

City of Edinburgh Council

Spaces for People Consultation Analysis

Open-Ended Questions Reporting

June 2021

Retaining Spaces for People Measures

The City of Edinburgh Council (CEC) undertook a six-week public consultation entitled *Retaining 'Spaces for People' Measures* from the 22nd February until 5th April 2021.

The survey is intended to give the Council a better understanding of how people feel about retaining the different spaces for people (SfP) projects which have temporarily been introduced in Edinburgh, during the Covid-19 pandemic.

Stantec was appointed to undertake the analysis of the open-ended questions in the public consultation survey.

The outputs will be incorporated into a report for the Transport and Environment Committee on 17 June 2021 to inform the Council's decision on the retention, expansion, modification, or removal of schemes.

Data Provision

The SfP public consultation survey was hosted on CEC's Consultation Hub: as such, the Council has provided Stantec with a full data set of all survey responses. Due to the volume of responses received the data for the public consultation survey has been provided in batches:

- Initial export on 28th February – used to develop and test Stantec's approach to the analysis only;
- Batch 1 export on 22nd March – used to commence analysis in earnest on the open-ended question survey responses provided during 22nd February and 22nd March; and
- Batch 2 export on 13th April, following closure of the survey on 5th April, and used to complete and conclude the open-ended question survey analysis.

Upon receipt, the data was cleaned and prepared for analysis in accordance with a range of agreed high-level theme and sub-theme analysis parameters as defined by the Analysis Framework. The high-level and sub-themes were established from the evaluation of the Initial Export of data, but the analysis allowed evolvement of both high-level and sub-themes to address any new and emerging responses.

The final sample size for all responses was $n = 17,627$.

Of the total of $n=17,627$ responses to the questionnaire, a total of 29,928 open-text responses were provided across all 9 open-ended questions requiring analysis.

Spaces for People Public Consultation Survey Analysis

Open-Questions

Spaces for People Survey Composition

- The SfP public consultation survey was comprised of 16 questions in total of which:
 - 7 questions were closed; and
 - 9 questions were open-ended.
- Responses to Q3, 5, 6, 15 and 16 (other) open questions were not 'required' but given voluntarily by respondents to expand on their answers in the preceding closed questions;
- Q8, 10, 12, and 14 were standalone open questions inviting comments on the retention or removal of (existing and future) SfP schemes;
- Questions 3, 15 and 16 have been presented together based on the similarity of the questions posed around transport modes used on SfP schemes (Q3), and getting around Edinburgh - during the Covid-19 pandemic (Q15) and before the pandemic (Q16);
- Analysis of questions 5 and 6 are presented as a pairing given the questions ask for benefits and disadvantages, respectively of the SfP schemes; and
- Similarly, analysis of questions 8 and 10 (existing schemes) and questions 12 and 14 (future schemes) are presented as pairs, given the similarity of the questions to retain or remove the SfP schemes.

Spaces for People Survey Composition

Theme	Question No.	Question
Your awareness of Spaces for People Measures	Q3	What forms of transport have you used on streets/ roads with a Spaces for People project? Other – open response.
Benefits and disadvantages of Spaces for People	Q5	What would you say are the most important benefits of retaining ‘Spaces for People’ measures in place? Other – open response.
	Q6	What would you say are the most important disadvantages of retaining ‘Spaces for People’ measures in place? Other – open response.
Existing Spaces for People Projects	Q8	If you wish to make a comment about measures you would like to remain in place, including suggested modifications, you may do so here:
	Q10	If you wish to make a comment about measures you would like to see removed, you may do so here:
Spaces for People projects being installed, or not yet installed	Q12	If you wish to make a comment about measures you would like to stay in place, you may do so here:
	Q14	If you wish to make a comment about any of these new measures that you would like to see removed, you may do so here:
Getting around Edinburgh during and before the pandemic	Q15	During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? (including for short trips to the local shop etc, and leisure trips, as well as longer journeys around town). Other – open response.
	Q16	Thinking back before the pandemic, what forms of transport did you most often use when travelling around Edinburgh? (including for short trips to the local shop etc, and leisure trips, as well as long journeys around town). Other – open response.

Spaces for People Public Consultation Survey Analysis

Theme: Your Awareness of Spaces for People Measures

Q3. What forms of transport have you used on streets/ roads with a Spaces for People Project? Other

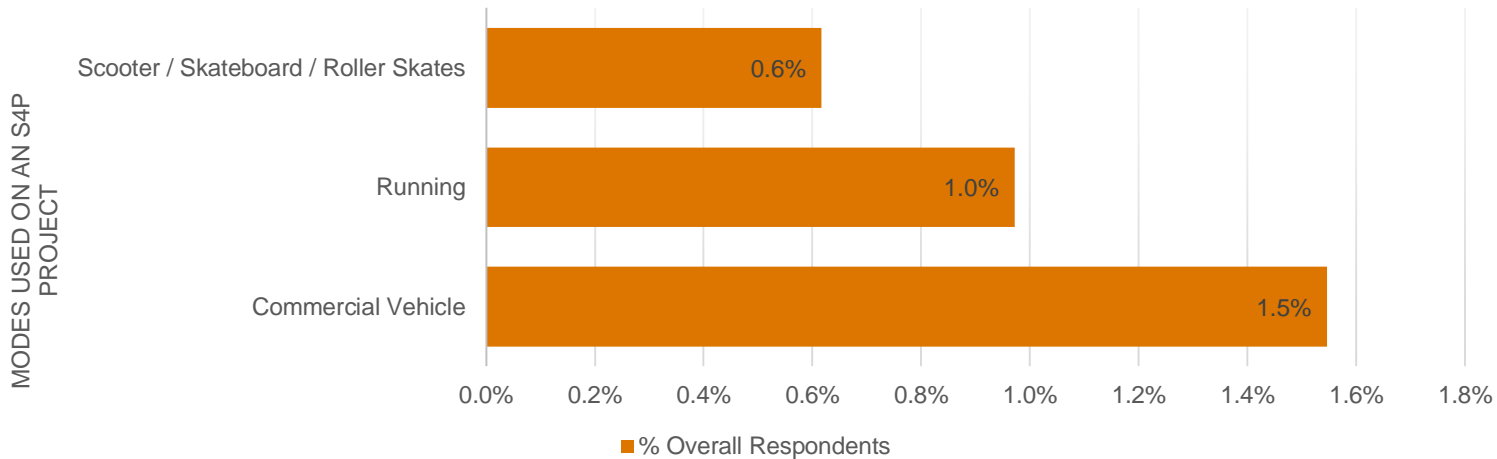
Theme: Getting Around Edinburgh During and Before the Pandemic

Q15. During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? Other

Q16. Thinking back before the pandemic, what forms of transport did you most often use when travelling around Edinburgh? Other

Forms of Transport Used on SfP Projects

Question 3 asked: What forms of transport have you used on streets/ roads with a Spaces for People Project? Other – open response.



- 0.4% of respondents to the survey, used Q3 (Other) to provide a general comment, explanation or complaint on the S4P programme.
- Comments on the SfP programme mostly relate to the restrictions of lockdown, including on travel by public transport and limited opportunity to travel overall.
- The main modes **used on the SfP projects** as indicated in Q3 (closed question) include: car (83%); walk (80%); cycle (41%); bus (36%); and taxi or private hire (17%).

Forms of Transport Used on S4P Projects

Example Comments

Q3.

