

# Leith Connections

Monitoring & Evaluation Plan

The City of Edinburgh Council

November 2023

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# 1. Background & Scheme Details

This document sets out the monitoring plan for the Leith Connections project which is funded by Transport Scotland via the Sustrans Places for Everyone (PfE) programme.

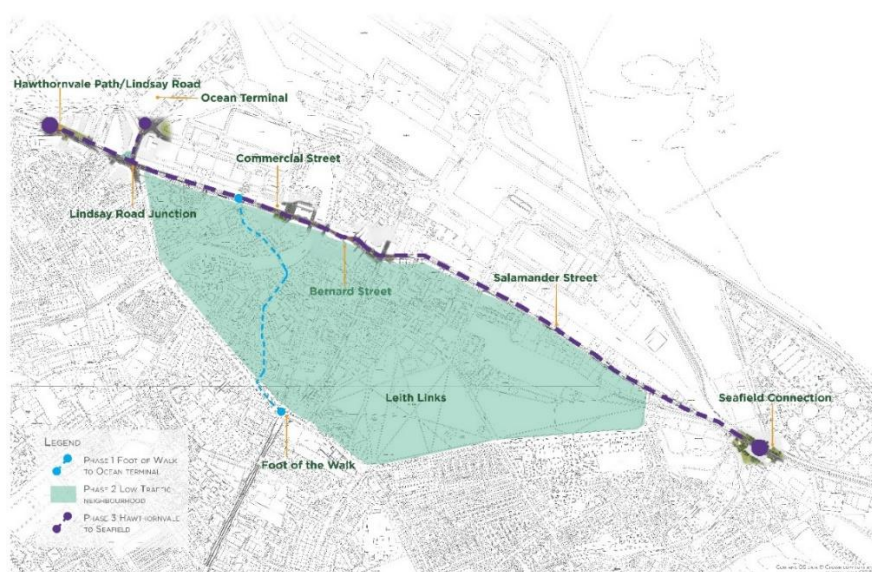
The primary aim of Leith Connections is to make changes to streets in Leith by creating new community spaces and making it more comfortable for anyone walking, wheeling or cycling. The project area lies between Commercial Street, Great Junction Street and Leith Links.

Walking, wheeling and cycling can represent a practical choice for everyday journeys for many of the population of Leith and Newhaven, with large areas of employment, local centres and amenities within proximity to large residential areas. The project builds upon the City of Edinburgh Council's current cycling and walking projects, [Active Travel Action Plan](#) and the [City Mobility Plan](#).

The project will provide a more comfortable environment for walking, cycling and wheeling in Leith with better connections to:

- protected cycle lanes on Leith Walk, constructed as part of Trams to Newhaven project
- the North Edinburgh Path Network
- the Water of Leith path
- Quiet Route 10 (Leith to Portobello)
- Seafield Road shared use path to Portobello
- the new tram stops at Foot of the Walk and Shore
- existing bus services.

A significant part of the project is to provide new strategic active travel routes within Leith providing key north-south and east-west link through this area in addition to implementing targeted low traffic neighbourhood (LTN) type interventions to remove through-movements of general traffic within this area.



**Figure 1: Leith Connections project area**

In early 2019 AECOM were commissioned by CEC to undertake an active travel study of Leith with a view to understanding the key active travel movements within this area and to help identify opportunities to improve connectivity and accessibility to key trip attractors and generators. This study identified several key strategic active travel routes within the area of Leith and Newhaven which

could help facilitate active travel and enable sustainable transport choices for those living and travelling through this area.

This study helped inform the strategic active travel route extending from the Foot of the Walk to Ocean Terminal which was chosen by the Council for further investigation and delivery as Phase 1 of the project. Decision making was also led by the project steering group who confirmed the importance of this route as a foundation to create a wider active travel network. To further improve the on street environment within Leith, Phase 2, a low traffic neighbourhood (LTN), was proposed to complement the existing and proposed active travel routes within the study area. We are also planning public realm improvements and an active travel route between the Hawthornvale Path in the west and Seafield shared use path in the east.

The LTN layout will be introduced in 2023 through a combination of measures associated with the Foot of the Walk to Ocean Terminal route and trial measures implemented as an Experimental Traffic Regulation Order (ETRO). The trial will take place over a period of up to 18 months from autumn 2023.

The LTN layout produced following community engagement and Transport and Environment Committee approval comprises a variety of traffic interventions (alongside complementary measures) across the study area aimed at reducing through traffic movements and reducing speeds, whilst permitting access for local residents, deliveries and visitors. Proposed measures include:

- through-traffic motor prohibitions – restricted access and turning movements supporting the existing Schools Streets in the project area
- bus gates (incl. access for taxis and cycles)
- traffic calming – including priority give-go operation
- footway widening and pedestrian crossing improvements
- complementary measures – dropped kerb and tactile improvements, footway decluttering
- placemaking – more seating, greening and artwork.



