

# Spaces for People: moving forward

Response to individual and business  
surveys: headline data

# Methodology

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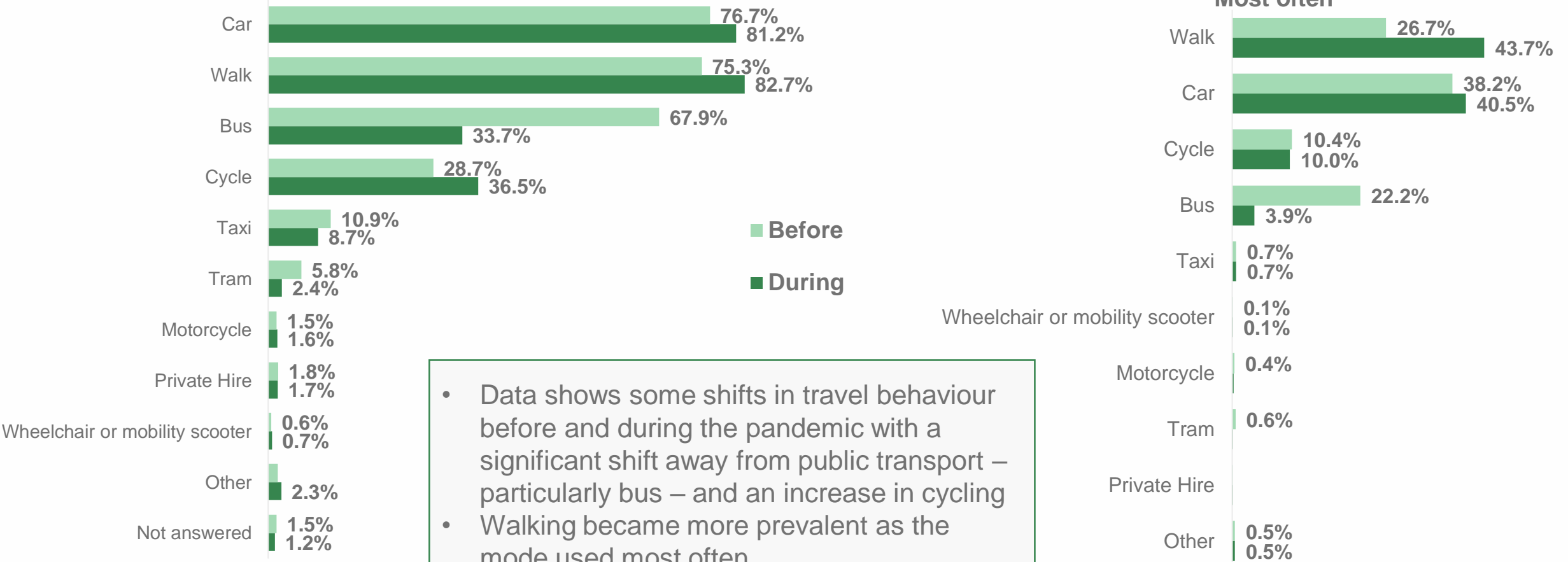
- Consultation responses were passed over for analysis
- A total of 17,624 valid responses were received to the public consultation
  - 34 of these were returned on paper, all others online
- A total of 179 valid responses were received to the business consultation
- A survey programme was created to enable analysis of the quantitative responses from public and business consultations
- A number of data cleaning and validation checks were made (see appendix for details)
- Data was not weighted
- Data tabulations were created and analysis run by demographic variables where possible
- As consultation respondents were able to skip questions, base sizes fluctuate throughout the report.

