



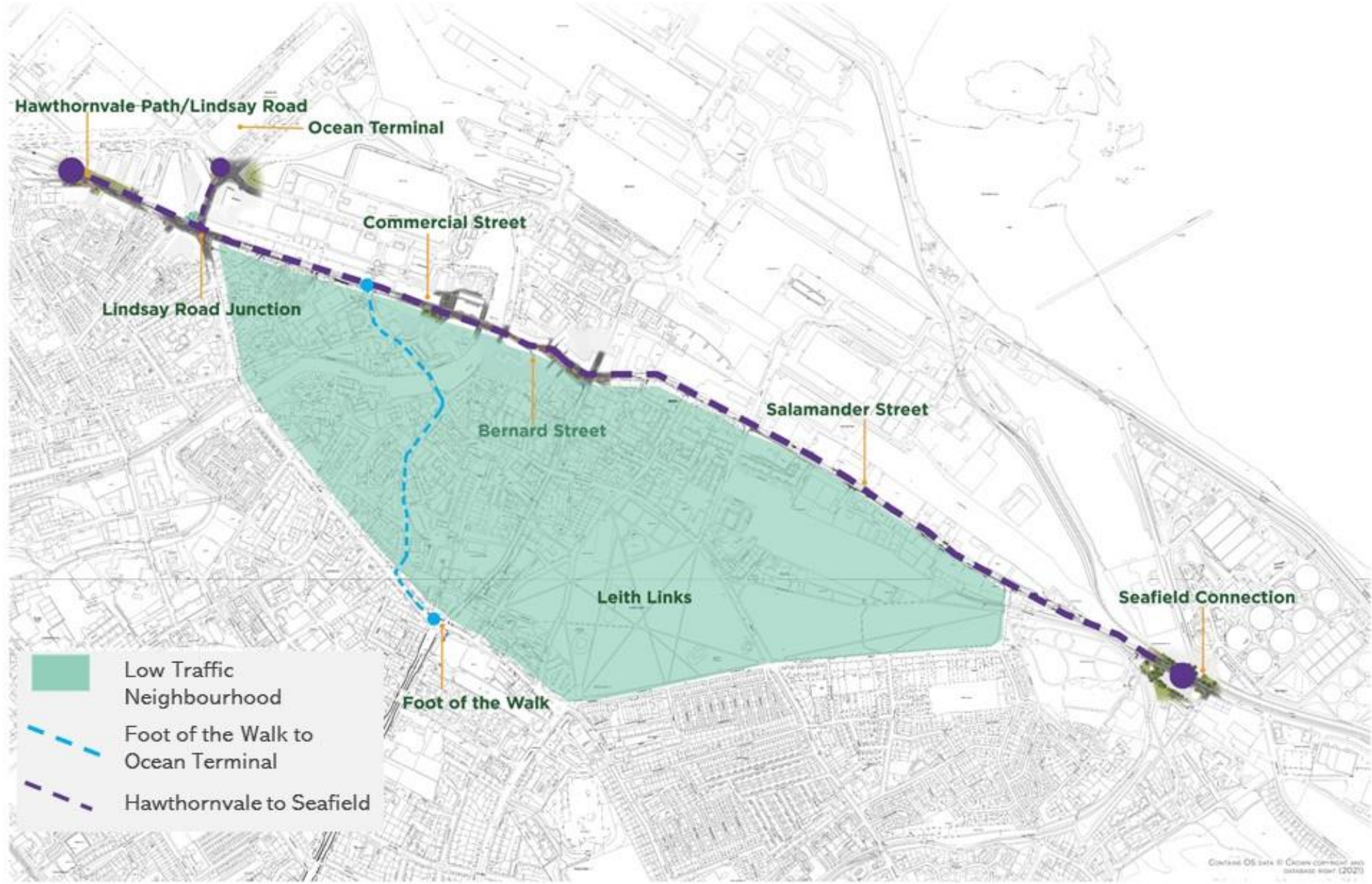
Leith *Connections*

Update given as a presentation to Leith Links Community Council
meeting 24 April 2023

Background

- Trams to Newhaven Final Business Case commitment to provide safe alternative active travel route from the Foot of the Walk northwards.
- Leith Connections project incorporates
 - Foot of the Walk to Ocean Terminal route
 - Hawthornvale to Seafield route
 - Spring 23 interventions to improve on street conditions and remove through motor traffic from residential streets
- All phases include significant public realm improvements

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Leith Links Community
2023

Update

Policy and strategy

City Mobility Plan

- Net Zero Carbon by 2030
- Tackle poverty associated with transport
- Improve road safety
- Health and wellbeing
- Low traffic neighbourhoods are one element of delivery
- NB Consultation now live on consultation and engagement hub on various transport action plans

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
- Access to inclusive and affordable travel



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.

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.

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.

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.

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

STREETS FOR PEOPLE Liveable Places
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.

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.

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.

