

Transport and Environment Committee

10.00am, Tuesday, 19 March 2013

The Leith Programme: Consultation and Design

Item number	7.6
Report number	
Wards	11 – City Centre 12 – Leith Walk 13 – Leith

Links

Coalition pledges	P33 , P44 , P45 , P46
Council outcomes	CO19 , CO21 , CO22 , CO23 , CO25 , CO26
Single Outcome Agreement	SO4

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Executive summary

The Leith Programme: Consultation and Design

Summary

Extensive consultation has been carried out as part of The Leith Programme, to help inform a final design for improvements to Constitution Street, Leith Walk and Picardy Place. This follows the agreement by Finance and Resources Committee (on 31 July 2012) to a total budget of £5.5M for resurfacing and additional environmental improvements on the streets, with the following amendment:

"The Director of Services for Communities to ensure that the design team assesses a full range of options to give increased priority for cyclists, including dedicated and mixed use lanes, to complement the proposals of the Active Travel Action Plan."

Both the consultation findings and the current policy context have been key to developing the way forward for The Leith Programme. This includes developing a longer term vision and plan for these important city streets, a final design for Constitution Street, outline designs for the northern half of Leith Walk, and design principles for the southern section of the scheme between Pilrig Street and Picardy Place, where a much enhanced scheme may be possible with third party funding.

Both the overall strategic vision and the potential enhancements reflect consultation findings and the current policy context. This report outlines a delivery timetable for the programme, beginning in April 2013.

Recommendations

It is recommended that the Committee:

- 1 agrees the longer term vision for the corridor, as outlined in paragraphs 2.27 to 2.32, as a proactive step towards achieving sustainable transport targets for Edinburgh;
- 2 agrees the final design for Constitution Street, which should be implemented from April 2013 onwards;

- 3 agrees the outline design for Leith Walk between the Foot of the Walk and Pilrig Street, with the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors and implemented from September 2013;
- 4 agrees the design principles for the section from Pilrig Street to Picardy Place, as outlined in paragraphs 2.30 and 2.31;
- 5 instructs officers to pursue third party funding for a more comprehensive urban design solution to the southern section of the route, including enhanced elements for pedestrians and cyclists, and the creation of a signalised junction at London Road, and notes that:
 - a. if third party funding is awarded, the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors; and
 - b. if third party funding is not confirmed by the end of 2013, officers will pursue a design for approval through an oversight group of Convenor, Vice Convenor and local Councillors for the southern section, based on the preliminary design and amended with consultation feedback, that is deliverable within available budget; and
- 6 agrees to refer this report to both the Planning and Economy Committees for noting.

Measures of success

The delivery of a project within agreed timescales and budget, that helps meet the Council's outcome (25) of efficient and effective services that deliver on objectives.

Should funding for a much enhanced scheme become available, an increase in excess of the Active Travel Action Plan target number of people opting to cycle along the route over the three years following completion of the project, monitored via transport surveys and using survey figures from 2012 as a baseline.

Ongoing engagement with businesses and traders, residents and commuters will be used to determine levels of satisfaction with the completed scheme.

Financial impact

The agreed budget for The Leith Programme totals £5.5M. It is hoped that an additional budget may be obtained from external sources and officers are working with Sustrans to explore options for funding.

Part of Sustrans' interest in the scheme is that the Council is adopting an ambitious programme for the whole route, providing future connectivity and making a significant step towards pedestrian and cycling infrastructure in Leith and between Leith and the city centre. If additional funding is agreed, the Council will need to prioritise resources in future years to deliver the remaining elements of a wider vision and scheme for this corridor (Picardy Place roundabout to Princes Street, George Street cycle route and the linkages to the new accessible Waverley Train Station entrance on Calton Road). This requirement will be reported to the Finance and Budget Committee.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing for the delivery of the project. The recommendations in this report will help meet the Council's duty to advance equality of opportunity as improvements to pavements and pedestrian facilities plus better management and enforcement of parking will have a positive impact on the safety, freedom of movement and access for all who live in or use these streets.

Sustainability impact

The completion of the Leith Programme will help to support pedestrian, cycling and economic activity in the immediate and surrounding area. A sustainability impact assessment is being carried out during the development of final plans for key junctions where detailed modelling is required to understand if greater pedestrian priority can be provided without direct negative impact on air quality.

Consultation and engagement

The Council is committed to ensuring local communities are able to influence decisions and the way Council resources are used. In supporting this commitment, a comprehensive process of consultation and engagement has been carried out, informing the development of the way forward for these streets. This process has sought to ensure that all users of these streets are able to feed in their opinions and aspirations and to have these evaluated fairly to reach a balanced conclusion.

The feedback received through consultation has been extremely thorough, and all findings and stakeholder submissions are included in the background reading section of this report. It must be noted that several key areas of consensus from the consultation process relate directly to a desire for a final design and vision that is both a more proactive step towards supporting sustainable forms of transport and one that cannot be delivered exclusively from within the available budget. Overall the key findings from the consultation are closely aligned with the current policy context in Scotland and Edinburgh, guiding the design of streets.

Ongoing engagement with local stakeholders will be provided as part of The Leith Programme to ensure a high level of information locally, and minimise disruption during the delivery of this major scheme of works. A dedicated officer is providing a local and single point of contact for residents, businesses and other key stakeholders.

Background reading/external references

- Leith Improvement Programme report to Finance and Resources Committee 31 July 2012 (Item 36)
- Active Travel Action Plan
- Local Transport Strategy
- Edinburgh's Public Realm Strategy
- Waterfront and Leith Area Development Framework
- Leith Programme Consultation Survey
- Drop-in Event - Feedback Summary
- Leith Improvement Programme Focus Groups
- Stakeholder Submissions from:
 - The Cockburn Association
 - Greener Leith (joint submission on behalf of eleven organisations and further individuals)
 - Leith Business Association
 - Lothian and Borders Police
 - Sustrans

The Leith Programme: Consultation and Design

1. Background

- 1.1 On 31 July 2012, the Finance and Resource Committee agreed a report outlining a budget of £5.5M for The Leith Programme.
- 1.2 The Leith Programme covers a vibrant corridor comprising 2.2km (1.3 miles) of shopping, residential and business use, along which streetscape, widths of street, patterns of use and character vary considerably. It is a major route for public transport and, along Leith Walk, has one of the highest levels of pedestrian activity in the city. The Waterfront and Leith Area Development Framework refers to this corridor as a great city street.
- 1.3 For most stakeholders, the Council's commitment to invest £5.5M along these streets represents a unique opportunity to stop and think carefully about how the streets should be developed for the future. The Council's investment should form a sound basis for planned, longer term strategy for this corridor, aiming to link and add value to surrounding initiatives, and attract additional investment. The key principles for this vision are echoed in both policy and analysis of The Leith Programme consultation feedback.

2. Main report

Policy context and design guidelines

- 2.1 The Scottish Government's 'Designing Places' and 'Designing Streets' policy statements encourage Local Authorities to develop their own guidance on both design and delivery of public space initiatives. They identify six qualities of successful places which serve as key considerations for street designs:
 - distinctive - street design should respond to local context to deliver places that are distinctive;
 - safe and pleasant - streets should be designed to be safe and attractive places;

- easy to move around - streets should be easy to move around for all users and connect well to existing movement networks;
 - welcoming - street layout and detail should encourage positive interaction for all members of the community; and
 - adaptable - street networks should be designed to accommodate future adaptation.
- 2.2 The Edinburgh Public Realm Strategy 2009 serves to co-ordinate the delivery of street design in the city and brings together the principles set out in the Edinburgh City Local Plan, the Local Transport Strategy, the Edinburgh Standards for Streets and other initiatives relating to open space and street design.
- 2.3 The Council has developed an Active Travel Action Plan (ATAP) to deliver increased levels of cycling and walking in the city by 2020. The main targets are 15% of journey to work trips by bike by 2020 (10% of all trips) and 22% of all journey to work trips by walking (35% of all trips). The plan provides for significant improvements to walking/cycling infrastructure, the maintenance of this infrastructure and the promotion of walking/cycling for travel purposes.
- 2.4 Extensive traffic surveys have been carried out along the route showing high levels of bus and pedestrian activity and a relatively low level of cycling. The route is busiest closer to the city centre. However, this current position must be balanced with longer term aims and targets for modes of travel. Getting the right outcome requires very careful understanding of these factors and consultation feedback to develop a design that enhances Leith as a place where people live, shop, go to school, work, relax and socialise.

Preliminary design and consultation processes

- 2.5 The key aims for the development of a preliminary design for consultation were:
- to provide a design that was realistic, affordable within the available budget, and deliverable;
 - to provide a set of design drawings that would allow for detailed comparative analysis of consultation responses;
 - to discharge the amendment from the Finance and Resource Committee of 31 July 2102; and
 - to balance the needs of all identified users of these streets.
- 2.6 The preliminary design was informed by an awareness of local people's concerns and priorities for the streets, informed by stakeholder events in July 2012 and previous local and community led consultations.

- 2.7 A deliverable option for cycling was proposed in the preliminary design, including a mixture of on road and segregated cycle provision at both London Road and Picardy Place roundabouts. A review of options for cycling was carried out that considered the availability of road space and competing needs. The assessment of the physical feasibility of incorporating dedicated cycle lanes is provided at Appendix 2.
- 2.8 The design was developed with an awareness of the potential to provide a future tram line to Leith and therefore avoided any significant change that would be hard to maintain within a tram design.
- 2.9 Consultation on the preliminary designs has been devised to ensure that the feedback can be analysed in a way that informs the development of a way forward and final design for the streets.
- 2.10 A range of consultation methods have been used to ensure that the views of all different user types are gathered and understood by the design team. These included focus groups, survey (online and on-street, and available in libraries, Leith Community Centre and from local voluntary organisations), stakeholder meetings, and a drop-in event with the opportunity to talk to the roads design team. A report outlining the consultation process and findings is provided at Appendix 1.
- 2.11 Analysis of the findings has sought to ensure the design team has a sound understanding of all suggestions and issues for user groups and individuals. Findings have been discussed alongside policy and street design guidelines. Officers have assessed the feasibility of the many options, improvements and ideas provided through consultation.

Consultation findings

- 2.12 The consultation process involved over 600 individuals of which 482 survey responses were recorded. All findings and stakeholder submissions are included in the background reading section of this report, and will be shared with officers working on the consultation for the Transport Strategy Review.
- 2.13 Overall the key findings from the consultation are closely aligned with the current national and local policy context guiding the design of streets; stakeholder groups in particular are aware of policy directives and are seeking changes to be made in the wider context of how the street functions for all activities carried out along it. A general sense from the consultation process is a desire for a final design that is a bolder step towards providing for greater pedestrian and cyclist priority.

2.14 Key findings arising from the consultation are as follows:

- Improvements to road and pavement surfaces are welcomed across user types and stakeholder groups, and are seen by some as having the biggest impact on improving the quality of the corridor.
- Many respondents are keen to see changes that benefit and promote walking, cycling and sustainable forms of transport.
- The proposed changes to pedestrian crossings and islands are viewed positively although there is a call for greater pedestrian priority at some junctions to make them easier to cross, and at crossing desire lines.
- The majority of survey respondents support the proposal to repave the footway in grey precast concrete slabs.
- There is support for domestic refuse bins to be relocated from pavements to dedicated parking bays and a desire to improve the management of trade waste presentation.
- Proposed safety measures for cyclists were seen by many as a positive contribution to cycling safety in the area, however there is a significant contrary view that some aspects of the proposals, particularly downhill (towards Leith), may reduce safety.
- A number of respondents feel the preliminary designs do not go far enough with regards to provision for cyclists. These respondents generally want segregated cycleways, particularly in the uphill direction (towards the city centre).
- There is a call for the Council to investigate the introduction of a 20mph limit for Leith Walk as a shopping and residential street.
- There is support for additional greening, reinstatement of public art and historical landmarks.
- There is support for an improved, better managed parking system.
- There is support for improved signage to highlight Leith as a shopping and tourism destination.

