

# **City of Edinburgh Council Spaces for People Market Research**

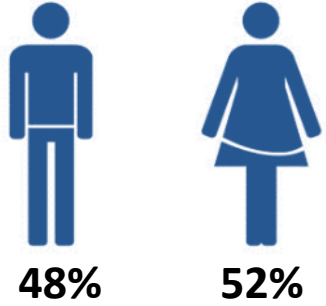
# Methodology & Sample

# Methodology

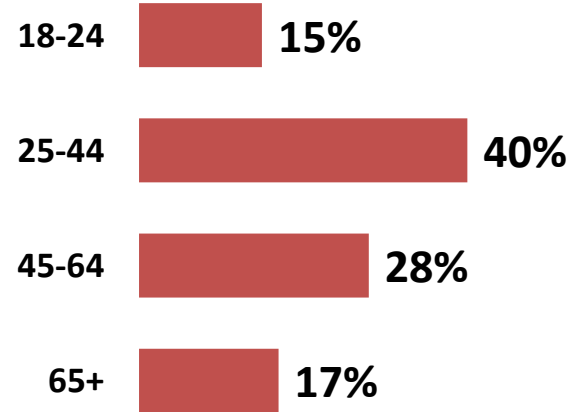
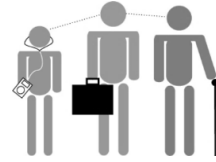
- Online self-completion survey of Edinburgh residents
  - Questionnaire adapted from CEC Spaces for People consultation (see appendix for details)
  - Survey programmed and hosted by Jump Research
  - Survey link distributed by online panel providers, Panelbase and Dynata
  - Full dataset achieved – with all respondents required to give an answer to each question (except those asking for open comments)
- Fieldwork conducted between 4<sup>th</sup> and 15<sup>th</sup> March 2021
- Final sample size: n=583
  - Delivers a dataset with a 95% confidence interval of no more than  $\pm 4.06\%$
  - This means there is a 95% probability that if the questions were asked to the whole Edinburgh adult population, answers would be within this range
- Data weighted by age and gender to match Edinburgh People Survey 2019 profile
- Responses received from all postcode areas within Edinburgh city boundaries
- Research conducted in accordance with Market Research Society Code of Conduct

# Sample Profile

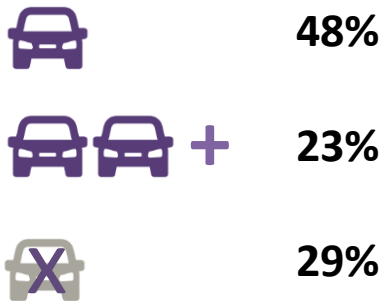
## Gender



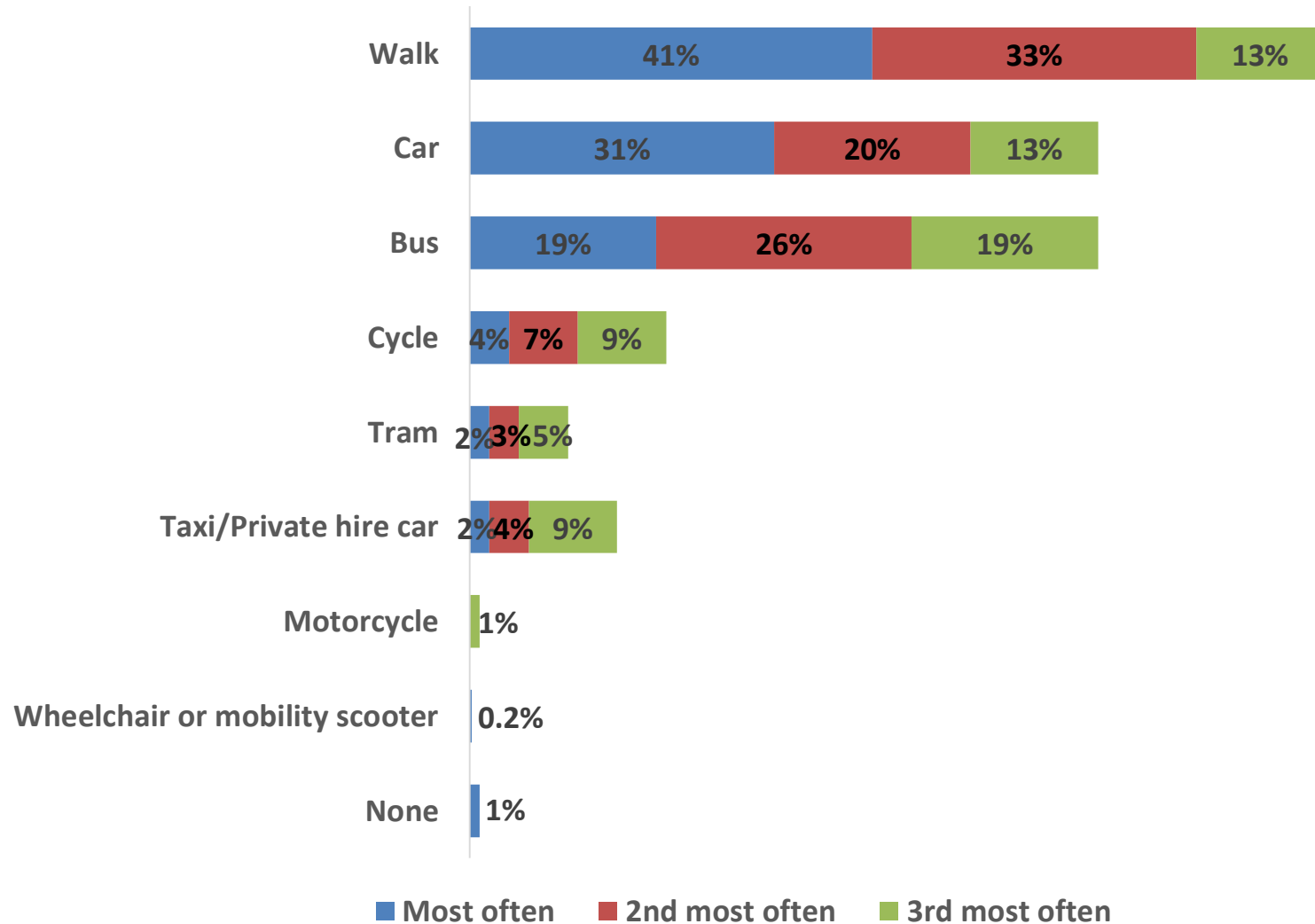
## Age



## Number of vehicles available to household

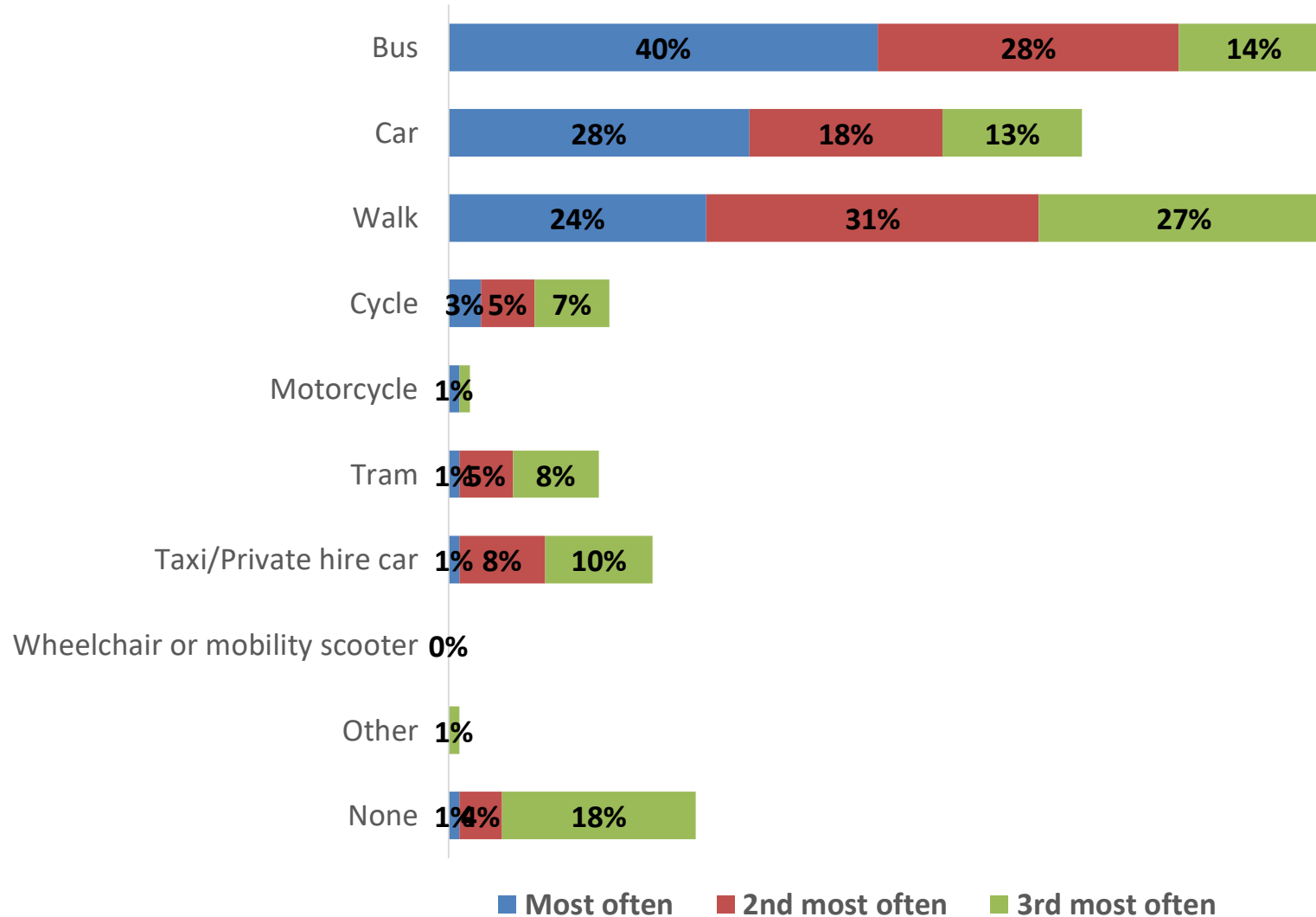


# Forms of transport used most often during the pandemic



- Two fifths of Edinburgh residents said walking was the way they travelled around the city during the pandemic
- Just under a third travelled most often by car, and a fifth by bus

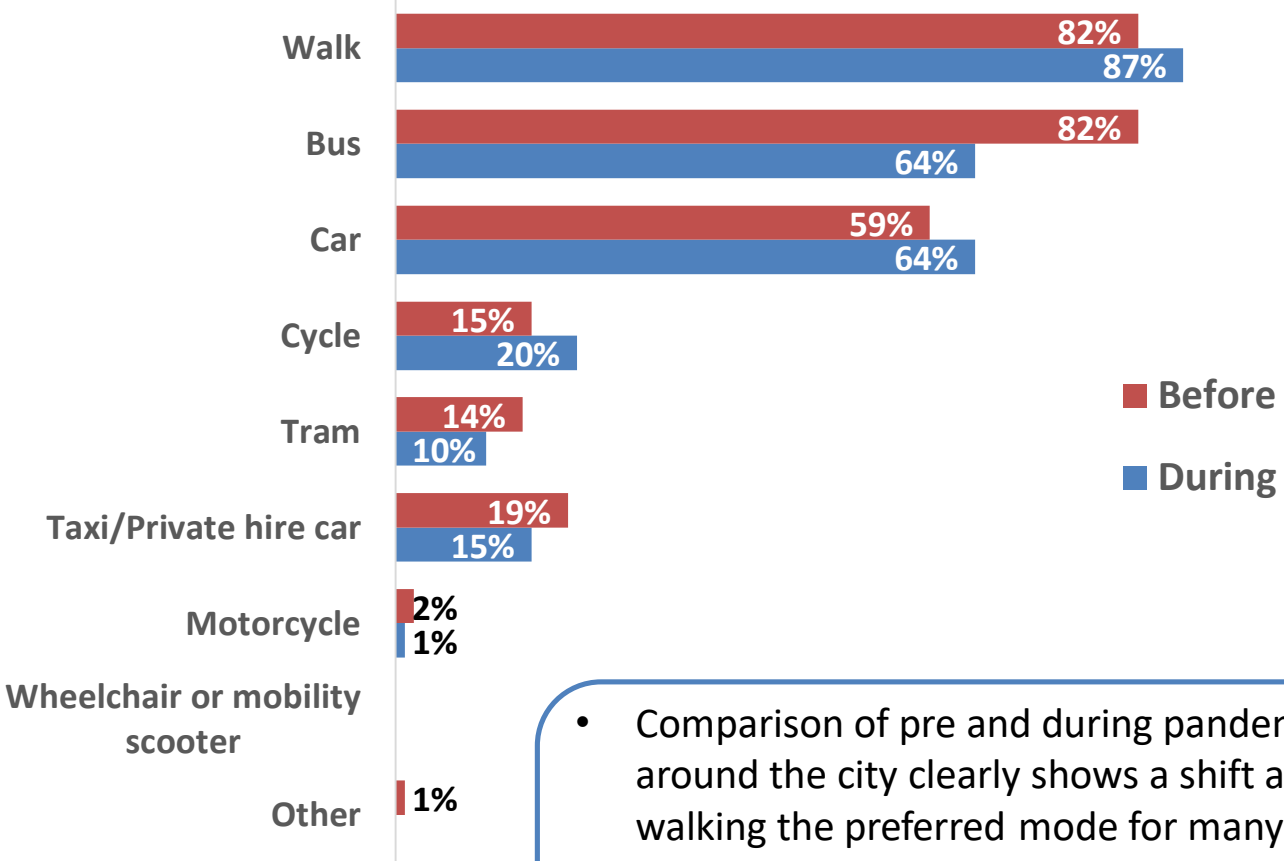
# Forms of transport used most often before the pandemic



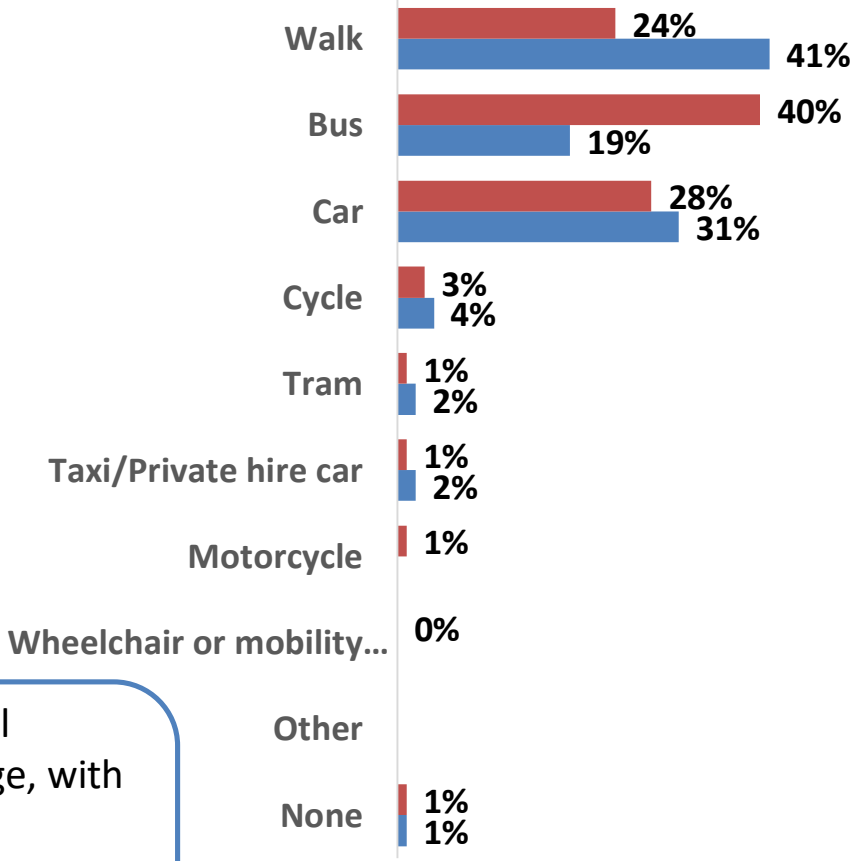
- Before the pandemic, bus was the most commonly used form of transport around Edinburgh
- Walking was also particularly common for getting around the city.

# Forms of transport used

1st, 2<sup>nd</sup> or 3<sup>rd</sup> most often



Most often

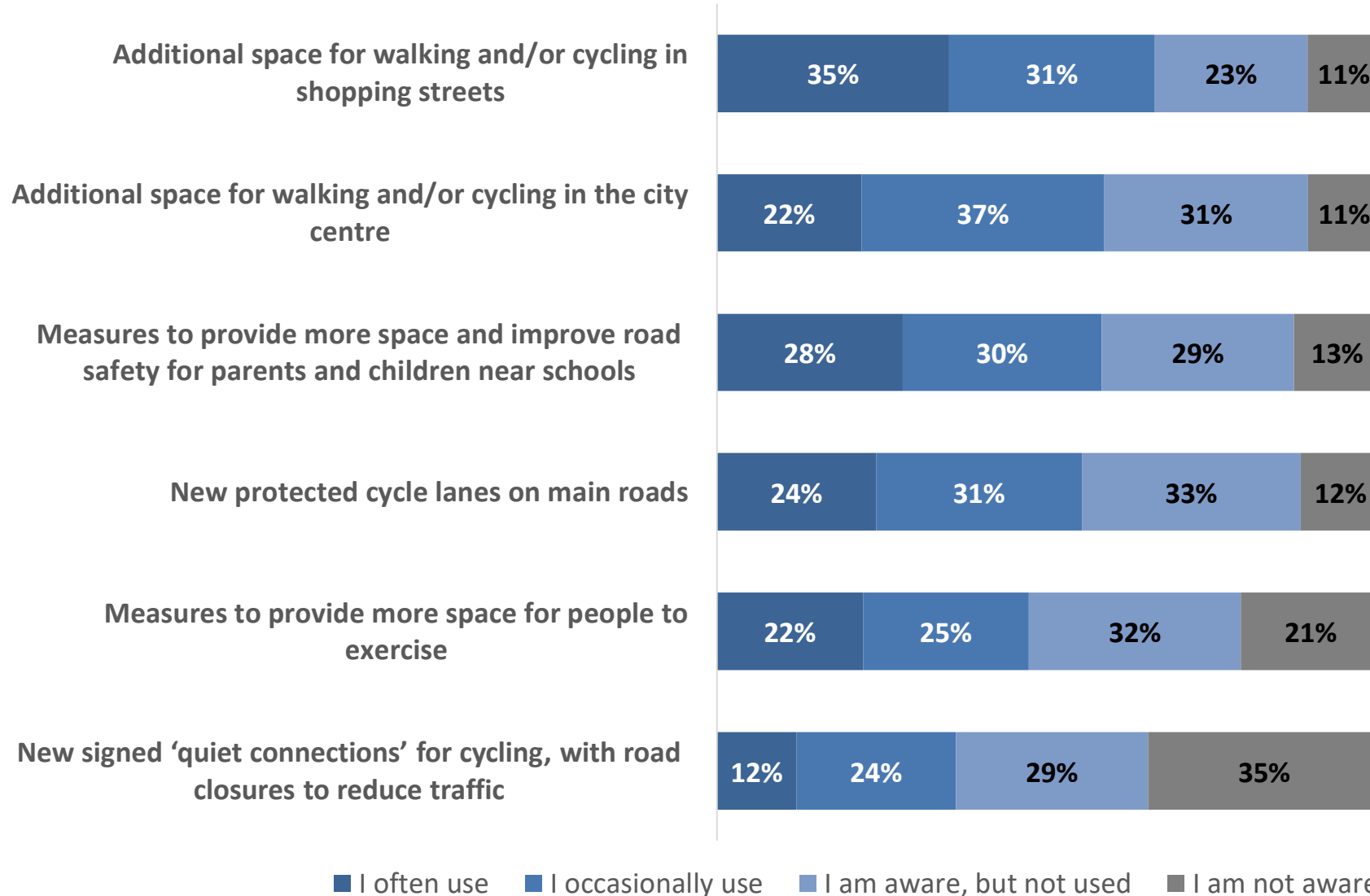


- Comparison of pre and during pandemic modes of travel around the city clearly shows a shift away from bus usage, with walking the preferred mode for many
- At the total level, cycling significantly increased as a preferred method of transport during the pandemic
- Car usage also shows an increase
  - significant at the 90% confidence limit.

