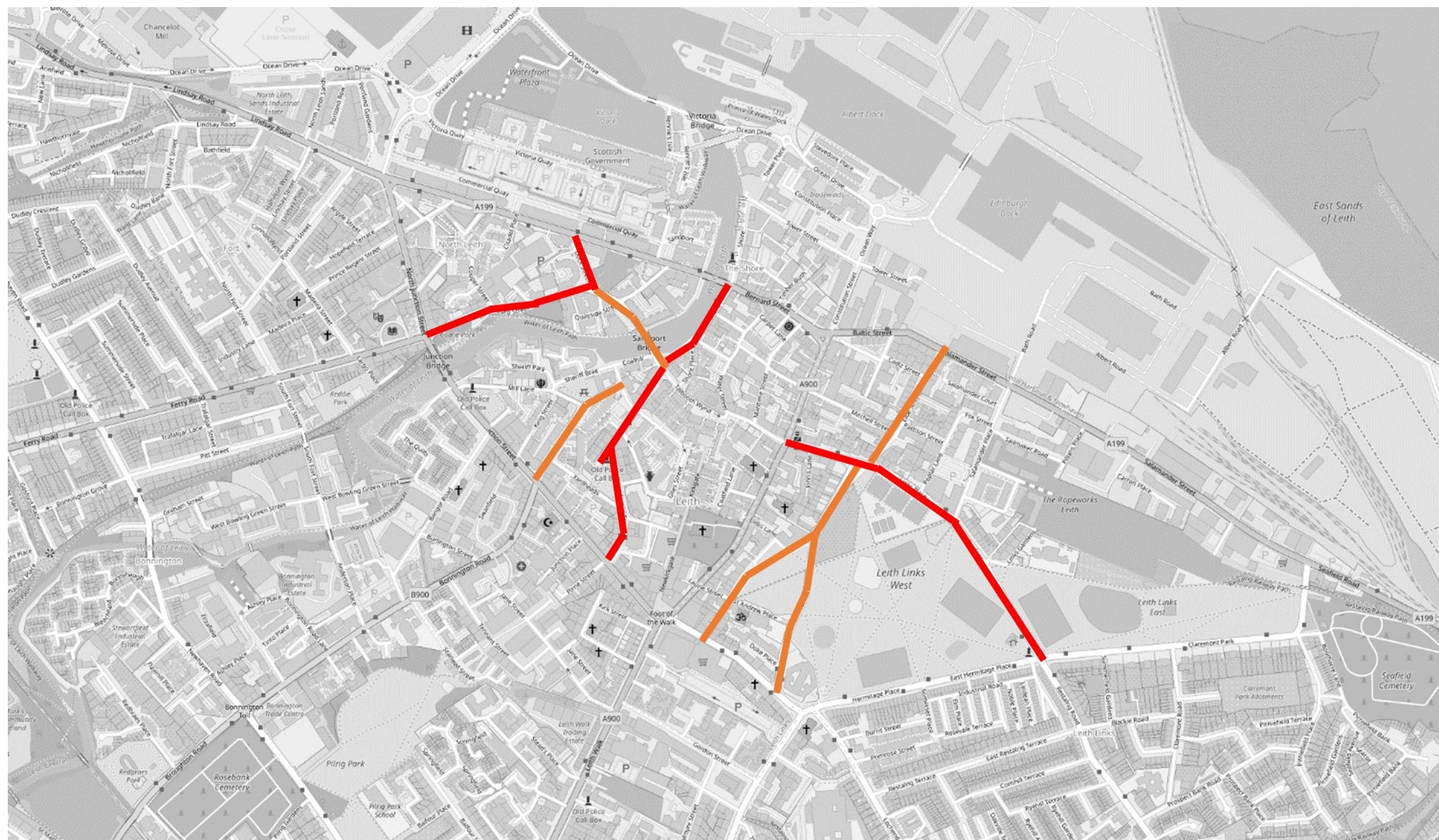
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Traffic Data Findings

Flow / Speed Table

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Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd



Overview of Interventions



Breakout Sessions

Smaller group sessions to consider the detail of the proposals and feedback.

Assigned teams meeting rooms with max. 10 participants.

Short presentation of proposals and discussion on designs in 3 areas:

1. Leith Links
2. The Shore
3. Coburg Street & Henderson Street

A) Traffic Proposals

B) Placemaking



Breakout Sessions

Feedback and Questions



Next Steps

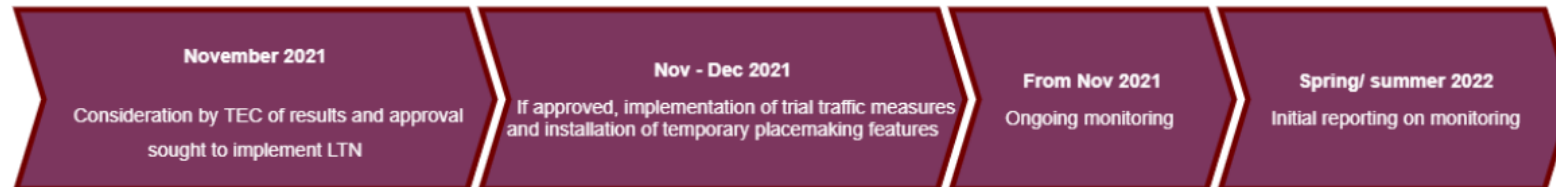
4th June to 4th July 2021

- 4 week community engagement on a draft set of design proposals
- Leaflets delivered to all households/businesses in project area
- Business drop-ins
- Public online workshops
- Press release and social media
- Community Reference Group (CRG) meetings

Community engagement, finalise design and ETRO process



Approval, implementation and ongoing monitoring



Thank you for your interest and attendance – please visit the project website and complete our online survey!

Edinburgh Council Consultation Hub:

<https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods/>

Traffic Operations