The Leith Programme – design principles

2.15 The consultation process for The Leith Programme has highlighted a considerable range of design concepts and ideas that could improve the scheme. These concepts have been reviewed against the preliminary design to establish key design principles against which the longer term vision for the Leith Programme will be developed. The principles will be based on the Governments requirements set out in Designing Streets and the Council's Standards for Streets Principles;

- **Distinctive, Preserving and enhancing the historic fabric and grain of the City.** Any changes to street layouts and patterns should help to reinforce the original street pattern and relationships. Design changes should be made to respect the local character of the streets and spaces.
- **Safe and Pleasant, Contribute to Place making.** Changes to the street design should ensure they create improvements and spaces that people would wish to use. The designs should be simple and attractive to pedestrians, allowing other users to operate around these spaces. The strategy should examine the role of the space between the buildings and seek to achieve better balance of uses in a layout that will encourage slower speeds for traffic.
- **Easy to move around.** The changes will promote links to existing facilities, such as cycle routes and reinforce the links to bus stops. All junction arrangements will be improved.
- **Welcoming.** Improvements will focus on key spaces along the route that can provide for improved pedestrian comfort.
- **Adaptable.** The scheme will take into consideration the tram route and consider parking and waste management improvements.
- **Resource Efficient.** The design life for the scheme will take account of future changes, such as tram and new developments such as Shrubhill. Materials and landscaping will respond to the Council's policies.

2.16 In detail, the designs will:

- Resurface roads throughout bringing a consistency of materials and surfaces compatible with those in use across the city, with a deeper resurface in the bus lane where this is required;
- Re-lay all footways bringing a new uniformity to materials and a consistent quality. This will include opportunities for key spaces;

- Raised tabletops (speed lowering ramps) at all non-signalised side roads;
- Remove obstacles, such as redundant accesses, to promote pedestrian priority;
- Reduction of street clutter and new consistency to design elements; and
- Simplify all junctions for pedestrians, subject to traffic modelling, bringing a consistent series of designs that are recognisable throughout sections of the scheme.

2.17 Consultation feedback has been clear on the desire to have more greenery along the Leith corridor. Existing trees will be pruned and maintained, and new trees or landscaping will be introduced to improve spaces along the route and reinforce existing greenery.

2.18 The Leith Programme consultation feedback supports better management of domestic and trade waste, and calls for the de-cluttering of streets along the entire scheme. Proposals to move domestic waste into dedicated bays received strong support overall and will be pursued through the programme. Longer term proposals to remove trade waste from pavements in Leith will be addressed in conjunction with the development of a modernised waste policy.

2.19 It is intended to deliver the programme in three main sections with procurement on the first section, Constitution Street, to begin following Committee approval.

Constitution Street – final design

2.20 A final design for Constitution Street has been proposed from Foot of the Walk north to Old Dock Gates. This design is shovel ready. Key elements of the final design for Constitution Street (Appendix 3) include:

- Widening of some footway between Queen Charlotte Street and Bernard Street;
- Provision of limited cycle parking facilities between Queen Charlotte Street and Bernard Street;
- Replace six tree pits and trees north of Bernard Street;
- Replace asphalt pavements with paving slabs north of Bernard Street;
- Introduce Advanced Stop Lines for cyclists along Constitution Street; and
- Relocate domestic waste bins into dedicated on-road space.

- 2.21 It is proposed that within 12 months of work starting the junction with Bernard Street will be reconfigured with the addition of three pedestrian crossing phases. The permanent closure of the junction with Assembly Street is required to deliver a safe pedestrian crossing over Baltic Street, and will require a Traffic Regulation Order (TRO) to be made. Procedures for the TRO for this and other changes required in the Constitution Street final design will commence immediately following this committee if the design is agreed. (The closure of Assembly Street is also specified in the design concept for a future Leith tram line.)
- 2.22 The Bernard Street junction is within the extended area of the Great Junction Street Air Quality Management Area. Linked to the sustainability impact assessment for The Leith Programme, a detailed study of traffic flow and modelling for the area is being carried out, including impact assessments for air quality.

Foot of the Walk to Pilrig Street – outline design

- 2.23 The consultation revealed a clear desire for improved pedestrian priority at all junctions, and particularly at the Foot of the Walk junction (in the Great Junction Street Air Quality Management Area). It is necessary to carry out further analysis and modelling on revised junctions, working towards greater pedestrian priority whilst assessing any impacts on air quality, before a final design can be completed. Delivery of this section is planned to start in September.
- 2.24 One issue emerging from consultation for this section of the route (indeed for the whole route) is the creation of a 20mph speed limit. This echoes the emerging findings from the 2012 Edinburgh People's Survey, showing strong support for a reduction in speed limits in residential and shopping streets. Constitution Street has had an advisory 20mph limit in place at the southern section, however this aspect of policy will be determined at a city wide level. The issue of 20mph speed limits is raised, for consultation, in the Local Transport Strategy main issues report.
- 2.25 The addition of cycle parking facilities, removal of redundant street furniture and the inclusion of appropriate planting will be incorporated into the final, detailed design for this section, in response to consultation findings.
- 2.26 Key elements of the outline design for the section from Foot of the Walk to Pilrig Street include:
- Retain existing bus lanes.
 - Relocate domestic waste bins to dedicated parking/loading bays.
 - Retain most other parking and loading bays.
 - Improvements for pedestrian crossings at Foot of the Walk junction.
 - Retain existing maximum stay durations.

- Additional crossings.
- Remove rubber central reserve.
- Review and potentially relocate taxi stances.

Pilrig Street to Picardy Place – developing principles for an outline design

2.27 Due to the complexity and quantity of feedback on this section of the route and the potential for third party funding, a final design has not yet been proposed. Instead, officers are working with Sustrans to explore the more ambitious design solutions suggested.

2.28 Picardy Place, Leith Walk and Constitution Street define the historic route and link between the city centre and Leith. The route is noted for vibrant shopping streets with distinct characters along the length of the corridor. It is a major route for public transport with up to 6,000 passenger trips towards city centre in peak hour. It also has one of the highest levels of pedestrian activity in the city. Currently, there is very limited cycle infrastructure along the route and it only attracts more confident cyclists (the majority are commuters into and out of town and numbers are relatively small).

2.29 To achieve a strategic longer term vision, the entire route to the city centre and Princes Street needs to be considered and commitment made to continue to improve this corridor. Future investment will be required to address the connection to the city centre including key sections at Picardy Place, Leith Street and the link to Calton Road. This work should dovetail with the improvements to the tram route through St Andrew Square and York Place and Princes Street/George Street.

2.30 To achieve maximum impact and value for money, The Leith Programme should be the starting point for co-ordinating and delivering future changes from Old Dock Gates right through to the top of Leith Street. Sustrans is supporting the Council, in partnership, to explore possible options to extend the scheme to include these more significant, costly elements with funding support, subject to an agreed overall vision and Council commitment to the corridor. Designers will work to develop an enhanced design for Leith Walk and Picardy Place which will deliver benefits for all modes of transport and for the streetscape along the corridor.

2.31 Some of the options being considered include:

- Signalised 'T' junction layout at London Road.
- Uphill segregated cycle lane from Annandale Street to Picardy Place.
- Single phase pedestrian crossing at Playhouse.

- Altered London Road pedestrian crossing at the signalised junction.
- Cyclist crossings at London Road.
- Segregated cycle lane uphill from London Road to Picardy Place.
- On-road cycling space downhill (in the direction of Leith) in response to consultation findings.
- Review of taxi stances.
- Provision of cycle parking facilities.
- Limited seating.
- Picardy Place roundabout largely unchanged.
- Preserve public transport priority.
- Continue to provide some loading and parking bays.
- Relocate waste bins into designated bays.

2.32 It is intended that the addition of a segregated cycleway into the city centre would be provided in such a way to accommodate a potential future tram line.

2.33 Should additional funding not become available, the enhanced scheme for this section cannot be delivered at this stage. If sufficient additional funding is not available, officers will work to incorporate the feedback from consultation as far as is possible, to make improvements to the preliminary design. However the roundabout configuration, two phased pedestrian crossings, and a shorter section of uphill only cycle provision would remain. The downhill section would be removed as this has not been viewed favourably by a majority of cycling consultees.

Connectivity to other schemes

2.34 The Leith Programme provides an opportunity to improve connectivity between a number of other initiatives within Leith and the City Centre. In the City Centre, a comprehensive vision is being planned for Princes Street and George Street, and for the City Centre as a whole.

- Links to national cycle route in George Street.
- Future Picardy Place reconfiguration of roundabout into junction layout and improvements to Leith Street.
- Links to Waverley Station and Calton Road accessible entrance.

2.35 In Leith, investment in the environmental and streetscape quality has already been delivered, and further work is planned:

- Shore to Henderson Street public space including replacement of setts and environmental improvements (completed 2012).
- Portobello to Leith Links cycle way (completed 2012).
- McDonald Road cycle lane.
- Increase in pavement space at Bernard Street and at the corner of Baltic Street.
- Community led environmental improvements to improve access and movement in Kirkgate, Links View and Coatfield Lane commencing in 2013.

2.36 There is development potential linked to key sites in The Leith Programme area:

- Plans for redevelopment of 7 Shrubhill Place (by Unite) and 1 Shrubhill Place (Block A).
- Future tram and sustainable transport plans to Leith.
- Feasibility study for green bridge being undertaken by Planning.

2.37 Specific projects are being planned to support bicycle ownership for those living in Leith's higher density tenements:

- Safe cycle storage in Leith in partnership with Sustrans and Lothian and Borders Police.
- Cycle behaviour and travel behaviour in partnership with Sustrans and Lothian and Borders Police.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 agrees the longer term vision for the corridor, as outlined in paragraphs 2.27 to 2.32, as a proactive step towards achieving sustainable transport targets for Edinburgh;
 - 3.1.2 agrees the final design for Constitution Street, which should be implemented from April 2013 onwards;
 - 3.1.3 agrees the outline design for Leith Walk between the Foot of the Walk and Pilrig Street, with the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors and implemented from September 2013;
 - 3.1.4 agrees the design principles for the section from Pilrig Street to Picardy Place, as outlined in paragraphs 2.30 and 2.31; and
 - 3.1.5 instructs officers to pursue third party funding for a more comprehensive urban design solution to the southern section of the route, including enhanced elements for pedestrians and cyclists, and the creation of a signalised junction at London Road, and notes that:
 - a. if third party funding is awarded, the final design to be approved through an oversight group of Convenor, Vice Convenor and local Councillors; and
 - b. if third party funding is not confirmed by the end of 2013, officers will pursue a design for approval through an oversight group of Convenor, Vice Convenor and local Councillors for the southern section, based on the preliminary design and amended with consultation feedback, that is deliverable within available budget.
 - 3.1.6 agrees to refer this report to both the Planning and Economy Committees for noting.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P44 - Prioritise keeping our streets clean and attractive</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P46 - Consult with a view to extending the current 20mph traffic zones</p>
Council outcomes	<p>CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 - Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
Single Outcome Agreement	<p>SO4 Edinburgh's Communities are safer and have improved physical and social fabric.</p>
Appendices	<ol style="list-style-type: none">1. Leith Programme consultation process2. Investigation of cycling options3. Constitution Street - final design4. Leith Walk (Foot of the Walk to Pilrig Street Junction) – outline design5. Leith Programme area and connectivity

The Leith Programme Consultation Process.