# Familiarity with Spaces for People Schemes

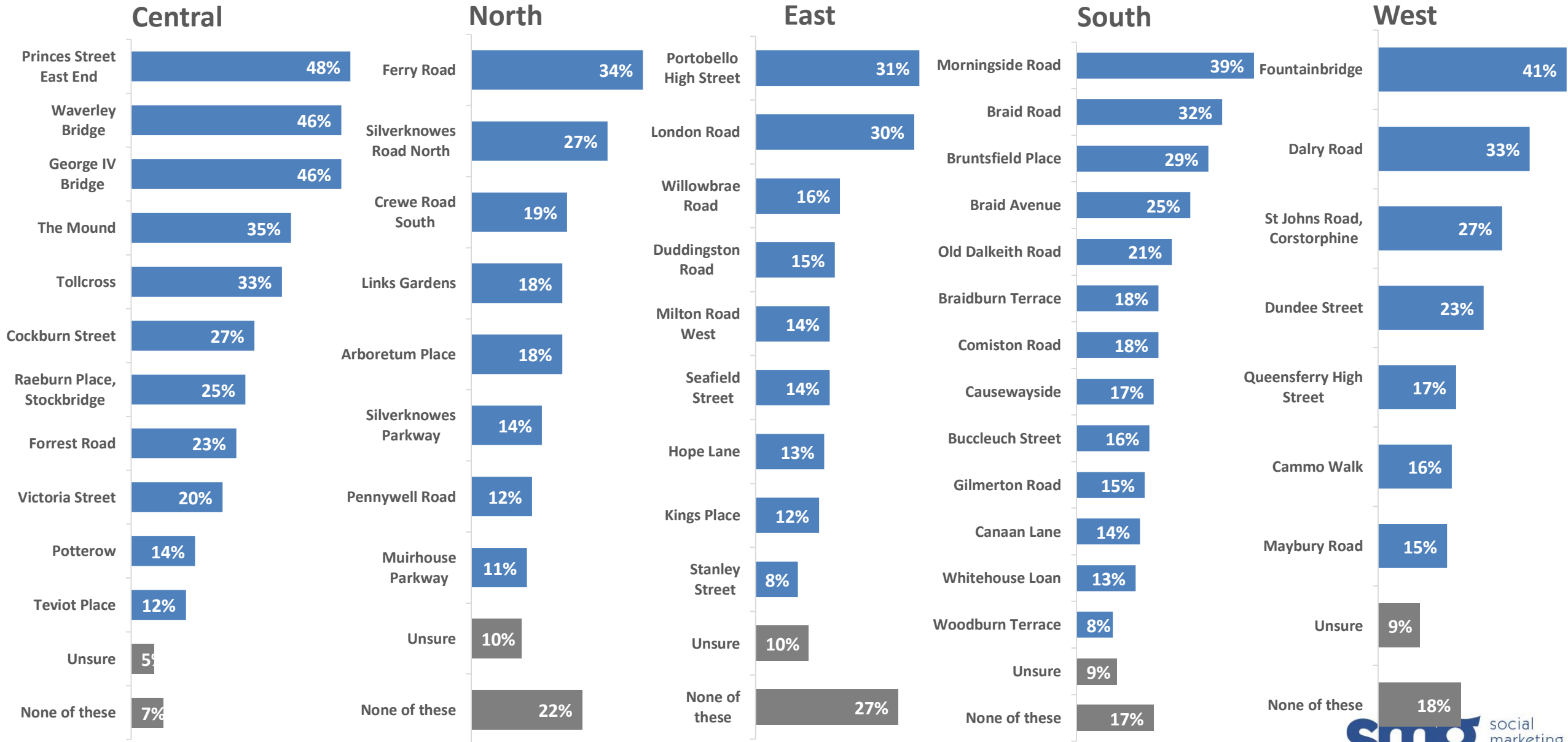


# Familiarity with project types



- Respondents were most likely to have used the shopping streets, city centre and school schemes
- Knowledge was lower for the quiet connections for cycling and specific measures to provide more space to exercise.

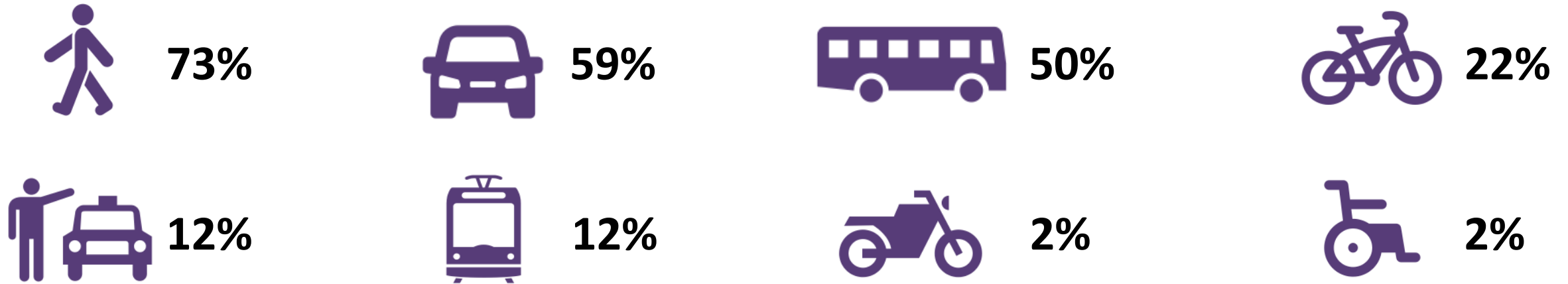
# Familiarity with SfP interventions by area



# Familiarity with SfP interventions by area

- Residents were more likely to be familiar with interventions in the city centre
- Almost half of the sample were familiar with the SfP measures at Princes Street East End, Waverley Bridge and George IV Bridge
- Other commonly recognised schemes (by around 4 in 10 respondents) were at Fountainbridge and Morningside Road
- In contrast, most of the schemes in North and East Edinburgh were familiar to more than a fifth of respondents.

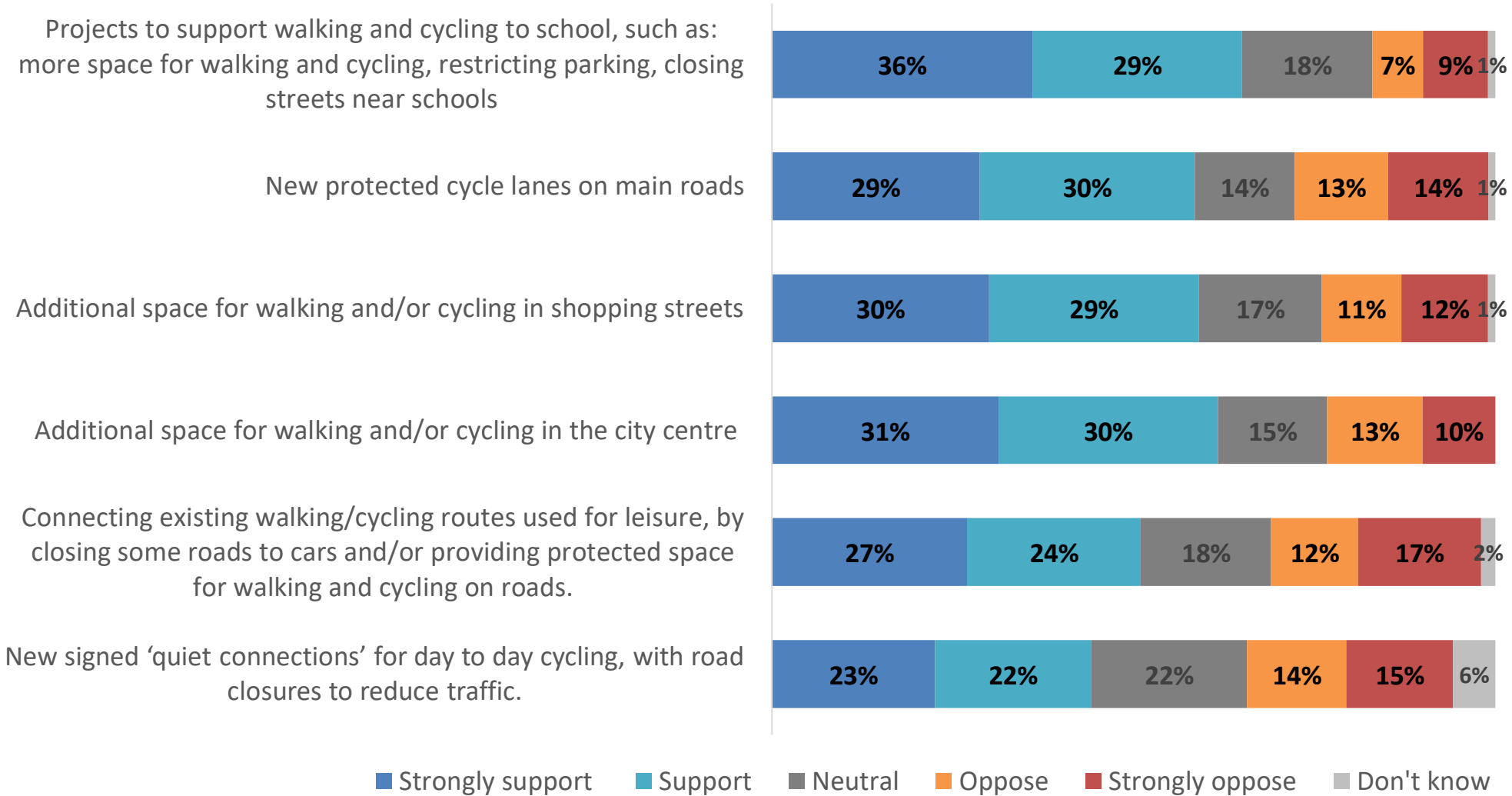
# Transport type used on streets/roads with measures in place



- Almost three-quarters of those who had used a street/road with Spaces for People measures, did so on foot
- Just under 6 in 10 had used a car
  - Significantly more common for over 65year olds (80%) and those living in West Edinburgh (73%)
- Half had used buses on Spaces for People streets/roads
  - Males were more likely than females to have used buses (58% vs 43%)
- 22% had cycled
  - More common in under 65yr age groups, and amongst those living in Central Edinburgh.

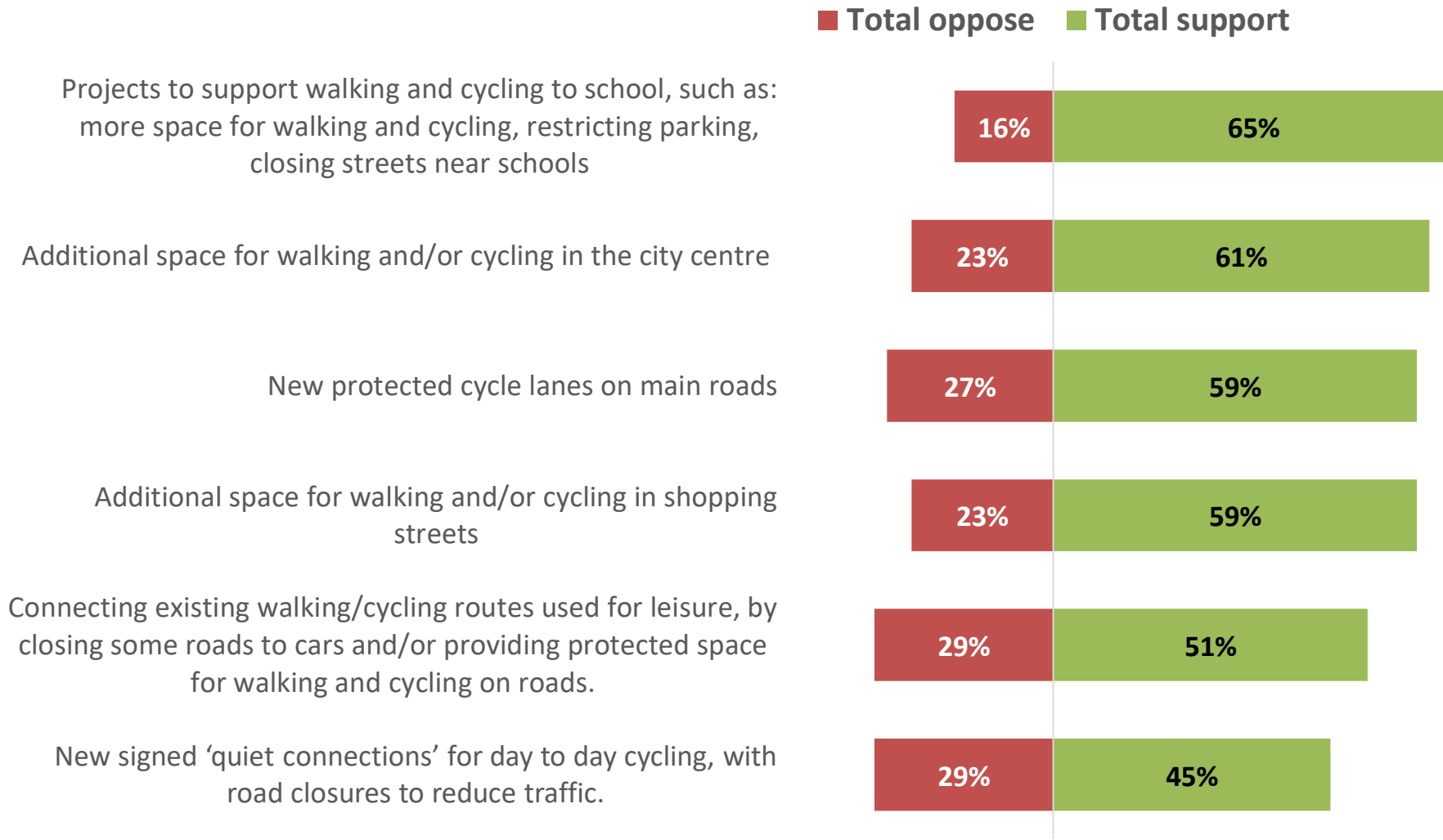
# Overall Views on Existing Schemes

# Extent of support / opposition to measures



- Other than 'quiet connections' all measures were supported by more than half of respondents
- Strongest levels of support were shown for retaining measures around schools
- Levels of opposition were lower, ranging from 16% to 29%
- Strongest opposition was recorded for measures involving road closures.

# Overall support / opposition to measures



- Looking at the overall support vs oppose data, it is clear that for all measures support significantly outweighs opposition
- Those who had used each measure were more likely to support its retention
- Those with no household access to a car/van were significantly more likely to support retention of all measures than those who had one or more cars
- Those who used a car on Spaces for People streets/roads were significantly more likely to oppose all measures than those using other modes of transport.

# Support / opposition by familiarity with each measure

## Projects supporting walking and cycling to school

	Those who had used streets with this measure	Those who had not used streets with this measure
<b>Retain</b>	69%	61%
<b>Remove</b>	15%	16%
<b>Neutral / unsure</b>	16%	23%
<i>Base</i>	339	244

## Additional space for walking/cycling in shopping streets

	Those who had used streets with this measure	Those who had not used streets with this measure
<b>Retain</b>	62%	54%
<b>Remove</b>	21%	26%
<b>Neutral / unsure</b>	17%	19%
<i>Base</i>	387	196

## Measures to provide more space for people to exercise

	Those who had used streets with this measure	Those who had not used streets with this measure
<b>Retain</b>	55%	47%
<b>Remove</b>	29%	29%
<b>Neutral / unsure</b>	16%	24%
<i>Base</i>	273	310

## New protected cycle lanes on main roads

	Those who had used streets with this measure	Those who had not used streets with this measure
<b>Retain</b>	62%	53%
<b>Remove</b>	27%	26%
<b>Neutral / unsure</b>	11%	21%
<i>Base</i>	321	262

## Additional space for walking/cycling in city centre

	Those who had used streets with this measure	Those who had not used streets with this measure
<b>Retain</b>	67%	54%
<b>Remove</b>	20%	28%
<b>Neutral / unsure</b>	13%	18%
<i>Base</i>	342	241

## New signed 'quiet connections' for cycling

	Those who had used streets with this measure	Those who had not used streets with this measure
<b>Retain</b>	57%	37%
<b>Remove</b>	20%	33%
<b>Neutral / unsure</b>	23%	30%
<i>Base</i>	209	374

Q4 Please select the option which best describes your familiarity with each of the following types of project in Edinburgh  
 Q7 How much do you support or oppose retaining the following types of measure as a means of achieving longer term Council objectives?