Figure 2: Leith LTN layout implemented in 2023

## 2. Aims, Objectives and Outcomes

### 2.1 Project Aims

The active travel routes will form a key component of Edinburgh's active travel network and will contribute significantly to the Council's overarching aim of increasing active travel within Edinburgh. The routes will also satisfy the Council's commitment in the Trams to Newhaven project business case to provide an alternate north-south active travel link from the Foot of the Walk to Ocean Terminal to complement the new tram route.

The wider aims and objectives of the Leith Connections project are defined below and were originally agreed by the project steering group as part of the initial phase of this project. The project steering group was formed of key stakeholders including Local Councillors, Council Officers, Community Councils and Accessibility Groups.

The Leith Connections project aims to:

- Enable everyday journeys by walking, wheeling and cycling in the area around the Trams to Newhaven route to the north of the Foot of the Walk
- Connect by walking, wheeling and cycling the key destinations and trip generators in the local area of the Trams to Newhaven route to the north of the Foot of the Walk
- Future-proof the wider area for people walking and cycling, building on Council policies and planned developments
- Seek out and deliver opportunities to enhance the local economies in the area
- Improve accessibility to employment for socially disadvantaged areas within the area of the Trams to Newhaven route
- Use the routes and interventions to enhance the existing public transport provision and improve access towards existing and new facilities.

As a key funding partner, Sustrans have also helped shape how these aims will be delivered. Together with Sustrans support the Leith Connections project shall do this by:

- Providing high quality, safe and direct walking and cycling facilities on identified priority routes by creating an arterial cycle route from the Foot of the Walk to Ocean Terminal, and from Hawthornvale Path to Seafield Road
- Assessing and implementing targeted low traffic neighbourhood interventions to remove through motor vehicles within the study area
- Ensuring all walking and cycle routes are accessible for all ages and abilities, with particular reference to an unaccompanied 12-year-old and the Equality Act
- Involving the local community and local stakeholders in the decision-making process
- Design and construct all routes and interventions in accordance with the Edinburgh Street Design Guidance
- Retain loading for businesses where possible and ensure changes do not adversely impact on the operation of those businesses. Loss of residential parking provision should be minimised and delivered in conjunction with the Council's Controlled Parking Zones provision
- Minimising disruption to public transport users in the design and delivery of the project.

## 2.2 Outcomes

Sustrans Scotland provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk, wheel and cycle for everyday journeys and they facilitate this by delivering their Places for Everyone (PfE) funding programme. PfE aims to create safer, more attractive, healthier places, as well as happier lives, by enabling and encouraging people to change the way they travel.

### Design Principles

In order to ensure all projects receiving funding make the largest possible impact, Sustrans has developed the following design principles to guide development:

- Develop ideas collaboratively and in partnership with communities
- Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12-year-old
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles.<sup>1</sup>

## 2.3 Focused Objectives

In addition to the design principles noted above, PfE projects should also look to achieve the following high-level objectives for the strategic active travel routes:

1. Increase of levels of active travel / increase in modal shift
2. Increase in levels of purposeful trips made by walking and cycling
3. Improved air quality
4. Improved quality of public realm
5. Increased economic vitality
6. Improved health and wellbeing
7. Increased biodiversity and sustainable drainage (SuDS)
8. Improved accessibility for all

In addition to the above, the low traffic neighbourhood will have a separate set of high-level **objectives** based around the slightly different aims. These are;

9. Improve the safety of routes to schools in the area
10. Understand and address issues identified with speed and volume of traffic in residential streets
11. Improve walking and cycling routes and access in the area

These high-level objectives will be used to form the basis of this monitoring and evaluation plan to measure the success of the project and are compatible with key Council strategies including the [Active Travel Action Plan](#) and the [City Mobility Plan](#).

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<sup>1</sup> In exceptional circumstances, Places for Everyone may consider projects where it is not technically feasible to achieve this specific criterion if all others are met and the impact of the proposal is deemed significant by Sustrans.

### 3. Monitoring Requirements

City of Edinburgh Council (CEC) will be responsible for overall monitoring and evaluation of the impact of this project against the objectives and will be assisted in data gathering by AECOM and Sustrans Scotland. The Sustrans Research and Monitoring Unit (RMU) aims to provide evidence on sustainable and active travel that is transparent and authoritative, and which influences and shapes policy, practice and behaviour in Scotland and across the UK. To this end, the RMU works with Sustrans colleagues and partner organisations to monitor and evaluate the impact of specific projects, whether infrastructural or behavioural change based.

The project team will be monitoring a range of before and after data sets to assess the impact of the scheme. Data will be collected before implementation to establish the current conditions within and outside the study area to understand the effects. Main data sources will also be collected after 6 and 12 months of the LTN trial period. It is also noted that due to the different phases of construction of the project there will be ongoing construction of the Foot of the Walk to Ocean Terminal route at this 12 month post LTN implementation point.