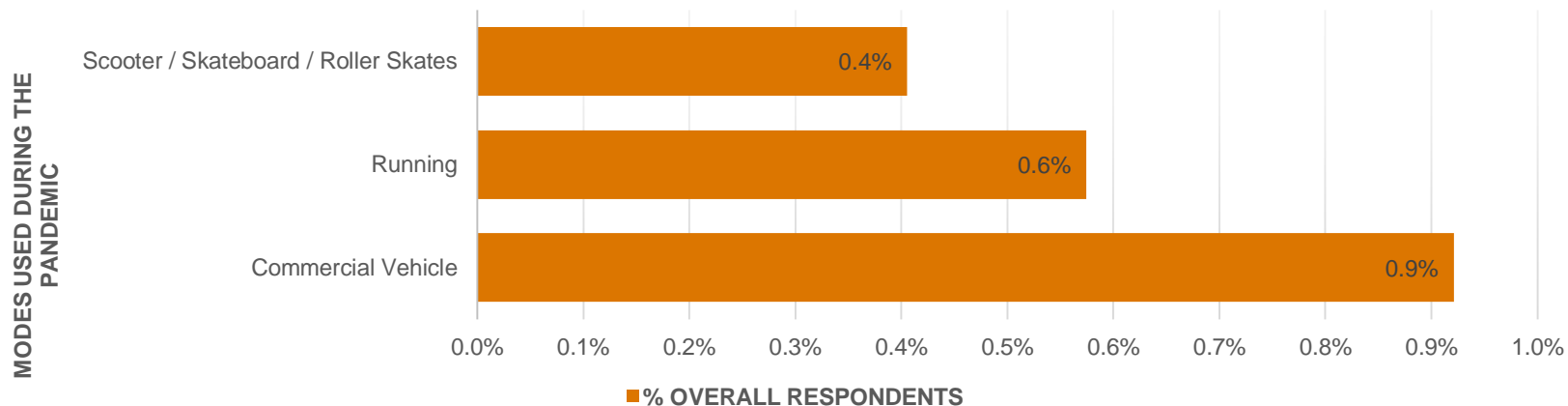
- *'As we have to 'stay at home' it is very difficult to use transport apart from for essential shopping'*
- *'During the pandemic, I have avoided public transport and rarely used my car'*
- *'I am disabled. Can't walk far, can't cycle. I need more roads not less.'*
- *'I'm epileptic so have to walk everywhere with a pram and the wider spaces have been great!'*
- *'I'm in a vulnerable group and only go to the supermarket by car'*
- *'I have had no problems except more cars at a standstill due to being bottlenecked'*
- *'On my runs, I often make use of the spaces for people lanes'*
- *'I have not used the bus because we are avoiding public transport due to the pandemic. I'd usually have used the bus too*
- *I can't use your so-called quiet streets because those are for people who can reliably walk some distance and I can't, but I'm not considered unwell enough to get help.'*
- *'please keep cycle ways, they are much safer as there still to many vehicles on road, there should be fewer cars during lockdown but this is not the case, people are driving about in circles going nowhere and sitting in their cars drinking coke and eating crisps.'*
- *'Push buggy on the cycle lane if the pavement is busy and I am running.'*

Q3. What forms of transport have you used on streets/ roads with a Spaces for People Project? Other – open response

Forms of Transport Used Most Often During the Pandemic

Q15.

Question 15 asked: During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? Other – open response



- Approximately 5% of respondents indicated they used 'other' modes during the pandemic.
- 1.4% of respondents to the survey, used Q15 to provide a general comment, explanation of their mode choice or complaint on the SfP programme.
- Comments to Q15 'other' mostly relate to the restrictions of lockdown impacting on travel by public transport and limited opportunity to travel overall.
- The main modes used most often **during** the pandemic as indicated in Q15 (closed question) include: car (81%); walk (83%); cycle (36%); bus (34%); and taxi or private hire (11%).

Q15. During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? Other

Forms of Transport Used Most Often During the Pandemic – Example Comments

Q15.

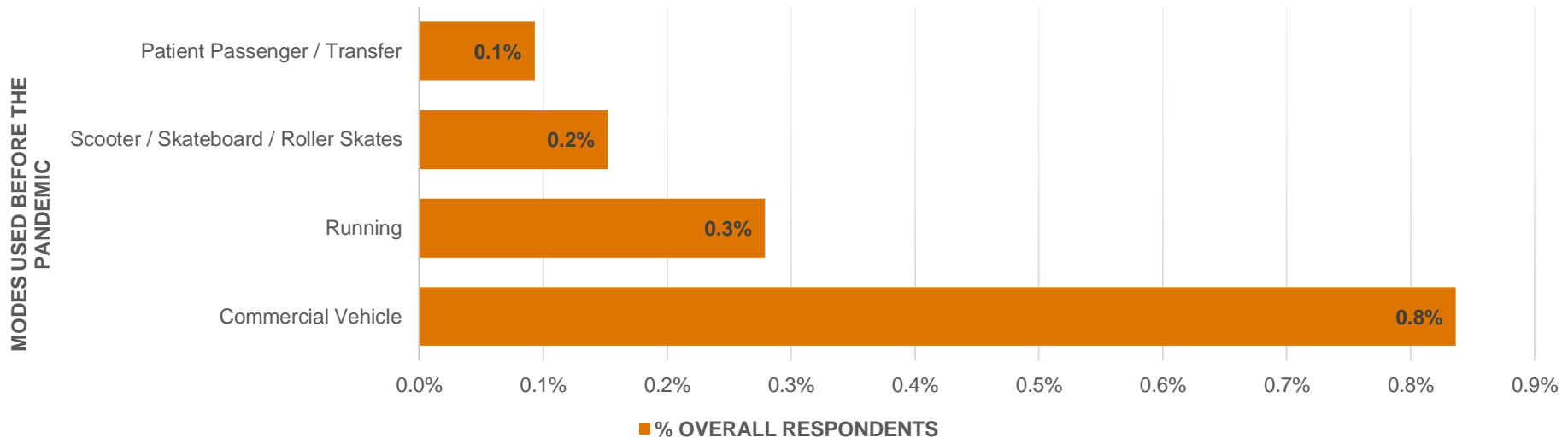
- *'As advised to do so during a pandemic, I have used public transport as little as possible. I would normally travel by bus.'*
- *'As pre pandemic, a mix of car & walking but both reduced'*
- *'As we've been following Govt guidelines we have remained local & not travelled much around Edinburgh'*
- *'During the pandemic I only walk or use my car.'*
- *'Being registered disabled and a blue badge holder I cannot walk far enough to use any other form of transport; that's slightly wrong, I had to get a taxi to and from my covid vaccination but couldn't afford that most of the time.'*
- *'Bus - please protect the bus services as Edinburgh has a fantastic bus service that is vital in achieving council objectives'*
- *'I am unable to walk at all now but have used the car for rare occasions. I have mostly remained in the house.'*
- *'I am vulnerable so do not use bus which I would normally do out with a pandemic.'*
- *'We only used a car because using public transport is not deemed OK right now. We will return to public transport asap'*
- *'I am actually appalled at this question. People should have only been out for essential trips and exercise- not 'leisure trips' as you suggest has been allowed.'*
- *'I can't walk or bicycle on Clinton Road now because it is now far too dangerous because ALL traffic is forced along it.'*
- *'We are not supposed to be travelling round the city at the moment.'*
- *'We cannot all walk which we would if we could. Remember we don't all ride bikes!!'*
- *'Stay at home order!'*

Q15. During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? Other

Forms of Transport Used Most Often Before the Pandemic

Q16.

Question 16 asked: Thinking back before the pandemic, what forms of transport did you most often use when travelling around Edinburgh? Other – other response



- Approximately 4% of respondents indicated they used 'other' modes before the pandemic.
- 0.6% of respondents to the survey, used Q16 to provide a general comment, explanation of their mode choice or complaint on the SfP programme.
- Comments to Q16 'other' mostly relate to the restrictions of lockdown impacting on travel by public transport and limited opportunity to travel overall.
- The main modes used most often **before** the pandemic as indicated in Q16 (closed question) include: car (77%); walk (75%); bus (68%); cycle (29%); and taxi or private hire (9%).

Q16. Thinking back before the pandemic, what forms of transport did you most often use when travelling around Edinburgh? Other

Forms of Transport Used Most Often Before the Pandemic – Example Comments

Q16.

- *'Can I just say that I used my car more because my office was opened and therefore i had to go!! Public transport would take me 45 minutes to reach the office as opposed to 20 mins by car which is therefore the only way to go as timing is right between school drop off and work'*
- *'I have not been in a bus since March 2020. Prior to this I was on bus nearly every day'*
- *'My habits haven't changed. If it's close enough to walk, I'll walk. If not, I take the car.'*
- *'My answer would be cars more, but the change now isn't because of your measures. It's because the type of journeys I make has changed. I only go local places now, and mostly the only time I get out of the house is to go for a walk. If life returns to normal my pattern of transport use will as well'*
- *'Train and cycle as well. During the pandemic majority of people including myself avoided public transport and busy pedestrian areas'*
- *'Road surface too dangerous to cycle.'*
- *'I don't take the bus now as it takes 3 times as long to get anywhere!!!!'*
- *'Cycling before pandemic. Not comfortable cycling on main arterial routes even if segregated - for seasoned cyclists who go extremely fast down Lanark road'*
- *'Be careful not to use this data wrongly - more people are walking for exercise that won't stay!'*
- *'This is not well thought out - it depends on the distance to be travelled and why - answers are therefore tainted'*
- *'Car because you keep putting workplaces and shopping out of town or away from residential areas.'*

Q16. Thinking back before the pandemic, what forms of transport did you most often use when travelling around Edinburgh? Other

Spaces for People

Public Consultation Survey Analysis

Theme: Benefits and Disadvantages of Spaces for People

Q5. What would you say are the most important benefits of retaining 'Spaces for People' Measures in place? Other

Q6. What would you say are the most important disadvantages of retaining 'Spaces for People' measures in place? Other

Benefits and Disbenefits of Retaining SfP

Overview of Q5 & Q6

1) General Response

Results Summary Q5 (What would you say are the most important **benefits** of retaining 'Spaces for People' Measures in place? Other)

- Total survey responses = **17,627**
- Q5 (other) survey responses = **4,523**
- 26% of all survey responses provided an answer to Q5 (other)

Disbenefits

- 21.0% of respondents indicated there were no benefits of retaining the SfP measures.