**Highlight** denotes significant difference at 95% confidence level



# Comments: those who support retaining measures

72 respondents made comments relating to measures they would like to see remain in place, including suggested modifications

Comment	No. of Comments	Modification suggested
Concerned about - design/safety	14	Greater priority/right of way to pedestrians More continuous wide pavements Remove cycle lane poles/bollards x 2 Safer cycling routes
Supportive - in general/principle or implicit	12	Avoid duplicating other measures Close road through Holyrood Park Have variable measures - traffic restriction linked to different time of day More guarded roads More pedestrian space Retain measure subject to road user impact analysis
Supportive - some/all measure(s)	9	
Greater priority for pedestrians/walkers	4	Greater priority/right of way to pedestrians
Unsightly barriers/road furniture	4	Remove cycle lane poles/bollards x 2 Street scaping needs improving
Supportive - but concerned - about design/safety	3	Better traffic light measures to support both cars & cyclists Not sacrifice bus lane space Add North Bridge as priority cycle route
Supportive - cycle lanes/paths	3	Build more cycle paths Have variable measures - traffic restriction linked to different time of day Split pavements for walking and cycling
Concerned about - the environment/climate	2	More city centre pedestrian areas
Concerned about - users ignoring the measures/highway code - cyclists	2	Ensure measures enforced/adhered to
Other individual comments (made by one person only)	19	More signage Make protected lanes more robust to prevent damage/vandalism Introduce rules for cyclists Greater priority/right of way to pedestrians

# Comments: those who do not support removing measures

20 respondents made comments indicating they did not want to see measures removed

Comment	No. of Comments	Modification suggested
Supportive - some/all measure(s)	10	
Insufficient detail/meaning	2	
Supportive - in general/principle or implicit	2	
Other individual comments	6	Avoid reducing space for cyclists

# Comments: those who do not support retaining measures

77 respondents made comments indicating they did not want to retain measures, and suggested modifications

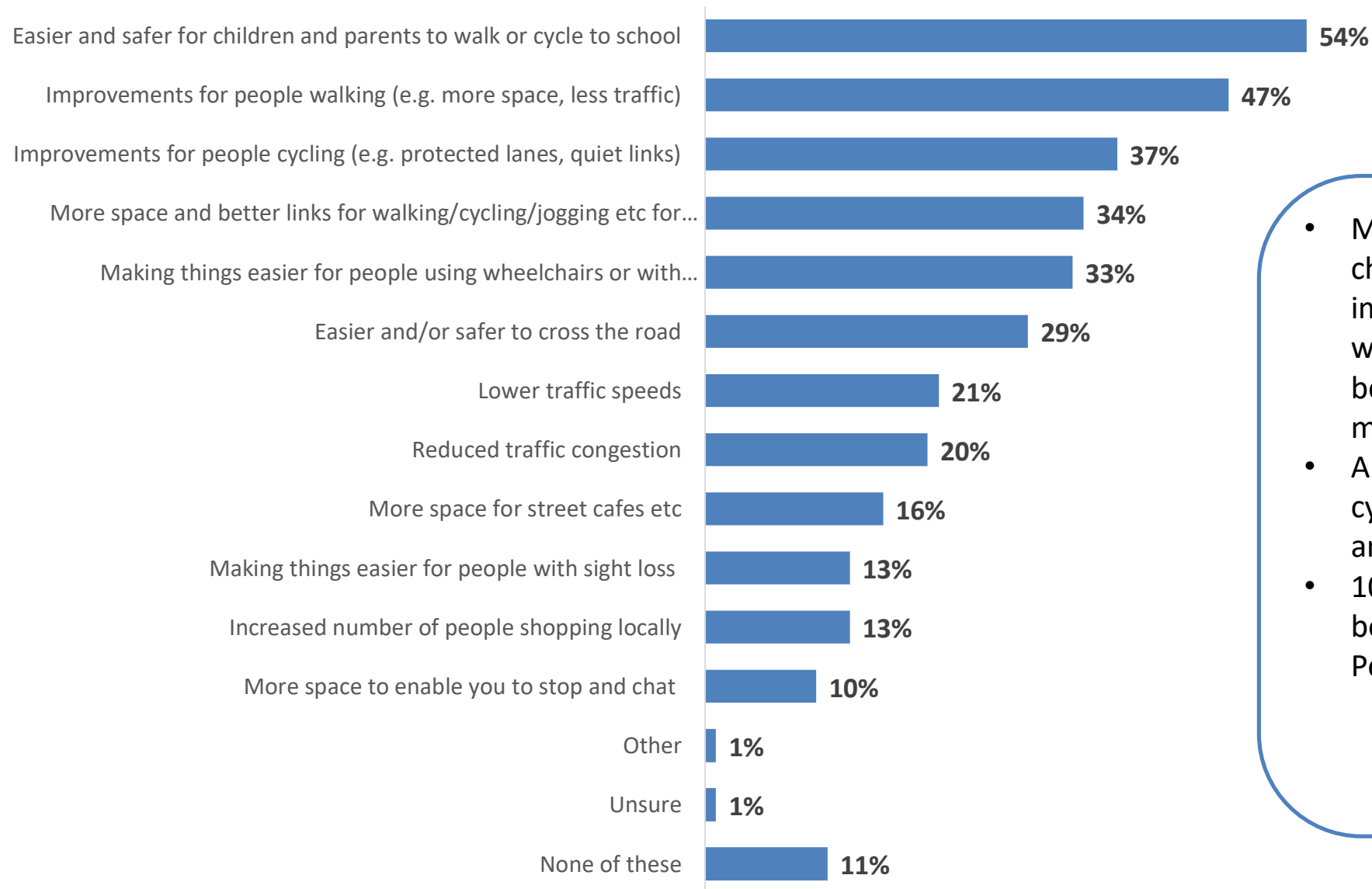
Comment	No. of Comments	Modification suggested
Negative/unhelpful comment	12	
Insufficient detail/meaning	9	
Concerned about - traffic displacement & congestion	8	Focus on road repairs and maintenance More parking restrictions
Waste of time/money	6	
Remove - some/all	5	
Concerned about - design/safety	4	
Concerned about - multiple issues	4	
Insufficient consultation	4	
Concerned about - users ignoring the measures/highway code - cyclists	3	
Measures have no personal impact or not necessary	3	Road painted cycle lanes sufficient
Unable to comment/say/decide	3	
Concerned about - negative impact on local businesses	2	
Concerned about - restricted access - to traffic in general	2	
Concerned about - road/infrastructure maintenance	2	
What can be done for the motorist?	2	
Other individual comments	8	Not have cycle lanes on pavements Build in extra space

# Comments: those who support removing measures

66 respondents made comments indicating they wanted to see measures removed

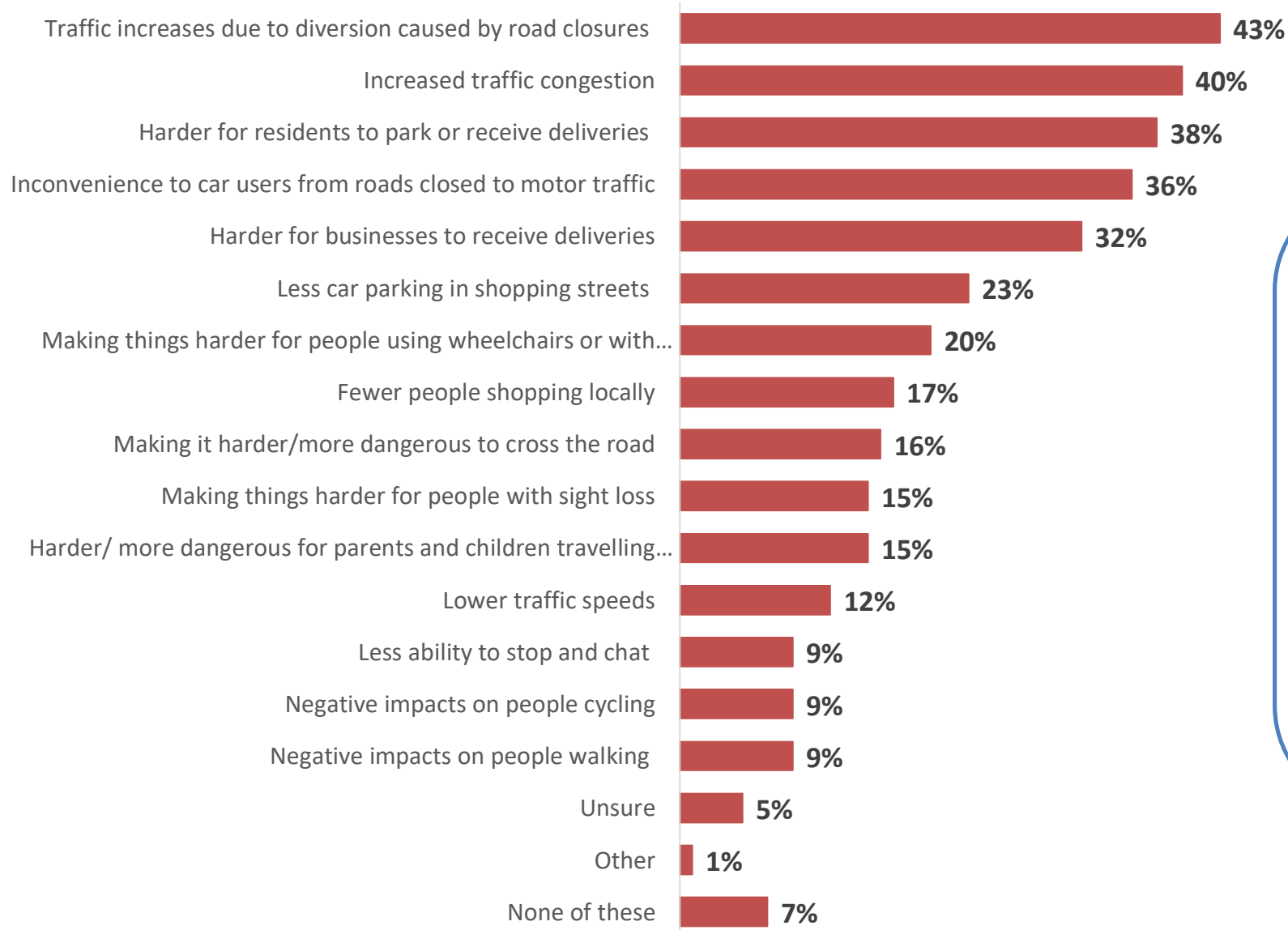
Comment	No. of Comments	Modification
Concerned about - design/safety	9	Remove cycle lane poles/bollards x 3 Bus stop boarders and cycle lane design needs rethinking - George IV bridge x 1
Remove - some/all	9	
Waste of time/money	9	Fix potholes
Concerned about - traffic displacement & congestion	5	
Remove - specific - concerned about design/safety	5	Remove extended walkways Remove all protected cycle lanes Remove cycle lane poles/bollards
Negative/unhelpful comment	3	
Remove - specific	3	Remove Lanark Road cycle lane between Gillespie crossroads & Longstone Remove Silverknowes road restrictions Remove cycle lane poles/bollards
Remove - specific - concerned about displaced traffic/congestion	3	Remove Links Garden road closure
Concerned about - multiple issues	2	
Concerned about - negative impact on local businesses	2	
Remove - specific - restricted access	2	
Other individual comments	14	Consider disabled access requirements Remove cycle lane poles/bollards

# Benefits of retaining measures



- Making active travel safer for children and parents, and improving spaces for pedestrians were the most widely recognised benefits of Spaces for People measures
- A range of other benefits for cycling, exercise, wheelchair users and pedestrians were also noted
- 10% respondents did not see any benefits of retaining Spaces for People measures
  - Rising to 16% amongst those who used cars on SfP streets/roads

# Disadvantages of retaining measures



- Increased traffic and congestion were the most widely recognised disadvantages of retaining the measures
- A number of other issues relating to parking, deliveries and general inconvenience were also noted
  - With significantly more car users on SfP roads/streets highlighting these issues
- 7% of respondents could not see any disadvantages to retaining Spaces for People measures

# Views on Specific Existing Schemes

- Respondents were asked to state whether they particularly wanted to see existing schemes retained or removed
- Schemes were grouped by area (central, north, east, south and west) with a short description of the measure noted alongside the relevant street/road
- Schools were presented in a separate list



School	Familiar with	Retain (total)	Remove (total)	School	Familiar with	Retain (total)	Remove (total)
Bonaly Primary	5%	5%	5%	Leith Walk Primary	13%	7%	6%
Boroughmuir High School	18%	7%	6%	Longstone Primary	5%	8%	6%
Brunstane Primary	2%	7%	4%	Lorne Primary	5%	5%	4%
Bruntsfield Primary	10%	6%	5%	Murrayburn Primary	4%	4%	5%
Buckstone Primary	2%	4%	4%	Parsons Green Primary	4%	7%	4%
Carrick Knowe Primary	5%	5%	5%	Pentland Primary	3%	5%	4%
Castleview Primary	2%	5%	4%	Pirniehall Primary	6%	6%	4%
Corstorphine Primary	13%	6%	5%	Preston Street Primary	6%	5%	4%
Craigentenny Primary	4%	5%	4%	Prestonfield Primary	3%	4%	3%
Craigour Park Primary	2%	3%	4%	Rudolf Steiner School	3%	4%	4%
Currie Primary	6%	6%	3%	Sciennes Primary	6%	6%	4%
Dalry Primary	10%	6%	4%	South Morningside Primary	11%	6%	5%
Davidsons Mains Primary	7%	6%	4%	St Catherine's RC Primary	3%	5%	4%
Ferryhill Primary	3%	5%	4%	St Francis/ Niddrie Mill Primary	4%	4%	4%
Granton Primary	7%	5%	3%	St Georges School	6%	5%	3%
Gylemuir Primary	3%	3%	4%	St John Vianney RC Primary	2%	4%	4%
Hermitage Park Primary	4%	5%	4%	The Royal High School	9%	6%	5%
Holy Cross RC Primary	4%	4%	3%	Victoria Primary	4%	4%	4%
James Gillespies Primary	8%	4%	4%	<b>Unsure</b>	<b>20%</b>	<b>46%</b>	<b>46%</b>
Juniper Green Primary	2%	6%	5%	None		17%	34%

- Familiarity with the measures at individual schools was low, not surprising given these are relevant only to specific elements of the sample
- Views on removal / retention were also expressed by a minority
- Almost half of the sample said they were unsure which should be retained or removed

## Views on retaining / removing measures based on those most familiar with measures at each school

School	Retain	Remove	Base	School	Retain	Remove	Base
Bonaly Primary	14%	14%	14	Leith Walk Primary	40%	11%	45
Boroughmuir High School	23%	16%	56	Longstone Primary	40%	0%	15
Brunstane Primary	44%	22%	9	Lorne Primary	38%	0%	16
Bruntsfield Primary	30%	18%	33	Murrayburn Primary	14%	14%	14
Buckstone Primary	0%	0%	6	Parsons Green Primary	15%	0%	13
Carrick Knowe Primary	31%	13%	16	Pentland Primary	20%	10%	10
Castleview Primary	50%	17%	6	Pirniehall Primary	29%	6%	17
Corstorphine Primary	30%	11%	44	Preston Street Primary	24%	6%	17
Craigentiny Primary	27%	13%	15	Prestonfield Primary	17%	8%	12
Craigour Park Primary	33%	0%	6	Rudolf Steiner School	0%	20%	10
Currie Primary	18%	6%	17	Sciennes Primary	35%	13%	23
Dalry Primary	34%	6%	32	South Morningside Primary	24%	18%	33
Davidsons Mains Primary	18%	23%	22	St Catherine's RC Primary	50%	0%	8
Ferryhill Primary	0%	33%	9	St Francis/ Niddrie Mill Primary	9%	9%	11
Granton Primary	30%	17%	23	St Georges School	27%	13%	15
Gylemuir Primary	10%	30%	10	St John Vianney RC Primary	29%	14%	7
Hermitage Park Primary	67%	7%	15	The Royal High School	22%	22%	27
Holy Cross RC Primary	23%	8%	13	Victoria Primary	17%	17%	12
James Gillespies Primary	19%	23%	26				
Juniper Green Primary	44%	33%	9				