# Public Consultation outcomes

# Forms of transport used before vs during pandemic

1st, 2nd or 3rd most often

Most often

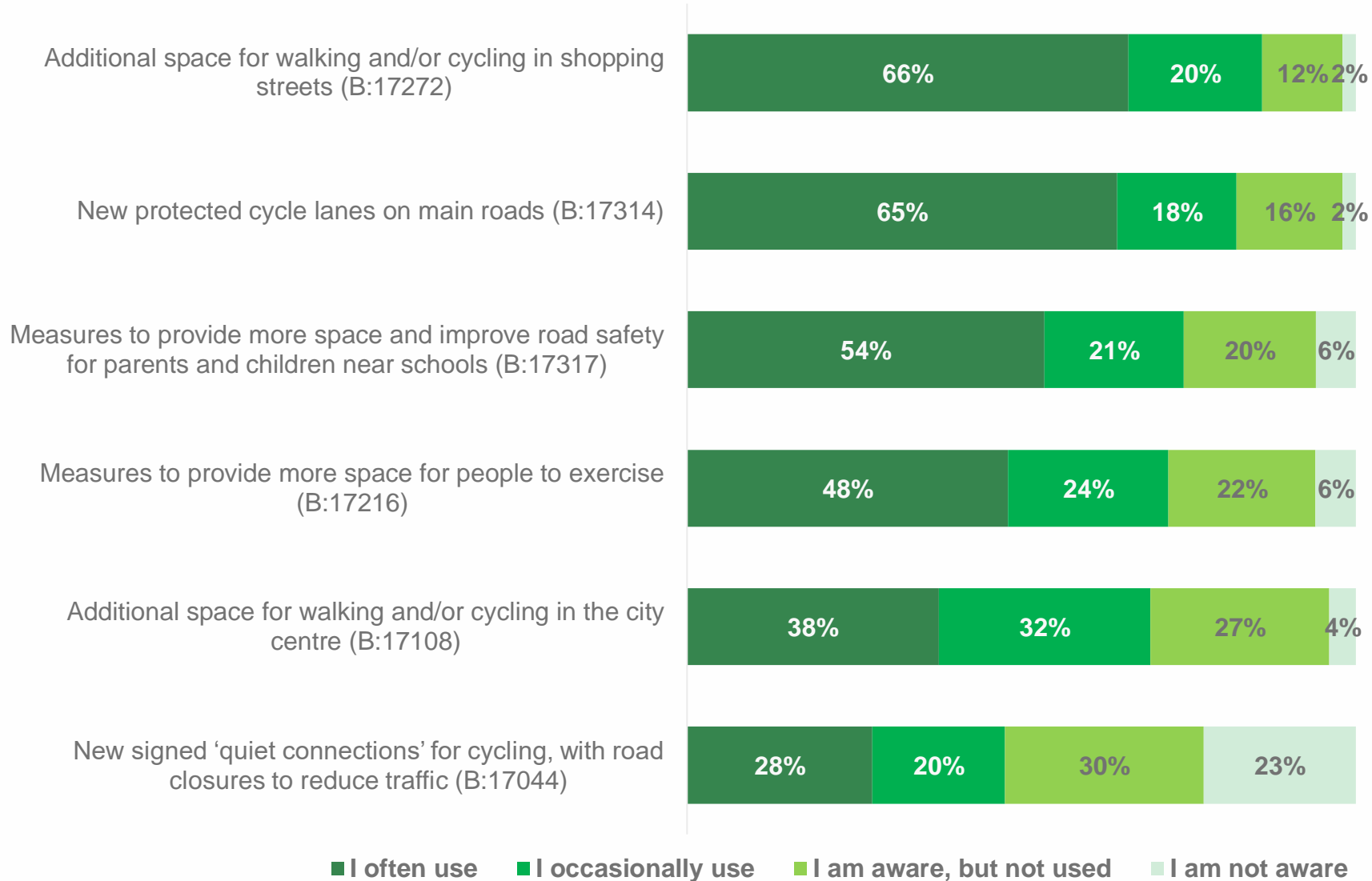


- Data shows some shifts in travel behaviour before and during the pandemic with a significant shift away from public transport – particularly bus – and an increase in cycling
- Walking became more prevalent as the mode used most often
- Car usage remained largely consistent, with a small increase during the pandemic.

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

Q. Thinking back before the pandemic, what forms of transport did you most often use?

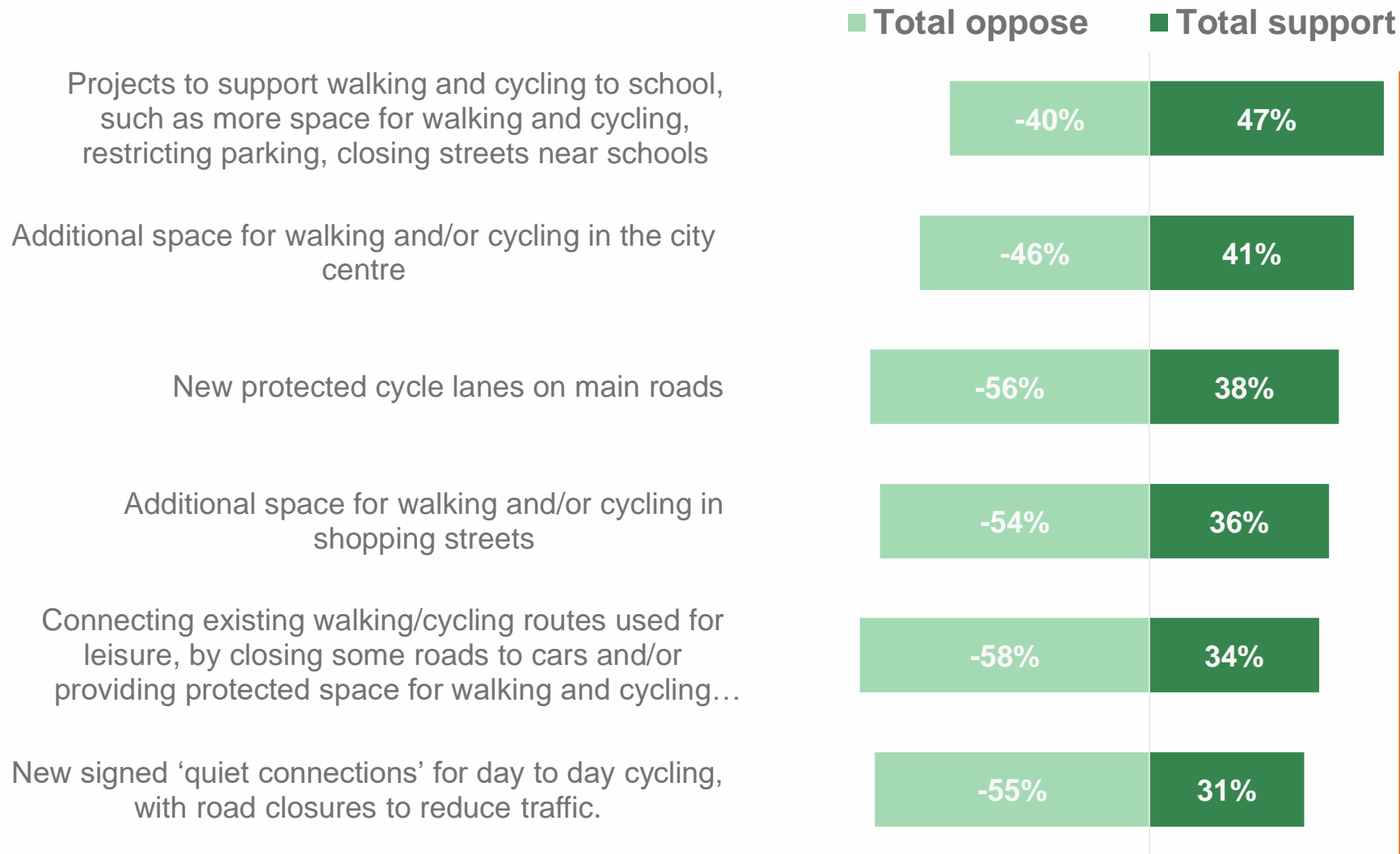
# Familiarity with project types



- Consultation respondents were aware of most of the types of Spaces for People projects
- Lowest awareness was recorded for the 'quiet connections' measures with almost a quarter unaware of these
- Almost two thirds said they often used measures in shopping streets and a similar proportion often used the cycle lanes on main roads
- Over half often used measures around schools and almost half often used measures providing more space for exercise.