Benefits

- 3.8% of respondents identified an additional benefit or several benefits of retaining SfP measures.

General

- 1.0 % of respondents indicated that they supported SfP measures in principle (i.e. '*In principle, many of the above are beneficial. However*' ...)
- 2.9% of respondents provided location-specific comments.

Results Summary Q6 (What would you say are the most important **disadvantages** of retaining 'Spaces for People' Measures in place? Other)

- Total survey responses = **17,627**
- Q6 (other) survey responses = **4,380**
- 25% of all survey respondents provided an answer to Q6 (other)

Disbenefits

- 21.3% of respondents indicated there were disadvantages of retaining the SfP measures.

Benefits

- 1.6 % of respondents identified an additional benefit or several benefits of retaining SfP measures.

General

- 1.0% of respondents indicated that they supported SfP measures in principle ('*the concept is good but the current measures have gone way to far.*')
- 5.4% of respondents provided location-specific comments.

An overview of the high-level types of responses to Question 5 and Question 6 show that, overall, the majority of responses to Q5 were not identifying benefits of retaining SfP measures, despite this being the question.

High-Level Themes of SfP

Overview of Q5 & Q6 - Locations and Themes

2) High Level Theme Analysis

Results Summary Q5 (What would you say are the most important **benefits** of retaining 'Spaces for People' Measures in place? Other)

- **Schools** (n = 174, 1.0%) and **Morningside** (n = 94, 0.5%) were the locations mentioned most frequently within Question 5 'Other' responses, followed by:
 - Braid Road (n = 60, 0.3%)
 - Comiston Road (n = 57, 0.3%)
 - Lanark Road (n = 43, 0.2%)
- The key themes referenced most frequently by respondents include (e.g.):
 - Safety (4.7%)
 - Congestion (4.3%)
 - Infrastructure (3.7%)
- Followed by:
 - Natural Environment (3.0%)
 - Urban Environment (2.2%)

Results Summary Q6 (What would you say are the most important **disadvantages** of retaining 'Spaces for People' Measures in place? Other)

- **Schools** (n = 171, 1.0%) and **Morningside** (n = 122, 0.7%) were also the locations mentioned most frequently within Question 6 'Other' responses, followed by:
 - Comiston Road (n = 115, 0.7%)
 - Braid Road (n = 114, 0.6%)
 - Lanark Road (n=102, 0.6%)
- The key themes referenced most frequently by respondents include (e.g.):
 - Safety (8.4%)
 - Infrastructure (7.2%)
 - Congestion (4.8%)
- Followed by:
 - Mobility (4.2%)
 - Parking-related (3.8%)

- As referenced in Slide 1 above it should be noted that, overall, the majority of respondents answering Q5 were not identifying benefits of retaining SfP measures, despite this being the question.
- Safety, infrastructure and congestion were the top three most referenced themes by respondents in both Question 5 and Question 6, albeit with more frequency in Q6.

Benefits of Retaining SfP

This slide presents an overview of the benefits and key themes referenced in responses to Q5 and Q6, noting that respondents did not necessarily provide 'benefits' or 'disadvantages' of retaining SfP measures in their answers to the respective questions.

Results Summary Q5 (What would you say are the most important **benefits** of retaining 'Spaces for People' Measures in place? Other)

Infrastructure

- 0.4% of respondents mentioned **positive** impacts related to infrastructure.

Typical responses relating to SfP having a **positive impact** relating to **infrastructure** include the benefits of the protected cycle lane infrastructure, e.g.

'Much safer for cyclists. Cyclists need to be separate from vehicles'

Results Summary Q6 (What would you say are the most important **disadvantages** of retaining 'Spaces for People' Measures in place? Other)

Infrastructure

- 0.1% of respondents mentioned **positive** impacts related to infrastructure.

Safety

- 1.0% of respondents mentioned **positive** impacts related to safety.

Typical responses relating to SfP having a **positive impact** relating to **safety** include reducing car usage and improved provisions for cyclists, e.g.

'I feel much safer and actually want to walk and cycle knowing that I won't face danger with cars and lorries passing me with just inches.'

Safety

- 0.2% of respondents mentioned **positive** impacts related to safety.

Congestion

- 0.3% of respondents mentioned **positive** impacts related to congestion.

Typical responses relating to SfP having a **positive impact** on **congestion** include the benefits of more people walking and cycling and reducing traffic, e.g.

'General improved health and well being, if reduced traffic, hence pollution, encourages more people out to exercise, and walk/cycle in the city rather than using a car.'

Congestion

- 0.1% of respondents mentioned **positive** impacts related to congestion.

- Very small proportions of the key themes referenced were relating to positive impacts, this indicates that the majority of congestion, safety and infrastructure responses were commenting on negative impacts.

Disbenefits of Retaining SfP

3b) Detailed Analysis - Infrastructure

This slide presents more detailed analysis of the disbenefits and key theme of Infrastructure referenced in Questions 5 and 6, noting that respondents did not necessarily provide 'benefits' or 'disadvantages' of retaining SfP measures in their answers to the respective questions.

Results Summary Q5 (What would you say are the most important **benefits** of retaining 'Spaces for People' Measures in place? Other)

Infrastructure

- 4.7% of respondents mentioned **negative** impacts related to infrastructure.
- 1.5% of respondents mentioned the infrastructure had a **negative** impact on cyclists.
- 1.6% of respondents mentioned the infrastructure had a **negative** impact on road users.

Results Summary Q6 (What would you say are the most important **disadvantages** of retaining 'Spaces for People' Measures in place? Other)

Infrastructure

- 10.6% of respondents mentioned **negative** impacts related to infrastructure.
- 3.9% of respondents mentioned the infrastructure had a **negative** impact on cyclists.
- 3.7% of respondents mentioned the infrastructure had a **negative** impact on road users.

Typical responses relating to SfP having a **negative impact** on **cyclists** included conditions of the roads, disconnected cycle lanes and the bollards on the protected cycle lanes e.g.

'the execution of current measures is awful. Cycle lanes are left dirty, potholes and the measures trap cyclists and you can't swerve to get to safety. It's a horrid mess.'

'A number of the cycle lanes I have seen are actually also full of potholes and no way I will be using for cycling. The money would be far better spent actually fixing the roads, which are in a very poor and deteriorating state generally.'

'Whilst in favour of the spaces, the current system of bollards and concrete blocks, are confusing and dangerous.'

Typical responses relating to SfP having a **negative impact** on **road users** included references to the bollards on the road and the narrowing of lanes for car users e.g.

'Difficult to see when driving'

'The road furniture and road placement are hard to read when travelling by bike or vehicle..'

'There are NO benefits to a poorly thought out, badly executed plan with zero design or meaningful consultation. I support many of the long-term objectives, but only by means of a properly thought-out design which connects cycle routes. Pissing off and endangering other road users is NOT the same as encouraging sustainable transport!!!!'

'Creates dangerous driving conditions where roads are narrowed especially on corners'

Disbenefits of Retaining SfP

3c) Detailed Analysis – Safety

This slide presents more detailed analysis of the disbenefits and key theme of Safety referenced in Questions 5 and 6, noting that respondents did not necessarily provide 'benefits' or 'disadvantages' of retaining SfP measures in their answers to the respective questions.

Results Summary Q5 (What would you say are the most important **benefits** of retaining 'Spaces for People' Measures in place? Other)

Safety

- 7.9% of respondents mentioned **negative** impacts related to safety.
- 2.5% of respondents mentioned that SfP had a **negative** impact on safety in relation to infrastructure.
- 2.8% of respondents mentioned that SfP had a **negative** impact on safety in relation to the disabled.

Results Summary Q6 (What would you say are the most important **disadvantages** of retaining 'Spaces for People' Measures in place? Other)

Safety

- 11.4% of respondents mentioned **negative** impacts related to safety.
- 5.6% of respondents mentioned that SfP had a **negative** impact on safety in relation to infrastructure.
- 3.4% of respondents mentioned that S4P had **negative** impact on safety in relation to conflict.

Typical responses relating to SfP having a **negative impact** on **safety related to infrastructure** included the protected cycle lanes, floating bus stops and tripping hazards, e.g.

'want there to be proper cycle lanes...not just some posts stuck in the road. They cause more of a danger to drivers as there is less space. It's a ridiculous idea.'