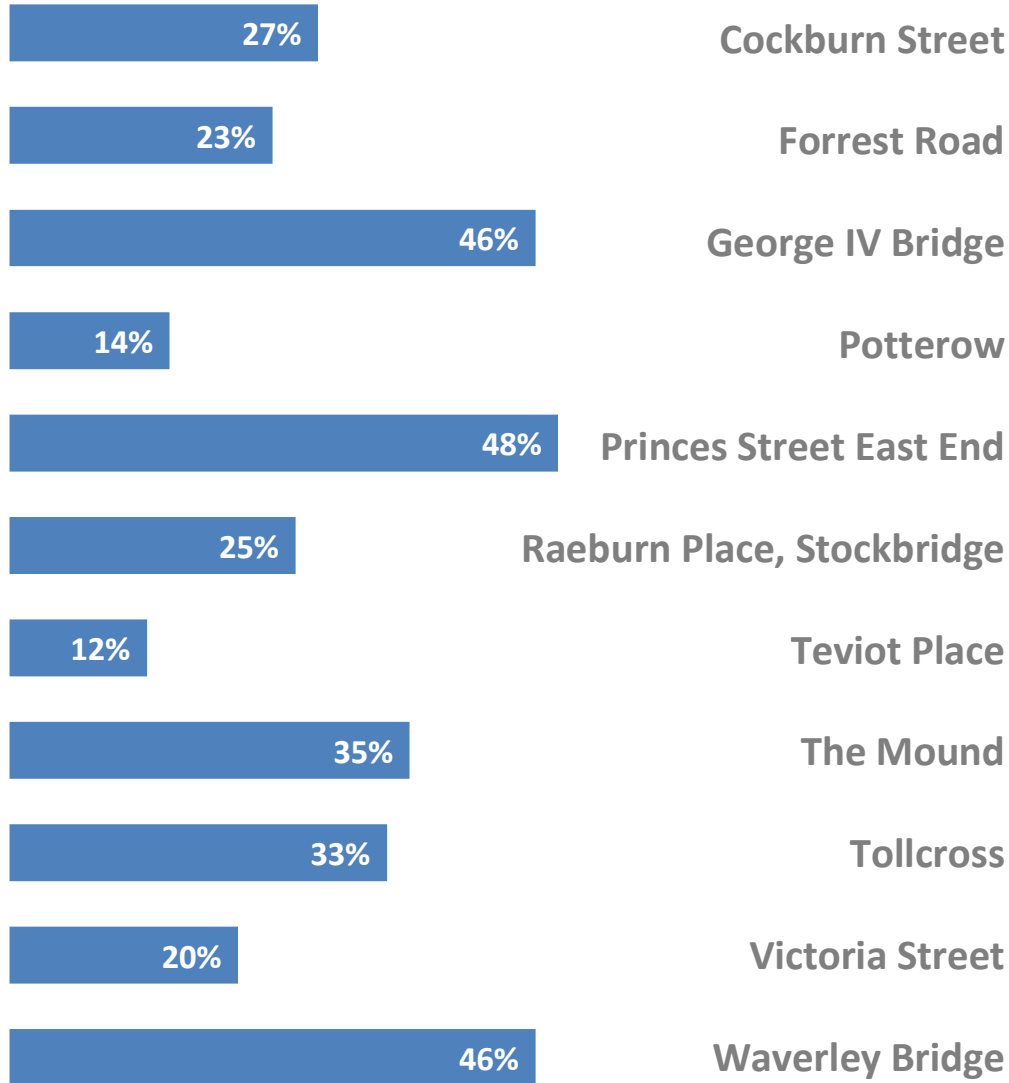
**NOTE: Very small base sizes**

# Central Edinburgh Schemes

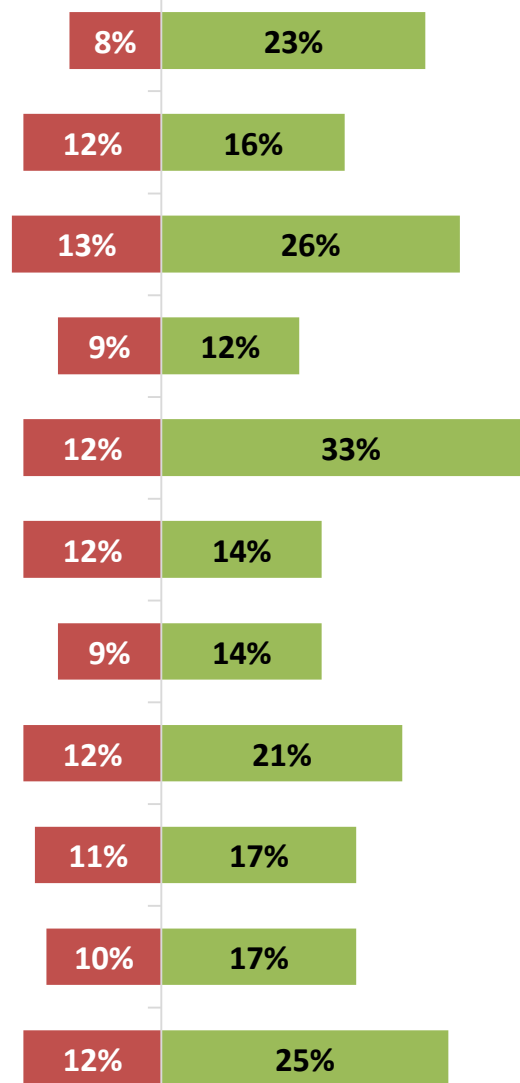
Street	Scheme
Cockburn Street	Pedestrian area with limited access for deliveries etc
Forrest Road	Protected cycle lanes
George IV Bridge	Protected cycle lanes
Potterow	Protected cycle lanes
Princes Street East End	Buses/taxis/cycles only on Princes Street from North Bridge to South St David St
Raeburn Place - Stockbridge	Extra pedestrian space
The Mound	Protected cycle lanes
Teviot Place	Protected cycle lanes
Tollcross	Extra pedestrian space
Victoria Street	Pedestrian area with limited access for deliveries etc
Waverley Bridge	Pedestrian area with limited access for deliveries etc

# Central Edinburgh

## Familiar with

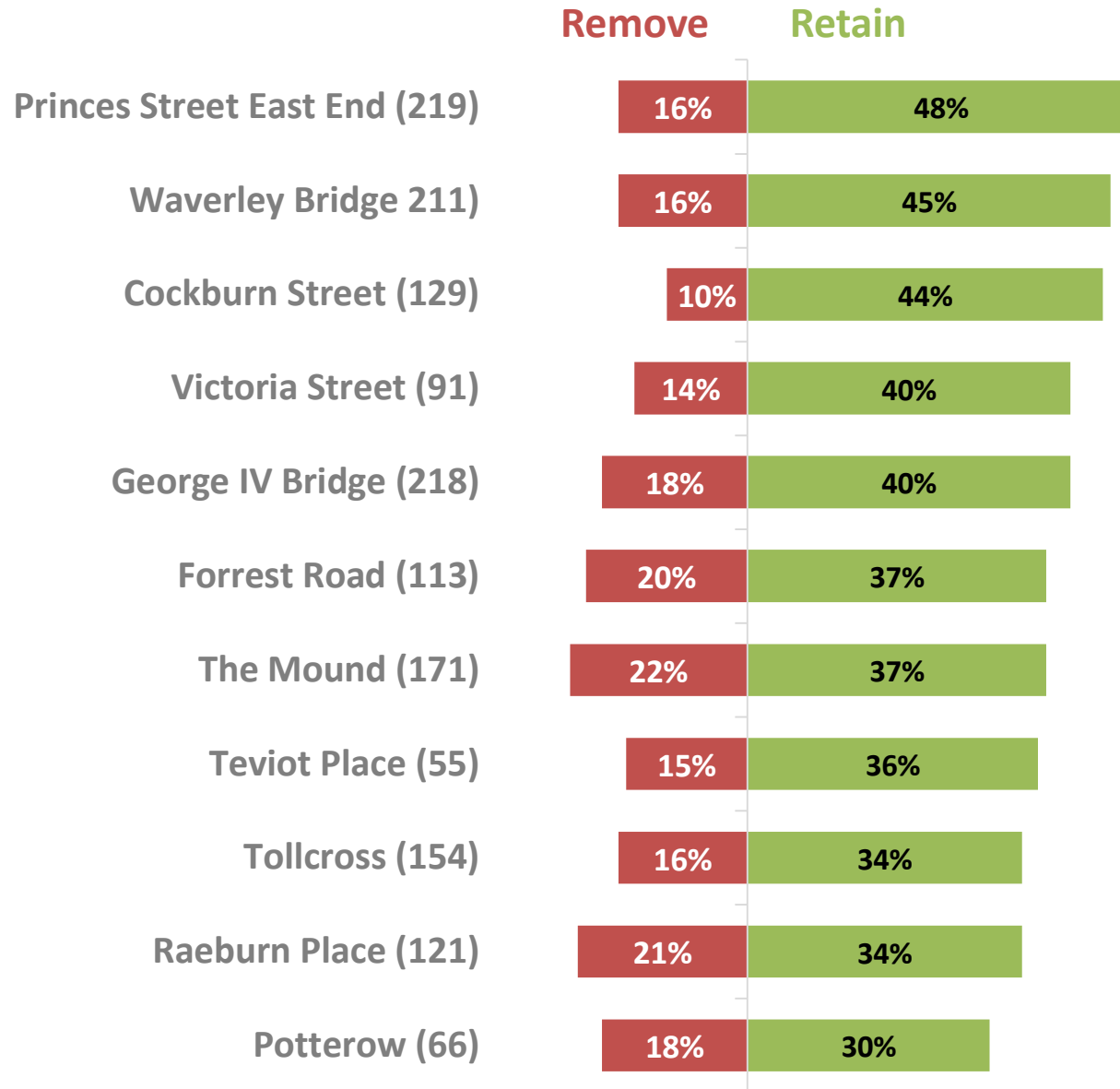


## Remove Retain



Familiar with: **None 5%**    **Remove: None 38%**    **Retain: None 22%**  
 Unsure 7%    Unsure 33%    Unsure 19%

- Almost half of respondents were familiar with measures at Princes St, George IV Bridge and Waverley Bridge
- These also attracted the highest levels of support to retain post pandemic, along with measures at Cockburn St and The Mound
- Around 1 in 10 felt each scheme in Central Edinburgh should be removed
- At an overall level, 38% felt none of the Central Edinburgh measures should be removed; and 22% felt none should be retained.



- Amongst those most familiar with each measure in Central Edinburgh, support for their retention was higher than amongst the sample as a whole
- 5 of the 11 measures were supported for retention by 40% or more of those familiar with the measure
- 2 in 10 wanted schemes on The Mound, Forrest Road and Raeburn Place removed

Q10b Please select any streets or roads with Spaces for People measures already in place in CENTRAL EDINBURGH that you would particularly like to remain following the pandemic.  
 Q12b Please select any streets or roads with Spaces for People measures already in place in CENTRAL EDINBURGH that you would particularly like to be removed following the pandemic.

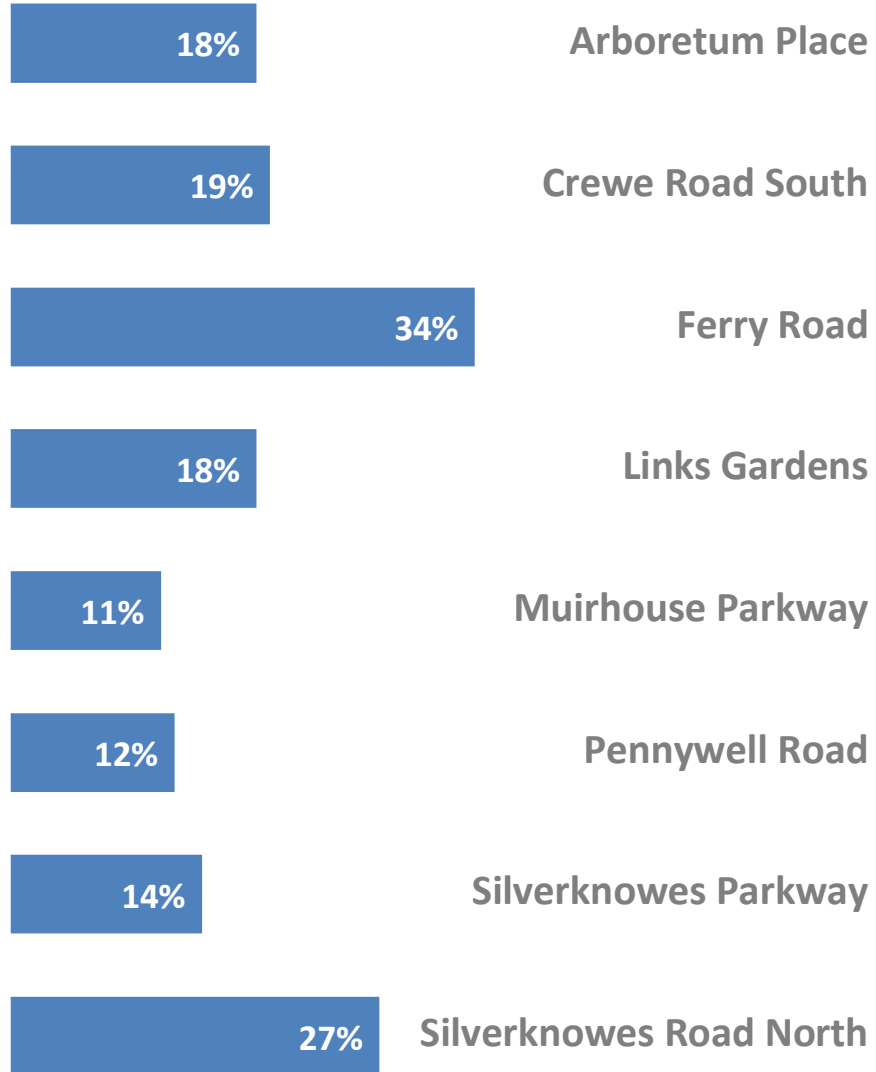
Note: individual base sizes shown in ( )

# North Edinburgh Schemes

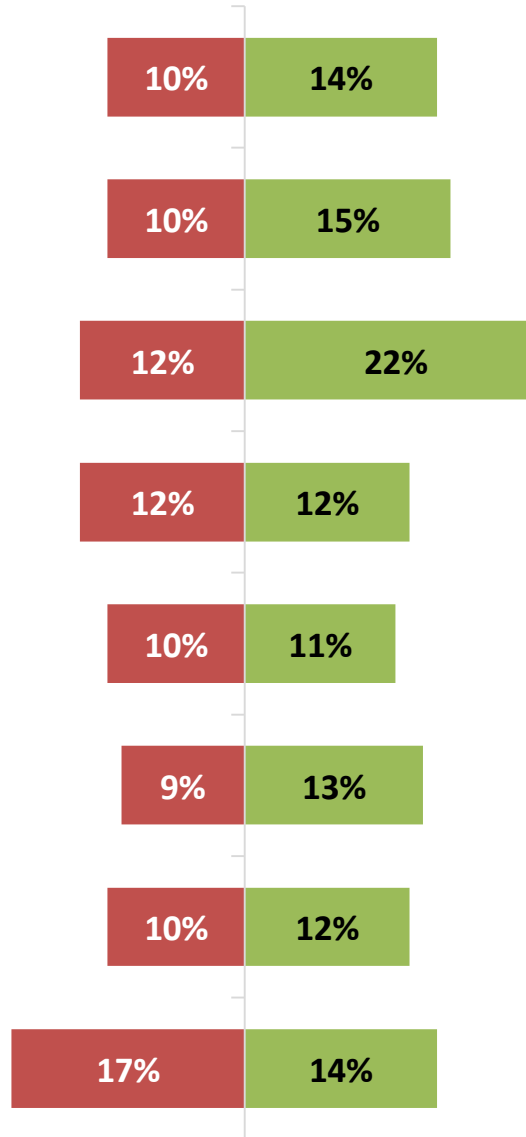
Street	Scheme
Arboretum Place	Relocation of parking at West Gate to provide safer pedestrian and cycle access and crossing to Inverleith Park
Crewe Road South	Protected cycle lanes
Ferry Road	Protected cycle lanes
Links Gardens	Road closure in middle of Leith Links
Muirhouse Parkway	Protected cycle lanes
Pennywell Road	Protected cycle lanes
Silverknowes Road North	Road closure from Silverknowes Parkway to Marine Drive to provide safer and easier walking and cycling connection to Silverknowes promenade. Due to reopen to buses shortly, with a 2-way protected cycleway.
Silverknowes Parkway	Protected cycle lanes

# North Edinburgh

## Familiar with



## Remove Retain

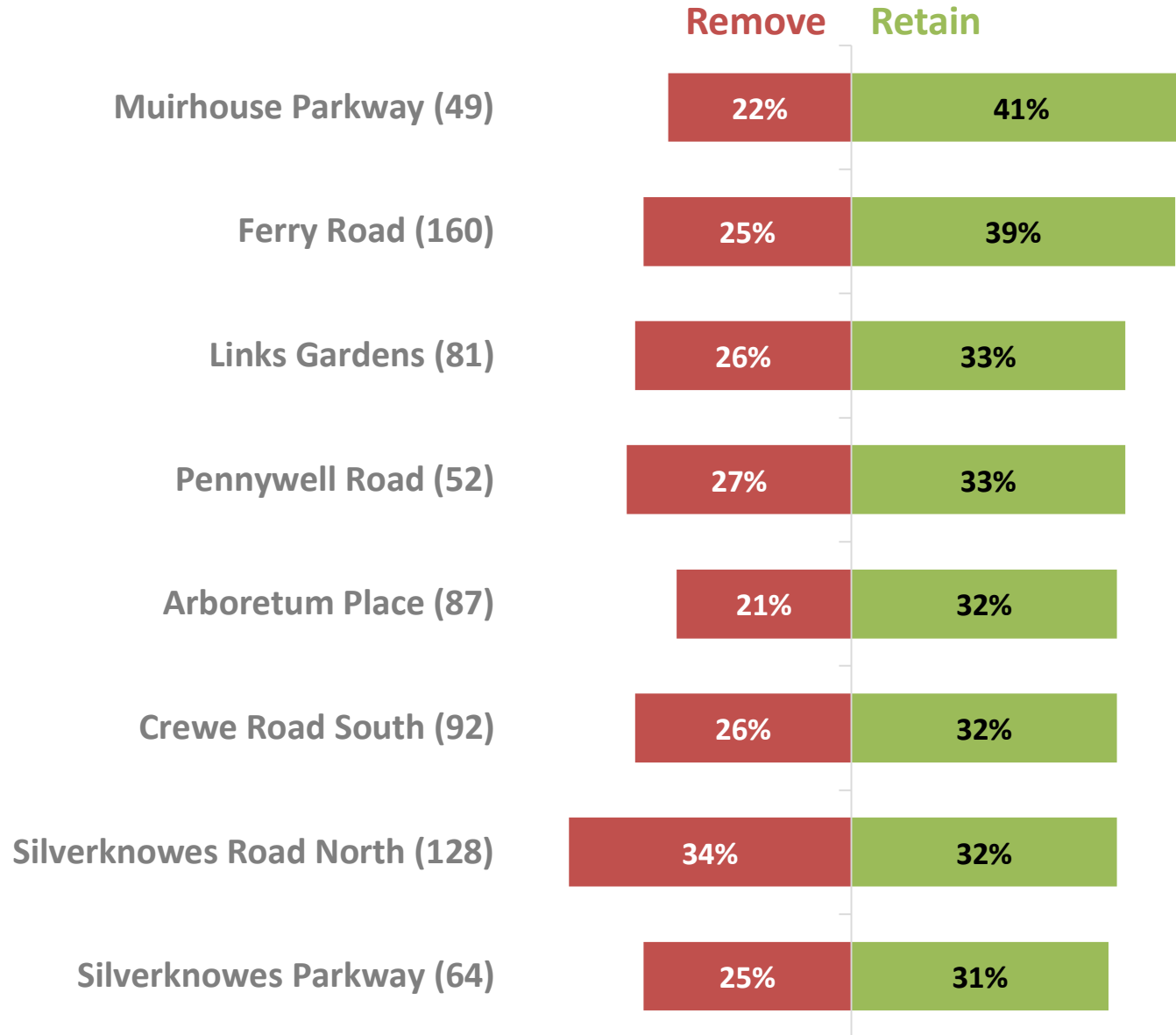


**Familiar with:**  
 None 22%  
 Unsure 10%

**Remove:**  
 None 34%  
 Unsure 37%

**Retain:**  
 None 26%  
 Unsure 33%

- Familiarity with measures in North Edinburgh was varied and 22% were not familiar with any
  - Measures at Silverknowes Rd North Ferry Road recorded greatest levels of familiarity
- Just over a third of respondents thought none of the measures in North Edinburgh should be removed, whilst just over a quarter thought none should be retained
- Support to retain was highest for measures on Ferry Road, whilst those on Silverknowes Rd North were most likely to be cited for removal
- Several of the North Edinburgh measures were polarising – attracting similar numbers supporting and opposing their retention



- Amongst those familiar with the specific measures, support clearly outweighed opposition for:
  - Muirhouse Parkway, Ferry Road and Arboretum Place
- However, many of the measures in North Edinburgh attracted broadly similar proportions advocating retention and removal
- Overall, the road closure at Silverknowes attracted the greatest level of opposition of the North Edinburgh measures.