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

Update given as a paper to Council meeting

Scheme objectives and opportunities

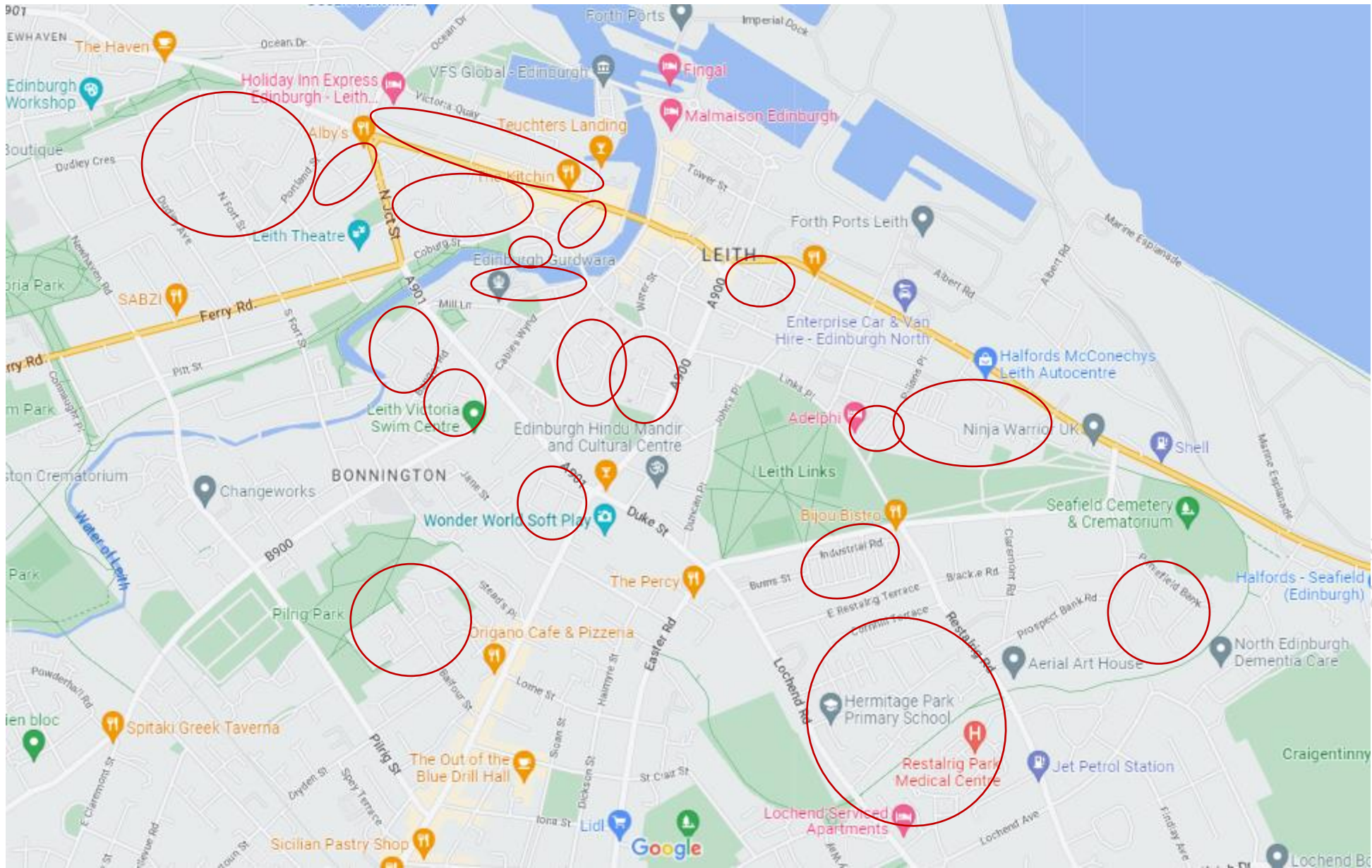
- Enabling everyday journeys by foot or bike in the area around the Tram route
- Provide high quality, safe and direct walking and cycling facilities on identified priority routes
- Consider opportunities to link and improve key pedestrian corridors in the area
- Consider opportunities to enhance the local economies in the area
- Improve accessibility to employment for socially disadvantaged areas adjacent to Tram route
- Involve local stakeholders in the decision making process

- Make it easier and safer for people to travel through the area on foot, wheeling or by cycle.
- Enables active travel and sustainable transport choices for everyday journeys.
- Residential streets become quieter and can be used by children for play and for community activities / social interactions.
- Creation of new public realm areas that can be used as community spaces for artworks and landscaping
- Safer journeys to/from school





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Links Community
2023

Update



community

Update given as a presentation at
Council meeting

Funding

- Sustrans grant organisation responsible for distributing Transport Scotland (Scottish Government) funding
- No funding has so far come from general Council capital budget
- Other funding also coming from Edinburgh Lothian Drainage Partnership, developer contributions and other Scottish Government funding streams
- These funding streams are for particular projects so can't be spent on general council business