'When cycling you are constrained to the area of road most likely to be pot-holed; the kerbs are dangerous and if a wheel clips them the cyclist is at risk of being thrown from their bike, which has already happened.'

Typical responses relating to SfP having a **negative impact** on **safety related to disabilities** included being a trip hazard for those visually impaired, e.g.

'The temporary nature of the interventions mean that they come with some compromises that disproportionately affect people with visual and mobility impairments (trip hazards, layouts that are difficult to read/navigate)'

'The measures themselves have caused elderly to trip, more than normal. The barriers are not clear/obvious for those with altered vision and mobility.'

Typical responses relating to S4P having a **negative impact** on **safety related to conflict** includes the shared space between cyclists and pedestrians causing safety concerns and the mix between pedestrian, cycling, parked cars and bus stops e.g.

'It is not clear whether some lanes are to include cyclists which increases conflict.'
'Ridiculous floating parking bays dangerous to cyclists and car users both.'

Disbenefits of Retaining SfP

3d) Detailed Analysis – Congestion

This slide presents more detailed analysis of the disbenefits and key theme of Congestion referenced in Questions 5 and 6, noting that respondents did not necessarily provide 'benefits' or 'disadvantages' of retaining SfP measures in their answers to the respective questions.

Results Summary Q5 (What would you say are the most important **benefits** of retaining 'Spaces for People' Measures in place? Other)

Congestion

- 3.5% of respondents mentioned **negative** impacts on congestion.
- 0.7% of respondents mentioned the SfP measures displaced or pushed cars elsewhere.

Results Summary Q6 (What would you say are the most important **disadvantages** of retaining 'Spaces for People' Measures in place? Other)

Congestion

- 4.3% of respondents mentioned **negative** impacts on congestion.
- 1.1% of respondents mentioned the SfP measures displaced or pushed cars elsewhere.

Typical responses relating to SfP having a **negative impact** on congestion include the congestion on bus routes impacting bus routes, as well as the closed roads and narrowed roads causing increased congestion, e.g.

'Increased congestion - the kerbs and bollards cause 'pinch points' where busses cannot pass in opposite directions'

'Increased traffic congestion on the main arterial routes in/out of the city as the usable road space is reduced leading to longer journey times plus vehicles waiting in queues and thereby increased pollution from vehicles.'

Typical responses relating to SfP having a **negative impact** on displacing of traffic included responses mentioning that the shifts it onto other roads which cannot cope with additional traffic or residential areas, e.g.

'Finding it hard to relate to any of these to congest roads more in the surrounding areas how does that make sense squeezing the traffic into other areas for residents'

'Impacts strongly on local areas. By reducing available car access and restricting already developed parking areas you are simply shifting the congestion to nearby smaller residential streets.'

- Question 6 had a higher proportion of negative impact responses than Question 5, this is probably due to the nature of the question, which asks for disadvantages. The negative responses on infrastructure were largely related to cyclists and road users. Furthermore, the safety related negative responses were largely related to infrastructure, indicating that infrastructure was mentioned in a negative context throughout high proportions of Question 5 and Question 6 responses.

Spaces for People Public Consultation Survey Analysis

Theme: Existing Spaces for People Projects

Q8. If you wish to make a comment about measures you would like to remain in place, including suggested modifications, you may do so here.

Q10. If you wish to make a comment about measures you would like to see removed, you may do so here.

Retention and Removal of SfP

Overview of Q8 & Q10

1) General Response

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain** in place, including suggested modifications, you may do so here:)

- Total survey responses = **17,627**
- Q8 survey responses = **5,739**
- 33% of all survey responses provided an answer to Q8

Retention

- 14.5% of respondents identified a retention of SfP measures.

Removal

- 13.4% of respondents identified a removal of the SfP measures.

General

- 10.5% of respondents indicated that they supported SfP measures in principle.
- 12.0% of respondents provided location-specific comments.

Results Summary Q10 (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

- Total survey responses = **17,627**
- Q10 survey responses = **6,056**
- 34% of all survey responses provided an answer to Q10

Retention

- 2.1% of respondents identified a retention of SfP measures.

Removal

- 34.0% of respondents identified a removal of the SfP measures.

General

- 2.5% of respondents indicated that they supported SfP measures in principle.
- 8.5% of respondents provided location-specific comments.

An overview of the high-level types of responses to Question 8 and Question 10 show that, overall, the majority of responses provided comments on scheme retention (14.5%) aligned with Q8 and scheme removal (34.0%) aligned with Q10.

Retention and Removal of SfP

Overview of Q8 & Q10

2) High Level Theme Analysis

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain** in place, including suggested modifications, you may do so here:)

- **Braid Road** (n = 321, 1.8%) and **Schools** (n = 244, 1.4%) were the locations mentioned most frequently within Question 8, followed by:
 - Morningside (n = 151, 0.9%)
 - Comiston Road (n = 149, 0.8%)
 - Silverknowes (n = 91, 0.5%)
- The key themes referenced most frequently by respondents include (e.g.):
 - Infrastructure (17.0%)
 - Safety (9.6%)
 - Mobility (5.9%)
- Followed by:
 - Mode (3.3%)
 - Congestion (2.9%)

Results Summary Q10 (If you wish to make a comment about measures you would like to see **removed**, you may do so here:)

- **Comiston** (n = 401, 2.3%) and **Braid Road** (n = 395, 2.2%) were the locations mentioned most frequently within Question 10, followed by:
 - Morningside (n = 376, 2.1%)
 - Comiston Road (n = 366, 2.1%)
 - Silverknowes (n = 218, 1.2%)
- The key themes referenced most frequently by respondents include (e.g.):
 - Infrastructure (17.3%)
 - Safety (14.3%)
 - Congestion (8.9%)
 - Mobility (6.7%)
- Followed by:
 - Parking Related (6.0%)
 - Business (3.3%)

• Infrastructure, safety, congestion and mobility were the most referenced themes by respondents in both Question 8 and Question 10.

Retention and Removal of SfP - Positive

3a) Detailed Analysis – Infrastructure

This slide presents an overview of the positive commentary around retaining SfP measures and the key theme of Infrastructure referenced in responses to Q8. Negligible values are noted for the same theme within Q10.

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain** in place, including suggested modifications, you may do so here)

Infrastructure

- 4.5% of respondents mentioned the **positive** impact that the changes have had on **cyclists**

Typical responses relating to SfP having a **positive impact** relating to **infrastructure** include how much safer cycling has become and how the bollards prevent vehicles from parking in the cycle lane:

“Widening of cycle areas on roads are amazing, I feel a lot safer cycling on i.e. Ferry Road now. Cycle / car barriers are great and also makes me feel safe from big vehicles or inconsiderate drivers who turn left unexpectedly. Closing Links Gardens to traffic is amazing. I love the now uninterrupted park, it’s easier to exercise (run) and the closed road is a great and safe place for skating.”

“I think the new segregated cycle lanes are extremely important to keep. During the pandemic I have been using the cycle hire scheme to get to work. I hope to continue using this scheme in the future but would not feel comfortable cycling on many of the busy city centre roads such as The Mound and George IV bridge without physical separation of cyclists from the rest of the traffic.”

- 2.3 % of respondents mentioned the **positive** impact that the changes have had on **pedestrians**

Typical responses relating to SfP having a **positive impact** relating to **infrastructure** include how they provide more space for either shopping or social distancing and that pedestrians feel safer with bollards:

“Increased pedestrian space makes it much safer and more pleasant to shop locally in Stockbridge and other valuable areas of local shops. Good for those with mobility issues & pushchairs. Encourages community. More street cafes would be good. Better for longer walks for exercise & leisure in city centre and beyond. Measures around schools good to limit air pollution & encourage active transport in young & parents,”

“Especially important for measures to support pedestrians be retained or improved in local shopping areas like top of Easter Road, Tollcross, Gorgie/Dalry, Kirkgate/Great Junction Street.”

- 1.1% of respondents mentioned the **positive** impact that the changes have had in **general terms**

Typical responses relating to SfP having a **positive impact** in **general terms** include:

“Duddingston Road- at the junction with Willowbrae road the spaces for people measures are good”

Retention and Removal of SfP - Positive

3b) Detailed Analysis - Safety

This slide presents an overview of the positive commentary around retaining SfP measures and the key theme of Safety referenced in responses to Q8. Negligible values are noted for the same theme within Q10.

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain** in place, including suggested modifications, you may do so here)

Safety

- 0.1% of respondents mentioned the **positive** impact that the changes have had on **reducing conflict** between different modes of transport
- 2.4% of respondents mentioned the **positive** impact that the changes have had on **infrastructure**

Typical responses relating to SfP having a **positive impact** relating to **reducing conflict** include referral to the seclusion from vehicles:

“The whole scheme has been very successful, encouraging people to exercise outside more and making the areas generally more pleasant. As a cyclist, it has made it easier and safer for me to make journeys around the town.”