Q10c Please select any streets or roads with Spaces for People measures already in place in NORTH EDINBURGH that you would particularly like to remain following the pandemic.  
 Q12c Please select any streets or roads with Spaces for People measures already in place in NORTH EDINBURGH that you would particularly like to be removed following the pandemic.

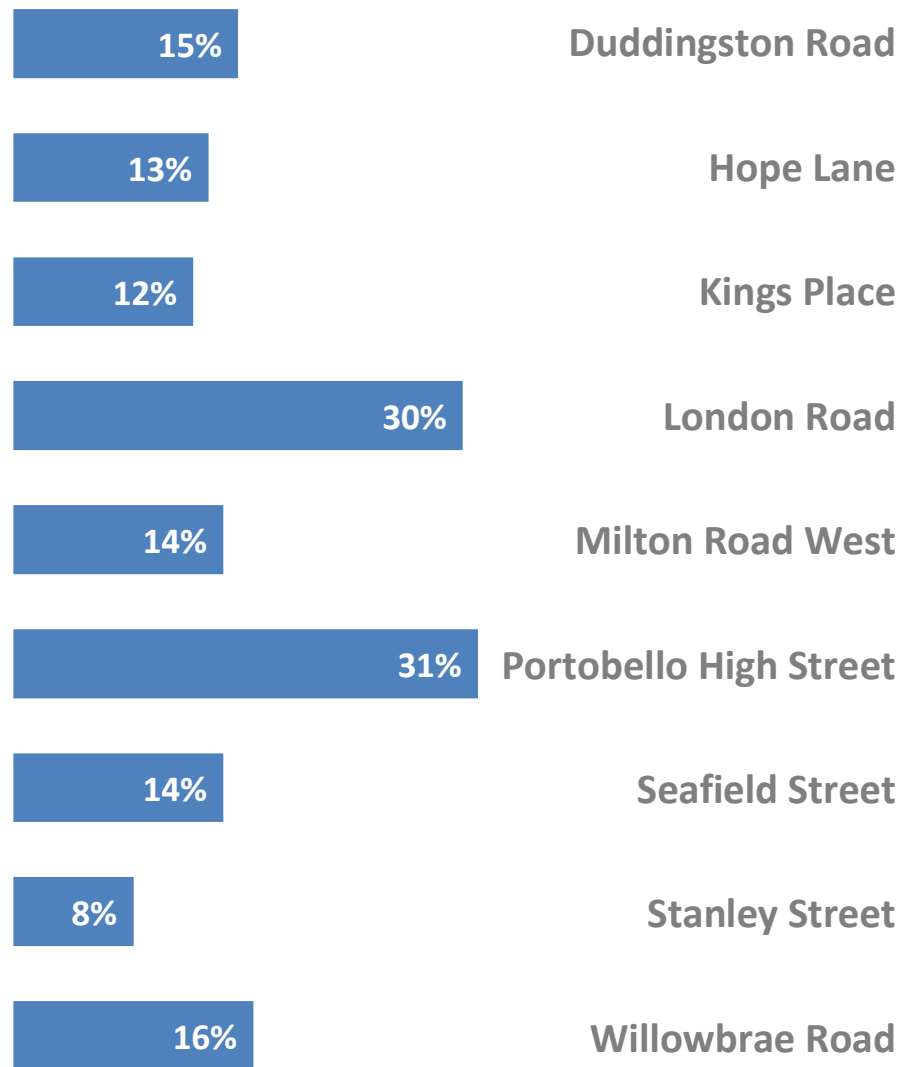
Note: individual base sizes shown in ()



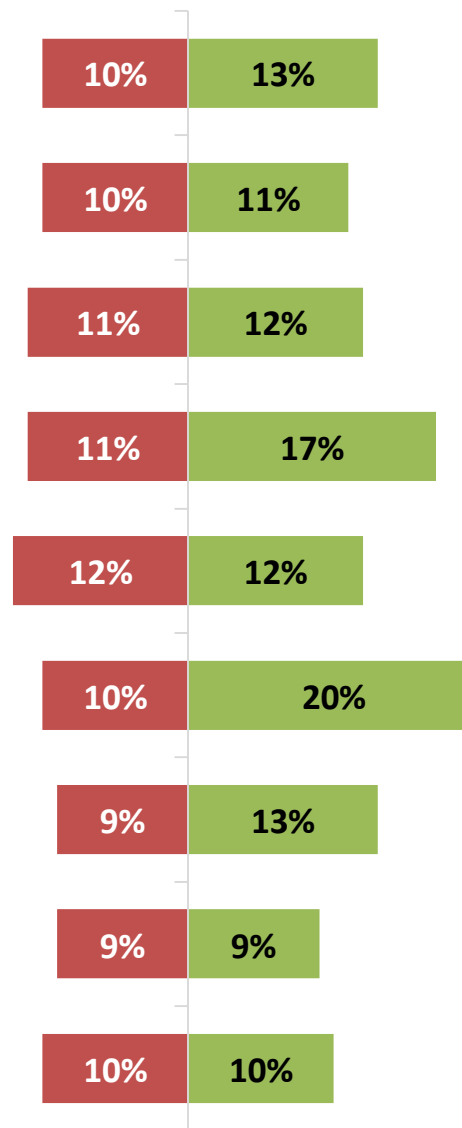
# East Edinburgh Schemes

Street	Scheme
Duddingston Road	Protected cycle lanes
Hope Lane	Road closure reducing traffic on very narrow road that forms a walking/cycling connection to Portobello
Kings Place	Road closure and parking removal linking Portobello and Seafield promenades
London Road	Protected cycle lanes
Milton Road West	Extra bus lanes and protected cycle lanes
Portobello High Street	Extra pedestrian space
Seafield Street	Protected cycle lanes joining off-road cycle paths
Stanley Street	Road closure reducing traffic on very narrow road that forms a walking/cycling connection to Portobello
Willowbrae Road	Extra bus lanes and protected cycle lanes

## Familiar with



## Remove Retain

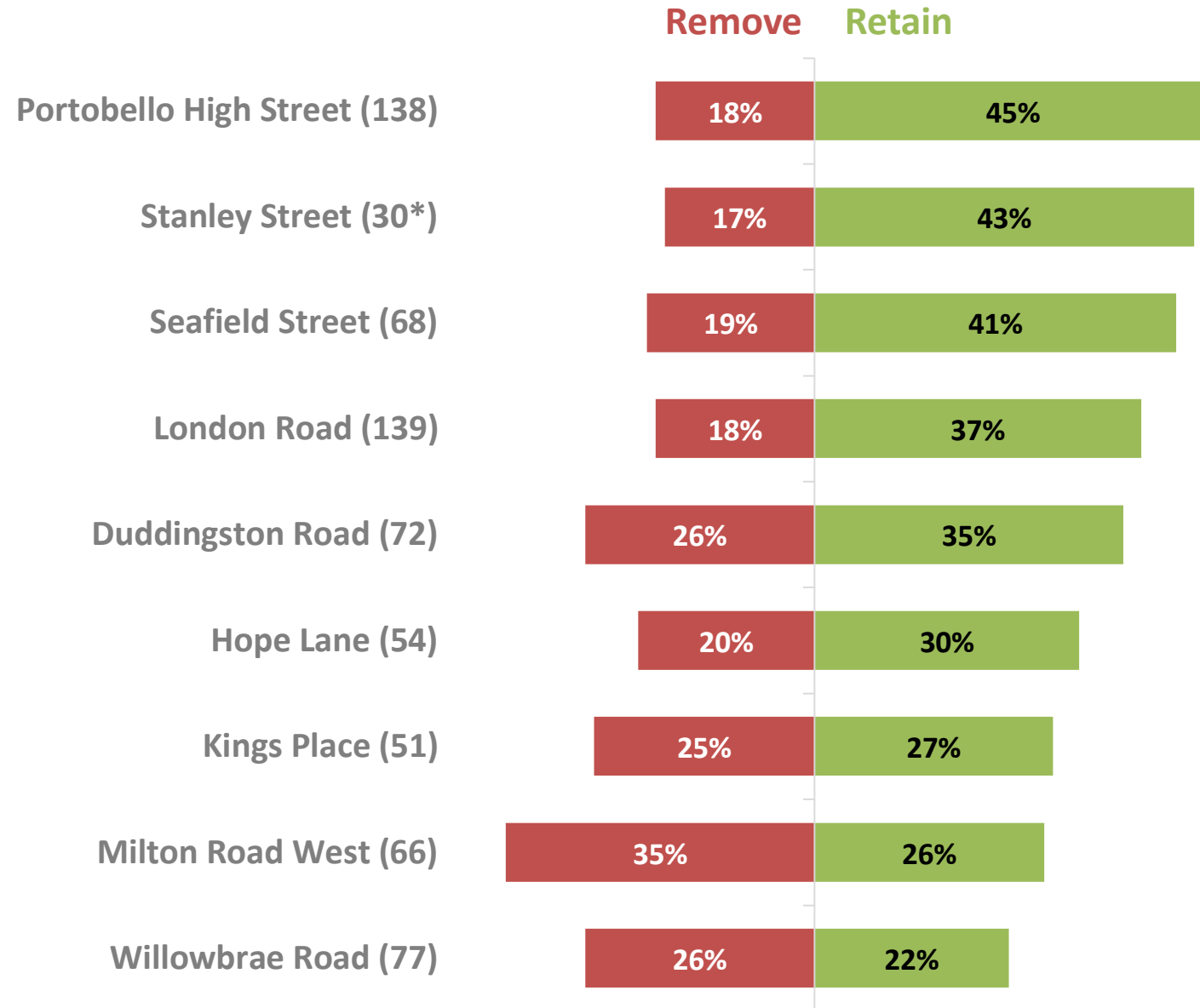


**Familiar with:** None 27%  
 Unsure 10%

**Remove:** None 35%  
 Unsure 39%

**Retain:** None 25%  
 Unsure 35%

- Over a quarter of the sample were not familiar with any of the measures in East Edinburgh
- Familiarity was greatest for measures on key roads – Portobello High St and London Road
- Support for retention was also strongest for these two roads at 20% and 17% respectively
  - With support for others at around 10%
- Around 1 in 10 wanted to see removal of each of the East Edinburgh measures
- At the overall level, 35% felt none of the measures in East Edinburgh should be removed, whilst 25% wanted none retained.



- Amongst those most familiar with each measure in East Edinburgh, support was greater for retention than removal for 6 of the 9 measures
- Opposition was strongest for Milton Rd West measures with just over a third wanting to see these removed, whilst a quarter supported keeping them in place
- And measures at Kings Place and Willowbrae Rd attracted similar levels of support and opposition.

Q10d Please select any streets or roads with Spaces for People measures already in place in EAST EDINBURGH that you would particularly like to remain following the pandemic.  
 Q12d Please select any streets or roads with Spaces for People measures already in place in EAST EDINBURGH that you would particularly like to be removed following the pandemic.

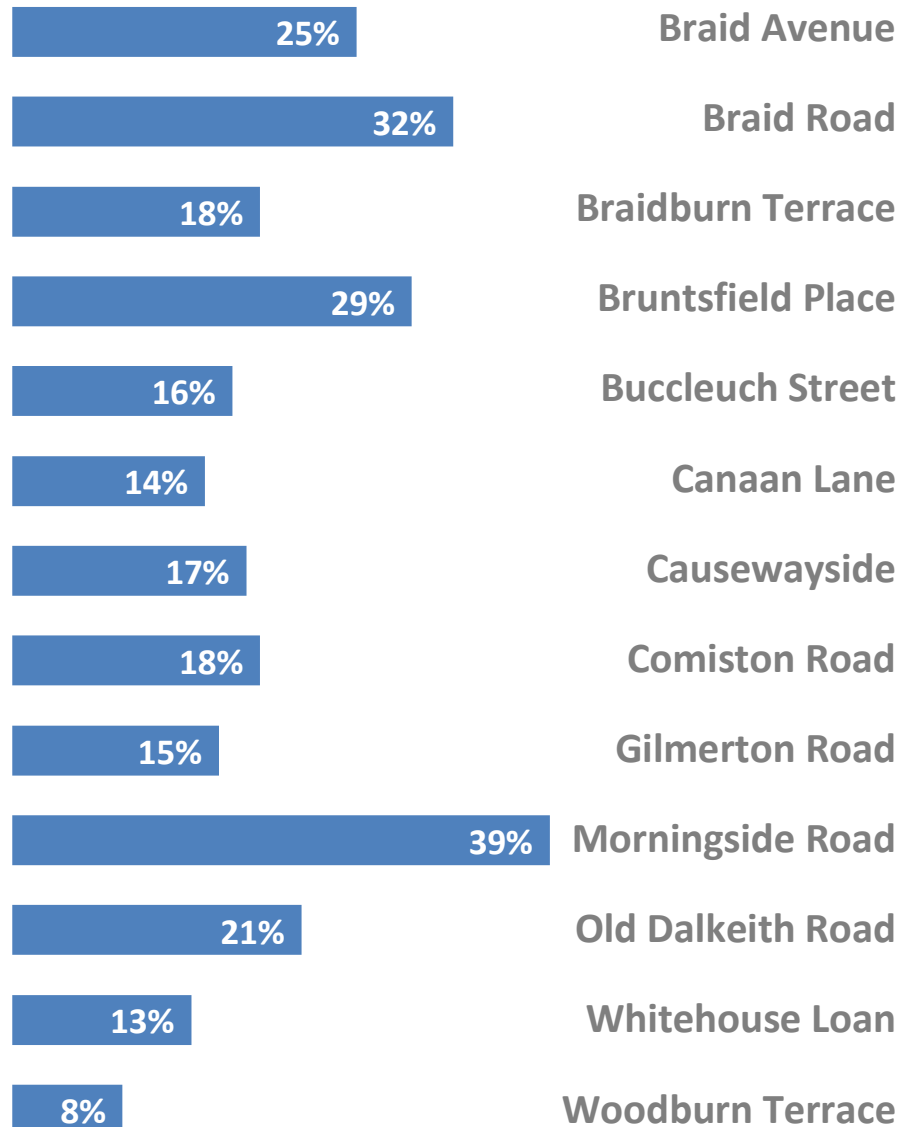
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# South Edinburgh Schemes

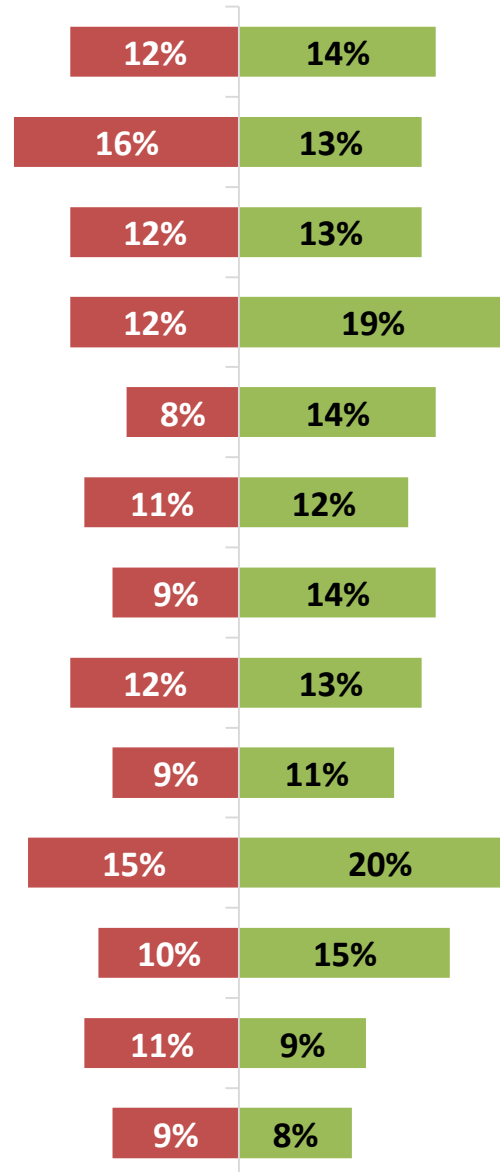
Street	Scheme
Braid Avenue	Meadows to Greenbank quiet route. Selected road closures to create a quiet cycling and walking route connecting to Comiston Road
Braid Road	Road closure at Hermitage of Braid entrance. Note that it is proposed to reopen Braid Road southbound (ie out-of-city)
Braidburn Terrace	One-way road closure to create safer walking and cycling connection from Hermitage of Braid to Braidburn Valley.
Bruntsfield Place	Extra pedestrian space
Buccleuch St	Protected cycle lanes
Caanan Lane	Meadows to Greenbank quiet route. Selected road closures to create a quiet cycling and walking route connecting to Comiston Road
Causewayside	Protected cycle lanes
Comiston Road	Protected cycle lanes
Gilmerton Road	Protected cycle lanes
Morningside Road	Extra pedestrian space
Old Dalkeith Road	Protected cycle lanes
Whitehouse Loan	Meadows to Greenbank quiet route. Selected road closures to create a quiet cycling and walking route connecting to Comiston Road
Woodburn Terrace	Meadows to Greenbank quiet route. Selected road closures to create a quiet cycling and walking route connecting to Comiston Road