Community/ stakeholder engagement activities

- **Initial Community Engagement: Feb – Mar 2021**
- **Presentation of proposed measures: Jun-Jul 2021**
- **Phase 3 engagement: Jun–Jul 2022**

- Online survey
- Leaflets delivered to households/businesses in project area
- Business drop-ins
- Public online workshops
- Press release and social media
- Community Reference Group (CRG) meetings
- On street stalls
- Access panel visits
- Internal teams
- Visits to Community Councils
- School visits
- Ad-hoc meetings with local groups (rotary, Friends of Water of Leith)
- Relevant other projects (CPZ, Trams, Coalie Park, Leith Links Masterplanning, Spaces for People)
- Emergency Services
- Lothian Buses



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Transport and Environment Committee Approvals

Project committee approvals at

- August 2021
- March 2023

Search *Edinburgh/ Committee/ Transport and Environment*

Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Leith Connections Phase 1A Representations to Traffic Regulation Orders and Redetermination Order

Executive/routine
Wards

Executive
13 – Leith

Transport and Environment Committee

10.00am, Thursday, 19 August 2021

Leith Connections – Foot of the Walk to Ocean Terminal route and Low Traffic Neighbourhood

Executive/routine
Wards
Council Commitments

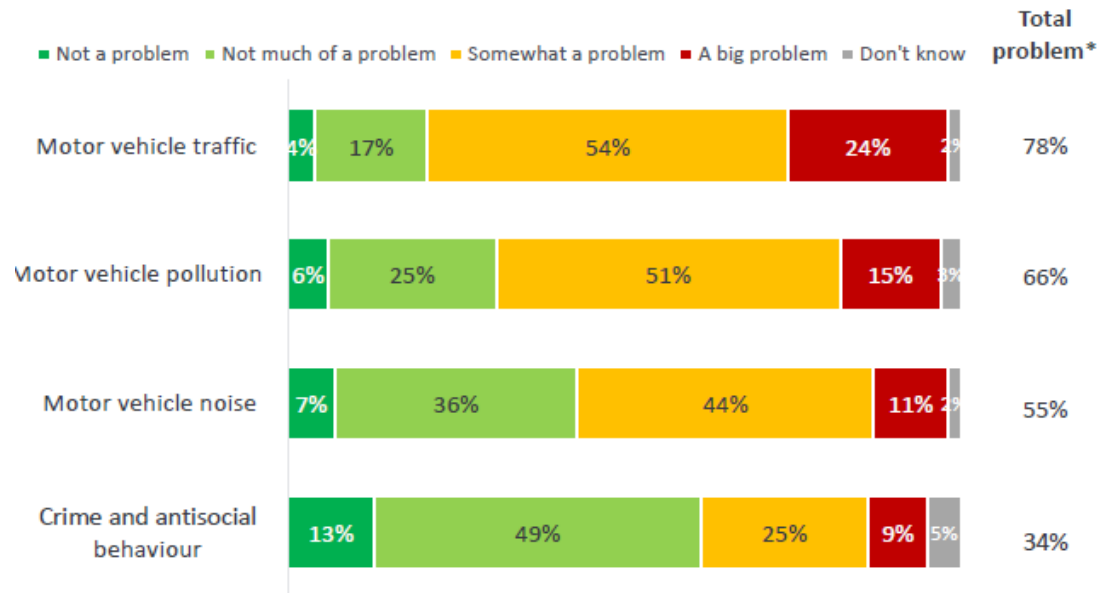
Executive
13 - Leith
[16](#), [17](#), [18](#), [19](#), [43](#)

1. Recommendations
1.1 It is recommended
1.1.1

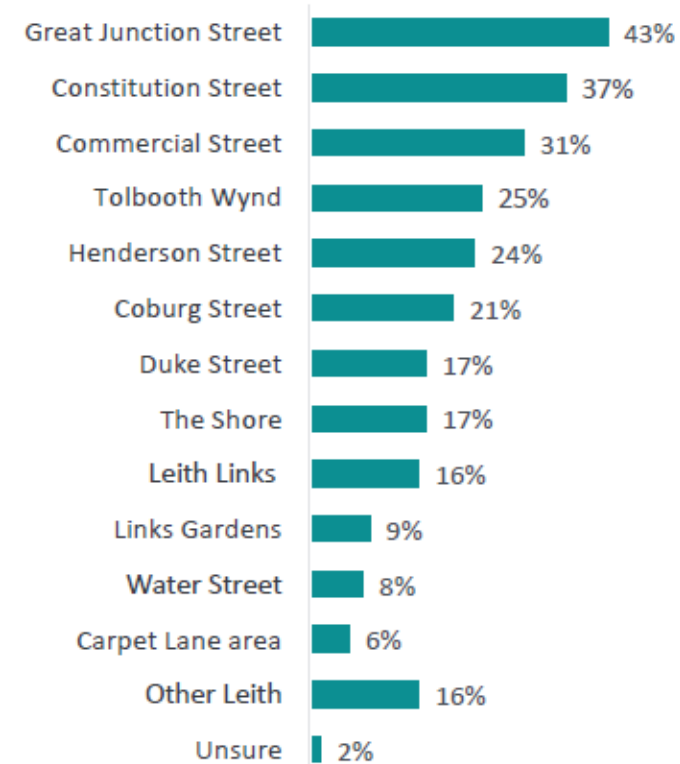
Leith Links Community
April 2023

Market Research, Focus Groups and Business Surveys

How much of a problem are the following in this neighbourhood?