- 0.6% of the responses highlighted the **positive** impact the changes had made on **schools**
- 0.2% of the responses highlighted the **positive** impact the changes had made on **reducing the speed** of road users

Typical responses relating to SfP having a **positive impact** include:

“The measures outside Sciennes School have been amazing for ensuring safety through the COVID-19 period as well as extending the space for children to play in at a school where there is VERY little space per pupil in the playground. There is limited parking lost if the road was permanently closed and the playground extended.”

“These are all helpful steps towards Edinburgh becoming a more safe and welcoming environment for pedestrians and cyclists, and being more carbon neutral”

“The experience I’ve had with the streets has been overwhelmingly positive. Cammo walk is a godsend for exercise and the widening of pavement at St John’s road not only makes social distancing easier, it makes it more pleasant to walk along the street as well.”

Retention and Removal of SfP - Positive

3c) Detailed Analysis – Congestion

This slide presents an overview of the positive commentary around retaining SfP measures and the key themes of Congestion and Mobility referenced in responses to Q8. Negligible values are noted for the same theme within Q10.

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain** in place, including suggested modifications, you may do so here)

Congestion

- 0.3% of respondents mentioned the **positive** impact that the changes have had on **congestion**

Typical responses relating to SfP having a **positive impact** relating to **congestion** include how reducing traffic volume (and thus congestion) was a major positive include:

“I think all measures already in place to reduce traffic volume , speed and emissions and create safe spaces and routes for pedestrians and cyclists should be made permanent and form part of Edinburgh’s response to achieve net zero carbon.”

Mobility

- 1.9% of respondents mentioned the **positive** impact that the changes have had on people’s **mobility** (ability to travel) around Edinburgh (or parts of)

Typical responses relating to SfP having a **positive impact** relating to **mobility** include:

“I appreciate Cammo walk being closed to cars. It is a narrow lane and pedestrians have to squeeze into the verge when cars pass. Because of its proximity to the Maybury pedestrians don’t hear cars coming behind them. It is now much safer and relaxing to walk along”

“All of the above selected help me and my children to move about in Portobello.”

Retention and Removal of SfP - Negative

3d) Detailed Analysis - Infrastructure

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Infrastructure referenced in responses to Q8 and Q10.

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain in place**, including suggested modifications, you may do so here)

Results Summary Q10 (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

Infrastructure:

- 4.7% of respondents mentioned the **negative** impact the new measures have had on **cyclists**

Infrastructure:

- 6.1% of respondents mentioned the **negative** impact the new infrastructure has had on **cyclists**

Typical responses relating to SfP having a **negative impact** relating to **infrastructure** and the impact on **cyclists** included the reduction in safety, the bollards used, the poor state of the roads and a lack of distinction between cycle lanes and walking areas:

"I like the extra cycle lanes but they need to be designed better. Colour coding would help so there is a clear difference between extra walking spaces and cycle lanes. The bollards should be removed so the cycle lanes can be cleared of snow and allow more space for cyclist to manoeuvre."

"The bollards in place can be dangerous. No where to park for services, so they park middle of the road"

"Although I think it looks better with less cars parked in retail areas, some short sections of cycle/walking route are not very useful because they are non-continuous and could be given back to expanded seating areas or parking"

"The benefits of protected cycle lanes on main roads are limited when weighed against the effects on movement of other traffic. The debris that collects in the cycle lane makes it a poor option for cyclists. It would be better to focus on creating quiet cycle routes avoiding these main roads where possible."

- 3.7% of respondents mentioned the **negative** impact the scheme has had on **road users**
- 6.4% of respondents mentioned the **negative** impact the new infrastructure has had on **road users**

Typical responses relating to SfP having a **negative impact** relating to **infrastructure** and the impact on **road users** include a focus on potholes and the generally poor state of the roads, as well as impacts on congestion as a result of road closures:

"These measures should be removed. If the council wish to make the roads safer for everyone, I would suggest more effort is made to maintain the roads to an adequate standard. As a cyclist and driver, the roads are an absolute hazard and mess. While on my bike, I spend more time avoiding potholes and broken tarmac."

"These measures are causing increased traffic congestion and therefore increased car emissions especially in the Comiston/Morningside areas. This is when the council is saying they want to cut emissions and congestion whereas with these measures they are only making situation worse. Also, on Morningside Rd the narrowing of the road has meant that cannot have a free 2 way flow of traffic, this can effect the time emergency vehicles take to reach a call out. This time delay could be a matter of life and death"

Retention and Removal of SfP - Negative

3d) Detailed Analysis - Infrastructure

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Infrastructure referenced in responses to Q8 and Q10.

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain in place**, including suggested modifications, you may do so here)

Results Summary Q10 (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

Infrastructure:

- 2.6% of respondents mentioned the **negative** impact these have on **pedestrians**

Infrastructure:

- 2.7% of respondents mentioned the **negative** impact on **pedestrians**

Typical responses relating to SfP having a **negative impact** relating to **infrastructure** and the impact on **pedestrians** included a lack of distinction between cycle lanes and extended pavements leading to conflicts between cyclists and pedestrians as well as trip hazards:

“Extra space is not continuous and often mixed walking cycling. Cyclists are dangerous to pedestrians and do not obey traffic lights etc.”

“Pavement widening could be more obvious, with a proper fence or rails.”

“The hard rubber mounting blocks supporting the marker posts extending the pedestrian footway/cycle lanes are hazardous. Difficult to see, easy to trip on and damaging to tyres.”

- 1.4% of respondents mentioned the **negative** impact of **infrastructure** generally without specifying a particular user group

- 3.2% of respondents mentioned the **negative** impact of **infrastructure** generally without specifying a particular user group

Typical responses relating to SfP having a **negative impact** relating to **infrastructure** generally, include:

“Please, no. Please remove these horrid, counterproductive and ugly measures. One of the worst things to EVER have happened within Edinburgh. I cannot put in to words how bad this is. It’s so bad it makes me want to get involved myself as a holder of an engineering doctorate. I’m so embarrassed and devastated by what has happened in my city.”

Retention and Removal of SfP - Negative

3f) Detailed Analysis - Safety

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Safety referenced in responses to Q8 and Q10.

[Results Summary Q8](#) (If you wish to make a comment about measures you would like to **remain in place**, including suggested modifications, you may do so here)

[Results Summary Q10](#) (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

Safety:

- 7.2% of respondents mentioned the **negative** impact that the new measures have had on infrastructure

Safety:

- 11.6% of respondents mentioned the **negative** impact that the new measures have on **infrastructure**

Typical responses relating to SfP having a **negative impact** relating **safety** include commentary on the safety of the bollards, issues of separation between cyclists and pedestrians and parking locations:

“Cycle lanes do not need bollards to mark them. Double yellow lines would stop parking on them. The roads are too narrow to reduce them further with bollards - I have seen many close calls due to the very narrow roads now especially when coming up to signs at junctions and traffic lights which reduce the road even further. This scheme is completely impractical and dangerous!”

“Cyclists and pedestrians do not mix. Do not have 'shared' spaces; separate ways are essential for safety.”

“A lot of the Spaces for People walking and cycling routes are really fragmented - they last for a few metres then stop. Is it possible to join them together and fill in the gaps so that you create continuous safe cycling routes and permanent wider pavements?”

“Lanark Road , what an absolute shambles . Who decided that parking a car in the middle of the road was a good idea . Passenger door will be opened and will hit a cyclist . Increased chance of accidents .”

“Please remove the ridiculous floating parking on the Lanark Road, I understand residents need to park so it should be pavement, parking, cycle lane at the moment cars are parking in the cycle lane! Also road is not wide enough and I have witnessed lorries having to go into the cycle lane to accommodate lorries driving up the other side of the road.”

- 1.4% of respondents mentioned the **negative** impact that the new measures have had on **conflict**

- 2.5% of respondents mentioned the **negative** impact that the new measures have had on **conflict**.

Typical responses relating to SfP having a **negative impact** relating to **safety** and the impact on **conflict** include:

“At some places e.g. Morningside there are both measures in place for pedestrians and cyclists. sometimes hard to see (you only see it when you are very close) that a certain measure is for pedestrians and not for cyclist. The cheap pilons/dark coloured bases are difficult to see in the dark.”

Cycle lane bollards are trip hazard in shopping streets. Cycle lanes should not cut across bus stops. Due to bollards, cyclists collide with pedestrians, do not respect pavements and one way streets and should be kept out of pedestrian areas.”

Retention and Removal of SfP – Negative

3i) Detailed Analysis - Congestion

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Congestion referenced in responses to Q8 and Q10. Note that some results are negligible in relation to Q8.