Q. Please select the option which best describes your familiarity with each of the following types of project in Edinburgh

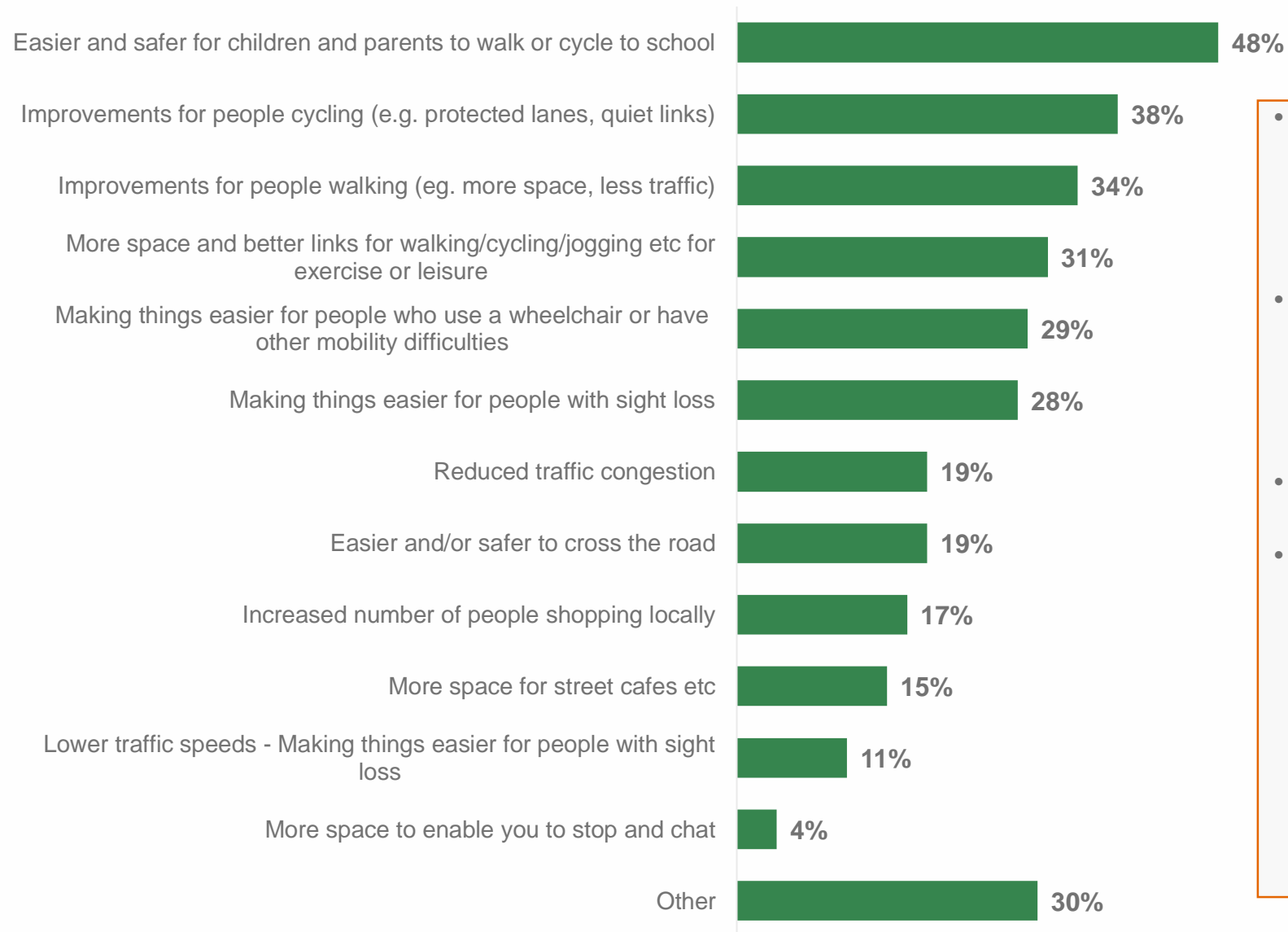
# Overall support / opposition to measures



- At an overall level opposition outweighs support for all but the measures relating to schools
- More than half of consultation respondents oppose new cycle lanes on main roads, additional space in shopping streets, road closures for connecting existing walking / cycling routes and quiet connections
- Opposition was stronger on all measures amongst those with disabilities and those who had used a wheelchair on a street with SfP measures
- Opposition was also strongest amongst those who lived outside CEC postcode areas
- Also, those who had used motorised transport methods – cars, taxis, private hire and motorcycles – were significantly more likely to oppose all measures; whilst those who cycled or walked were more likely to support all measures.

Q. How much do you support or oppose retaining the following types of measure as a means of achieving longer term Council objectives?