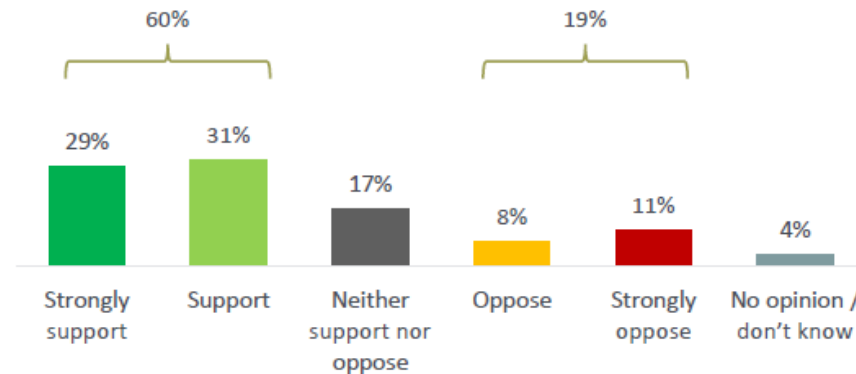
Streets where motor vehicle traffic, pollution and noise is perceived to be a problem



Market research undertaken
May/ June 2022

Market Research, Focus Groups and Business Surveys

Opinion on the proposed low traffic neighbourhood for Leith



Market research undertaken
May/ June 2022

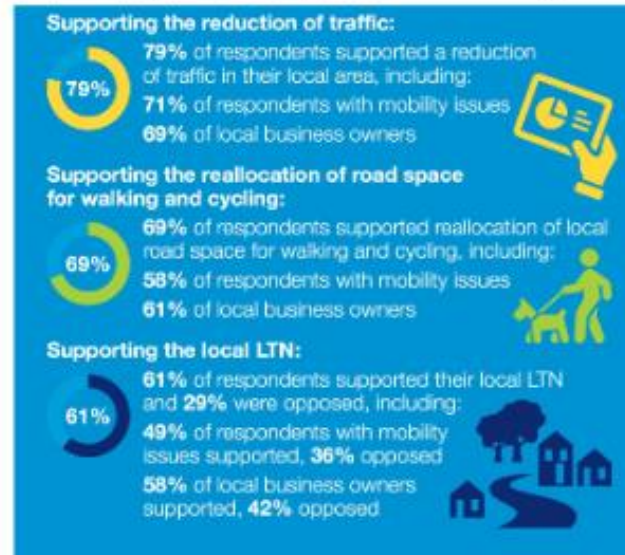
Updated presentation to Leith Links Community Council Meeting 24 April 2023

Market Research, Focus Groups and Business Surveys

It should also be noted that the longer-term trend on residents' views of LTNs can be quite different. In Waltham Forrest, whilst the initial engagement showed residents were quite divided between those in favour and those against, the [longer-term results](#) (after a year or more of implementation) were much more in favour of the LTN. 55% of residents stated they would not adjust the scheme, with only 17.6% preferring to adjust the scheme and 1.7% preferring to remove the scheme.

**Transport & Environment,
Committee Report August 2021**

61% of respondents support LTNs vs 29% opposed.



Source: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007815/gear-change-one-year-on.pdf

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Leith Connections – community feedback

History of high speeds and resident concerns over road noise and danger. 60% of respondents to our survey supported removing through traffic from Coburg St.

Feedback during engagement suggested residents would prefer the street closed to motor traffic at the eastern end.

Public transport teams highlighted issues with pedestrianisation of Shore which has been a request of both residents and businesses. The bridge at the southern end of the shore will be closed to motor traffic to link the area safely with the Water of Leith path.

Shore to become a two way bus/ taxis/ cycles/ area except for morning hours for loading.

Lack of dropped crossings and tactile pavements has been raised by community and accessibility groups.

We will install new dropped kerbs and tactile paving to assist walking and wheeling

Leith Links Community Council asked for improvements to crossing conditions for pedestrians at John's Place.

Residents have also asked for improvements to crossing conditions at Links Place.

We will remove general westbound traffic and improve the crossing point to make the crossing safer for accessing Leith Links.