[Results Summary Q8](#) (If you wish to make a comment about measures you would like to **remain in place**, including suggested modifications, you may do so here)

[Results Summary Q10](#) (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

Congestion:

- 2.4% of respondents mentioned the **negative** impact the measures have had on **congestion**

Congestion:

- 7.0% of respondents mentioned the **negative** impact the measures have had on **congestion**

Typical responses relating to SfP having a **negative impact** relating to **congestion** include:

“Most of the cycle lanes are causing more traffic congestion”

“The closure of Briad Road has caused more traffic to use the connecting street. Comiston Terrace is now a rat run for vehicles moving from Braid Road to Comiston Road. Comiston Road is often conjested and that with only a small porportion of traffic. When lockdowns are finished, this will get worse.”

“Congestion on Comiston Road and Morningside Roads increased significantly with the measures particularly as now there is reduced room for buses to pass each other”

“The temporary lanes on St Johns Road force traffic into narrower spaces, thereby increasing congestion in the most polluted street in Scotland”

- Negligible values cited in Q8

- 1.2% of respondents mentioned the **negative** impact the measures have had on **congestion around schools**

Typical responses relating to SfP having a **negative impact** relating to **congestion around schools** include:

“The blocking of Whitehouse Loan is a nonsense. It causes great traffic disruption and very limited benefit to the school. Damage to the local conservation area and in time greater physical harm through accidents. Why don’t you block Lauriston Place to protect children at St Thomas Aquinas or George Heriots? Or Colinton Road?”

“Cyclists can use Comiston Road instead, or go through Braidburn Valley Park. I used to drive along Braid Rd on my commute to work but now drive along residential streets (including one on the Meadows to Greenbank quiet route) and pass in front of South Morningside school, when I think that traffic outside schools is to be avoided.”

- Negligible values cited in Q8

- 0.7% of respondents mentioned the **negative** impact the measures have had on **displacing traffic** to other streets

Typical responses relating to SfP having a **negative impact** relating to **congestion** and **displacement of traffic** to other streets include:

“The cycle lanes are rarely used and cause great inconvenience for drivers and cause congestion. The benefit for a minority of cyclists is disproportionate to the inconvenience caused to road users, shops, businesses etc. In particular Silverknowes parkway is causing congestion elsewhere and making it harder for dog walkers to use the foreshore.”

Retention and Removal of SfP – Negative

3g) Detailed Analysis - Mobility

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Mobility referenced in responses to Q8 and Q10. Note that some results are negligible in relation to Q8.

Results Summary Q8 (If you wish to make a comment about measures you would like to **remain in place**, including suggested modifications, you may do so here)

Results Summary Q10 (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

Mobility:

- 3.7% of respondents mentioned that the measures have had a **negative** impact on their **ability to move** around Edinburgh

Mobility:

- 5.6% of respondents mentioned the **negative** impact the measures have had on their **ability to move** around Edinburgh

Typical responses relating to SfP having a **negative impact** relating to **mobility** include the difficulties for those who cannot walk or cycle for long distances struggling to navigate Edinburgh by bus or car as well as increased congestion:

“Remove all restrictions. Make it easier to move around the city by public transport AND car. Remove restrictions to cars. Improve bus access. Not everyone can cycle !!!”

“Nothing makes this worth keeping. It’s dangerous for cars, making roads narrower. Provides no where for cars to move for emergency services, bikes are confined to small spaces on poorly surfaced roads. Disabled people are forced to park further away and businesses don’t benefit from less parking and no where to draw in”

“Closure of Braid Rd has caused regular unnecessary congestion both N and S bound on Comiston Rd. Traffic turning R from Comiston Rd onto Braidburn Terr blocks traffic heading to Morningside. Turning R from Braid Hills Rd onto Comiston Rd has become difficult and dangerous. I regularly travel much further on alternative roads to avoid this area.”

“Reopen road by Hermitage (Braids road?) as really annoying and preventing me from parking and going for a walk in one of Edinburgh's nicest places. What a complete waste of money black and white poles are.”

- Negligible values cited in Q8

- 1.7% of respondents mentioned the **negative** impact the measures have had on the ability of emergency services to move around Edinburgh

Typical responses relating to SfP having a **negative impact** relating to **mobility** include:

“All measures should be removed. Closing roads, and reducing lanes increases congestion, as well as making it harder for emergency services to pass through. Reducing parking areas is also unacceptable.”

The negative impact on emergency services has also been mentioned numerous times as cars and buses cannot pull into the side of the road to allow them to pass due to the extended pavements and cycle lanes with bollards

Spaces for People Public Consultation Survey Analysis

Theme: Spaces for People Projects Being Installed, or Not Yet Installed

Q12. If you wish to make a comment about measures you would like to stay in place, you may do so here.

Q14. If you wish to make a comment about any of these new measures that you would like to see removed, you may do so here.

Retention and Removal of SfP

Overview of Q12 & Q14

1) General Response

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

- Total survey responses = **17,627**
- Q12 (other) survey responses = **2,451**
- 14% of all survey responses provided an answer to Q12

Retention

- 5.2% of respondents identified a retention of S4P measures.

Removal

- 6.2% of respondents identified a removal of the S4P measures.

General

- 1.3% of respondents indicated that they supported S4P measures in principle.
- 3.1% of respondents provided location-specific comments.

Results Summary Q14 (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

- Total survey responses = **17,627**
- Q14 (other) survey responses = **3,537**
- 20% of all survey responses provided an answer to Q14

Retention

- 0.6% of respondents identified a retention of S4P measures.

Removal

- 9.8% of respondents identified a removal of the S4P measures

General

- 0.6% of respondents indicated that they supported S4P measures in principle.
- 3.9% of respondents provided location-specific comments.

An overview of the high-level types of responses to Question 12 and Question 14 show that, overall, the majority of responses provided comments on scheme retention (5.2%) aligned with Q12 and scheme removal (9.8%) aligned with Q14.

Retention and Removal of SfP

Overview of Q12 & Q14

2) High Level Theme Analysis

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

- **Gillespie Crossroad** (n = 49, 0.3%) and **Lower Granton Road** (n = 37, 0.2%) were the locations mentioned most frequently within Question 12, followed by:
 - Ferry Road (n = 34, 0.2%)
 - Maxwell Street (n = 32, 0.2%)
 - Maybury Road (n = 26, 0.1%)
- The key themes referenced most frequently by respondents include (e.g.):
 - Mode (3.7%)
 - Infrastructure (3.6%)
 - Safety (2.1%)
- Followed by:
 - Consultation (0.8%)
 - Congestion (0.6%)

Results Summary Q14 (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

- **Queensferry Road** (n = 83, 0.5%) and **Silverknowes** (n = 74, 0.4%) were the locations mentioned most frequently within Question 14, followed by:
 - Ferry Road (n = 68, 0.4%)
 - Morningside (n = 52, 0.3%)
 - Corstorphine (n = 50, 0.3%)
- The key themes referenced most frequently by respondents include (e.g.):
 - Infrastructure (5.0%)
 - Safety (4.9%)
 - Congestion (3.3%)
- Followed by:
 - Mobility (2.3%)
 - Mode (2.1%)

- Mode, infrastructure, safety and congestion were the top four most referenced themes by respondents in both Question 12 and Question 14.

Retention and Removal of SfP

3a) Detailed Analysis - Infrastructure

This slide presents an overview of the positive commentary around retaining SfP measures and the key theme of Infrastructure referenced in responses to Q12 and Q14.

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Infrastructure

- 0.8% of respondents mentioned the **positive** impact the changes have had on **cyclists**

Results Summary Q14 (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

Infrastructure

- 0.2% of responses to Q14 highlighted the **positive** impact the changes have had on **cyclists**.

Typical responses relating to SfP having a **positive impact** relating to **infrastructure** include the benefits of the protected cycle lane infrastructure, e.g

'All protected cycle routes should remain, especially on arterial routes (e.g. Lanark Road, Slateford Road and the A90)'

'No need for extra pedestrian space but happy for protected cycle lanes to remain.'

- 0.7% of respondents mentioned the **positive** impact the changes have had on **pedestrians**
- 0.03% of respondents mentioned the **positive** impact the changes have had on **pedestrians**.

Typical responses relating to SfP having a **positive impact** relating to **pedestrians** include reducing car usage and congestion e.g.

'The paths are narrow on the way to the beach at Silverknowes. Lovely no cars speeding down this road. A pleasure to dog walk.'

'Please don't remove any active travel space or infrastructure, it is the most efficient way for people to move around the city, reducing congestion and making it a nicer place to be'

- 0.2% of respondents mentioned the **positive** impact the changes have had on **road users**.
- 0.1% respondents mentioned the **positive** impact the Spaces for People scheme could have on **road users**.