This will allow us to adequately track and compare with post implementation data. Data sources to be collected include:

- ❖ Automatic Traffic & Junction Counts
- ❖ Pedestrian and Cycle Counts
- ❖ Automatic Counters
- ❖ Air Quality Monitoring
- ❖ Acoustic Survey
- ❖ Route User Intercept Survey (RUIS)
- ❖ Retailer Survey
- ❖ Community Feedback and ETRO feedback
- ❖ Business Feedback
- ❖ Hands Up Scotland Schools data (HUSS)
- ❖ Road Safety Data
- ❖ Biodiversity Surveys
- ❖ Impact on Bus Services
- ❖ Public Life Survey
- ❖ Focus Groups with Local Stakeholders
- ❖ Emergency Services
- ❖ Accessibility Survey

Monitoring reviews will consider the data alongside the community feedback. External factors and local considerations may mean that the trial warrants more time and modification to better achieve its outcomes.

### 4. Methodology

The following monitoring tools and approaches will be used to evaluate the effectiveness of the active travel routes, changes to road network and complimentary measures against the objectives.

#### 4.1 Automatic Traffic Counts & Junction Turn Counts

The project team have already conducted ATC and JTCs within the study area to identify problem roads and aid the LTN design. This data will be used as part of the baseline traffic data for monitoring purposes of the LTN and the active travel routes. Additional count data will be collected on the surrounding road network, pre and post LTN and main route implementation, to evaluate the impact of interventions. Combing these pre datasets, and repeating the data collection post-intervention, will allow comparison of the impact of the LTN road closures and strategic route on the residential and arterial roads.

Automatic Traffic Counts will automatically record vehicle classifications, volumes and speed in both directions at a point in the carriageway. The proposed surveys will be undertaken for a full 7-day coverage, 24 hours a day at locations shown in Appendix A prior to the LTN being implemented, and then again after around 6 and 12 months (avoiding any quiet periods).

Junction Turn Counts are undertaken by recording a junction for a two day period and then manually counting the vehicles and any turning movements.

Finally, Cycling Scotland Count National Monitoring Framework (NMF) programme data will also be used as further data source to consider the changes in the project area with counts undertaken by Cycling Scotland in May and September each year. Data available from existing traffic signal SCOOT inductive loop counters will also be analysed.

## 4.2 Pedestrian & Cycle Counts

These manual counts will be undertaken at 11 locations shown in Appendix B during a 12 hour period to capture the movements of pedestrians and cyclists. This data can also be used to add to our understating of any changes in active travel levels in the project areas which could be related to the interventions. The data will also record movement tracing images which create a line in the path the user has taken, which when combined gives a fairly clear picture of desire lines.

## 4.3 Automatic Counter

In order to obtain a more robust overview regarding active travel rates at a key location within the project area a continuous mode counter that uses camera-based AI data has been installed at Sandport Place Bridge. Sandport Place is a central point of the Foot of the Walk to Ocean Terminal route and as part of the LTN will be closed to motor vehicle traffic. There is also a connection to the National Cycle Network at the bridge.

The camera will be in place for a total of three years in order to fully capture and understand any changes in use.

## 4.4 Route User Intercept Survey (RUIS)

Route users will be surveyed on their trip purpose and experience on National Cycle Route 75 to evaluate the impact the proposals. The main purpose of the RUIS will be to establish the type of people using a route and for what purpose, as well as perceptions of the route. This will help to overcome limitations with the planned video counts (no demographic data).

Surveyors will intercept cyclists and pedestrians and conduct the survey as an interview, over a four-day period (three weekdays and one weekend). A Video Manual Count of walking, cycling and wheeling modes will be undertaken alongside the RUIS.

## 4.5 Hands Up Scotland Survey

The Hands up Scotland Survey (HUSS) looks at how pupils across Scotland travel to school and nursery. Established in 2008, the survey has been providing an insight into journeys to school for more than a decade and is the largest national dataset on school travel. HUSS's are carried out at the schools within the project area already, and post implementation surveys will provide additional estimated data on numbers walking and cycling to school. The schools identified are Leith Primary, Leith Academy & St Marys Primary and the HUSS will be carried out by CEC in Autumn of each year.

## 4.6 Air Quality Monitoring

A thorough programme of air quality monitoring is to be undertaken as part of the monitoring plan to understand the effects on air quality and pollutants in and around the study area. The baseline air quality assessments will establish the air quality levels for a period of 6 months prior to implementation and track this through the monitoring period.

AECOM are coordinating diffusion tube monitoring, measuring nitrogen dioxide (NO<sub>2</sub>) in duplicate at 27 locations. Monitors have been sited with reference to LAQM TG22 guidance<sup>2</sup>. A plan of survey locations can be found in Appendix C.