This report summarises the consultation and engagement process carried out for The Leith Programme. The consultation process clearly set out to seek views which would help inform the development of final design for the area reported to the Transport and Environment Committee on 19 March 2013, particularly in relation to the additional environmental elements of the programme above and beyond the road and pavement resurfacing. Consultation has been an integral part of the overall project.

The process began in September 2012 with meetings with cycling groups. This was followed by a wider consultation process across all user groups including:-

- a series of focus groups in early November,
- a survey (online and on street) commencing late November,
- a community drop-in event in early December,
- meetings and ongoing engagement with key stakeholders,
- invitations to a range of groups representing people whose characteristics are covered by the Equalities Act 2010, to respond to the consultation.

These approaches are explained in further detail below.

Focus groups

Focus groups were used at the early phase of the process to gain a detailed understanding of the views of key user groups about the preliminary proposals. Findings from these groups helped inform the survey questions and are provided at Appendix 1b.

Survey

The survey was designed to gather a wide range of input on key themes. The survey format provided set questions and options for additional comments, concerns or ideas. 482 survey responses were recorded. The survey responses gave a significant amount of specific feedback and additional commentary (amassing 202 pages worth of comments) demonstrating a very thorough consideration of the proposals. The ideas and suggestions extracted from the survey have been studied in detail by the design team.

The analysis of survey responses showed a fairly strong consensus on views about cycling safety, pedestrian safety and pavements. Although there was wide support for more greenery there was less consistency regarding the location and type of greenery from respondents. Had specific proposals been provided for greenery, it is possible that greater overall consistency of feedback would have been gathered. Survey analysis is provided at Appendix 1c.

Community drop-in event

The drop in event provided people with the opportunity to discuss the preliminary design proposals and drawings with the design team and other Council officers. The event was open all day and into the evening and 90 people attended. Participants also had the option of completing a feedback form to submit their views. 45 people used the feedback forms. Much of the discussions concerned the proposals for cycling provision, although a smaller number of people who attended wanted to discuss specifically local environmental quality issues in Leith and how the Council will manage these. A summary of this event is provided at Appendix 1d.

Stakeholder submissions

A number of detailed submissions were received from stakeholders including The Cockburn Association, Leith Business Association, Lothian and Borders Police and Sustrans. A comprehensive joint submission co-ordinated by Greener Leith was supported by the three Leith community councils, seven other organisations and a number of interested individuals. All submissions are thorough and identify a range of opportunities and considerations for The Leith Programme within the current policy context. There is a correlation between the overall findings from other consultation methods and themes contained in stakeholder submissions.

Consultation findings have been fed into the design process and have proved incredibly useful in determining the desires and aspirations of the various user groups and individuals involved. The design team have gained a very comprehensive understanding of these.

The following list represents all consultation findings, which are available on The Leith Programme's [web pages](#):

- Leith Programme Consultation Survey
- Drop-in Event - Feedback Summary
- Leith Improvement Programme Focus Groups
- All Stakeholder Submissions

Details of all consultees, stakeholder groups and organisations who wish to be kept informed of the development of a design have been retained, and feedback is being provided through letters, email and also provided on The Leith Programme's [web pages](#).

The Leith Programme: Investigation of Cycling Options

Cycling facilities along Leith walk

The starting point for investigating cycling options along Leith Walk was the physical width of the street, specifically the building line to building line width and what might be achievable.

Each of the potential cycle facilities that were investigated, including one way cycleways on one or both sides of the street, two way cycleways on one or both sides of the street and combinations of these, took account of the width of Leith Walk at each section.

For any design it is necessary to establish desirable minimum widths required for each option, and each element within a design has a minimum width. The table below indicates the desirable minimum widths and those widths assumed as part of the design for The Leith Programme.

1. Desirable minimum and assumed widths		
Element	Minimum Width (m)	Assumed Width (m)
Footway (busy shopping streets)	4.0	4.0
Parking Bay	2.0	2.5
Bus Lane (north of Pilrig St)	3.0	3.25
Bus lane (south of Pilrig St)	3.0	4.5
Running Lane	3.0	3.25
Segregated Cycleway (one way)	1.5	2.0
Segregated Cycleway (two-way)	2.0	3.0
Margin/Segregation	0.5	0.5
Central Reserve*	1.2	1.8

*The central reserve primarily provides refuge for pedestrians at D-islands and also accommodates street furniture such as signal poles. The design has looked to provide 1.8m where appropriate, however the design has generally sought to maximise the width of footway rather than the central reservation.

Building to building widths by section along Leith Walk

The existing width between buildings generally decreases northbound along Leith Walk. The typical average widths between buildings are shown section by section in the following table.

2. Existing widths by section		
Section	Location	Typical Average Width (m)
1	Picardy Place to London Road	39.10
2	London Road to Annandale Street*	29.40
3	Annandale Street to McDonald Road	30.95
4	McDonald Road to Pilrig Street	30.90
5	Pilrig Street to Arthur Street	26.50
6	Arthur Street to Lorne Street	27.15
7	Lorne Street to Stead's Place	26.20
8	Stead's Place to Crown Street	23.15
9	Crown Street to Foot of the Walk	25.00

*This section excludes the extra width added by Elm Row, and is measured to the edge of the pavement on the east side.

Section 1 (outside the Playhouse) is approximately 10m wider overall than the average 30m widths between London Road and Pilrig Street junction. From Pilrig Street the width of Leith Walk is constrained and the central reserve is lost; the width averages at 26.0m until Foot of the Walk (with a pinch point of approximately 23.0m on Section 8 around Crown Street).

Appendix 2

Twenty four main configurations to provide road, footway and cycleway elements were identified. The deliverability of these was appraised section by section along Leith Walk taking into account the available space and desired widths; not all options were applicable to all sections.

3. Range of configurations for cycle provision considered	
1	Standard width bus lanes on both sides
2	Standard width bus lane Leithbound, 4.5m wide bus lane Citybound
3	4.5m wide bus lanes on both sides
4	Standard width bus lane Leith bound, one-way shared use surface and standard width bus lane Citybound
5	4.5m wide bus lane Leithbound, one-way shared use surface and standard width bus lane Citybound
6	One-way shared use surface and standard width bus lanes on both sides
7	Standard width bus lane Leithbound, one-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound
8	4.5m wide bus lane Leithbound, one-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound
9	One-way segregated cycle lanes (limited physical segregation) and standard width bus lanes on both sides
10	Standard width bus lane Leithbound, one-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound
11	4.5m wide bus lane Leithbound, one-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound
12	One-way segregated cycle lanes (full physical segregation) and standard width bus lanes on both sides
13	Standard width bus lane Leithbound, two-way shared use surface and standard width bus lane Citybound
14	4.5m wide bus lane Leithbound, two-way shared use surface and standard width bus lane Citybound
15	Two-way shared use surfaces and standard width bus lanes on both sides
16	Standard width bus lane Leithbound, two-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound*
17	4.5m wide bus lane Leithbound, two-way segregated cycle lane (limited physical segregation) and standard width bus lane Citybound*
18	Two-way segregated cycle lanes (limited physical segregation) and standard width bus lane on both sides*
19	Standard width bus lane Leithbound, two-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound*
20	4.5m wide bus lane Leithbound, two-way segregated cycle lane (full physical segregation) and standard width bus lane Citybound*
21	Two-way segregated cycle lanes (full physical segregation) and standard width bus lane on both sides*
22	Standard width bus lane Leithbound, unsegregated one-way cycle lane Citybound**
23	4.5m width bus lane Leithbound, unsegregated one-way cycle lane Citybound**
24	One-way segregated cycle lane (limited physical segregation) Leithbound, unsegregated one-way cycle lane Citybound**
<p>*The overall need to improve safety for cycling means safety concerns must be noted in options 16 to 21 which involve two-way segregated cycle lanes. Drivers are not accustomed to seeing / looking for cyclists approaching from their left side. In a downhill direction cyclists may be travelling at considerable speeds. The need to provide route continuity for cyclists, and safe cycle crossing to access and exit two-way segregated cycle lanes was noted.</p> <p>** These final three configurations were assessed north of Pilrig Street only, given the building to building widths.</p>	

Cycling facilities along Constitution Street

Few cycling facilities were considered between Foot of the Walk and Queen Charlotte Street, where very limited building to building widths mean any proposals are likely to be difficult to achieve without significant impact on other users.

North of Queen Charlotte Street, advanced stop lines, lead-ins to advanced stop lines and lane reductions were considered and have now been incorporated in a final design for Constitution Street.

Principles for cycling design at junctions

At all signalised junctions consideration has been given to all possibilities for simplifying the junction, including introducing single phase crossings for pedestrians, reducing the number of approach lanes, removing slip lanes, and improving cycle throughput.

The design principle being employed at priority junctions is to ensure main road cycle lanes should have priority over side roads. The on-road cycle lane markings will be continuous across the side roads, and consideration is still being given (where segregated cycle lanes can be incorporated into design) to options to “bend in” or “bend out” the cycle lane where it meets the side roads. Similarly the location of parking/loading bays adjacent to side roads and the visibility for cyclists is also being reviewed.

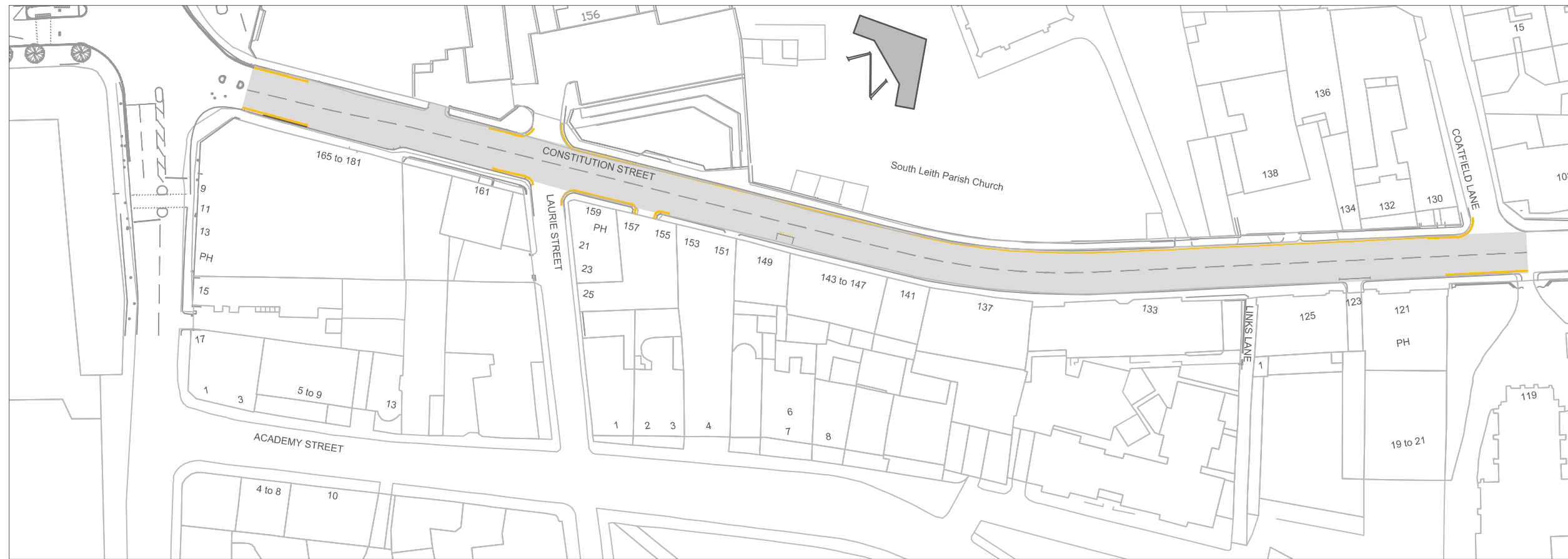
Improvements at junctions that will benefit pedestrians will also assist cyclists. These are currently part of a longer term assessment involving traffic modelling to check against any negative impacts of increased congestion, air quality and the impact of displaced traffic. The introduction of cycle pre-signals is similarly subject to ongoing investigation to determine all impacts prior to finalising designs.