# South Edinburgh

## Familiar with

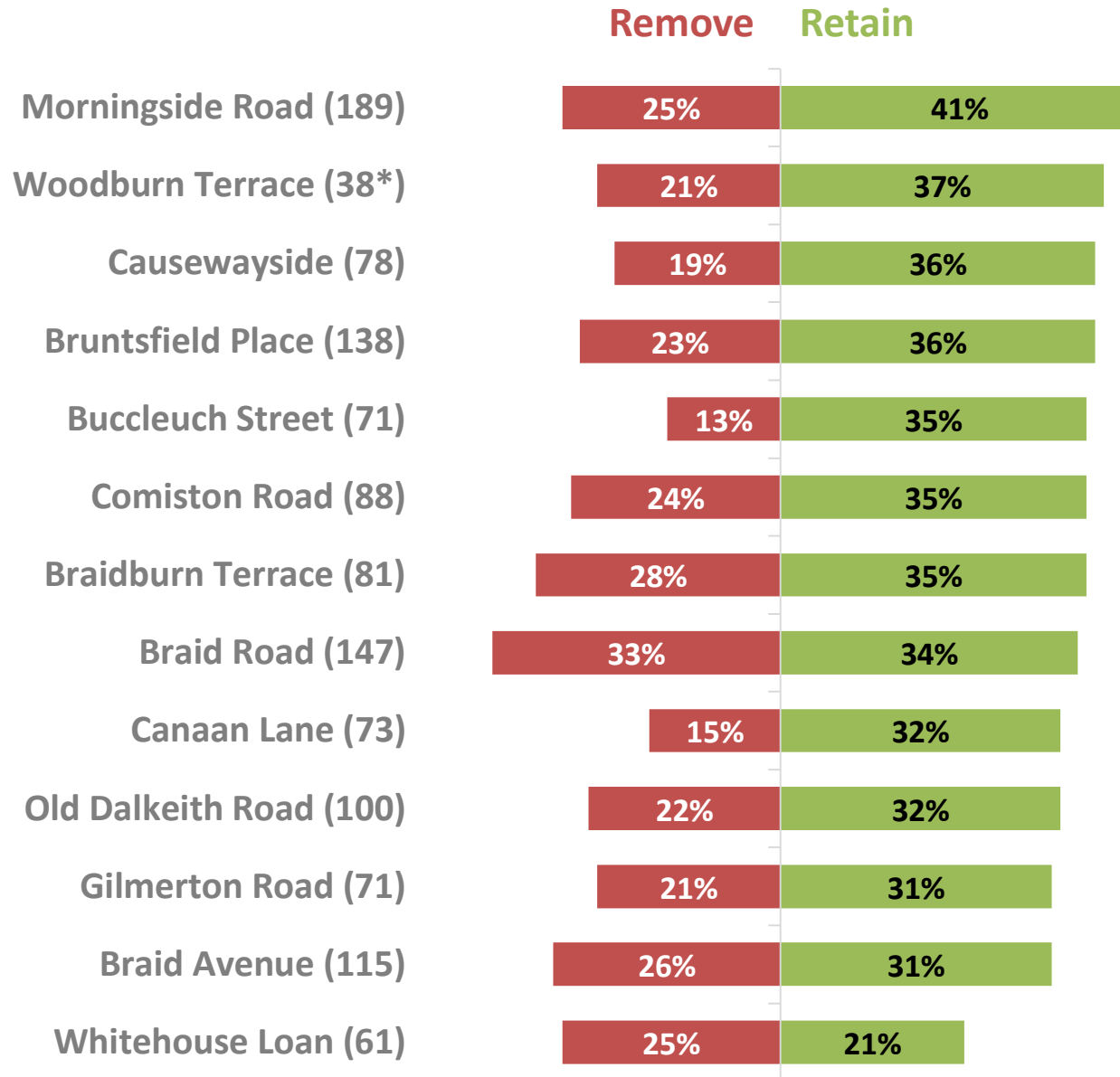


## Remove Retain



Familiar with: **None 17%** **Unsure 9%**  
 Remove: **None 33%** **Unsure 34%**  
 Retain: **None 27%** **Unsure 29%**

- Several of the schemes in South Edinburgh were known by at least a quarter of the sample
  - Morningside Rd, Braid Rd, Bruntsfield Pl, Braid Ave
- At an overall level, similar number wanted to remove none of the schemes as wanted to retain none
- Levels of support for retention were highest for measures at Morningside Rd and Bruntsfield Pl at around a fifth of the sample
- Schemes at Braid Rd (16%) and Morningside Rd (15%) attracted the highest levels of opposition.



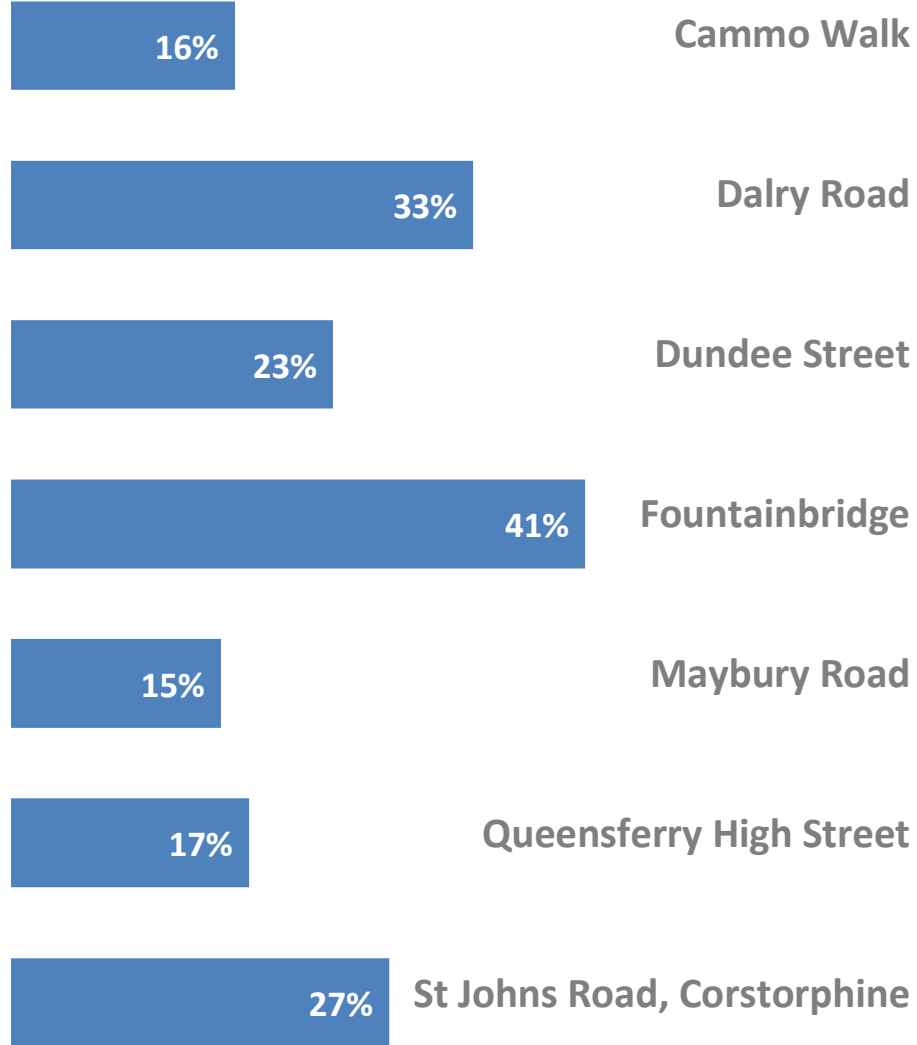
- Amongst those most familiar with the measures, the proportion who thought they should be retained was higher than the proportion who thought they should be removed for most measures
- Key exceptions were Braid Road and Whitehouse Loan where support and opposition to the measures was similar.

# West Edinburgh Schemes

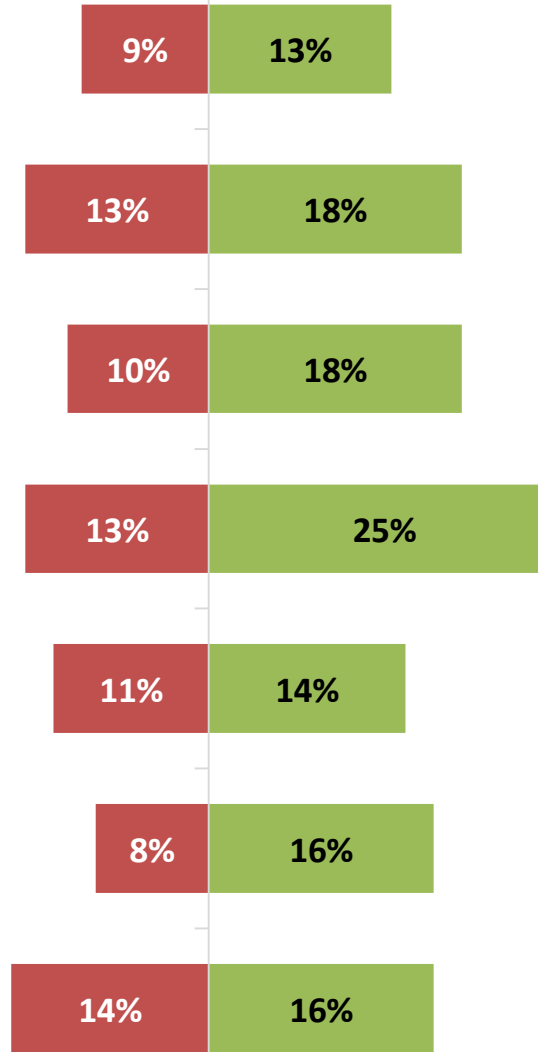
Street	Scheme
Cammo Walk	Road closure allowing traffic-free access to Cammo Estate
Dalry Road	Extra pedestrian space
Dundee Street	Protected cycle lanes
Fountainbridge	Protected cycle lanes
Maybury Road	Pedestrian and cycle crossing allowing safer access to Cammo Walk
Queensferry High Street	Extra pedestrian space
St Johns Road - Corstorphine	Extra pedestrian space

# West Edinburgh

## Familiar with



## Remove Retain



**Familiar with:**  
 None 18%  
 Unsure 9%

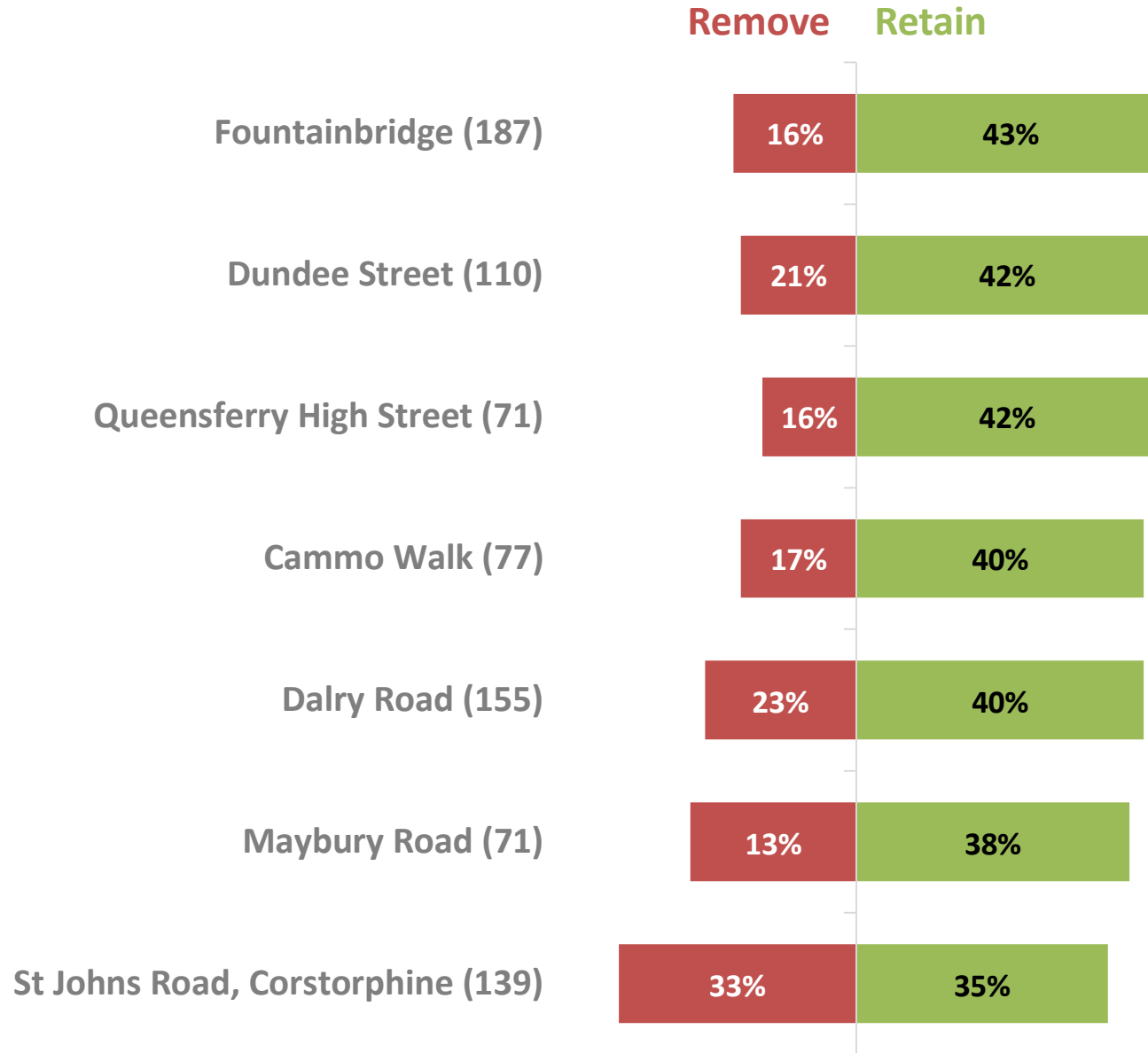
**Remove:**  
 None 36%  
 Unsure 36%

**Retain:**  
 None 27%  
 Unsure 25%

- Familiarity with schemes in West Edinburgh was greatest for those at Fountainbridge, Dalry Road and St John's Road, Corstorphine
- At the overall level, just over a third did not want to see removal of any of the measures in West Edinburgh, whilst just over a quarter did not want any to be retained
- A quarter of respondents supported retention of the Fountainbridge measures, and around 2 in 10 for Dalry Road and Dundee Street
- Around 1 in 10 felt each of the schemes should be removed, with St John's Road measures recording the highest levels of opposition at 14%.

Q5f Can you select the streets/roads with Spaces for People measures in WEST EDINBURGH that you are most familiar with? Base: All who used SFP measures (470)  
 Q10f Please select any streets or roads with Spaces for People measures already in place in WEST EDINBURGH that you would particularly like to remain following the pandemic. Base: All (583)  
 Q12f Please select any streets or roads with Spaces for People measures already in place in WEST EDINBURGH that you would particularly like to be removed following the pandemic. Base: All (583)





- Data for those most familiar with the schemes, shows a greater level of desire to see them retained than removed
- The one exception is St John’s Road, Corstorphine where similar numbers want these measures retained as want them removed post pandemic.

Q10f Please select any streets or roads with Spaces for People measures already in place in WEST EDINBURGH that you would particularly like to remain following the pandemic.  
 Q12f Please select any streets or roads with Spaces for People measures already in place in WEST EDINBURGH that you would particularly like to be removed following the pandemic.

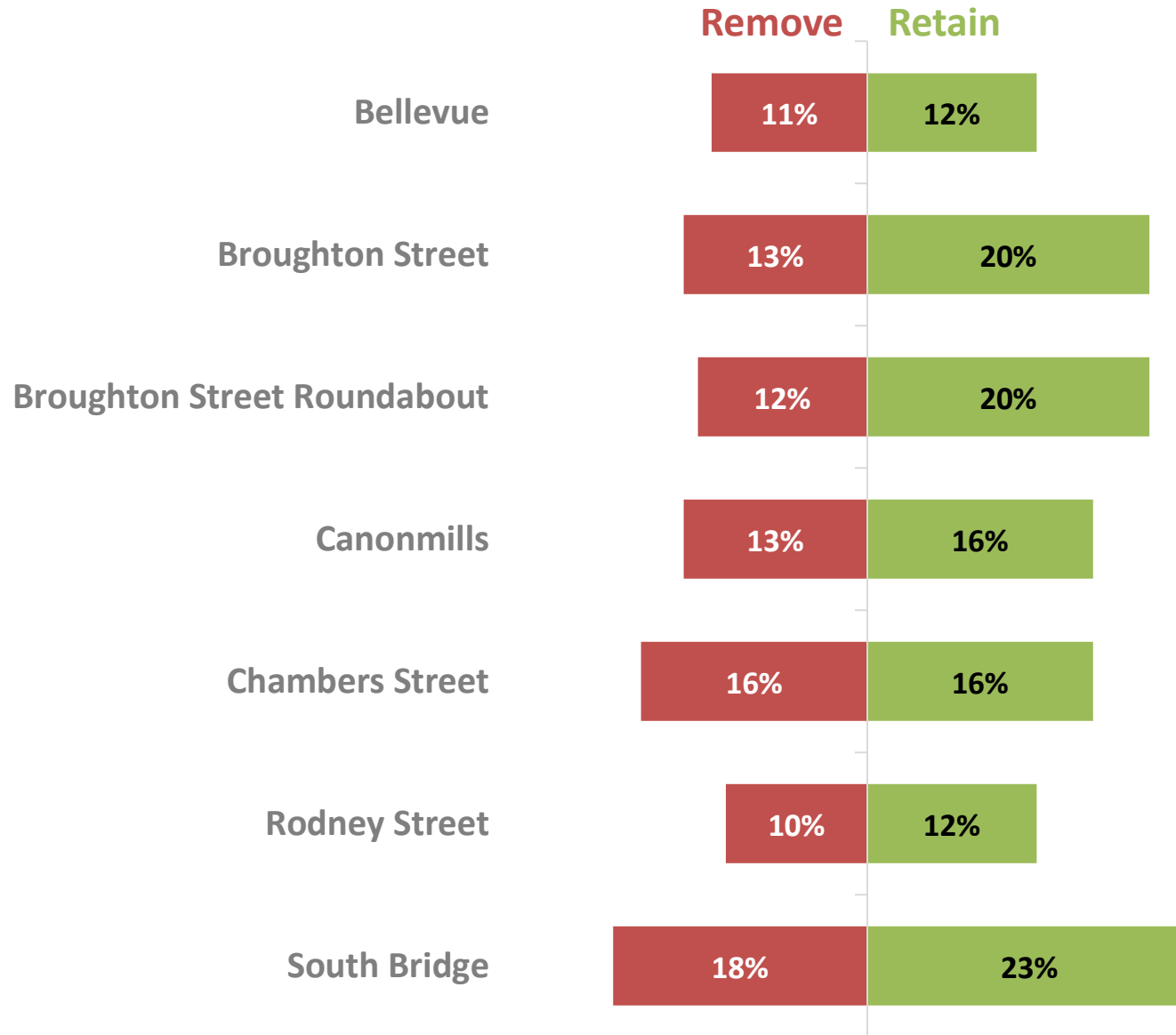
Note: individual base sizes shown in ( )

# **Views on Schemes Currently Being / Still To Be Installed**

# Central Edinburgh New Schemes

Street	Scheme
Bellevue	Protected cycle lanes
Broughton St Roundabout	Measures to help pedestrians and cyclists - to be designed
Broughton Street	Extra pedestrian space and uphill cycle lane
Canonmills	Protected cycle lanes
Chambers Street	Temporary traffic lights at George IV Bridge Junction
Rodney Street	Protected cycle lanes
South Bridge	Buses/taxis/cycles only northbound on South Bridge and North Bridge – Extra pedestrian space on South Bridge (east side) & cycle lanes both ways.