<sup>2</sup> <https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>



## 4.7 Acoustic Survey

Noise can be a key indicator on the quality of people's lives, living on, and using the streets. A programme of acoustic surveys is to be carried out as part of the monitoring plan at each stage using 3-hour shortened CRTN methodology. A plan of survey locations can be found in Appendix D.

## 4.8 Accessibility

The project team have had regular and ongoing engagement with Edinburgh Access Panel from inception. We will continue engagement with the group during the monitoring period to understand the impacts and outcomes for those with additional and accessibility needs in the study area. From this an accessibility audit could be created to measure pre and post implementation accessibility levels. An Integrated (Equalities) Impact Assessment has also been undertaken for the project.

## 4.9 Road Traffic Collision Statistics

Road traffic collision statistics will provide a record of the number and severity of reportable incidents within and outside the study area and will be used to understand and potential impacts as a result of the scheme.

## 4.10 Market Research

CEC and Sustrans RMU have designed a questionnaire for an on-street survey to obtain the views of samples of residents and shoppers in various locations in both in the project area in the wider low traffic neighbourhood and on the strategic route, such as Great Junction Street and Henderson Street. The baseline monitoring has been completed in July 2022.

## 4.11 Workplace Travel Survey

The workplace travel survey will form a comprehensive survey, including questions on physical activity and work patterns, to key businesses within Leith. Workplace travel surveys provide primary information on mode share in the context of the journey to work, overall trips and any barriers which prevent respondents from travelling more sustainably. Surveys are usually administered online using employer contact datasets, supplemented with paper forms where staff do not have electronic communications resources.

## 4.13 Impact On Bus Services

Existing bus services within the study area may be impacted following delivery of the proposals and as such bus journey times can be collected by CEC from Lothian Buses to record this impact and potentially mitigate for it through further LTN measures during the trial period. Analysis can be undertaken to identify particular delay locations to help deliver focused solutions.

## 4.14 Public Life Survey

A Public Life Survey was undertaken by HERE+NOW in 2015 on behalf of The City of Edinburgh Council and includes research, analysis and design responses relating to the Leith Walk and Great Junction Street town centre. That report will be used as part of the baseline monitoring for Leith Connections with a further survey planned for post project completion.

## 4.15 Focus groups with local stakeholders

Focus groups with community members can provide more in-depth detail about the project. These groups will be used to gather further detailed information pertinent to people's perceptions of the study area. These can be effective in gathering information from those who may not be receptive to a more traditional survey.

Focus groups will gather feedback relating to the core outcomes of the project, alongside other themes including accessibility and future expectations for the study area / infrastructure changes.

## 4.16 Biodiversity Survey

Biodiversity data will be collected by CEC and analysed for the study area. Surveys will focus predominantly on the parks within the study area, areas of proposed landscaping and the Water of Leith. We will be working with the Edinburgh Nature Network project to support their aims of creating a “well-connected, healthy, resilient ecosystem supporting Edinburgh’s wildlife and people”.

## 4.17 Emergency Services

Emergency services have been involved in the project from inception and through the design process. As project construction commences and during the trial of the low traffic neighbourhood we will be engaging with emergency services to get feedback and understand any effects on their operations.

## 4.18 Retailer Survey

Retailer surveys will be conducted with local businesses and business owners within the project area to provide information on their perceptions of customer footfall, spending and travel behaviour. This survey will be delivered on a face-to-face basis, which provides the opportunity to engage with the local community, whilst also obtaining the monitoring data. Survey will focus on those businesses on the strategic route and at key LTN intervention locations.

## 5. Reporting

Regular project updates will be provided to the local community and stakeholders as the project progresses and during the trial monitoring period.

A Baseline Data Collection Summary Report will be prepared summarising data gathered prior to any measures being introduced by the project. An update will then be published after each of the 6 and 12-month post implementation periods as confirmed to the Transport & Environment Committee (TEC).

These reports will present information collected through the monitoring tools to provide an overview of the current active travel movements, traffic, air and noise quality data and attitudes towards active travel, safety perceptions and community feedback.

A final report will be produced after the delivery of the whole project has ended, including any evaluation of the strategic routes.

Report	Notes	Deadline
<b>Baseline</b>	Baseline Data Collection Summary Report produced following the baseline monitoring of the project	November 2023
<b>LTN Post Implementation</b>	An LTN progress report will be published after each of the 6 and 12-month post implementation periods	May 2024 and November 2024
<b>Final</b>	A final report will be produced after the delivery of the project has ended	Autumn/ winter 2025