Other factors under consideration

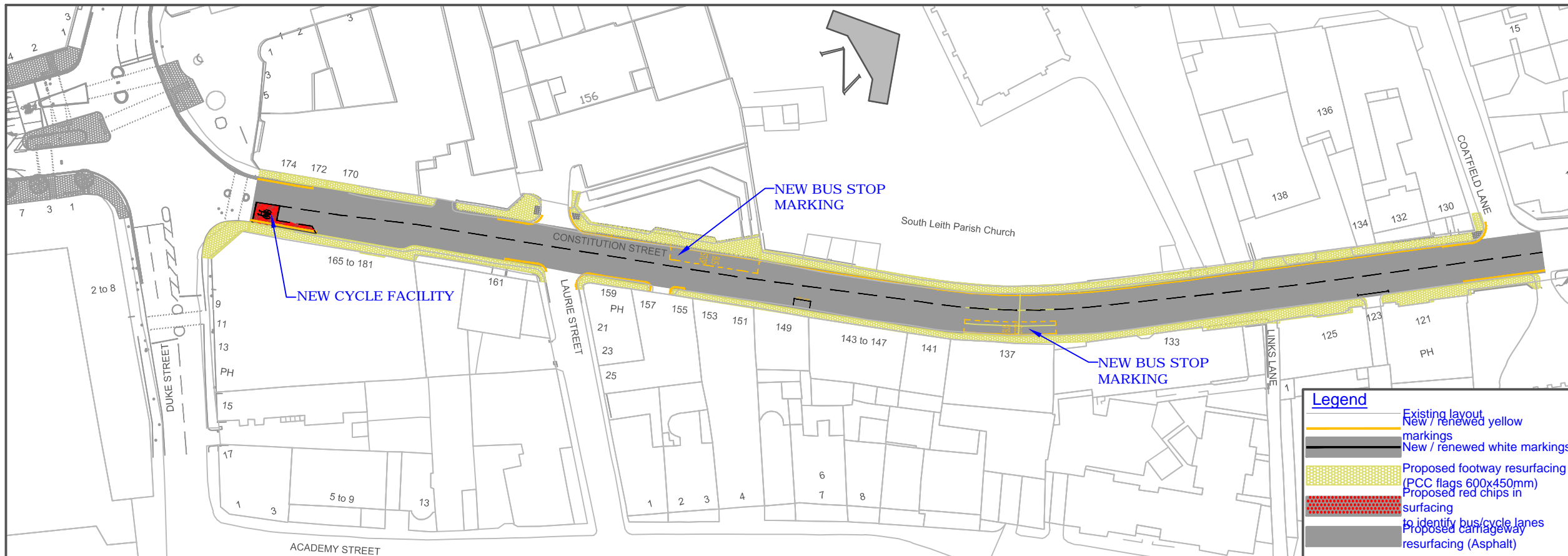
In all the cycling options, current and potential cycling volumes or demand has been an important consideration. In this respect, a number of surveys have been undertaken to determine current numbers and routing of cyclists. The highest demand recorded is across the London Road junction travelling from Leith Walk to and from Leith Street.

Advanced Stop Lines and coloured red chip surfacing are standard details to highlight and improve cycling infrastructure. The key points along the route where cycle parking would enhance overall provision are still to be finalised.

NOTES:



EXISTING LAYOUT OF CONSTITUTION STREET BETWEEN GREAT JUNCTION STREET AND COATFIELD LANE (SECTION 11)



PROPOSED CONSTITUTION STREET IMPROVEMENTS BETWEEN GREAT JUNCTION STREET AND COATFIELD LANE (SECTION 11)

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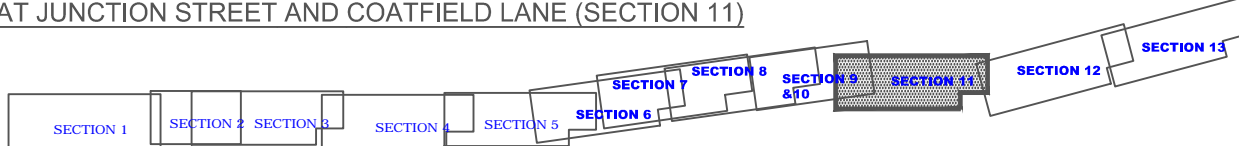
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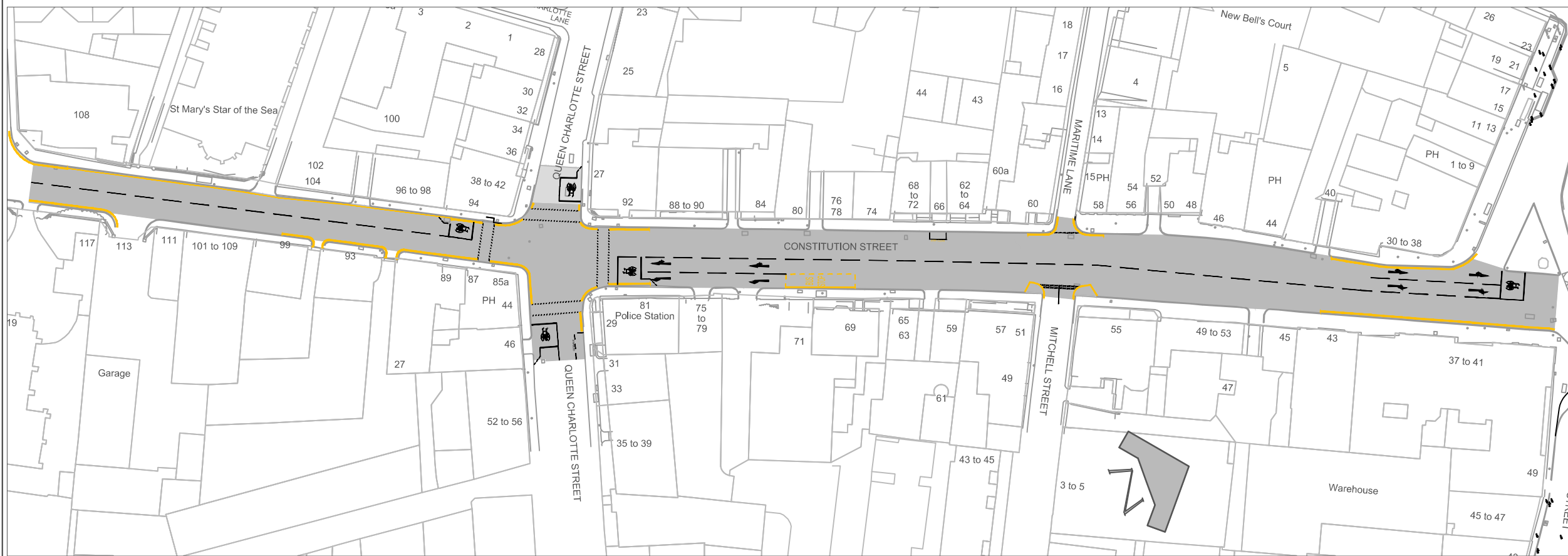
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APPENDIX 3
CONSTITUTION STREET
FINAL DESIGN
SHEET 1 OF 3

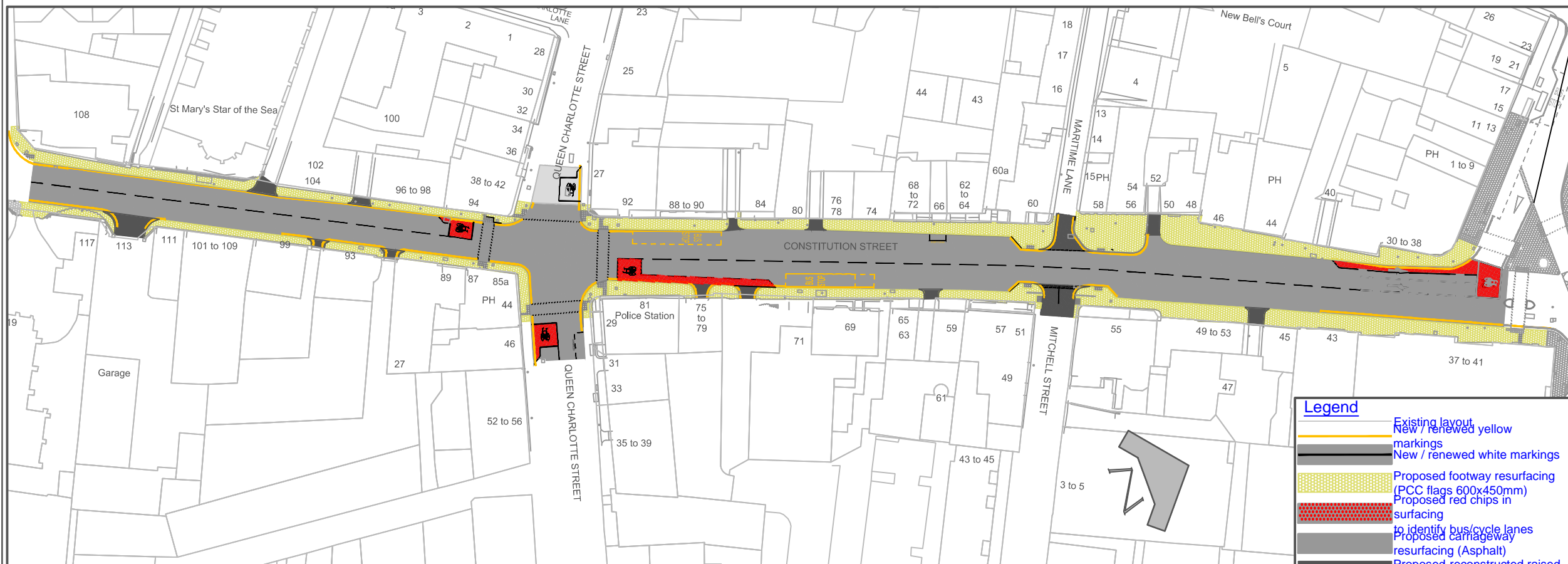
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Scale: 1:500 Checked by: D Wilson



NOTES:



EXISTING LAYOUT OF CONSTITUTION STREET IMPROVEMENTS BETWEEN COATFIELD LANE AND BERNARD STREET (SECTION 12)



PROPOSED CONSTITUTION STREET IMPROVEMENTS BETWEEN COATFIELD LANE AND BERNARD STREET (SECTION 12)

Legend

- Existing layout markings
- New / renewed yellow markings
- New / renewed white markings
- Proposed footway resurfacing (PCC flags 600x450mm)
- Proposed red chips in surfacing
- to identify bus/cycle lanes
- Proposed carriageway resurfacing (Asphalt)
- Proposed reconstructed raised table

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D	Issued for Report	CM	14/02/13	DW
C	Build out extended @ No56. Cycle lead in extended at Bernard Street and yellow lines extended. updated and existing lines added.	CM	14/02/13	DW
B	Double yellow lines updated and existing lines added.	CM	12/02/13	DW