# Benefits of retaining measures



- The most commonly identified benefit of retaining Spaces for People measures was making it easier and safer for children to get to school – cited by almost half of consultation respondents
- Improvements for cyclists were recognised as a benefit by almost two fifths (38%)
  - Rising to 66% amongst those who had cycled on streets with Spaces for People measures
- Improvements for pedestrians were mentioned by just over a third (34%)
- Those with disabilities were more likely than others to mention benefits relating to making things easier for people with mobility issues or sight loss
  - Almost half (46%) of those who had used a wheelchair on streets with Spaces for People measures thought making things easier for those with mobility issues was a benefit

Q. What would you say are the most important benefits of retaining 'Spaces for People' measures in place?

# Disadvantages of retaining measures



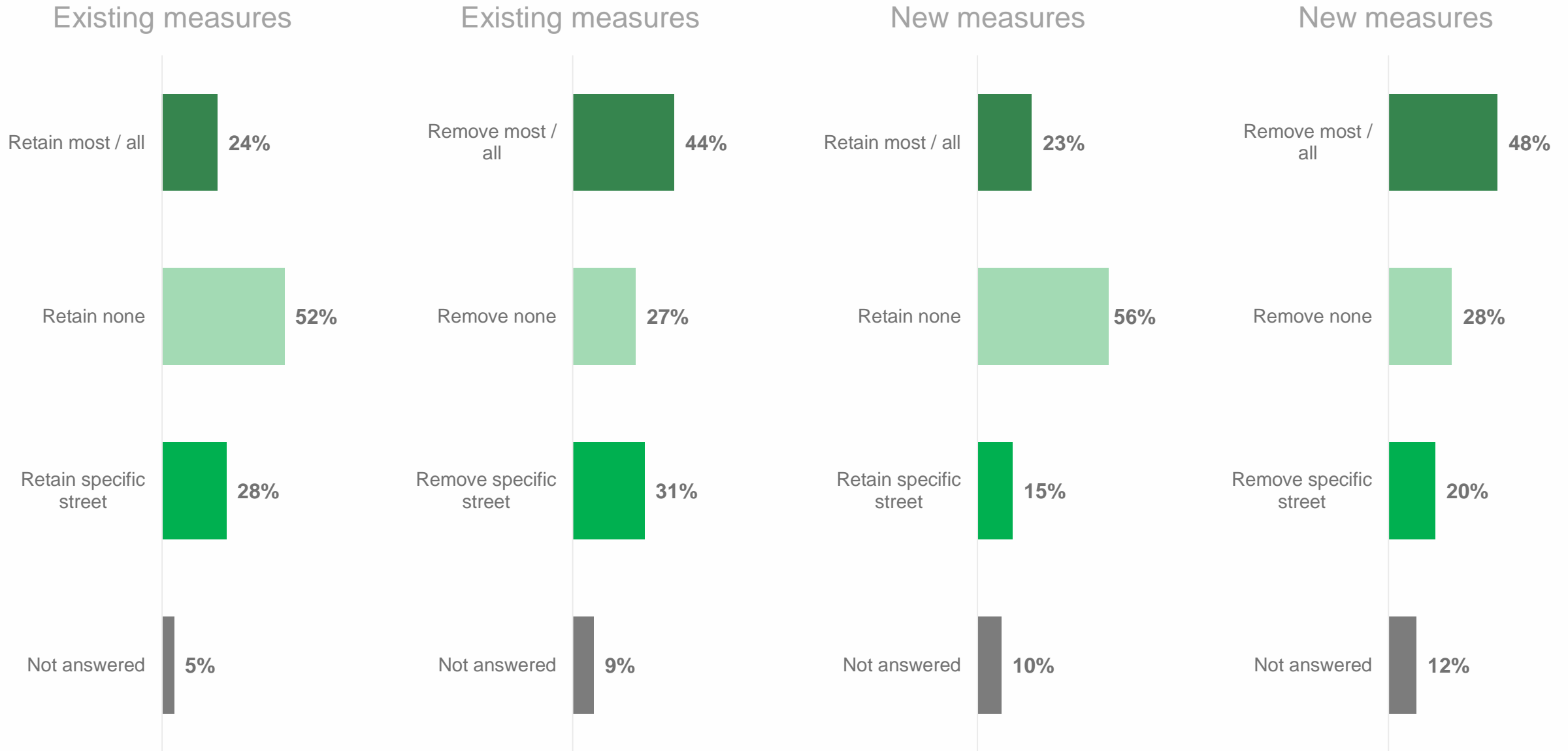
- The main disadvantages identified related to traffic increases and congestion, as well as inconvenience to car users
  - Those who had travelled by car, taxi, private hire or motorcycle on SfP streets were most likely to identify these disadvantages
- Receiving deliveries was also raised as an issue by a significant number of respondents
- Those with disabilities were more likely than others to mention disadvantages relating to making things harder for people with mobility issues or sight loss
  - 71% of those who had used wheelchairs in streets with Spaces for People measures mentioned making things harder for wheelchair users

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



# Overview: retain/remove existing and new measures

Note: answers may add to more than 100% as some respondents coded 'most/all' and named specific streets