**Table 4: Requirements for reporting**

**Table 1: Requirements for project wide reporting**

Objective	Outcome	Indicator	Monitoring Tools	Stage	Owner	Notes
<b>1. Increase of levels of active travel / Increase modal shift</b>	Increased number of people walking, wheeling and cycling	Number of people walking, wheeling and cycling	Video counts	Pre and post	AECOM	Video counts at various locations, including within the LTN area and on strategic routes
			Automatic counter at Sandport Bridge	Continuous	RMU	In conjunction with CEC
			RUIS	Pre and post	RMU	Sustrans RMU will conduct a RUIS on the National Cycle Network before and after
			Market Research	Pre and post	CEC	CEC plan to conduct surveys at various locations, including within the LTN area and surrounding area
			Workplace travel survey	Pre and post	CEC/ Scottish Government	Use Victoria Quay data where available  RMU can support with analysis if there are certain questions we might want to answer i.e. commuting patterns by demographics
	Increase in the proportion of school journeys completed on foot, by bike, or scooter	Number of school children using	HUSS	Pre and post	RMU & CEC	CEC to coordinate with relevant schools officers to collate data at suitable timepoints

		active travel				
<b>2. Increase in levels of purposeful trips made by walking and cycling;</b>	Increased levels of purposeful trips made by walking and cycling.		Workplace travel survey	Pre and post	CEC/ Scottish Government	Use Victoria Quay data where available  RMU can support with analysis if there are certain questions we might want to answer i.e. commuting patterns by demographics.
	Increased number of short duration trips within Leith made by active travel modes.		Market research survey	Pre and post	Progressive Partnerships	
	Increase in commuting journeys into the area made by walking and cycling.		HUSS	Pre and post	RMU & CEC	CEC to coordinate with relevant schools officers to collate data at suitable timepoints
<b>3. Improved air quality;</b>	Reduction in car mode share, and increase in active travel mode share		Air quality monitoring	Pre and post	AECOM	

	Improvements in air quality		Market Research	Pre and post	Progressive Partnerships	
	Residents' perception of air quality					
<b>4. Improved quality of public realm;</b>	Improve the quality of the space; create a comfortable and enjoyable place	Increased satisfaction with area for users	Market Research	Pre and post	Progressive Partnerships	
	Improved community engagement, including increased trips to/from the Leith/Newhaven area.	Improved air quality	Air Quality Monitoring	Pre and post	AECOM	Existing levels recorded on strategic routes and additional monitoring planned for LTN
		Reduced noise (pollution)	Acoustic Survey	Pre and post	AECOM	
		Increased perception of safety and security	Public Life Survey	Post	CEC	
			Market Research	Pre and post	Progressive Partnerships	
<b>4. Increase dedicated space for active travel</b>	Amount of segregated / dedicated space for pedestrians and cyclists	Measured through the design	Measured through the design	Pre and post	CEC / AECOM	
	Reduce vehicle traffic	Reduction in general traffic	ATC and JTC's	Pre and post	CEC / AECOM	Strategic route locations are included

5. Increased economic vitality;	Change in shopping behaviours		Market Research	Pre and post	Progressive Partnerships	Shoppers Questions
	Increased visitor numbers to public amenities, including the local centres and other key trip attractors.		Retailer Survey	Pre and post	CEC / Progressive Partnership	
	Retailers' perception on effect on business (incl. loading bays)		Focus Groups	Pre and post	RMU & CEC	CEC to own but RMU will support. RMU would be happy to support by identifying research agencies and setting out the proposal.
6. Improved health and wellbeing;	Socially disadvantaged residents access to facilities and opportunities					
	Self-reported changes to resident's health and wellbeing		Market research survey	Pre and post	Progressive Partnerships	Post implementation question on health
	Increased levels of active travel use for commuting and leisure purposes		Focus groups	Pre and post	CEC / Sustrans	CEC to own but RMU will support. RMU would be happy to support by identifying research agencies and setting out the proposal.
	Improved air quality		RUIS	Pre and post	RMU	Sustrans RMU will conduct a RUIS on the National Cycle Network before and after.

	Reduction in noise pollution		Workplace travel survey	Pre and post	CEC / Scottish Government	Use Victoria Quay data where available
			Air quality monitoring	Pre and post	AECOM	
			Acoustic Survey	Pre and post	AECOM	
<b>7. Improved Biodiversity</b>	Increase in biodiversity variety within Leith and at specific points along route. Scope may be dependent on extents of landscaping improvements.		Biodiversity surveys	Pre and post	CEC / Edinburgh and Lothian Drainage Partnership/ Edinburgh Nature Network	
<b>8. Improved accessibility for all.</b>	Increased use of the study area for active travel use, including increased journeys through the area and for onward journeys.  Increased diversity in the demographics of route users as well as those traveling through the area.	Greater number of mobility-impaired users and other protected groups	Manual Counts	Pre and post	CEC / AECOM	
			Accessibility audit	Post	CEC / AECOM	Also measured through the design
			Public Life survey	Post	CEC	
			Focus groups	Pre and post	CEC / Sustrans	CEC to own but RMU will support
			Market research Survey	Pre and post	Progressive Partnerships	
			RUIS	Pre and post	RMU	