Typical responses relating to SfP having a **positive impact** on **road users** include the benefits of more people walking and cycling and reducing traffic e.g.

'I think that shutting off Silverknowes Road has been an invaluable decision throughout the pandemic. It has allowed so many people to get outside and enjoy the all to the Silverknowes promenade.'

'There are individual measures currently in place which might benefit from alternative arrangements. For example, low traffic neighbourhood like interventions rather than pavement widening. This might allow for the re-introduction of parking, thus increasing support for the reduction in ability for streets to provide for through traffic.'

Retention and Removal of SfP - Positive

3b) Detailed Analysis - Safety

This slide presents an overview of the positive commentary around retaining SfP measures and the key theme of Safety referenced in responses to Q12 and Q14.

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Safety

- 0.2% of respondents mentioned the **positive** impact the changes had made on reducing conflict between different modes of transport.
- 1% of respondents mentioned the **positive** impact the changes had made on infrastructure.
- 0.1% of respondents mentioned the **positive** impact the changes had made on schools.
- 0.2% of respondents mentioned the **positive** impact the changes had made on reducing the speed of road users.
- 0.04% of respondents mentioned the **positive** impact the changes had made for mobility / disability.

Results Summary Q14 (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

Safety

- 0.02% respondents mentioned the **positive** impact the changes had made on reducing conflict between modes of transport.
- 0.1% of respondents mentioned the **positive** impact the changes had made on infrastructure.
- 0.01% of respondents mentioned the **positive** impact the changes had made on schools.
- 0.01% of respondents mentioned the **positive** impact the changes had made on speed.
- 0.01% respondents mentioned the **positive** impact the changes had made on mobility / disability.

Typical responses relating to SfP having a **positive impact** on **safety** included measures around schools, speed of road users and mobility /disability:

‘Totally segregated cycle lanes i.e., parallel "road" for 2- way cycling with cars travelling in parallel with a barrier between cars and bikes would be a much safer option.’

‘Please keep protected cycle lanes I feel safe with my daughter in a cycle trailer.’

‘Safety measures should remain in place for all schools.’

‘I think the 30mph limit should stay.’

‘Only space around schools and areas for disabled have any merit.’

Typical responses relating to SfP having a **positive impact** on **safety** included measures around schools, and the speed of road users:

‘A much better, safer solution for Silverknowes Rd was a segregated bike path straight down to the roundabout’

‘Please make it safe for me and my children to travel 3 miles over to school and my car will not move anymore. I can't contemplate cycling in bad weather on Braid Hills Road with stupid people behaving like rats. Until then, I have to participate in killing people with my exhaust gases in order to address my children immediate safety and safeguard.’

‘I would like greater enforcement of speed limits on residential streets used as cut through ie through Greenbank Morningside Grove and Drive and The Braids. There must be a disincentive to speeders at the moment there is not.’

Retention and Removal of SfP - Positive

3c) Detailed Analysis - Congestion

This slide presents an overview of the positive commentary around retaining SfP measures and the key theme of Congestion referenced in responses to Q12 and Q14.

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Congestion

- 0.1% of respondents mentioned the **positive** impact the changes have had on reducing congestion.

Results Summary Q14 (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

Congestion

- 0.02% of respondents mentioned the **positive** impacts the changes have had on reducing congestion.

Typical responses relating to SfP having a **positive impact** on **reducing congestion** include references to modal shift and active travel:

'Continuing measures would be desirable to assist in reducing congestion, and pollution (particle and noise) and motivate car drivers to switch mode of transport. It would be helpful to have an opportunity to look at impact once bus use is free from Covid threat.'

'Please don't remove any active travel space or infrastructure, it is the most efficient way for people to move around the city, reducing congestion and making our with a nicer place to be.'

Retention and Removal of SfP - Positive

This slide presents an overview of the positive commentary around retaining SfP measures and the key theme of Mode referenced in responses to Q12 and Q14.

3d) Detailed Analysis - Mode

Results Summary Q12 (If you wish to make a comment about measures you would like to see removed, you may do so here)

Mode

- 1.2% of respondents mentioned the **positive** impact the changes have had on **pedestrians**.

Results Summary Q14 (If you wish to make a comment about measures you would like to remain in place, including suggested modifications, you may do so here)

Mode

- 0.1% of respondents mentioned the **positive** impact the changes have had on **pedestrians**.

Typical responses relating to S4P having a **positive impact** relating to **pedestrians** include the benefits of the protected cycle lane infrastructure:

'Increased pedestrian space is extremely valuable in the centre of town, such as George IV bridge. This will also benefit cafes etc in summer, while retaining space for pedestrians.'

'If designed properly there should be no reason to remove any measures which support pedestrian and cyclist movement over private car use.'

- 2.6% of the respondents mentioned the **positive** impact the changes have had on **cyclists**
- 0.2% of respondents mentioned the **positive** impact the changes have had on **cyclists**.

Typical responses relating to S4P having a **positive impact** relating to **cyclists** include reducing car usage and congestion:

'Be bold and keep them in place, the protected lanes need to be in long enough to give people time to make lasting change to how they travel around the city.'

'All proposed measures are primarily geared around cycling and cycling lanes. Excellent arguments for introducing a small number of cycle "superhighways" as in London but these should be part of an integrated travel plan, not brought in through the back door under the "Spaces for People" initiative which was to give people more space to walk during a pandemic.'

- 0.1% of respondents mentioned the **positive** impact the changes have had on **buses**.
- 0.03% of respondents mentioned the **positive** impact the changes have had on **buses**.

Typical responses relating to S4P having a **positive impact** on **buses** include the benefits of more people walking and cycling and reducing traffic:

'We need to encourage more use of public transport, less of cars, and encourage people to maintain the better exercise habits they have acquired during lockdown. We want to move forward to a new normal, not back to the old one.'

'I think much more effort should be put into public transport and bus lanes for the many rather than cycle lanes for the few.'

Retention and Removal of SfP – Negative

3e) Detailed Analysis - Infrastructure

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Infrastructure referenced in responses to Q12 and Q14.

[Results Summary Q12](#) (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Infrastructure

- 0.2% of respondents mentioned the **negative** impact the changes have had on **cyclists**

[Results Summary Q14](#) (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

Infrastructure

- 2.0% of respondents mentioned the **negative** impact the changes have had on **cyclists**.

Typical responses relating to SfP having a **negative impact** relating to **infrastructure** include cycle lane infrastructure:

'Broughton Street does not need a cycle lane. I cycle it, it's not dangerous or fast moving and there's probably not room without making lanes overly narrow.'

'I do not see the need for protected cycle lanes. Having walked the area many times during lockdown I have seen no evidence that cyclists cannot cycle comfortably under the arrangements in place the road is wide - what is more of an issue as one cyclist told me in the crumbling and uneven road surface.'

- 0.1% of respondents mentioned the **negative** impact the changes have had on **pedestrians**
- 0.8% of respondents mentioned the **negative** impact the changes have had on **pedestrians**.

Typical responses relating to SfP having a **negative impact** relating to **pedestrians** include bus stop removal and road infrastructure:

'I believe the needs of pedestrians have been ignored by Edinburgh Council; in particular removal of bus stops has resulted in long distances between stops. The removal of the one on George IV Bridge near Chambers Street shows an ignorance one of the city's attraction for both adults and children - the National Museum of Scotland.'

'Braid Hills Road is currently well used by all forms of transport/walkers and doesn't need any tinkering. There are paths for walkers all the way along the road inside the golf course as well as the pavement. To make it safer for cyclists, use any spare money to fill in the pot holes. No meddling is needed here, it would be a waste of rate payers money.'

- 0.2% of respondents mentioned the **negative** impact the changes have had on **road users**.
- 2.8% of respondents mentioned the **negative** impact the changes could have on **road users**.

Typical responses relating to SfP having a **negative impact** on **road users** include traffic issues:

'Many of the routes earmarked for measures are key transport routes to that area. For example, it is difficult to get to Silverknowes Parkway because the route to the park is closed. If bus lanes are put into Queensferry Road, once traffic returns to even partly normal levels, the queues will be terrible. Please reconsider.'

'Main roads should not have these bollards. Car breakdowns will cause mayhem as the car cannot simply be pushed into the side. Keep the traffic moving.'

Retention and Removal of SfP– Negative

3f) Detailed Analysis - Safety

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Safety referenced in responses to Q12 and Q14.

[Results Summary Q12](#) (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Safety

- 0.2% of respondents mentioned the **negative** impact the changes had made on reducing conflict between different modes of transport.
- 0.7% of respondents mentioned the **negative** impact the changes had made on infrastructure.
- 0.02% of respondents mentioned the **negative** impact the changes had made on schools.
- 0.02% of respondents mentioned the **negative** impact the changes had made on reducing the speed of road users.
- 0.02% of respondents mentioned the **negative** impact the changes had made for mobility / disability.