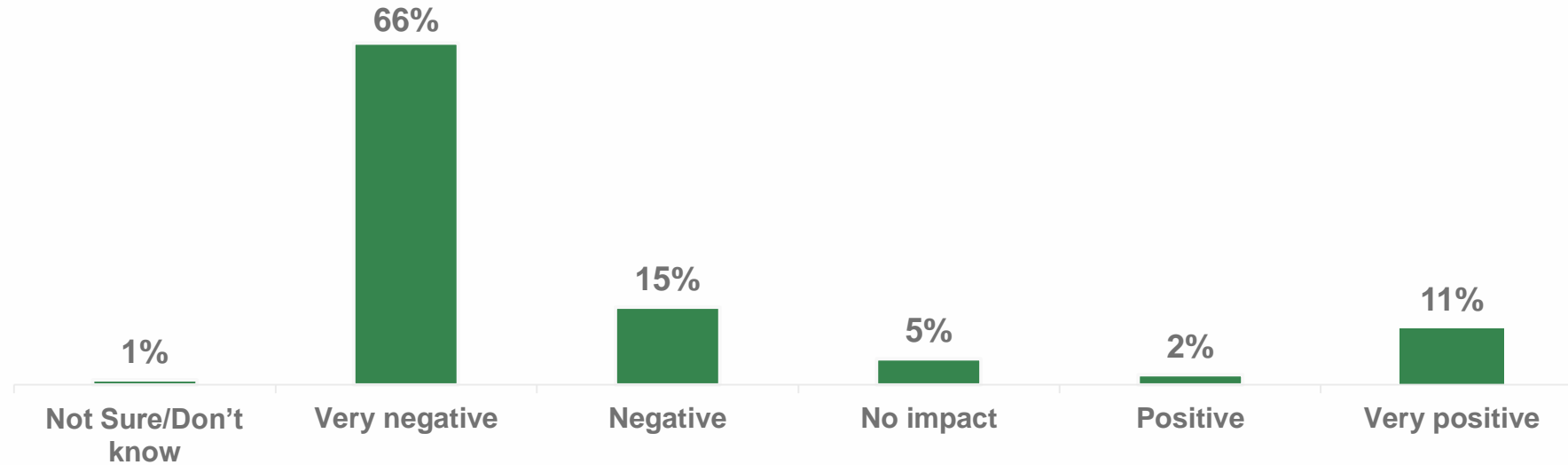


Q. Please select any streets or roads with Spaces for People measures That you would particularly like to remain/remove following the pandemic.

Note: answers may add to more than 100% as some respondents coded 'most/all' and named specific streets

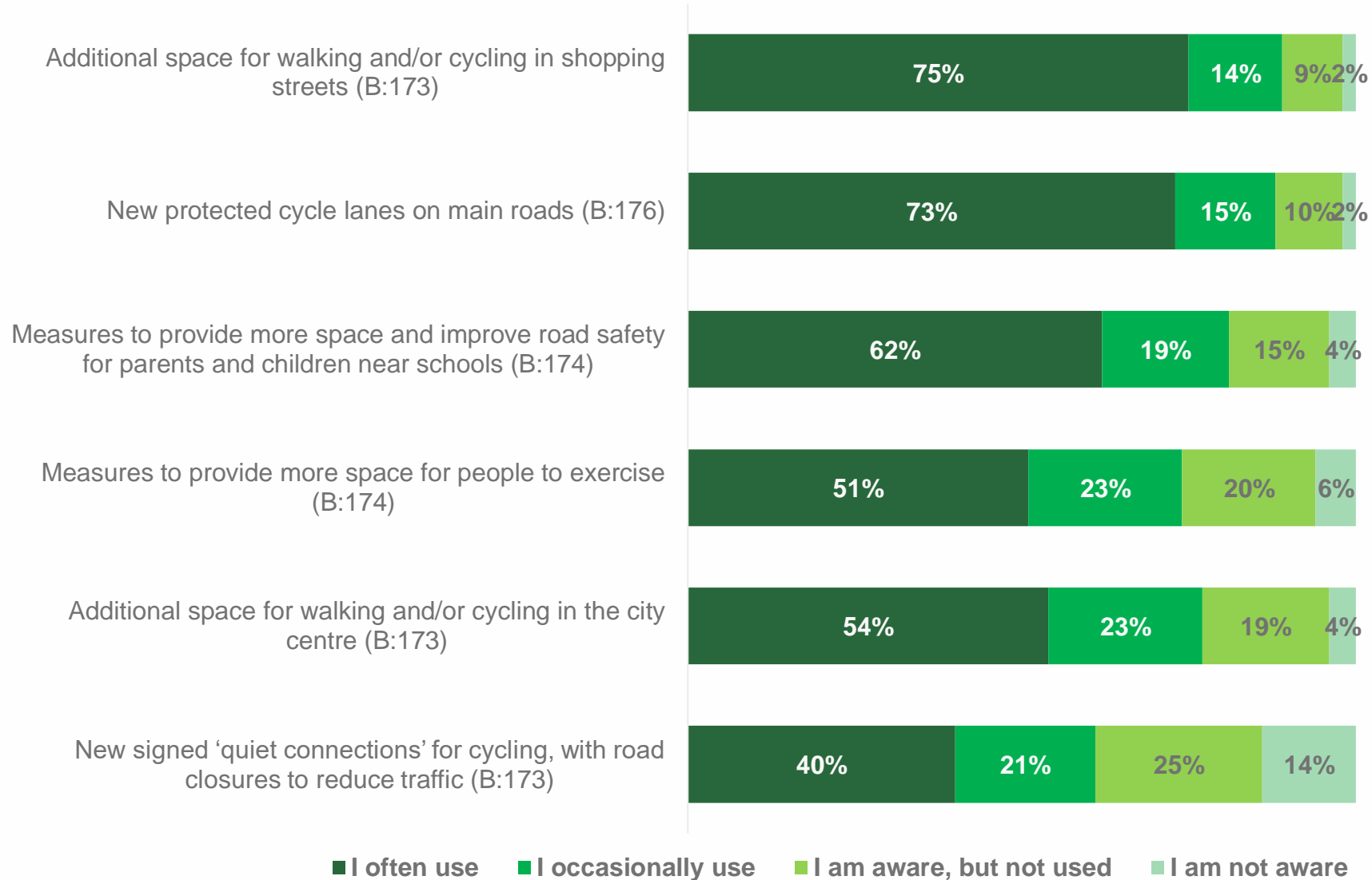
# Business consultation outcomes

# Impact of Spaces for People on their Business



- 8 in 10 businesses who responded to the consultation said the Spaces for People projects had had a negative impact on their business
- Just over 1 in 10 reported a positive impact