**Table 2: Requirements for LTN reporting**

Objective	Outcome	Indicator	Monitoring Tools	Stage	Owner	Notes
9. Improve the safety of routes to schools in the area	Reduces Road Traffic Incidents around schools		Road Traffic Collision Statistics	Pre and post	AECOM	
	Increased perception of safety amongst school children and parents		RUIS	Pre and post	RMU	Sustrans RMU will conduct a RUIS on the National Cycle Network before and after.
	Reduction in the number of motor vehicles travelling around schools		ATC and JTC's	Pre and post	AECOM	
	Reduction in vehicles speeds around schools		Market Research Survey	Pre and post	Progressive Partnerships	Parents within survey
			HUSS	Pre and post	RMU & CEC	CEC to coordinate with relevant schools' officers to collate data at suitable timepoints
			Focus groups	Pre and post	CEC / Sustrans / Progressive Partnerships	Focus groups with parents
10. Understand and address issues identified with speed and volume of traffic in residential streets	Reduction in the volume of traffic within the LTN area		Automatic Traffic Counts	Pre and post	AECOM	
			ATC and JTC's	Pre and post	AECOM	
			Market research survey	Pre and post	Progressive Partnerships	



	Reduction in the speed of traffic within the LTN		Focus groups	Pre and post	CEC / Sustrans / Progressive Partnerships	
11. Improve walking and cycling routes and access in the area	Greater number of walking and cycling options within the local area		Market research survey	Pre and post	Progressive Partnerships	
	Increase the perception around the quality of the walking and cycling routes in the area		Route User Intercept Survey	Pre and post	Sustrans RMU	
			Focus groups	Pre and post	Progressive Partnerships	

## 6. Monitoring Calendar

The table overleaf outlines when the data will be collected along with the reporting periods and major project milestones. See Section 4 and 5 and appendices for further details of the proposed monitoring tools.

Dataset Calendar		2 0 2 3 > >												2 0 2 4 > >												2 0 2 5 > >																				
<i>(Reporting months in red)</i>	2022	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	M	J	J	A	S	O	N	D									
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