[Results Summary Q14](#) (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

Safety

- 1.0% of respondents mentioned the **negative** impact the changes had made on reducing conflict between different modes of transport.
- 3.9% of respondents mentioned the **negative** impact the changes had made on infrastructure.
- 0.2% of respondents mentioned the **negative** impact the changes had made on schools.
- 0.1% of respondents mentioned the **negative** impact the changes had made on reducing the speed of road users.
- 1.0% respondents mentioned the **negative** impact the changes had made for mobility / disability.

Typical responses relating to SfP having a **negative impact** on **safety** included measures around schools, speed of road users and mobility /disability:

'I would like to see the canal path for walkers only. Bikes cause congestion and it is difficult to maintain social distancing safely. Bikes on the canal path are a hazard!'

'These are extremely dangerous and people will be hurt or killed due to the layouts and road markings. The winter will be really dangerous if there is snow fall for cyclists and walkers.'

'None. Want the safety railings around schools returned to protect children.'

'I asked for measures on Merchiston Avenue to slow traffic/divert traffic to other areas. This area ranked very highly in terms of number of comments in the last survey and yet it was ignored.'

'What are residents meant to do to easily access their property and businesses? There is a high danger of accidents as the physical layout is so confusing especially cycle, disability and then walking spaces in the same place. Narrowing roads is also dangerous where it seems it's just fine for the sake of it.'

Typical responses relating to SfP having a **negative impact** on **safety** included measures around schools, and the speed of road users:

'It is very dangerous putting cyclists so close to pedestrians: I have been hit by careless, arrogant cyclists.'

'Dangerous road layout. The road is wide enough for 2 vehicles but now you have to stop coming round a sharp bend to allow cars in the other direction to pass.'

'By making Queensferry High Street one way traffic travelling west to east is diverted along Station Road which has 3 schools on it. This is totally unacceptable.'

Retention and Removal of SfP - Negative

3g) Detailed Analysis – Congestion

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Congestion referenced in responses to Q12 and Q14.

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Congestion

- 0.3% of the responses highlighted the **negative** impact the changes have had on reducing **congestion**.

Results Summary Q14 (If you wish to make a comment about any of these new measures that you would like to see **removed**, you may do so here)

Congestion

- 3.0% of the responses highlighted the **negative** impact the changes have had on increasing or causing **congestion**.

Typical responses relating to SfP having a **negative impact** on **congestion** includes traffic increase and active travel:

‘These measures are causing congestion and putting more traffic onto side streets, thus increasing traffic in those areas. This has been done with no consideration for residents.’

‘None of the spaces for people are designed to help locals walk or shop in their local area, they will only make it more difficult for pedestrians and local businesses. It will cause more traffic and pollution onto other streets.’

Retention and Removal of SfP- Negative

This slide presents an overview of the negative commentary around retaining SfP measures and the key theme of Mode referenced in responses to Q12 and Q14.

3h) Detailed Analysis - Mode

Results Summary Q12 (If you wish to make a comment about measures you would like to **stay in place**, you may do so here)

Mode

- 0.7% of respondents mentioned the **negative** impact the changes have had on **pedestrians**.

Results Summary Q14 (If you wish to make a comment about measures you would like to see **removed**, you may do so here)

Mode

- 0.1% of respondents mentioned the **negative** impact the changes have had on **pedestrians**.

Typical responses relating to SfP having a **negative impact** relating to **pedestrians** include infrastructure e.g

'It's going to be mayhem when things open up again! Roads were made for vehicles and pavements were made for pedestrians.'
'Haven't personally experienced anything positive as a pedestrian with this rubbish having been installed. Saw an accident caused by the installed measures.'

- 0.2% of respondents mentioned the **negative** impact the changes have had on **cyclists**
- 0.5% of respondents mentioned the **negative** impact the changes have had on **cyclists**

Typical responses relating to SfP having a **negative impact** relating to **cyclists** include cycle lane infrastructure congestion e.g.

'If any cycle lanes are to be retained, then the removal of bumps and bollards separating these lanes from motor lanes should be removed as these are a particular hazard.'
'Road surfaces must be made safe for cyclists. There have always been serious potholes close to the kerb causing danger for cyclists and these must be made safe.'

- 0.01% of respondents mentioned the **negative** impact the changes have had on **buses**.
- 0.1% of respondents mentioned the **negative** impact the changes have had on **buses**.

Typical responses relating to SfP having a **negative** impact on **buses** include the benefits of more people walking and cycling and reducing traffic e.g.

'My main concern is impact on public transport. It's hard to judge the full impact of the measures until there is more of a return to normality.'
'Glenlockhart Road is a bus route and barely wide enough for two way traffic, difficult to see how there is space to install measures.'

Spaces for People Public Consultation Survey Analysis

Theme Definitions for Analysis Purposes

Theme	Definition for Evaluation & Analysis (including +ve and -ve)	Examples
Business	Any reference to S4P impacting on local businesses (including access to).	"I think there are very few benefits. I never see people using the extra spaces and what's the point of a cycle lane that stops and starts constantly? I often used to nip into Morningside or Bruntsfield to buy something/use the local businesses and this makes it unpleasant and difficult. I sometimes take elderly relatives (in their 80's and 90's but it is now impossible as I can't stop outside where I want to go."
Congestion	Any reference to S4P causing / reducing congestion or traffic volumes and levels .	"None of the above, all these schemes do is transfer vehicle usage into other already busy roads."
Consultation	Any reference to the consultation/ process.	"Using Covid as an excuse to implement anti car agenda. Not listening to local people or businesses. Biased 'consultation' questions which do not give people the option to object."
COVID	Any reference to S4P relating to COVID-19. Could include feeling safer (due to increased space to socially distance); or references to how S4P isn't needed due to the impending return to 'normality'.	"None, the city will be gridlocked when traffic returns to normal levels"
Disability	Any reference to S4P making it easier / more difficult for people with disabilities (and their carers) to get around Edinburgh (via either motorised or non-motorised means).	"I dont agree with implimenting 'spaces forpeople' as in various places they - disadvantage local small shops - disadvantage disabled people as car parking spaces are significantly more dangerous in comiston road."
Equity	Any reference to S4P measures being equitable / not being equitable to a portion of the population.	"There are no benefits because all that will happen is to inconvenience the vast majority of people, it will increase congestion and pollution, drive resentment <u>agains</u> a small and unrepresentative minority and will not achieve the CEC objectives"
Health	Any references to S4P impacting health, physical activity and wellbeing. Excludes air quality.	"Improved, healthier environment for everyone"
Infrastructure	Any reference to the design and form of S4P measures. This could include references to bollards, floating bus stops, road closures etc. In other words, the causes of subsequent positive and negative themes identified within the response.	"Some of the widened footpaths cause issues for emergency services as the roads are now too narrow for cars to move to the side; Some of the widened footpaths are causing traffic bottlenecks; Other widened footpaths work well; There doesn't appear to be any logic behind determining width and location of widened footpaths or protected cycle lanes and their impact on traffic flow and emergency services."
Mobility	Any reference to S4P impacting the ability for able-bodied people to move around Edinburgh. Including emergency services.	"None. Streets being clogged up elsewhere. Stopping us personally from going to certain areas as its too difficult. All being done for minority of people."
Mode	Any reference to travel behaviour change as a result of S4P.	"The presence of these measures actually encourages people to cycle and walk more"
Natural Environment	Any reference to air quality, general climate change, carbon and pollutants.	"I think closing off all these roads will lead to increased traffic queuing and increased pollution. There has been a negative effect in the footfall for businesses with putting these measures in phage and only push traffic into the side roads which cannot take the volume and increase pedestrian risk"
Parking	Any reference to parking including removal, charges, regulations and S4P.	"The shortage of stopping and parking makes unloading elderly impossible. Closure of roads caused delays in emergency service provision."
Safety	Any reference to S4P impacting safety including streets, traffic, movement etc.	"Much less stressful when walking with wee ones. Much safer while cycling. I have taken up cycling with my wee one on the back in a <u>childseat</u> since the measures have been put in place. I would never have felt safe enough with him before."
Urban Environment	Any reference to S4P measures altering the built environment including visual amenity, noise, urban realm, placemaking and ease of navigation etc.	"Although the objectives listed above are laudable, they should not be provided by reducing the amenity of existing roads for the majority of road users."
Usage	Any comment which references S4P measures not being used.	"If this scheme is aimed to help pedestrians it's not working far <u>to</u> many cyclist are using the pavements to avoid being on the road"