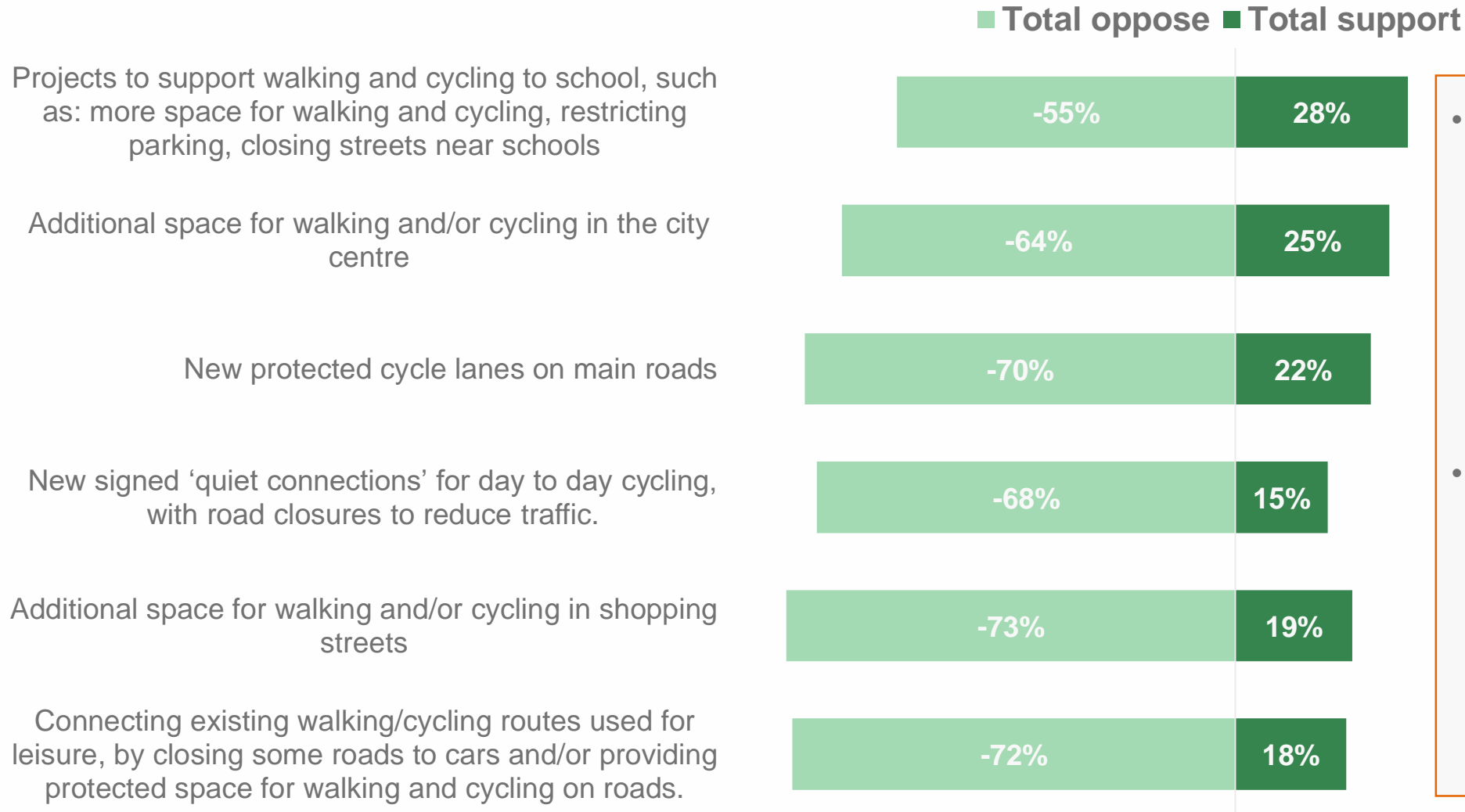
# Familiarity with project types



- Business respondents were largely very familiar with the various projects, particularly those relating to shopping streets, cycle lanes on main roads and schools
- The only measure where familiarity was lower was the quiet connections