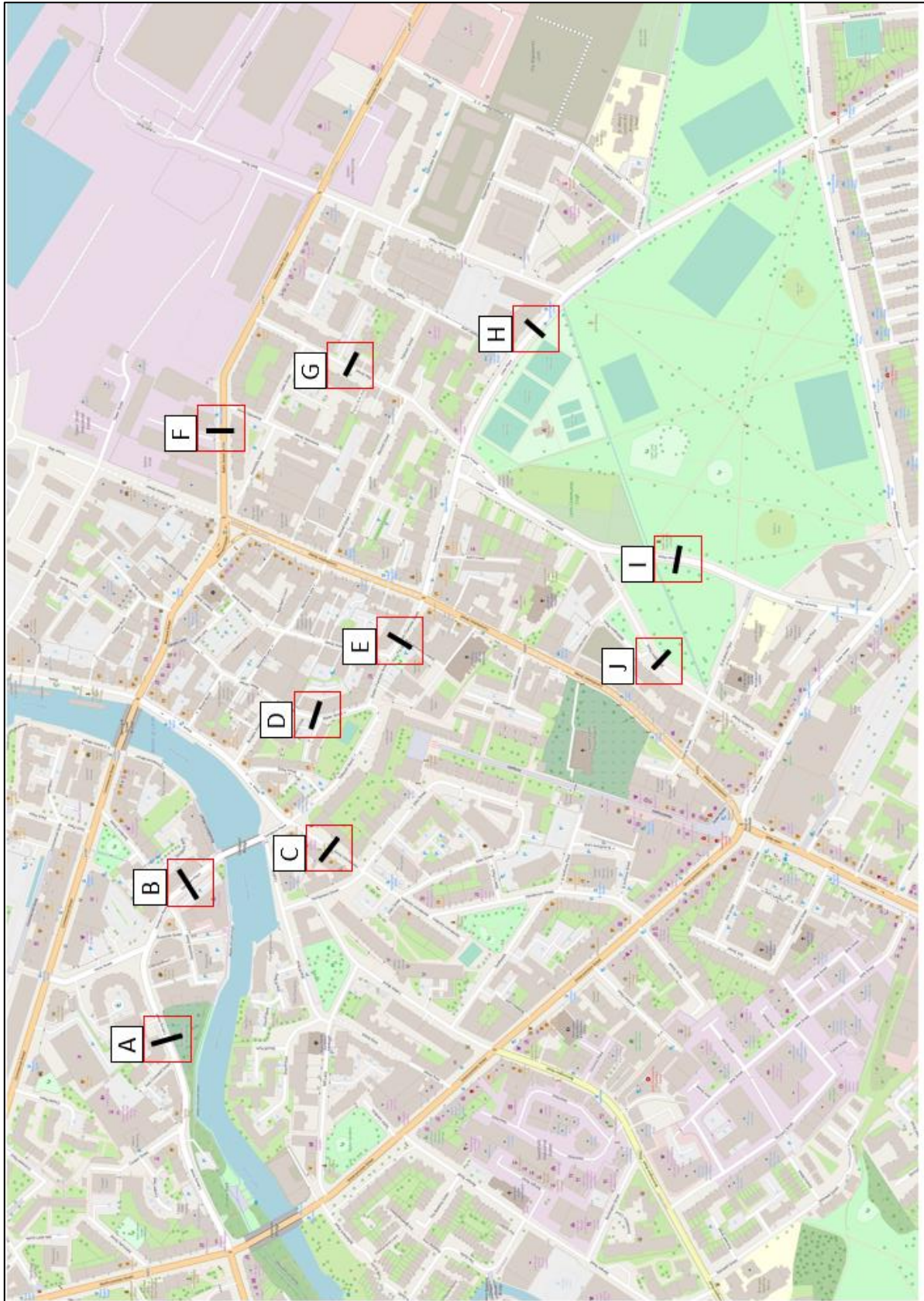
Phase 1a Construction Starts



Phase 1a Construction &  
LTN Trial Completion

# Appendix A Traffic Count Locations

## Automatic Traffic Counts

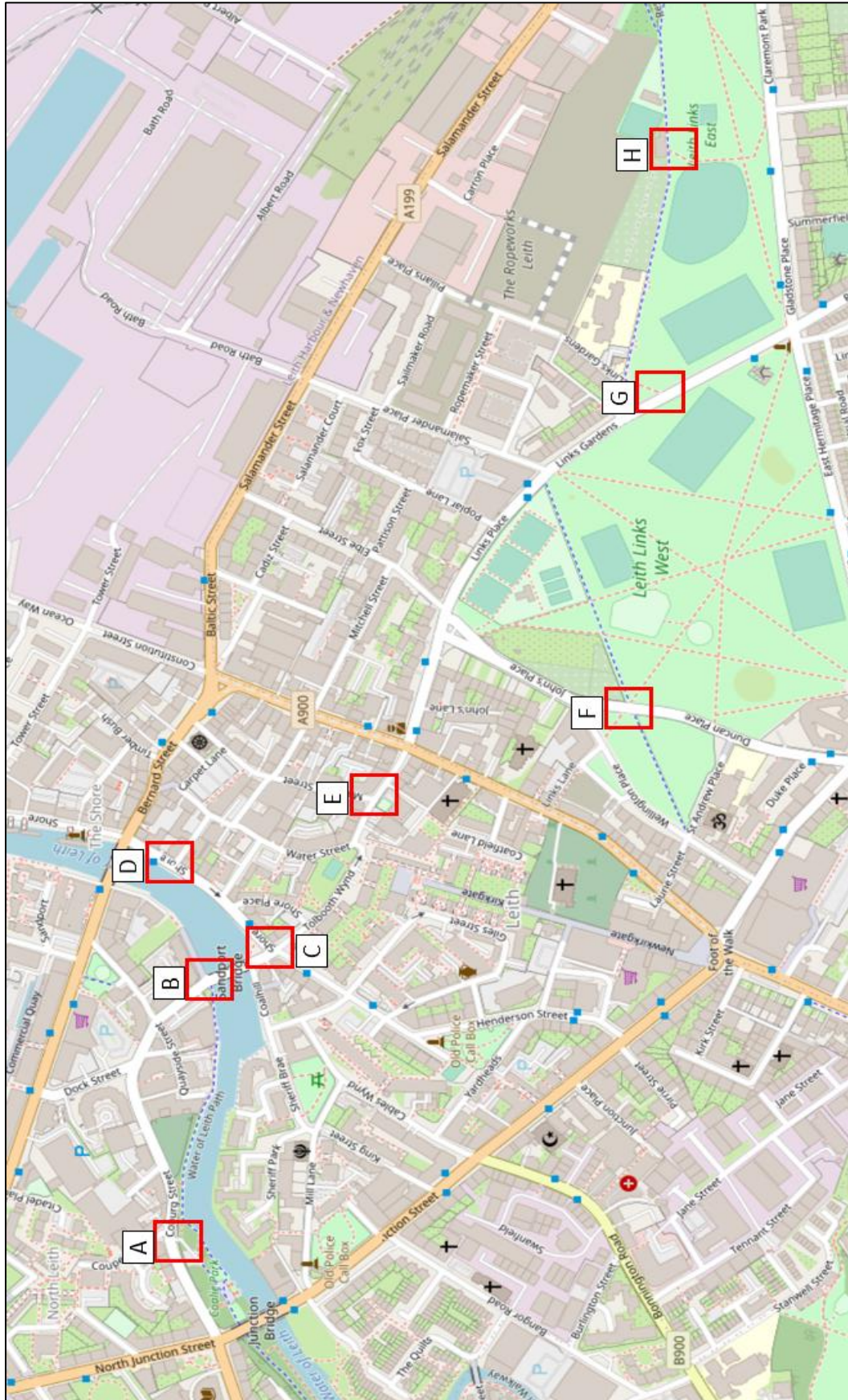


## Junction Turn Counts

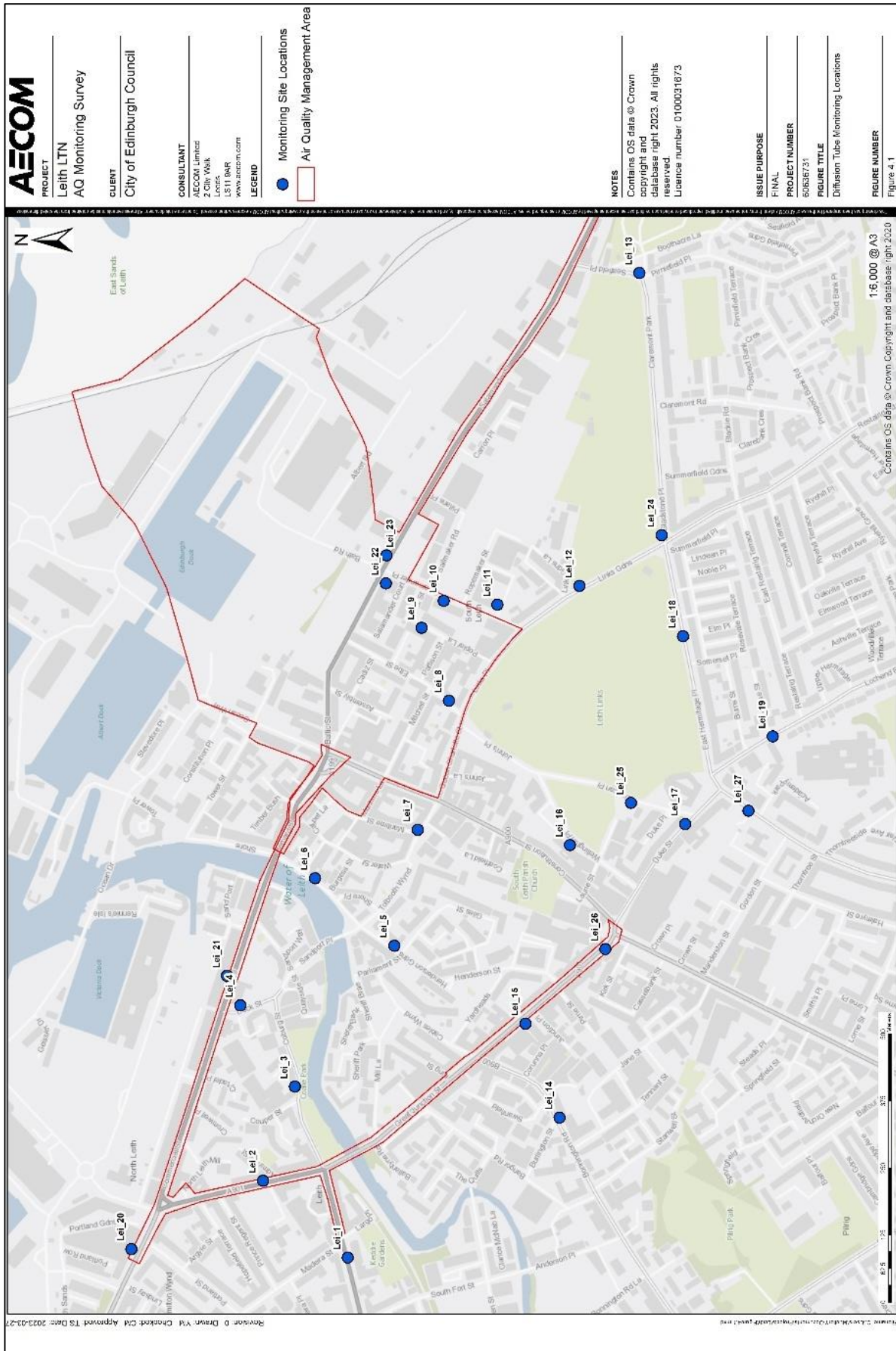
- Junction 1 – Ocean Drive / Commercial Street / North Junction Street / Lindsay Road
- Junction 2 – Great Junction Street / Cables Wynd / Bonnington Road
- Junction 3 – Constitution Street / Duke Street / Great Junction Street / Leith Walk
- Junction 4 – Vanburgh Place / Lochend Road / Easter Road / Duke Street
- Junction 5 – Seafield Road / Seafield Place / Salamander Street



# Appendix B – Pedestrian & Cycle Count Locations



# Appendix C – Air Quality Monitoring Stations



# Appendix D – Acoustic Survey Sites