The Water of Leith Conservation Trust are making improvements in Coalie Park. Changes work together on Coburg Street and Sandport Place

Quietroute 10 safety improvements by removing through traffic on Tolbooth Wynd and Water Street

Improvements to crossings on East Hermitage Place were requested during public meetings, we will be providing two new informal crossing buildouts

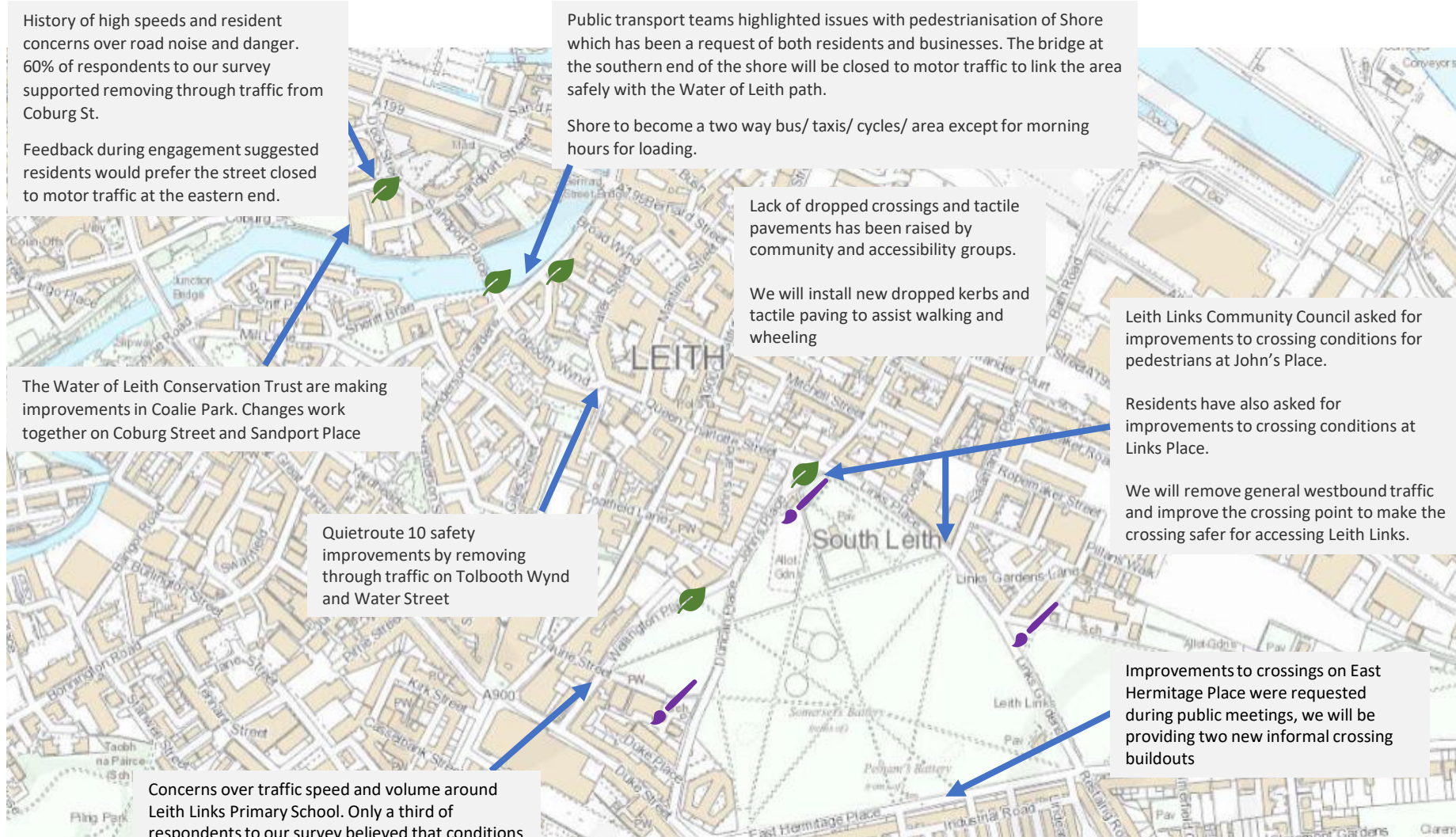
Concerns over traffic speed and volume around Leith Links Primary School. Only a third of respondents to our survey believed that conditions were good or very good for those walking and cycling to the schools in the area. Crossing guards in this area have also expressed concerns.

Through traffic will be removed from Academy Street and Wellington Place to improve safety.

Improvements to streets with planting and seating have been requested during feedback. We are providing new planters and seating as part of the Spring 23 implementation of the LTN.

Permanent planting will be included in future phases.