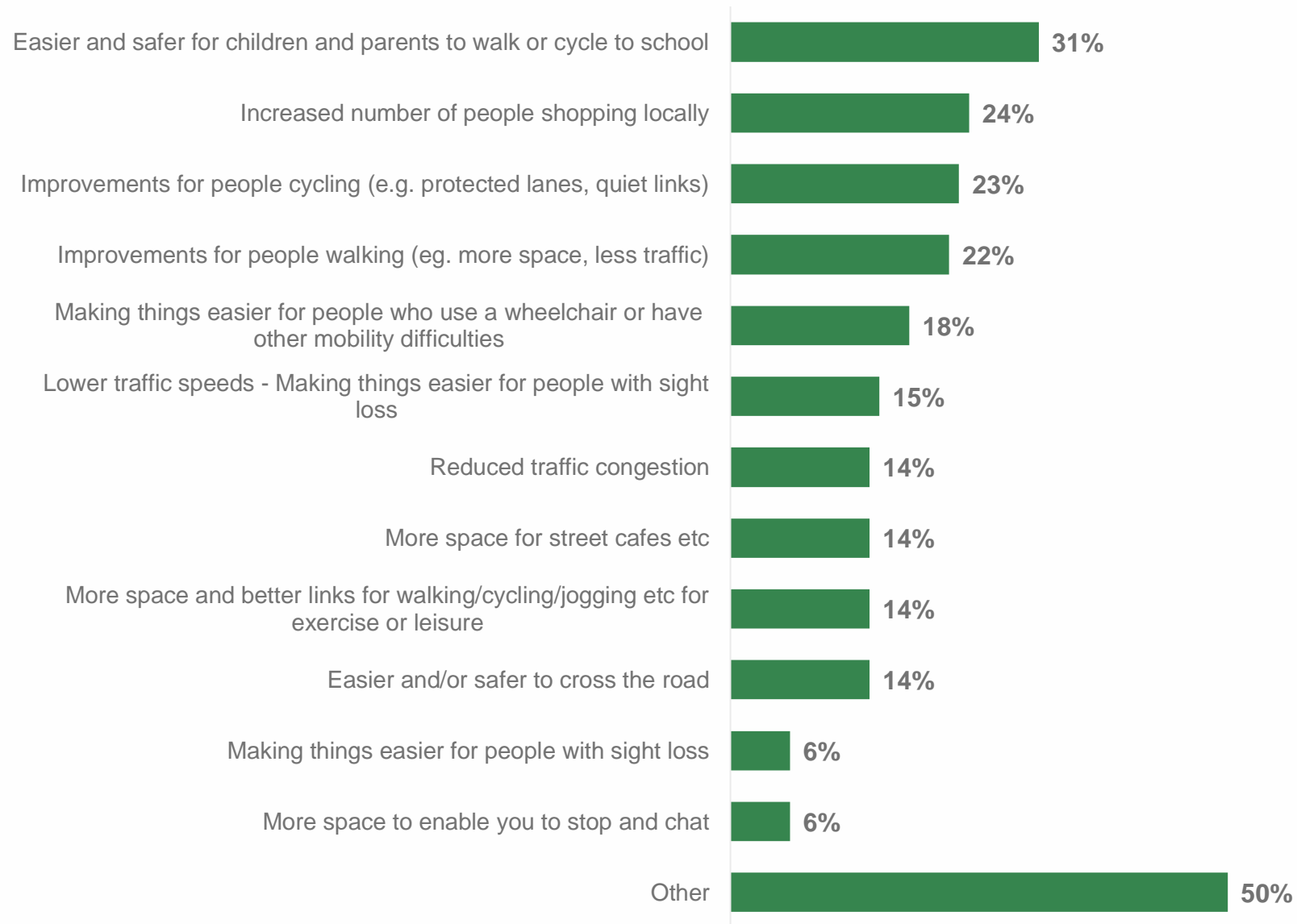
Q. Please select the option which best describes your familiarity with each of the following types of project in Edinburgh

# Overall support / opposition to measures



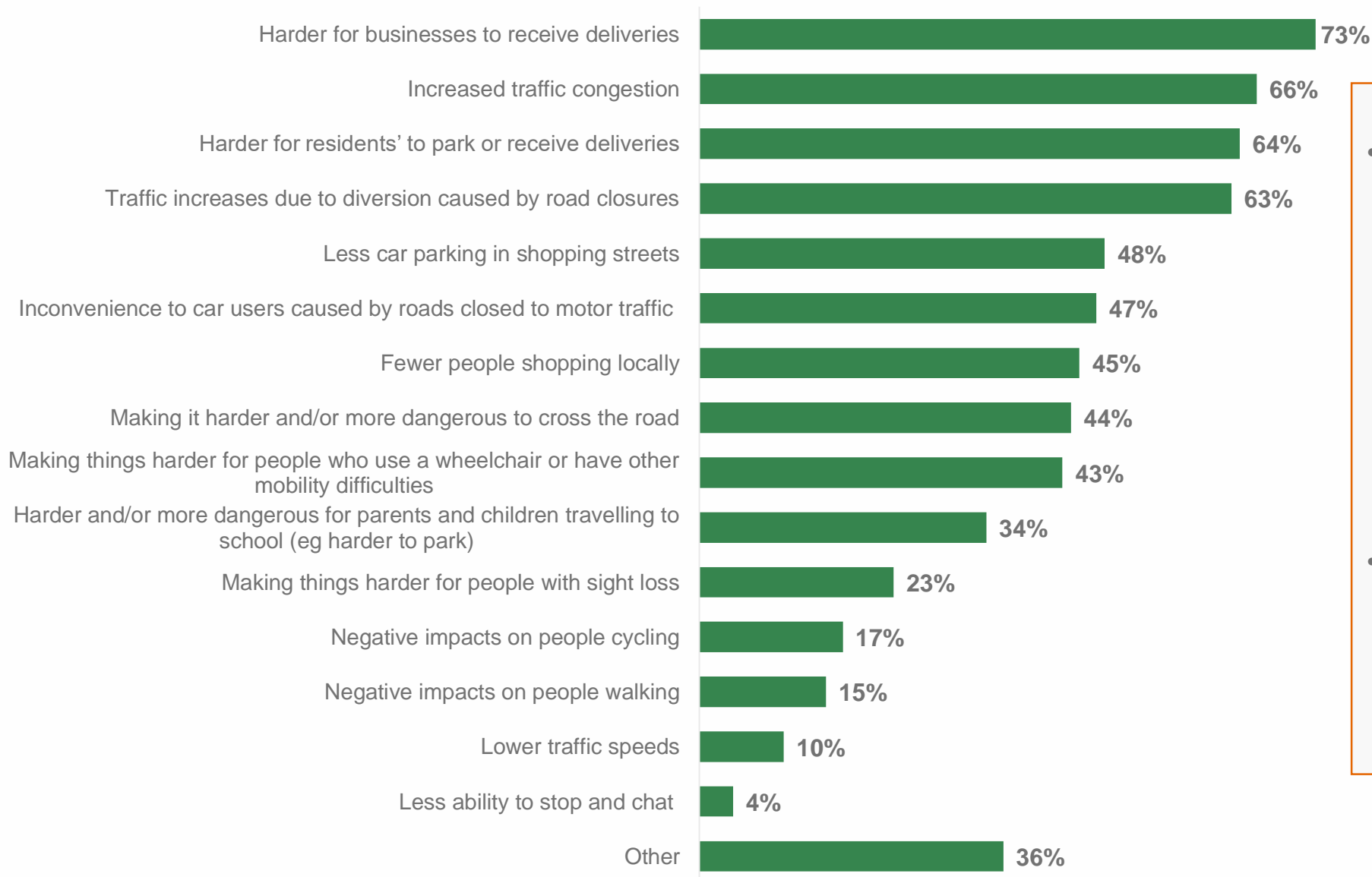
- Greatest level of support from business respondents was for school related measures, with just over a quarter supporting retention of these
  - However opposition still significantly outweighed support on this measure
- Measures with the greatest level of net opposition were those relating to providing additional space for walking/cycling on shopping streets; and those which involved road closures or protected space