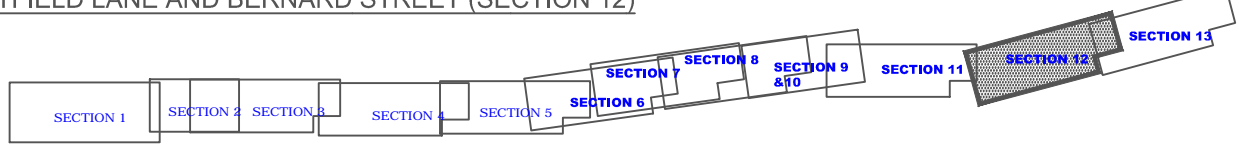


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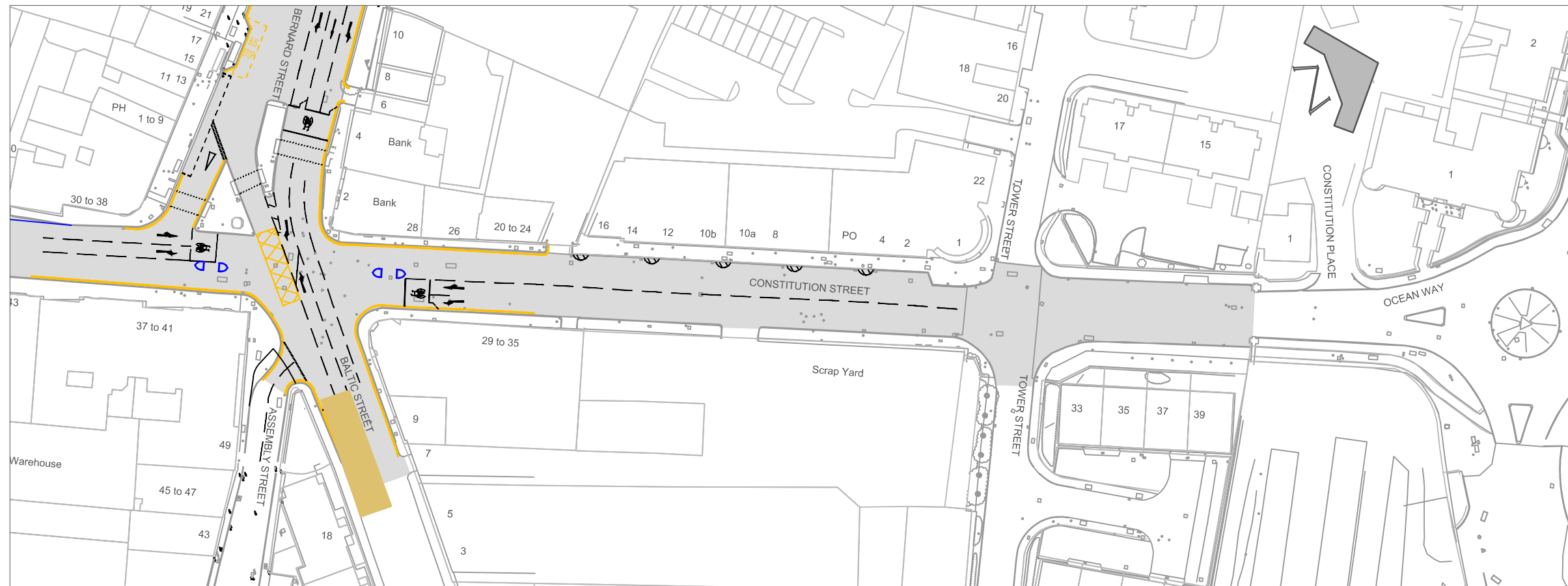
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CONSTITUTION STREET
FINAL DESIGN
SHEET 2 OF 3

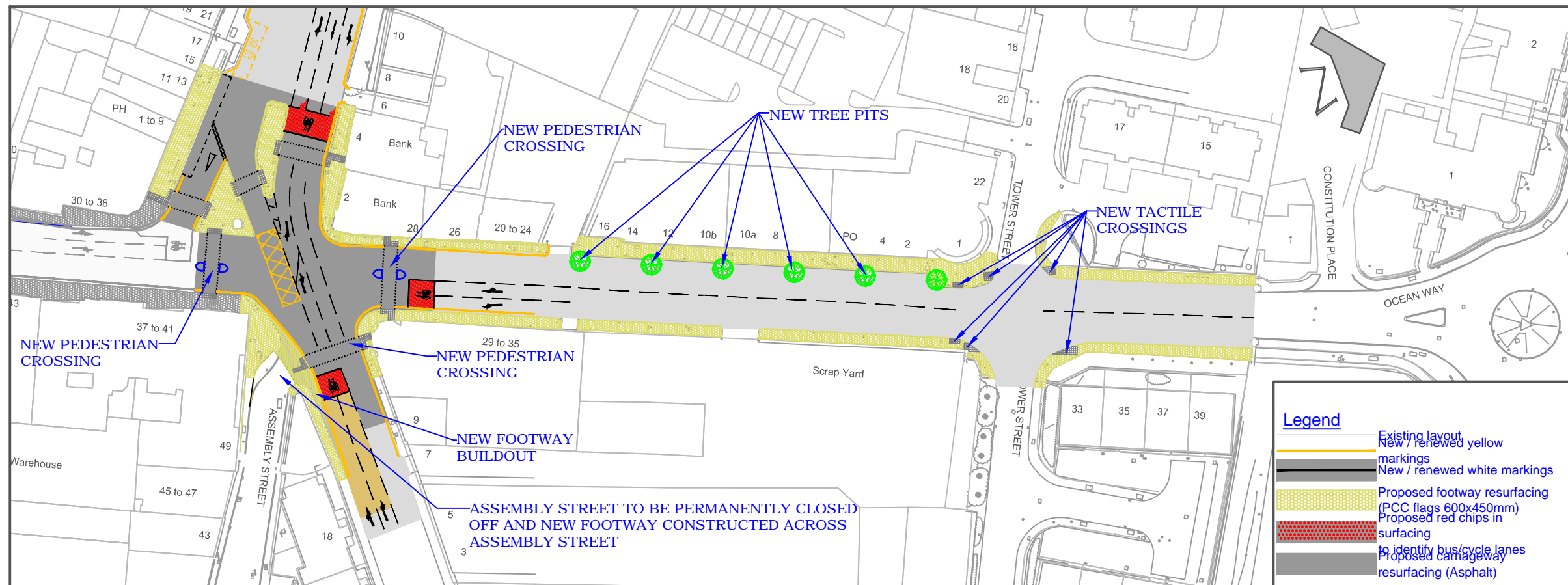
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NOTES:



EXISTING LAYOUT OF CONSTITUTION STREET BETWEEN BERNARD STREET AND OCEAN DRIVE (SECTION 13)



PROPOSED CONSTITUTION STREET IMPROVEMENTS BERNARD STREET AND OCEAN DRIVE (SECTION 13)

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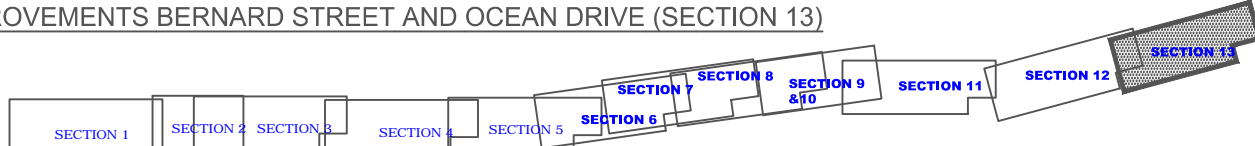
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FINAL DESIGN
SHEET 3 OF 3

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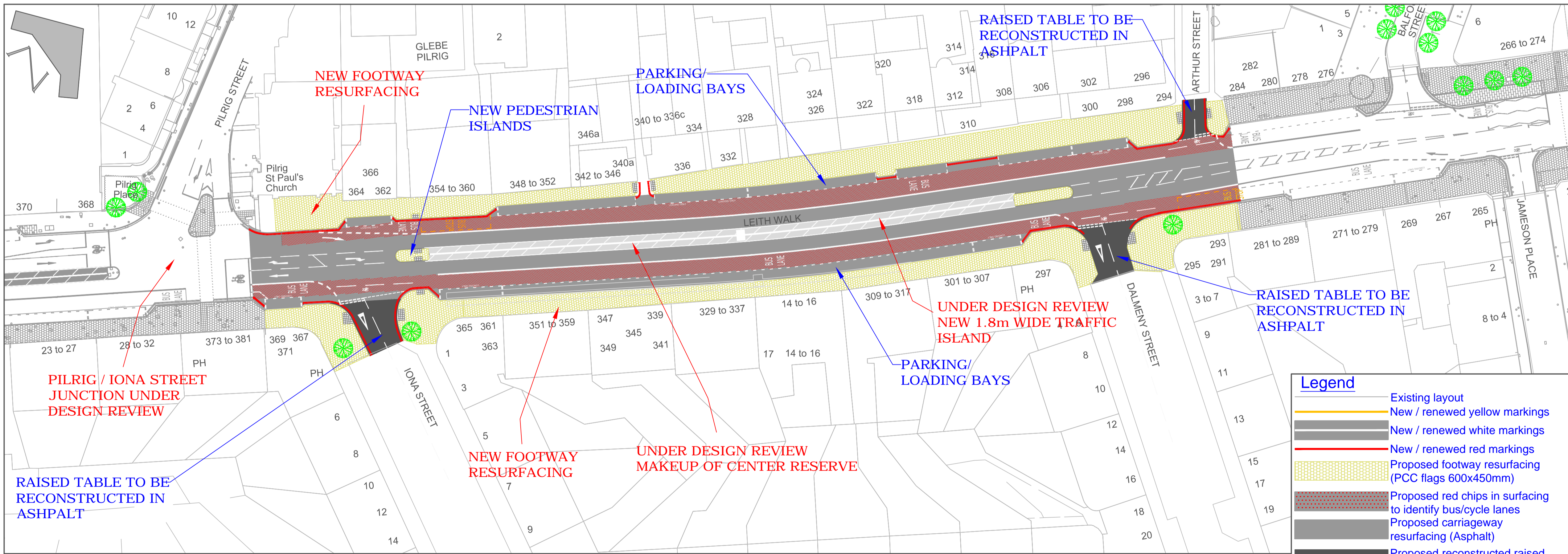
NOTES:

The layout shown at Pilrig Street / Iona Street Junction is indicative only at this stage and will be refined as the design develops.