Art work is proposed near the primary schools and at John's Place



Leith Links Community
April 2023

Accessibility concerns

- Edinburgh Access Panel involved during development
- Focus groups with people with accessibility needs to get views
- Integrated Impact Assessments undertaken throughout development
- People with disabilities (and also people in low income households) are more likely to be injured by a motor vehicle than able bodied persons
- People with disabilities are less likely to have access to car or van

Accessibility concerns

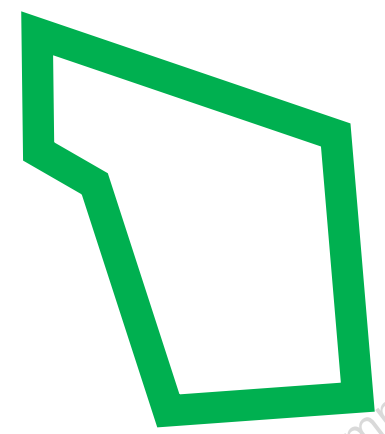
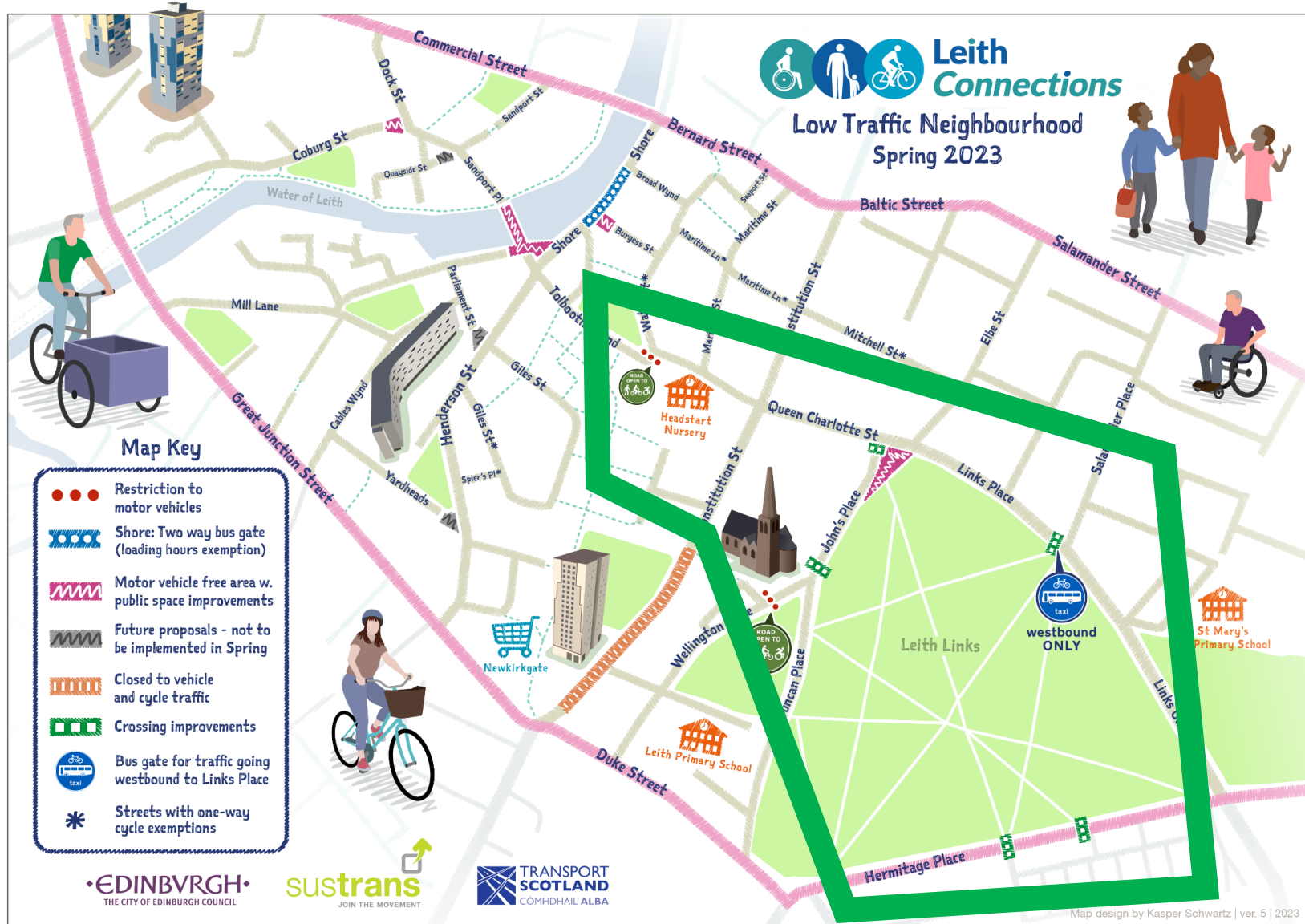
- Every residential and business address still accessible by motor vehicle
- Taxis will still be able to operate on Shore as current and use Links Place bus gate
- New and repaired dropped crossings and tactiles across the area
- Seating will comply with best practice – mix of types, arm rests, dimensions
- Cycle parking for all cycle types
- Areas of street art will have clear crossing paths through them