# Central Edinburgh



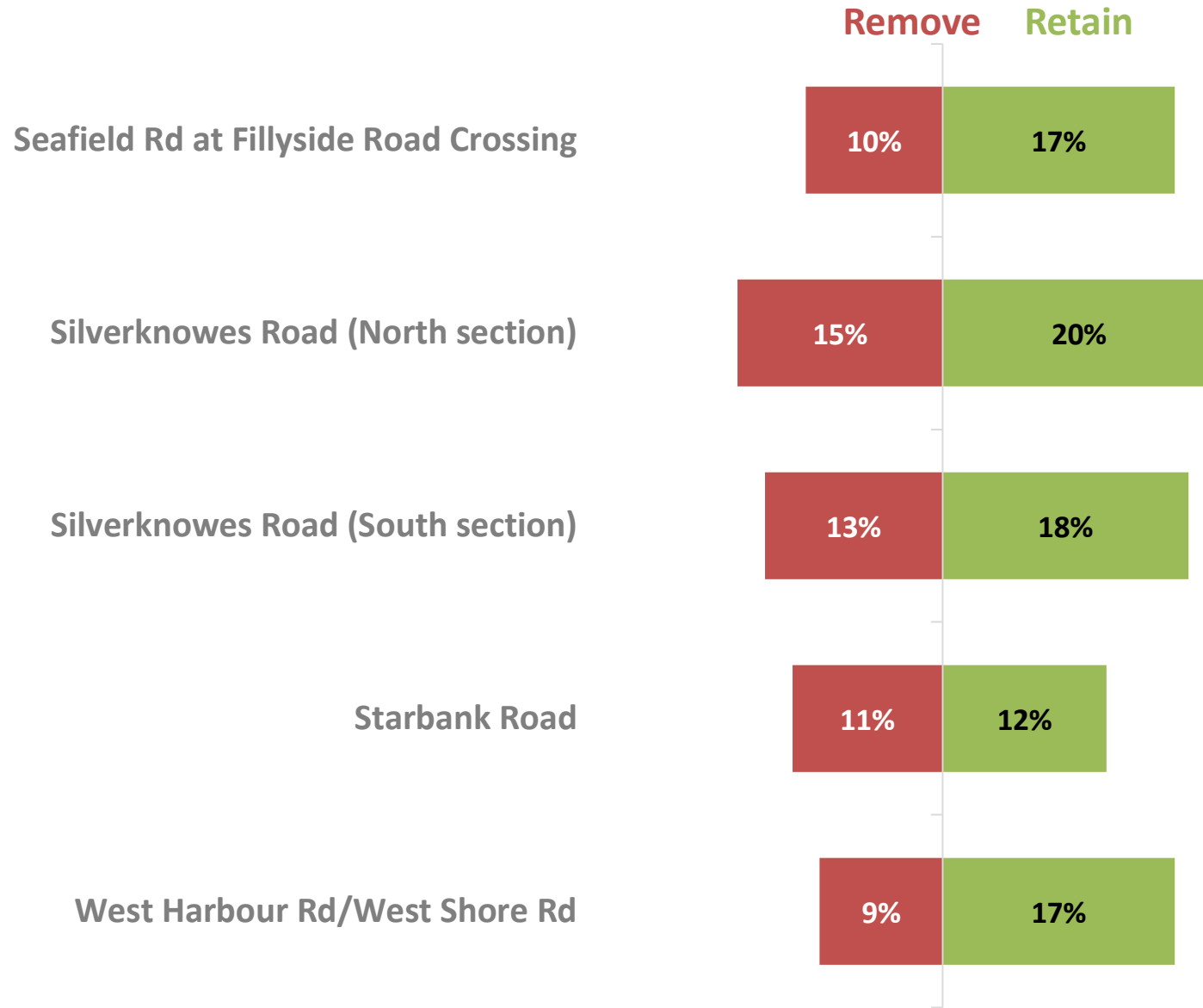
**Remove:**  
**None 36%**  
Unsure 34%

**Retain:**  
**None 29%**  
Unsure 26%

- At the overall level, 36% do not think any of the measures in Central Edinburgh should be removed, and 29% do not think any should be retained
- In terms of individual schemes, levels of support are highest for those at South Bridge, Broughton St (and roundabout)
- However, measures at South Bridge also attract higher levels of opposition than others.

# North Edinburgh New Schemes

Street	Scheme
Seafield Rd at Fillyside Road - Crossing	New pedestrian/cyclist crossing point
Silverknowes Road (North section)	This road has been closed to all traffic since May 2020. It is due to re-open to buses, with cyclists in protected 2-way lane. Along with Silverknowes Rd S, it provides safer and easier walking and cycling connection to Silverknowes promenade.
Silverknowes Road (South section)	Protected cycle lanes and signed quiet route via Silverknowes Place. Along with Silverknowes Rd N, provides safer and easier walking and cycling connection to Silverknowes promenade.
Starbank Road	Extra pedestrian space
West Harbour Rd/West Shore Rd	Measures to create a safer connection between Silverknowes Promenade and Lower Granton Promenade for cyclists and pedestrians



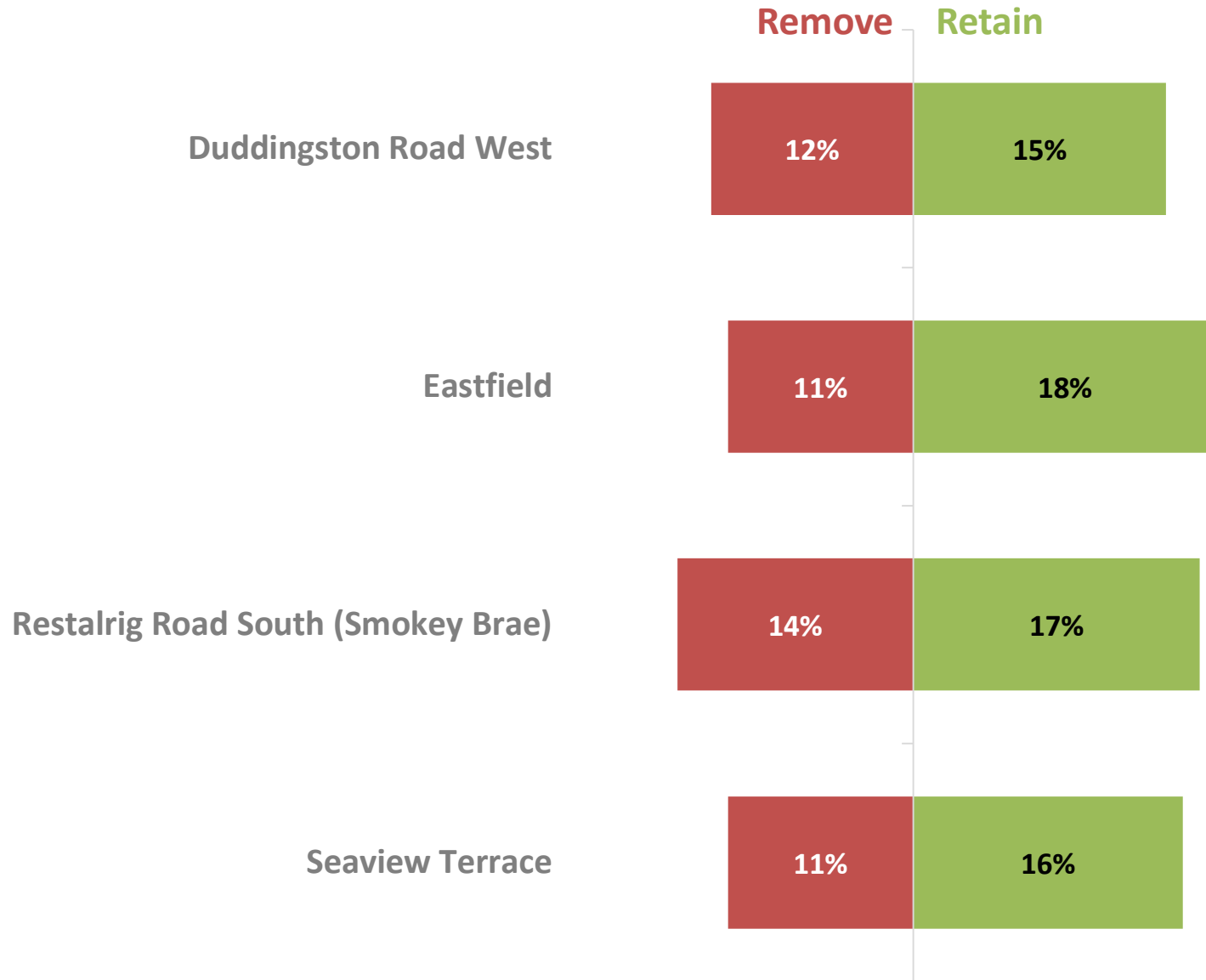
Remove: **None 38%**  
 Unsure 39%

Retain: **None 29%**  
 Unsure 35%

- Almost 4 in 10 think none of the new measures in North Edinburgh should be removed compared with 1 in 3 who think none should be retained
- Levels of support for retaining the individual measures are broadly consistent and outweigh the numbers who wish to see these removed
- One exception is Starbank Road where levels of support and opposition are equal
- High levels of uncertainty are recorded here.

# East Edinburgh New Schemes

Street	Scheme
Duddingston Road West	Measures to help cyclists - to be designed
Eastfield	Protected cycle lane from Portobello prom to Musselburgh (in partnership with East Lothian Council)
Restalrig Road South (Smokey Brae)	Extra pedestrian space and uphill cycle lane
Seaview Terrace	Protected cycle lane from Portobello prom to Musselburgh (in partnership with East Lothian Council)



Remove: **None 39%**  
 Unsure 40%

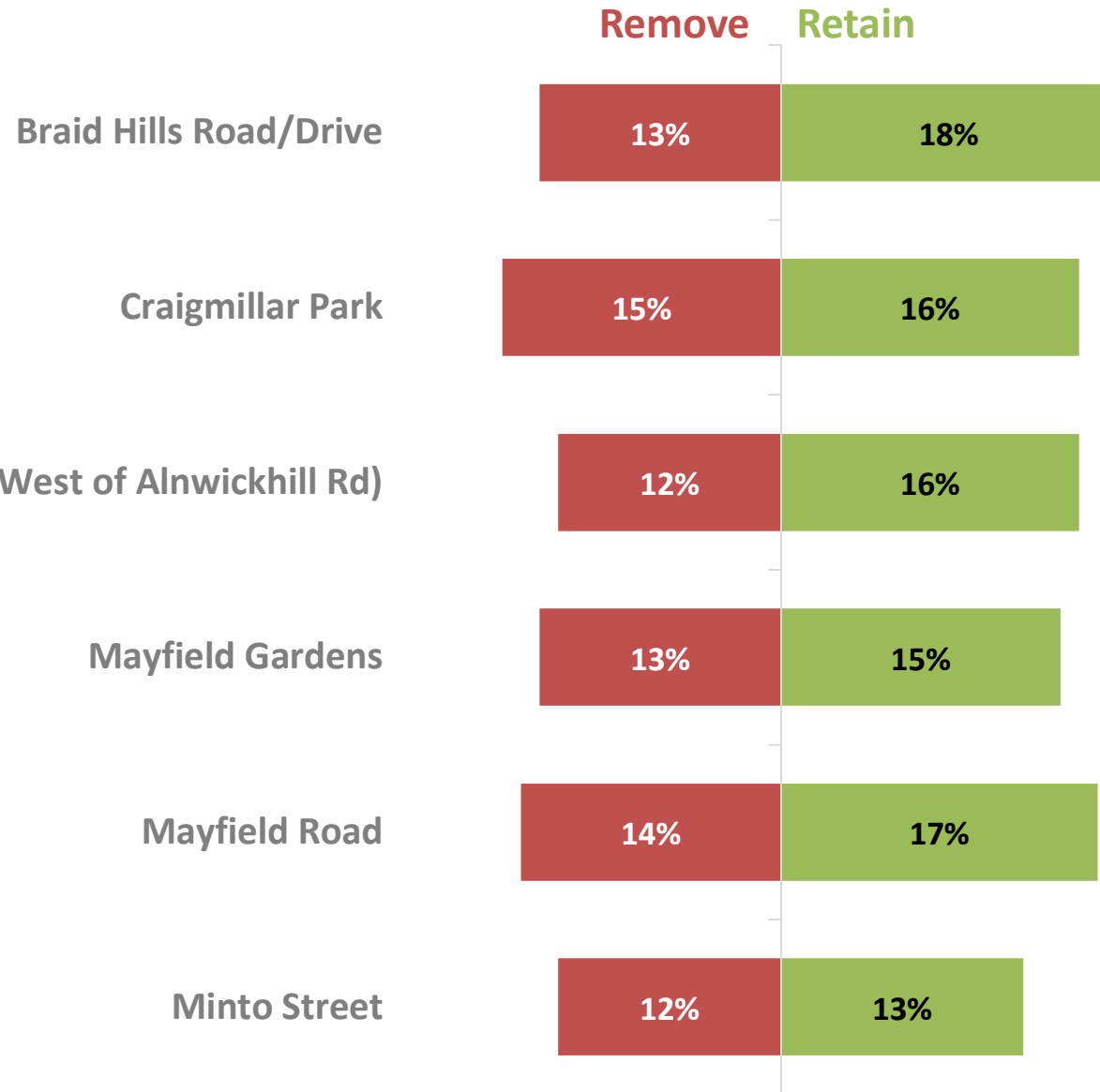
Retain: **None 29%**  
 Unsure 40%

- 4 in 10 do not want any of the new measures to be removed, while 3 in 10 do not want any retained
- At the individual level, support is broadly consistent, as is opposition, with no individual measure particularly favoured or rejected
- High levels of uncertainty are recorded here.



# South Edinburgh New Schemes

Street	Scheme
Braid Hills Road/Drive	Protected cycle lane
Craigmillar Park,	Protected cycle lanes
Liberton Dr (West of Alnwickhill Rd)	Protected cycle lane
Mayfield Gardens	Protected cycle lanes
Mayfield Road	Protected cycle lanes
Minto Street	Protected cycle lanes



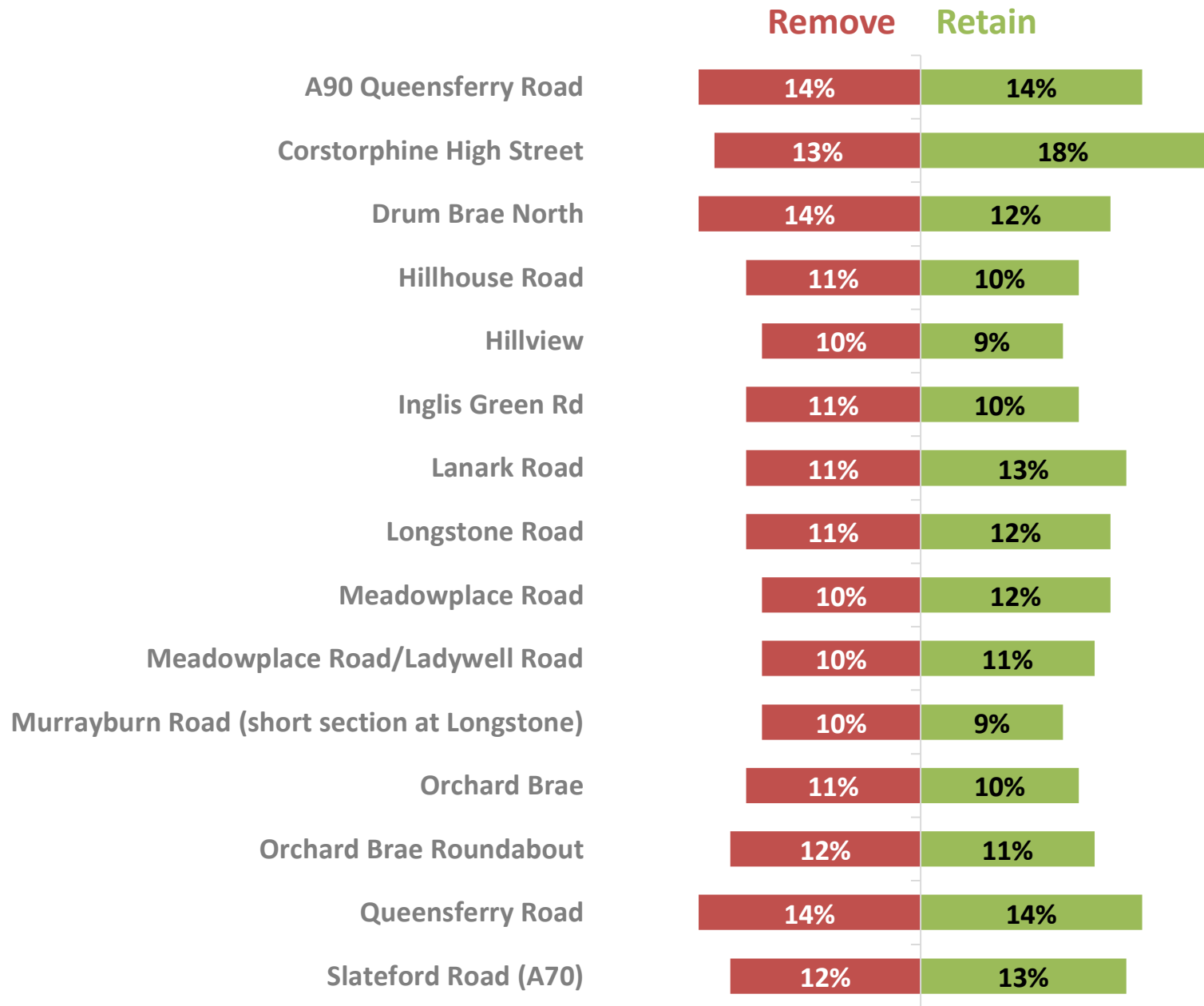
Remove: **None 38%**  
 Unsure 37%

Retain: **None 29%**  
 Unsure 37%

- Almost 1 in 4 thought none of the new measures in South Edinburgh should be removed, and 1 in 3 thought none should be retained
- Across the individual measures similar levels of support existed for retention, with marginally fewer keen to see these removed
- Minto Street and Craigmillar Park received equal levels of support / opposition
- At the overall level, a significant proportion of respondents were unsure whether new measures in South Edinburgh should be retained or removed.