# Benefits of retaining measures



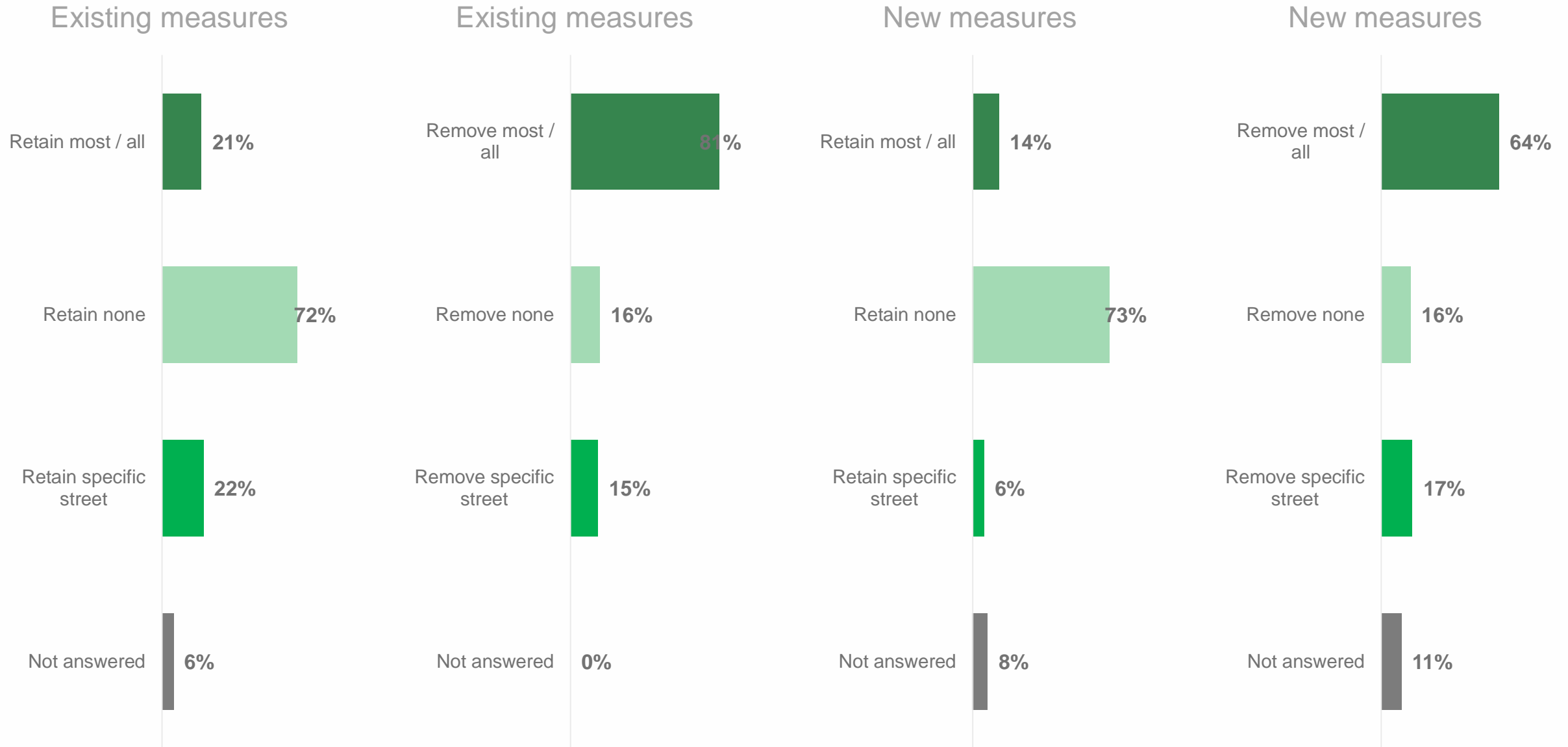
- The main benefit recognised by 3 in 10 business respondents was making it easier and safer for getting to schools
- Almost a quarter recognised that the measures increased the number of people shopping locally
- And a similar number mentioned benefits for people cycling and people walking

# Disadvantages of retaining measures



- A number of disadvantages were mentioned by more than 6 in 10 business respondents notably:
  - Issues with receiving deliveries – businesses and residents
  - Increased traffic congestion and traffic increases due to road closures
- Concerns were also raised regarding parking in shopping streets, fewer people shopping locally and general inconvenience to car users

# Overview: retain/remove existing and new measures



Q. Please select any streets or roads with Spaces for People measures That you would particularly like to remain/remove following the pandemic.

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