Overview of Interventions – Spring 23



as a presentation to Leith Links Community Council meeting 24 April 2023

Overview of Interventions – Spring 23



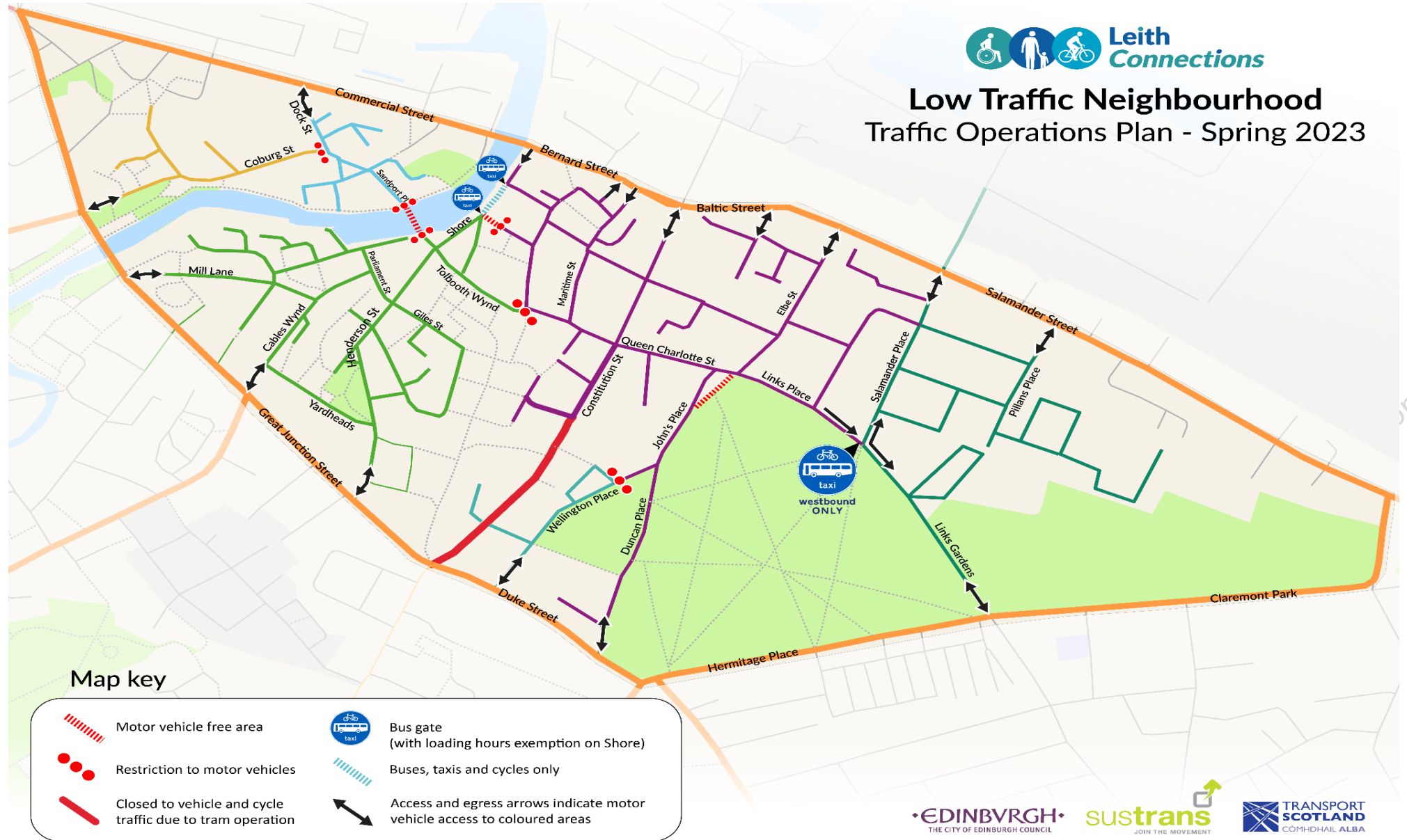
Experimental Traffic Order measures

as a presentation to Leith Links Community Council meeting 24 April 2023

Traffic Operations Plan



Low Traffic Neighbourhood Traffic Operations Plan - Spring 2023



Impact of road operation changes

- it is acknowledged that there may be a short term increase in displaced traffic
- evidence shows that traffic does not simply just shift from one place to another
- committee reports reference a number of studies undertaken
- traffic counts by multiple methods is part of monitoring and evaluation plan
- emergency services consulted throughout and through statutory processes

Complementary measures

- new pavement buildouts to improve pedestrian crossings on John's Place and East Hermitage Place by shortening crossing
- improvements for pedestrians crossing at Links Place/ Links Garden junction
- installation or repair of tactiles and dropped crossing at 17 No. locations
- new planting and seating at Coburg Street, John's Place, Sandport Place Bridge, Burgess Street
- new planting at Wellington Place and Tolbooth Wynd
- new areas of on street cycle parking
- community inspired artwork at John's Place and the two primary schools
- decluttering of footways