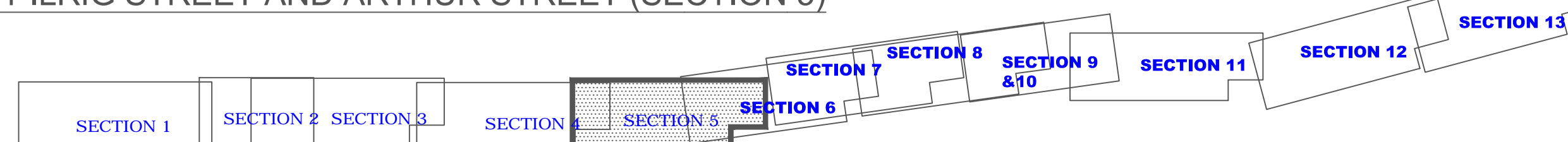
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EXISTING LAYOUT OF LEITH WALK BETWEEN PILRIG STREET AND ARTHUR STREET (SECTION 5)

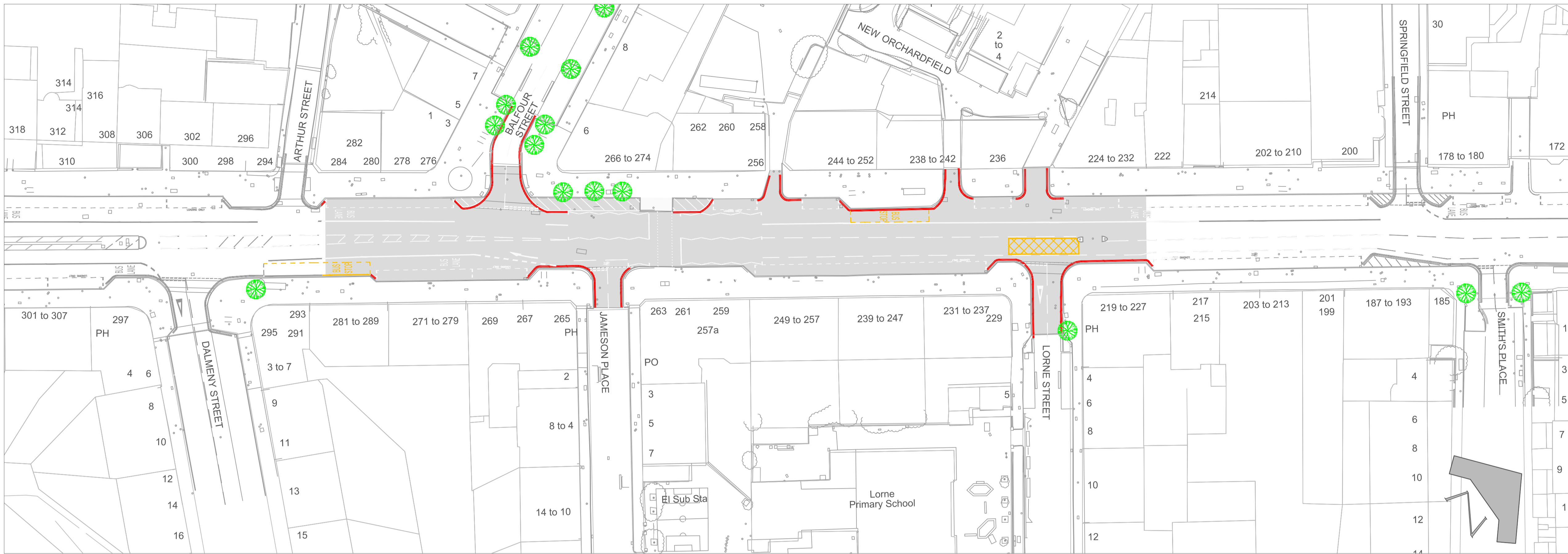


PROPOSED LEITH WALK IMPROVEMENTS BETWEEN PILRIG STREET AND ARTHUR STREET (SECTION 5)

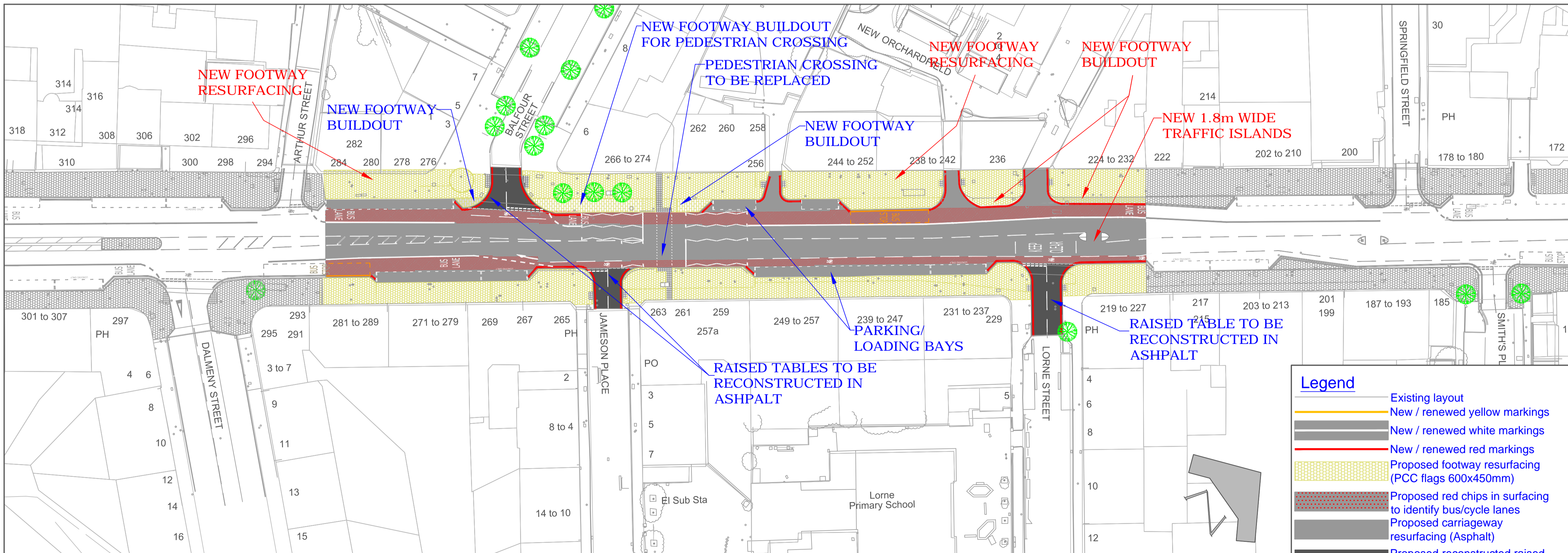


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APPENDIX 4 FOOT OF THE WALK TO PILRIG STREET OUTLINE DESIGN SHEET 1 OF 5				
Date: SEPTEMBER 2012	No.: 636045	Drawn by: S MACKENZIE Checked by: D Wilson		
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NOTES:



EXISTING LAYOUT OF LEITH WALK BETWEEN ARTHUR STREET AND LORNE STREET (SECTION 6)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN ARTHUR STREET AND LORNE STREET (SECTION 6)

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- Legend**
- Existing layout
 - New / renewed yellow markings
 - New / renewed white markings
 - New / renewed red markings
 - Proposed footway resurfacing (PCC flags 600x450mm)
 - Proposed red chips in surfacing to identify bus/cycle lanes
 - Proposed carriageway resurfacing (Asphalt)
 - Proposed reconstructed raised table

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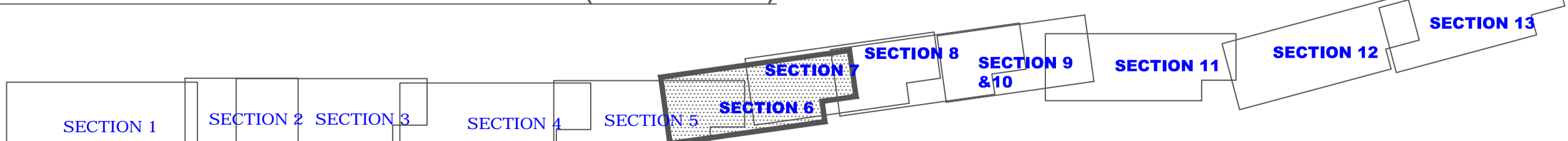
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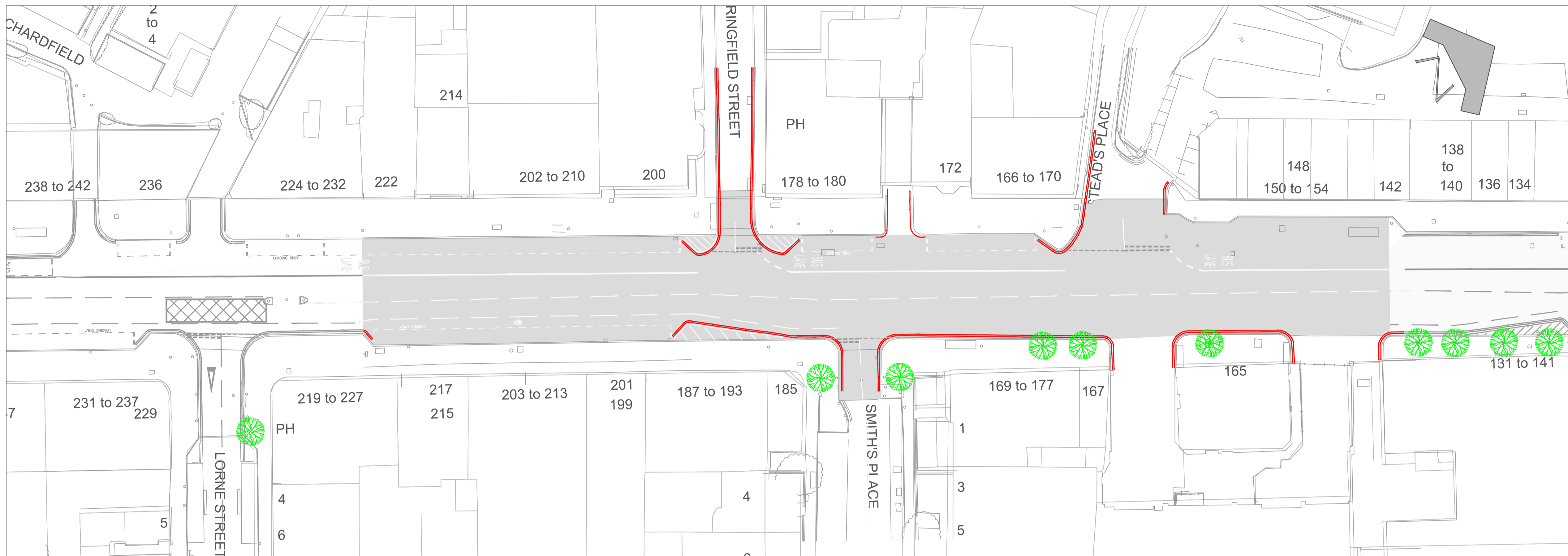
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FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 2 OF 5

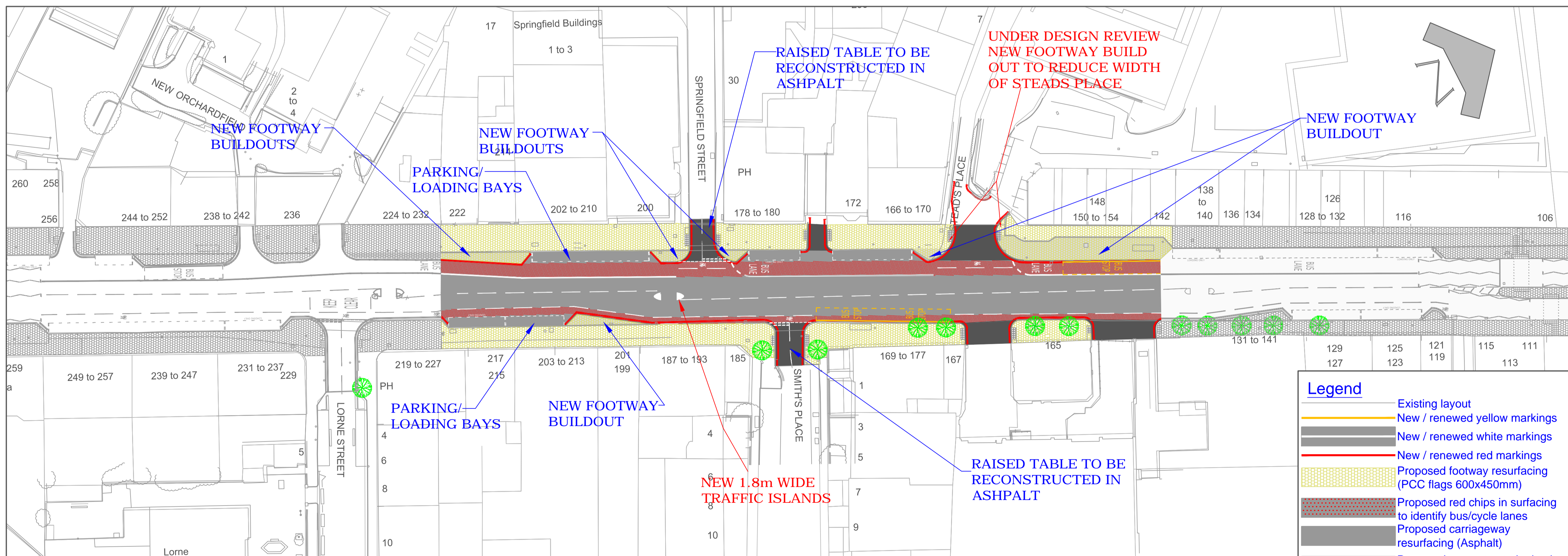
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NOTES:



EXISTING LAYOUT OF LEITH WALK BETWEEN LORNE STREET AND STEAD'S PLACE (SECTION 7)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN LORNE STREET AND STEAD'S PLACE (SECTION 7)

- Legend**
- Existing layout
 - New / renewed yellow markings
 - New / renewed white markings
 - New / renewed red markings
 - Proposed footway resurfacing (PCC flags 600x450mm)
 - Proposed red chips in surfacing to identify bus/cycle lanes
 - Proposed carriageway resurfacing (Asphalt)
 - Proposed reconstructed raised table

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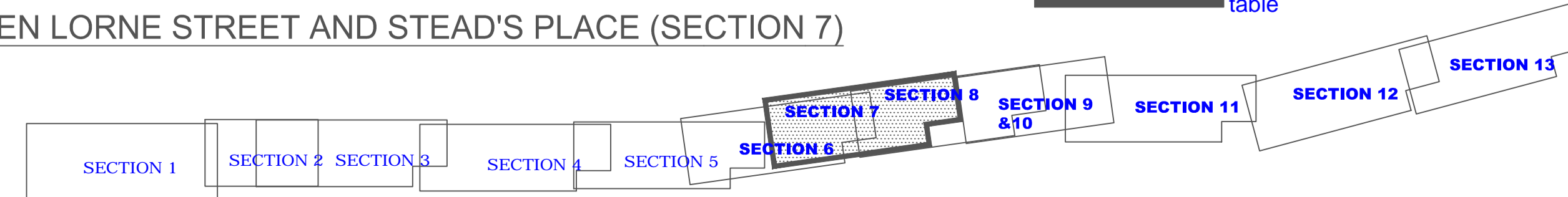
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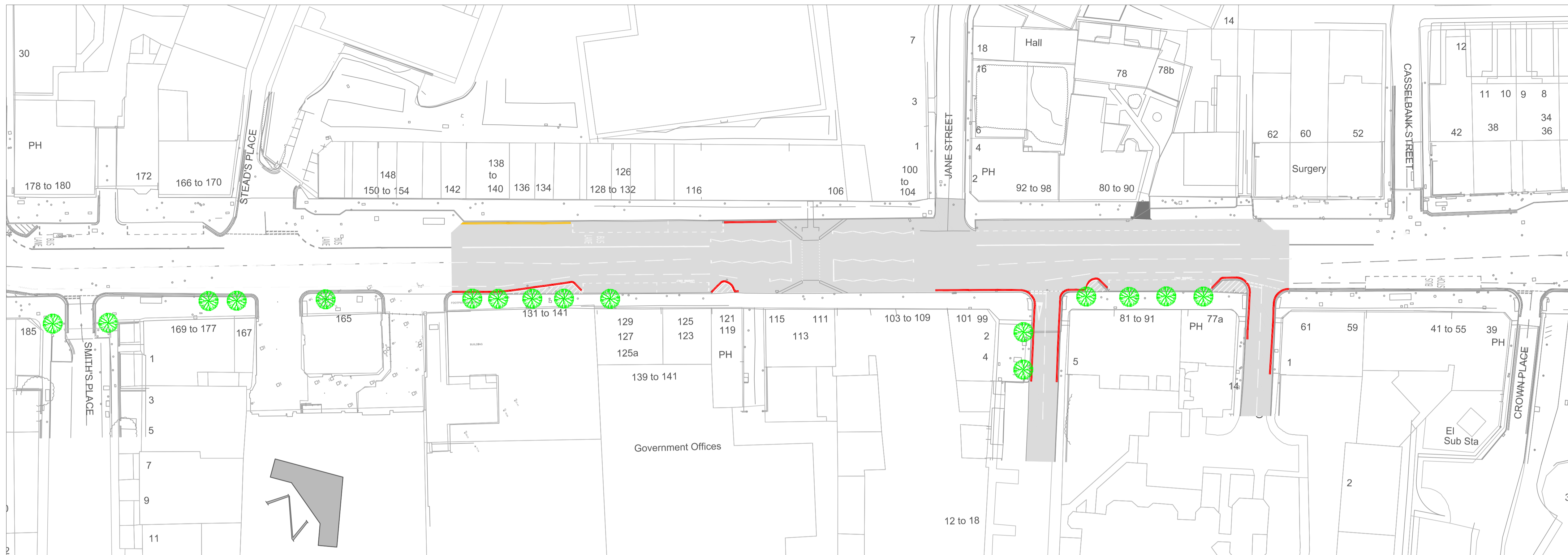
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APPENDIX 4
FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 3 OF 5

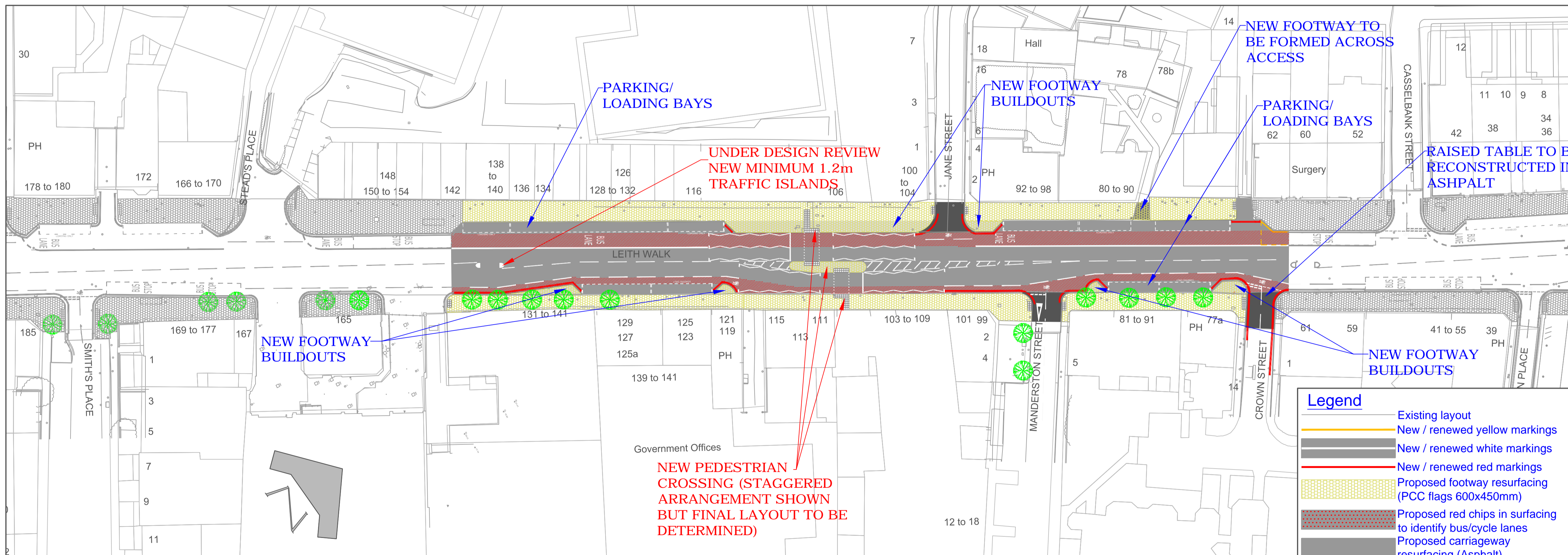
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NOTES:



EXISTING LAYOUT OF LEITH WALK BETWEEN STEAD'S PLACE AND CROWN STREET (SECTION 8)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN STEAD'S PLACE AND CROWN STREET (SECTION 8)