# West Edinburgh New Schemes

Street	Scheme
A90 Queensferry Road	Extra bus lanes and Protected cycle lanes
Corstorphine High Street	Extra pedestrian space
Drum Brae North	Protected cycle lanes
Hillhouse Road	Extra bus lanes and Protected cycle lanes
Hillview	Extra bus lanes and Protected cycle lanes
Inglis Green Rd	Protected cycle lanes
Lanark Road	Protected cycle lanes
Longstone Road	Protected cycle lanes
Meadowplace Road	Protected cycle lanes
Meadowplace Road/Ladywell Road	Cycle lanes and segregation
Murrayburn Road (short section at Longstone)	Protected cycle lanes
Orchard Brae	Uphill protected cycle lane
Orchard Brae Roundabout	Road markings to reduce vehicle speeds and improve safety for pedestrians and cyclists
Queensferry Road	Extra bus Lanes and Protected cycle lanes
Slateford Road (A70)	Protected cycle lanes



Remove:  
**None 37%**  
 Unsure 33%

Retain:  
**None 28%**  
 Unsure 29%

- At the overall level, 37% do not think any of the new measures should be removed, while 28% do not think any should be retained
- Around 1 in 10 support each of the new measures staying in place, with the exception of Corstorphine High St which is supported by almost 2 in 10
- Levels of opposition are similar at around 1 in 10.

# Comments: those who support retaining new measures

15 respondents made comments relating to new measures they would like to see remain in place, including suggested modifications

Comment	No. of Comments	Modification suggested
Supportive - some/all measure(s)	4	
Supportive - in general/principle or implied	2	More pedestrian space
Concerned about - design/safety	9	Will the wider Niddrie road pavement include a cycle lane? More signage What about electric vehicles

# Comments: those who do not support removing measures

13 respondents made comments indicating they did not want to see new measures removed

Comment	No. of Comments	Modification
Supportive - some/all measure(s)	5	
Negative/unhelpful comment	2	
Unable to comment/say/decide	2	
Other individual comments	4	Measures to protect pedestrians from cyclists welcome What about Great Junction Street?

# Comments: those who do not support retaining measures

38 respondents made comments indicating they did not want to retain new measures

Comment	No. of Comments	Modification suggested
Remove - some/all	6	
Negative/unhelpful comment	4	
Waste of time/money	4	
Concerned about - traffic displacement & congestion	3	
Concerned about - design/safety	2	
Concerned about - multiple issues	2	
Concerned about - road/infrastructure maintenance	2	
Cyclists should have to contribute financially	2	
Insufficient consultation	2	
Unable to comment/say/decide	2	
Other individual comments	9	Turn Powderhall railway in to tram/train line not a cycle path

# Comments: those who support removing new measures

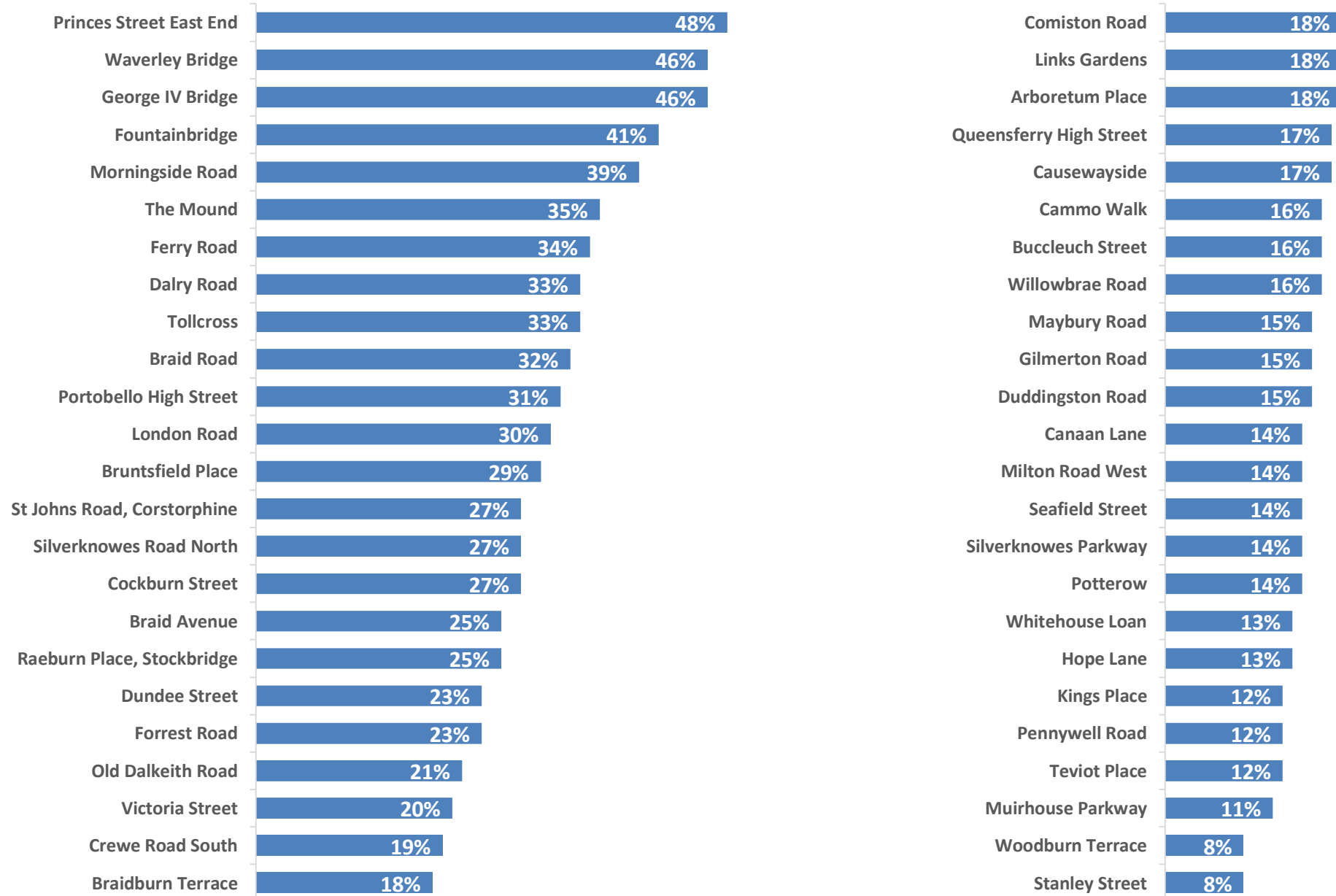
40 respondents made comments indicating they wanted to see new measures removed

Comment	No. of Comments	Modification suggested
Concerned about - multiple issues	7	Better planning & execution/implementation
Remove - some/all	7	
Concerned about - design/safety	5	
Concerned about - traffic displacement & congestion	5	
Negative/unhelpful comment	3	
Waste of time/money	3	
Concerned about - road/infrastructure maintenance	2	
Insufficient consultation	2	
Other individual comments	6	

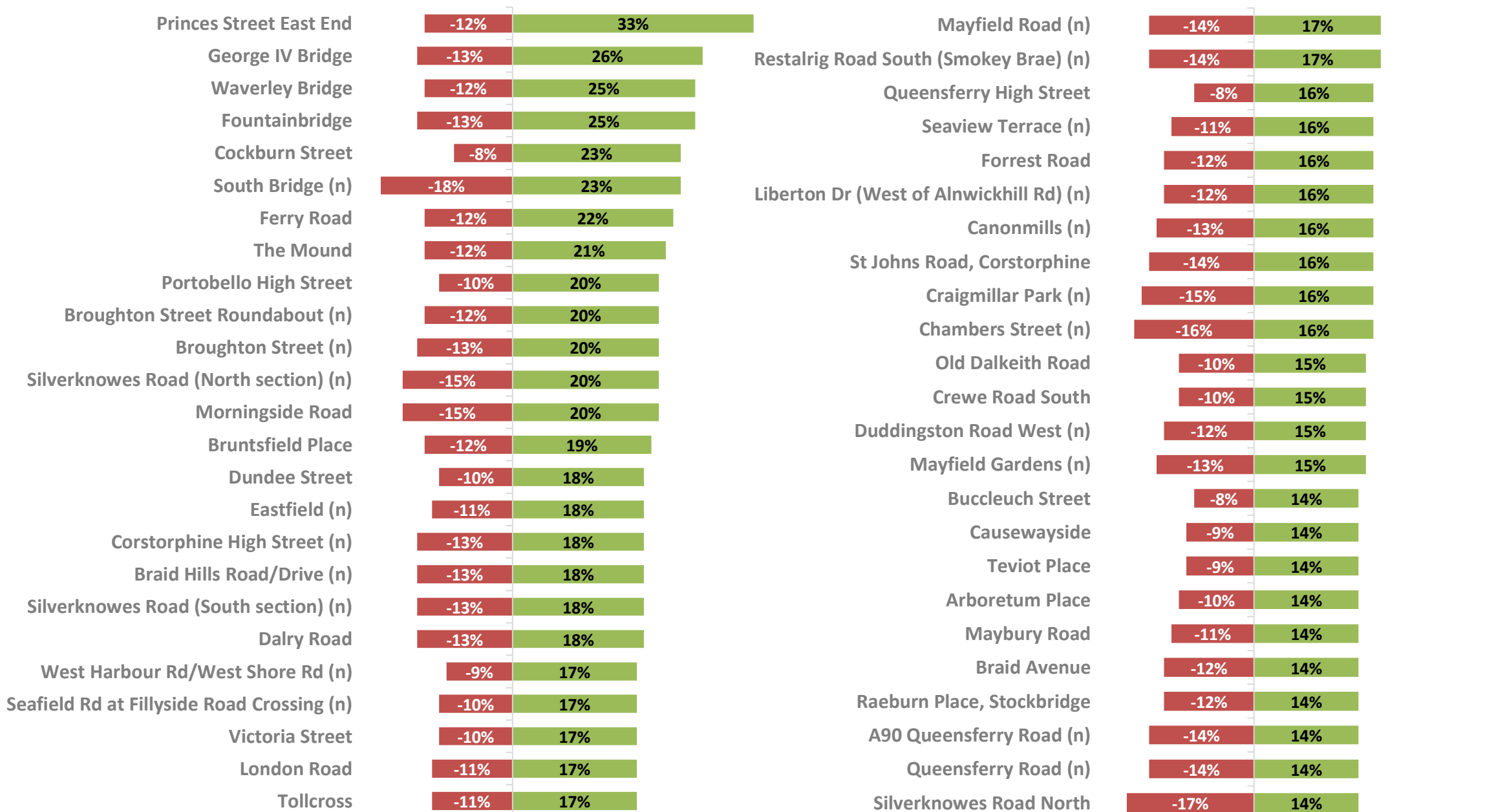


# Citywide Rankings

# Familiarity with schemes - citywide



# Retain / Remove – citywide (all respondents)



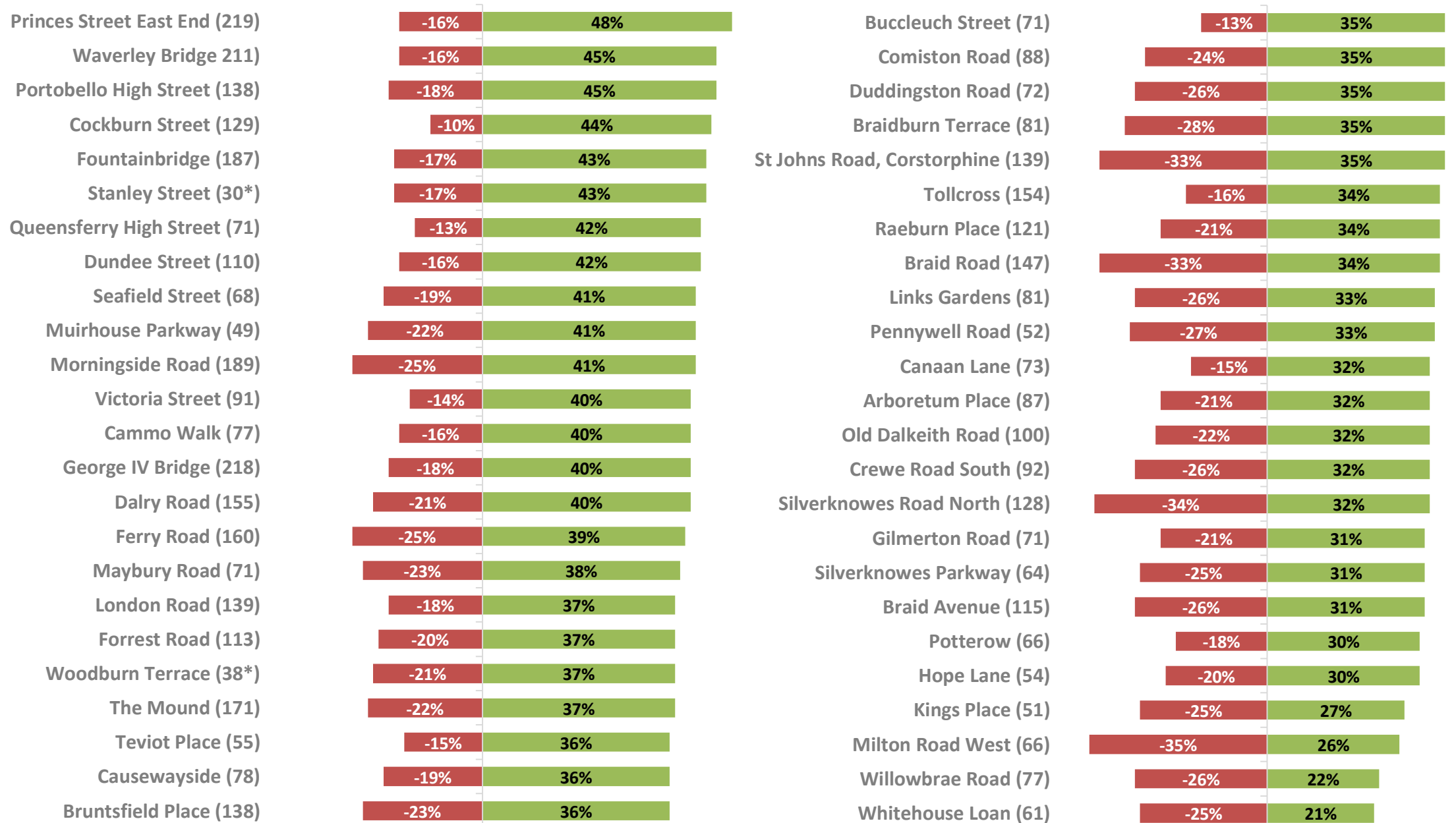
Q10 / Q14 Please select any streets or roads with Spaces for People measures already in place / currently being installed, or due for installation in AREA that you would particularly like to remain following the pandemic. Base: All (583)  
 Q12 / Q16 Please select any streets or roads with Spaces for People measures already in place / currently being installed, or due for installation in AREA that you would particularly like to be removed following the pandemic. Base: 583

(n) Denotes schemes not yet fully installed

# Retain / Remove – citywide (all respondents contd.)



# Retain / Remove – citywide (those familiar with each existing scheme)



Q10 Please select any streets or roads with Spaces for People measures already in place in AREA that you would particularly like to remain following the pandemic.

Q12 Please select any streets or roads with Spaces for People measures already in place in AREA that you would particularly like to be removed following the pandemic.

Note: individual base sizes shown in ( )

# Key Observations

- The Covid-19 pandemic changed the way residents currently move around Edinburgh
  - Shift away from using buses as the main mode of transport
  - Increase in cycling and car usage
  - Walking became the most often used mode of transport
- Most Edinburgh residents were familiar with the different types of Spaces for People schemes in place across the city
  - Particularly those in the city centre and on key major thoroughfares
- Levels of support were higher than levels of opposition for all types of existing Spaces for People scheme
  - Those familiar with each type of scheme were more positive towards retention than those unfamiliar with the schemes
- Key benefits were identified as making active travel safer for children and parents, and improving spaces for pedestrians
- The main perceived disadvantages related to increased traffic and congestion
- Amongst those familiar with individual schemes, support for retention outweighed calls for removal in the majority of cases
  - Numbers familiar with individual school schemes were too low to draw any firm conclusions
- In terms of new / recently installed measures, views were fairly evenly split, with a high proportion unsure
  - perhaps not surprising given the likely lack of familiarity with the detail of these measures
    - However, in each area between 3 and 4 in 10 did not want to see any of the new measures removed post pandemic; whilst between 2 and 3 in 10 did not want to see any retained.



| *The behaviour  
change people.*

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# Appendix – Sampling

- Sample was provided by working with two online panel partners: Dynata and Panelbase – both members of Market Research Society and ESOMAR, who run panels exclusively for research purposes.
- Each has a sizeable panel of members of the public who have agreed to complete research surveys in exchange for a small financial reward.
- Panel members are recruited using a variety of methods – including in-street interviewing, direct email invitations, online marketing channels across a diverse range of websites, online affiliate partners and networks
- Sample selection for surveys is driven by the profile requirements of each individual survey – in this case, sample was selected based on specific EH postcodes
  - Systems automatically extract at random the panel members who meet all profiling requirements.
  - This process is subjected to quality assurance checks in order to verify that the correct sampling requirements and expectations are met before engaging in the mass deployment of survey invitations.
- Where sample is drawn from different sources, as in this project, the panel companies use third-party digital fingerprint technology to prevent duplication.
- Response rates are monitored daily and additional invitations sent if required.



# Appendix – Method

- Several changes required to be made to the consultation survey to make it suitable for market research:
  - The market research survey was programmed to ensure all questions were answered by all respondents, with no skipping questions allowed, in order to ensure a full complete dataset
  - Introductory and explanatory text was kept to a minimum
  - Questions were split by areas of the city to make more user friendly and enable the market research survey to be optimised for completion on all devices, including mobiles
  - Code lists and explanations of the measures were embedded into the main survey, as opposed to providing a separate factbank of streets and measures
  - At questions asking whether measures should be retained or removed for specific streets, the market research questionnaire did not have a code option ‘most or all’
  - Respondents to the market research survey able to select as many or as few streets as they wished for measures to be retained / removed