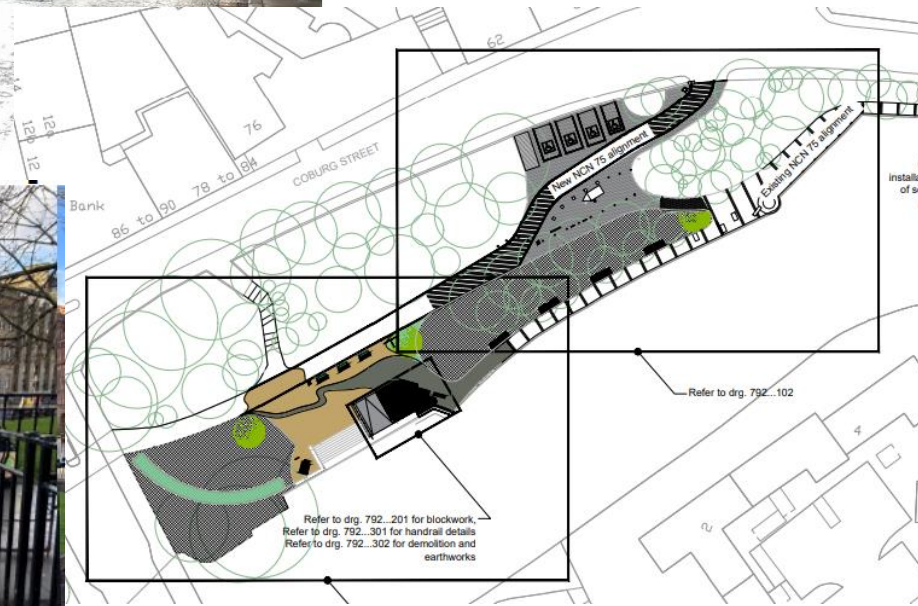
Community payback scheme



Interfaces



CITY OF EDINBURGH COUNCIL



- Trams to Newhaven
- Controlled Parking Zone
- Communal Bin Review
- Bus routes
- Leith Links Masterplan
- Edinburgh Nature Network
- Coalie Park
- Totem wayfinding
- Edinburgh blue green partnership
- Housing upgrades
- Secure on street cycle parking
- Edinburgh car club offer

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John's Place



Links Community
2023

Update 3

Burgess Street



Leith Links Community
4 April 2023

Update given to

Artwork



Update given to...

Monitoring and Evaluation

Task	2022 >>						2023 >>						2024 >>						2025 >>																
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
ATC & JTC									✓								✓						✓							✓					
Pedestrian & Cycle Counts									✓								✓						✓							✓					
Automatic Counter									✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Route User Intercept Survey					✓												✓																		
Hands Up Scotland Survey																							✓												✓
Air Quality Monitoring	✓	✓	✓	✓	✓	✓	✓	✓	✓						✓	✓										✓	✓								
Acoustic Survey										✓							✓												✓						
Focus Groups									✓								✓				✓														
Accessibility Audit										✓																									
Road Traffic Collision Stats										✓													✓												✓
Workplace Travel Survey										✓																			✓						
Market Research	✓																✓															✓			
Impact On Bus Services											✓							✓											✓						
Public Life Survey																													✓						
Biodiversity Survey												✓																					✓		
Emergency Services											✓							✓												✓					
Retailer Survey									✓								✓													✓					

Phase 2 - LTN Implementation

Phase 1A - Construction Starts

1a Construction & LTN Trial Completion

Update

Leith Links Community
April 2023

Experimental Traffic Order

- 1 [Project overview](#)
- 2 [Main project areas](#)
- 3 [Spring 2023 - delivering the project](#)
- 4 [How we have engaged with the community](#)
- 5 **How to share your views on the Experimental Traffic Order**
- 6 [Read the latest project news](#)
- 7 [How we are monitoring and evaluating the project](#)



Contact the team

Email us with any questions or comments.

✉ leithconnections@edinburgh.gov.uk

How to share your views on the Experimental Traffic Order

We will trial some of the measures from the Low Traffic Neighbourhood by creating them under an Experimental Traffic Order (ETRO). This means we can ask you what you think of them and make changes.

The Scottish Government process for ETROs states that a public consultation must run for six months and begin when the ETRO starts.

We plan to start the ETRO in June 2023 and will tell you how to share your views nearer the time.

We will monitor the effects of the changes throughout the trial period. As part of the ETRO process, we must make a decision within 18 months on whether to make the changes permanent.

What is an ETRO?

An Experimental Traffic Regulation Order is a legal mechanism used to introduce trial changes to the layout of a road for a limited period of 18 months.

The legal power to use an ETRO comes from the Road Traffic Regulation Act 1984 and the Council follows the process set out in The Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999.

Leith Links Community
April 2023

Update 9,



Progress



Update 9

Completion of
this phase by
mid June

- Links Place/ Links Gardens works from start of May
- Shore/ Coburg Street/ Sandport Place Bridge end May
- Advanced warning signage will be placed on streets

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Completion of
this phase by
mid June

- <https://consultationhub.edinburgh.gov.uk/sfc/leithconnect/>
- Search on Consultation and Engagement Hub

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