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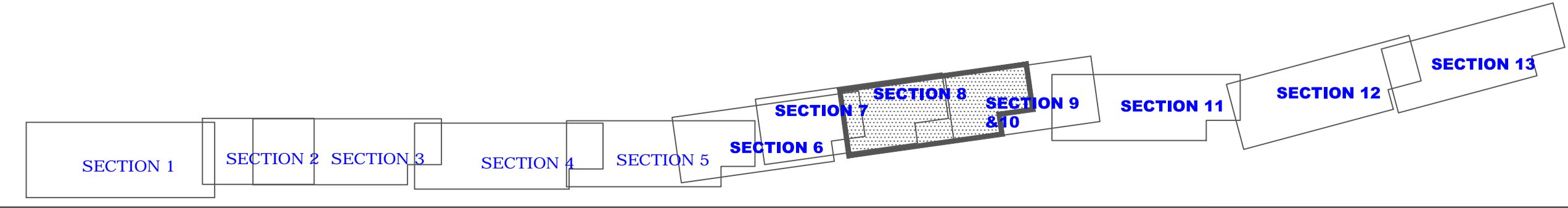
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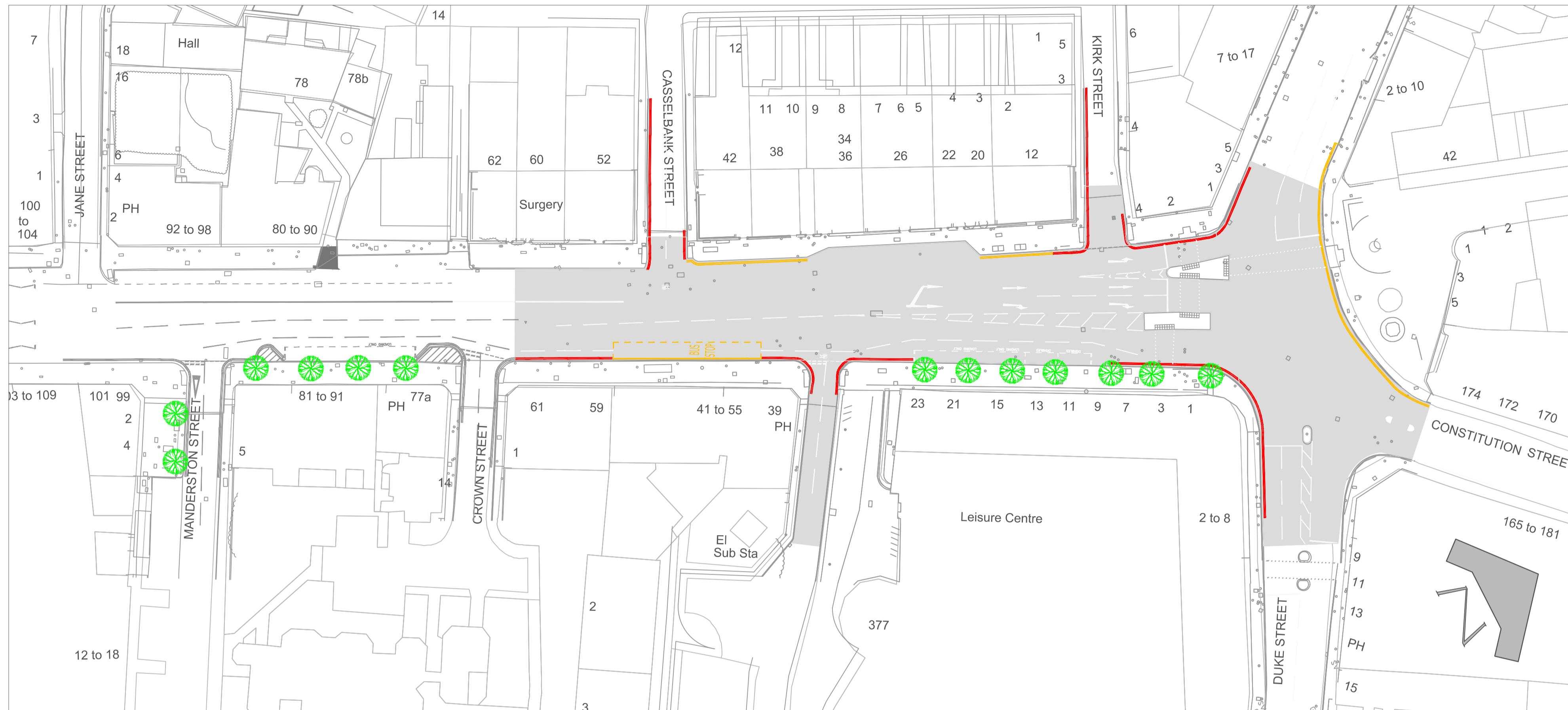
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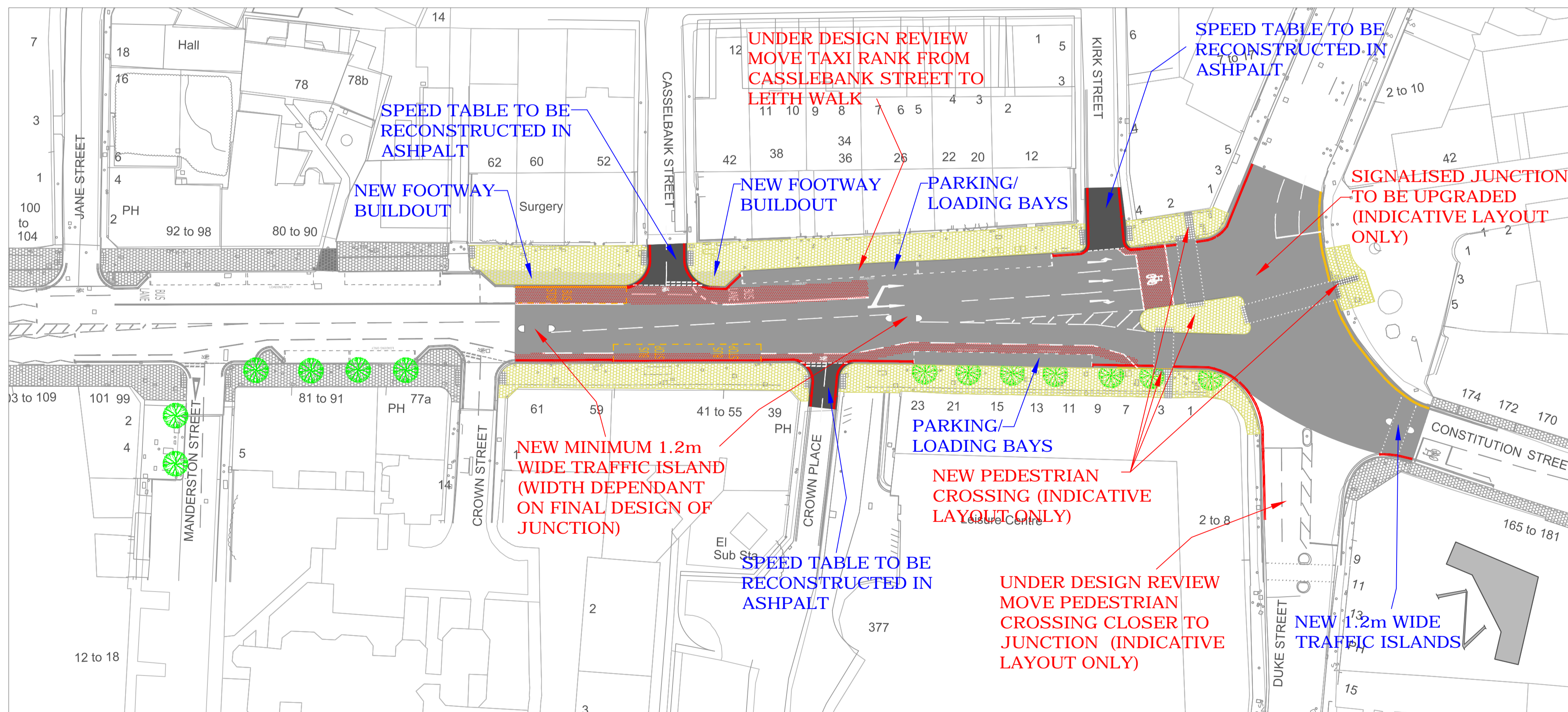
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FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 4 OF 5

Date: SEPTEMBER 2012
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EXISTING LAYOUT OF LEITH WALK BETWEEN CROWN STREET AND GREAT JUNCTION STREET (SECTIONS 9 & 10)



PROPOSED LEITH WALK IMPROVEMENTS BETWEEN CROWN STREET AND GREAT JUNCTION STREET (SECTION 9 & 10)

NOTES:

THE LAYOUT SHOWN AT THE FOOT OF THE WALK JUNCTION IS INDICATIVE ONLY AT THIS STAGE. OTHER LAYOUT OPTIONS WILL BE CONSIDERED AND TESTED AS THE DESIGN IS REFINED.

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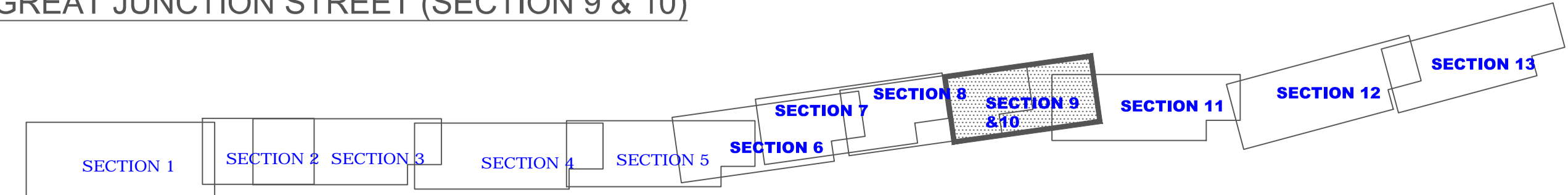
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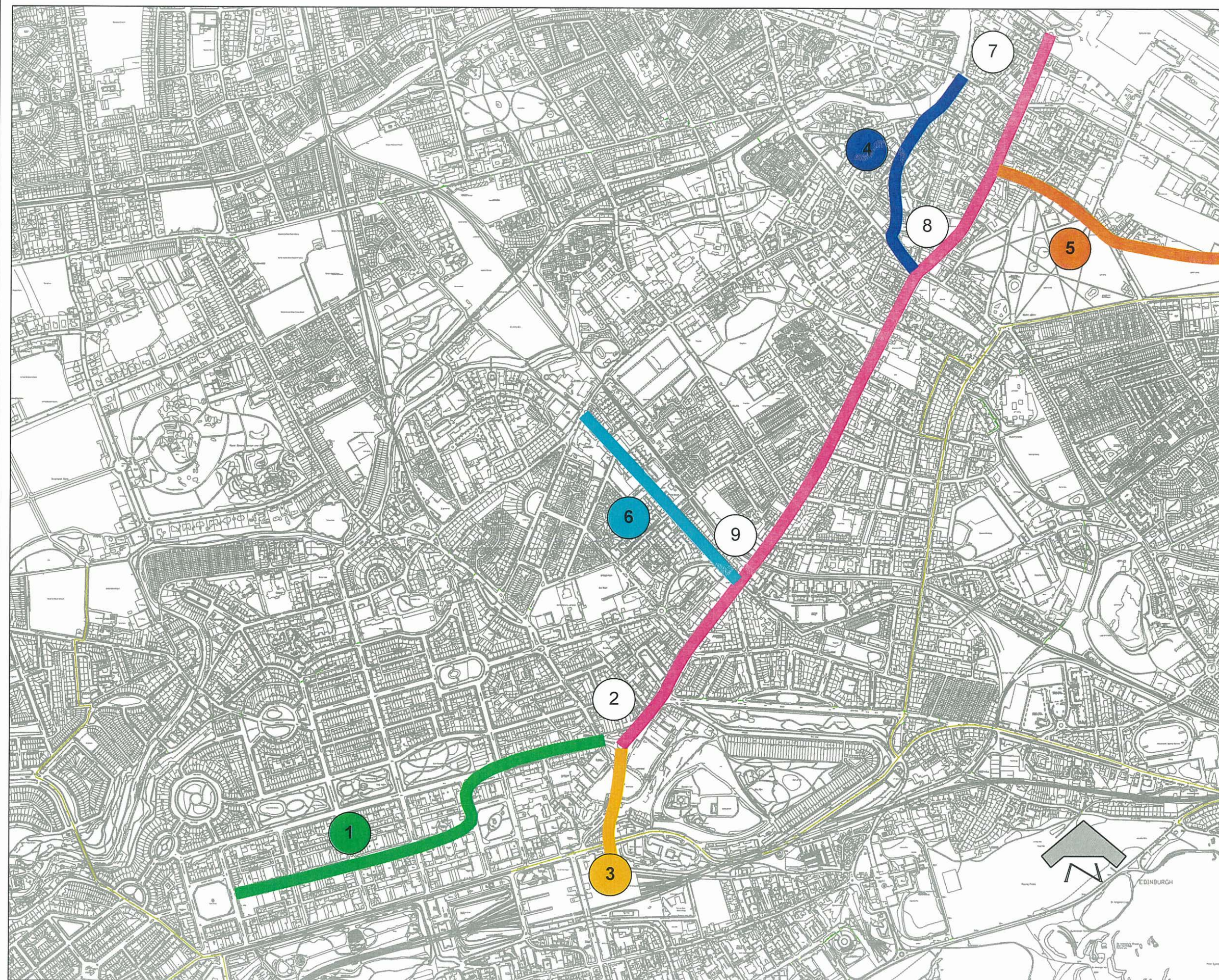
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APPENDIX 4
FOOT OF THE WALK TO PILGRIG STREET
OUTLINE DESIGN
SHEET 5 OF 5

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1. Links to George Street cycle route.
2. Future Picardy Place reconfiguration of roundabout into junction layout and improvements to Leith Street.
3. Links to Waverley Station and Calton Road accessible entrance.
4. Shore to Henderson Street public space including replacement of setts and environment improvements-completed 2012
5. Portobello to Leith Links cycleway (completed 2012)
6. McDonald Road cycle lane
7. Increase in pavement space at Bernard Street and at the corner of Baltic Street
8. Place making exercise in Kirkgate, Links View, and Coatfield Lane commencing in 2013
9. Plans for redevelopment of 7 Shrubhill Place (by Unite) and 1 Shrubhill Place (Block A)

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The Leith Programme
Appendix 5
Area and Connectivity

Date: February 2013
Scale: Not to scale
Job No.: 035535
Checked by: