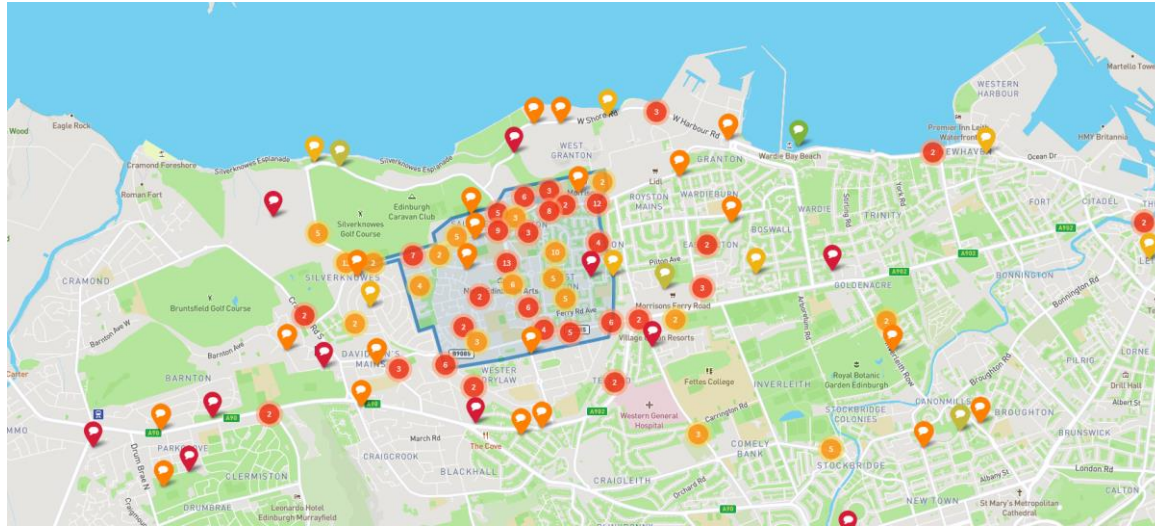


NEAT Connections

Commonplace report part 1: Quantitative results & count summary



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Contents

Introduction	4
Key findings	7
Analysis of comments within the NEAT project area	8
Overview (project area)	9
EH4	10
EH5	11
Demographic Data (respondents within the project area)	12-14
Analysis of all commonplace comments	15
Overview (all comments)	16
EH4.....	17
EH5	18
EH3	19
Demographic Data (all comments)	20-22
Count data summary	23
Muirhouse Parkway	24-26
Pennywell Rd.....	27-28
Ferry Rd (A).....	29-30
Ferry Rd (B).....	31-32
Ferry Rd (C) – Red Bridge	33
Appendix	34
Methodology	35-37

Introduction

Sustrans and The City of Edinburgh Council have been working in partnership on the North Edinburgh Active Travel Connections infrastructure project. The project is proposing changes to Pennywell Road, and the surrounding area. This includes increasing the space available for walking, cycling and wheeling; making it easier to access local amenities without use of a car; and working with members of the community to improve public and green spaces.



Image: Commonplace

The following report forms part one of a suite of reports for the NEAT connections infrastructure project. The following pages present the quantitative findings from the NEAT Connections Commonplace survey which was open to the public between 15th December 2020 and 7th February 2021. A series of user counts were also conducted across the NEAT connections project area and the analysis of these are summarised in the later section of this report: 'count data summary'. The analysis files are appended and include a count analysis in full, for all five count locations.

The 'Commonplace report part 2: Qualitative results' report includes analysis of the free text comments left by respondents on the commonplace platform as well an overview of the results from a community survey which was distributed amongst groups within the project area and open between December 2020 and January 2021. The findings from 'Commonplace report part 2: Qualitative results' are presented in a separate document.

Commonplace quantitative survey analysis:

Visitors to the Commonplace website were able to make comments about specific locations on a map of the project area, or agree with existing comments by clicking on a "thumbs up" button. Respondents were able to leave comment anywhere on the map. Comments made within the NEAT project area were extracted using GIS data and analysed.

For each comment, respondents were asked how they felt about the location they were commenting on, what they used the space for, and how it could be made better. When answering 'why do you feel this way?' and 'how could it be made better?', respondents were asked to choose from a list barriers and enablers to active travel and improvements that could be made at that location:

Why do you feel this way?

Good for playing sport; too congested; well maintained; easy to get around; dirty; unsafe; not walking friendly; dangerous; not cycle friendly; too many parked cars; hard to get around; poorly lit; safe; walking friendly; neglected; cycle friendly; well lit; social space; vandalism; other

How could it be made better?

More events; slow down cyclists; better maintenance; connect pavements; safer junction; safer crossing; remove parking; slow down traffic; reduce street clutter; safe cycle lanes; add/improve greenery; beautify; provide for disabilities; other

Respondents could also add extra information about barriers, improvements or suggestions by selecting 'other' and completing the open text sections.

In total, 283 comments and separate 271 agreements were submitted to the Commonplace platform by 164 respondents.

Responses made within the project area were analysed in isolation; 50 respondents left 125 comments, with a total of 107 agreements within the NEAT Connections polygon area.

This report includes the headline results for all responses to the NEAT connections consultation as well as the results relating only to the project area. The following pages outline the findings from the Commonplace survey, focusing on the barriers/enablers and improvements that respondents identified to active travel within the project area's postcode areas. Respondent demographics are also reported on.

Usage counts:

Analysis of usage counts was conducted for five locations in the project area. The counts collected data on the number of people walking and cycling as well as vehicle traffic flows across a full week. As summary of this analysis is concluded in the final section of this report document.

Free text & community questionnaire analysis (part 2):

'Commonplace report part 2: Qualitative results', explores the free text comments left by respondents on the commonplace platform and answers submitted to a community group survey. The community group survey was open to community groups between 18th December 2020 and 17th Jan 2020, group leaders or designated members were asked to respond to the survey on behalf of all members to questions about barriers to active travel in the project area for all group members.



Image: Commonplace

Key findings



Most respondents to the commonplace survey walk or cycle as one of their main modes of transport. However, the most frequently raised barrier to active travel in North Edinburgh was 'not cycle friendly' followed by 'safety concerns'.



Respondents in the EH4 postcode were more engaged than those in EH5. Whilst there were some differences in the responses, they share similar barriers and solutions to active travel in North Edinburgh.



Cycling on pavements appears to be relatively common across the project area. Many of the cyclists observed on the pavement were children. This suggests that the current cycling infrastructure is unsuitable.

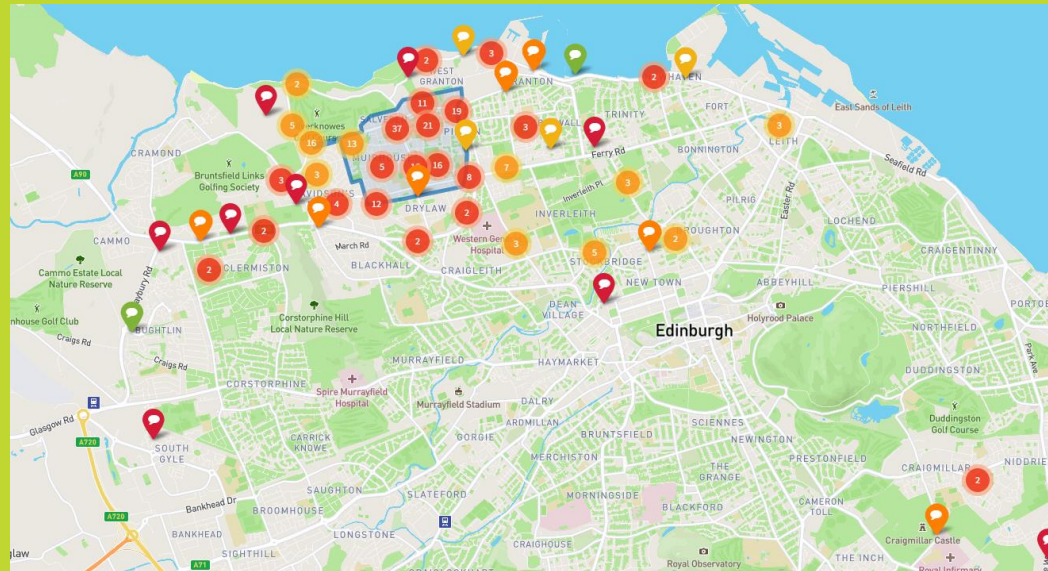


The school and shops along Pennywell Road are major trip attractors. At present, junctions and crossing points do not meet the needs of people traveling to these destinations. Many desire lines and informal crossing points through grassy areas and across central reservations can be seen leading to key locations and services.



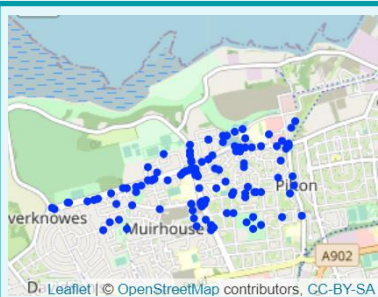
The main roads may be unpleasant to walk along. The count data suggests that, where possible, people prefer to travel along access roads and pedestrianised paths that are separate from the main flow of traffic.

Analysis of comments within the project area



Analysis of comments within the project area included the comments bound by the blue project area polygon as shown in the commonplace map.

NEAT Connections – Overview (project area)



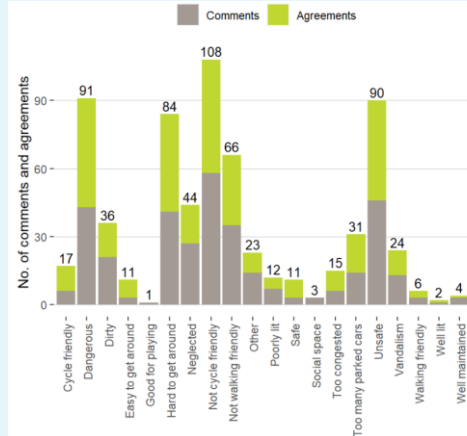
Comments: 125

Most agreed with comment:






"Whilst efforts to increase safety and access for walkers, cyclists and other non-vehicular traffic are admirable, the closure of Silverknowes Road has caused a dangerous increase in traffic on Marine Drive, a residential street. It has not had the desired effect of reducing road use, merely moved it to a road that cannot cope. As both a walker and a cyclist I would like to see accessible and joined up spaces throughout Edinburgh but it must be properly thought out and implemented. Perhaps a one way system around Silverknowes Road and Marine Drive, with the other lane open only pedestrians/cyclists would help?"
(4 Agreements)

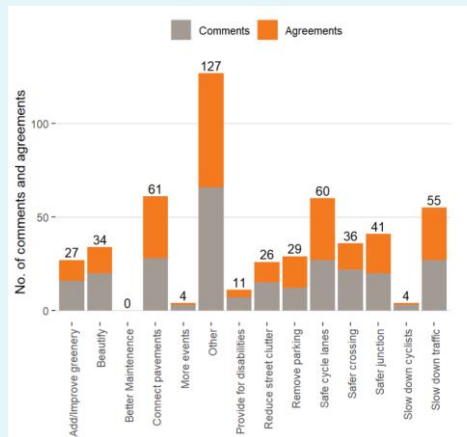
Barriers preventing walking, cycling and wheeling :

-  **Not cycle friendly**
58 comments (+ 50 agreements)
-  **Unsafe**
46 comments (+ 44 agreement)
-  **Dangerous**
43 comments (+ 48 agreements)
-  **Hard to get around**
41 comments (+ 43 agreements)
-  **Not walking friendly**
35 comments (+ 31 agreements)



Measures to help walking, cycling and wheeling :

-  **Other**
66 comments (+ 61 agreements)
-  **Connect pavements**
28 comments (+ 33 agreements)
-  **Slow down traffic**
27 comments (+ 28 agreements)
-  **Safe cycle lanes**
27 comments (+ 33 agreements)
-  **Safer crossing**
22 comments (+ 14 agreements)



NEAT Connections – EH4 (project area)



Comments: 107

Most agreed with comment:

"Whilst efforts to increase safety and access for walkers, cyclists and other non-vehicular traffic are admirable, the closure of Silverknowes Road has caused a dangerous increase in traffic on Marine Drive, a residential street. It has not had the desired effect of reducing road use, merely moved it to a road that cannot cope. As both a walker and a cyclist I would like to see accessible and joined up spaces throughout Edinburgh but it must be properly thought out and implemented. Perhaps a one way system around Silverknowes Road and Marine Drive, with the other lane open only pedestrians/cyclists would help?"
(4 Agreements)

Barriers preventing walking, cycling and wheeling :



Not cycle friendly
52 comments (+ 41 agreements)



Hard to get around
34 comments (+ 32 agreement)



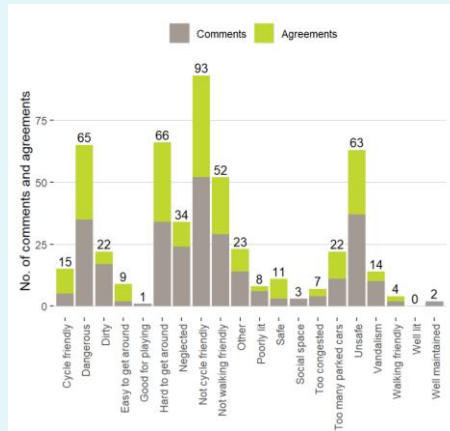
Dangerous
35 comments (+ 30 agreements)



Unsafe
37 comments (+ 26 agreements)



Not walking friendly
29 comments (+ 23 agreements)



Measures to help walking, cycling and wheeling:



Other
59 comments (+ 44 agreements)



Connect pavements
24 comments (+ 25 agreements)



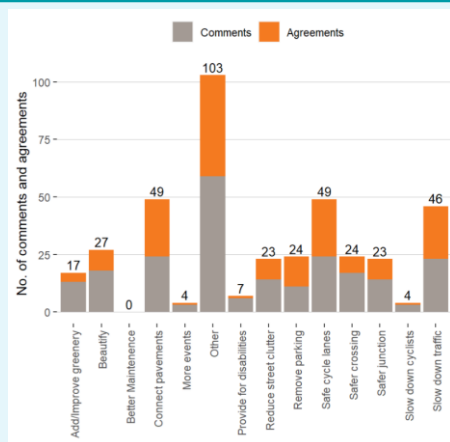
Safe cycle lanes
24 comments (+ 25 agreements)



Slow down traffic
23 comments (+ 23 agreements)



Beautify
18 comments (+ 9 agreements)



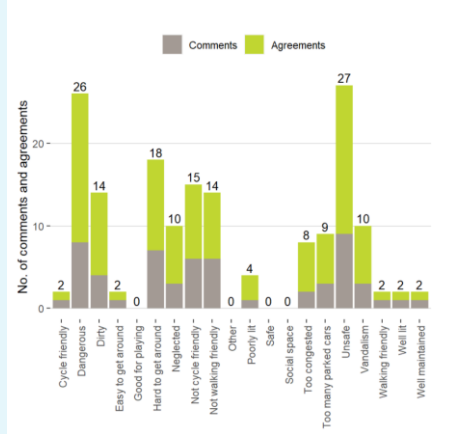
NEAT Connections – EH5 (project area)



Comments: 18

Barriers preventing walking, cycling and wheeling :

- unsafe**
9 comments (+ 18 agreements)
- Dangerous**
8 comments (+ 18 agreement)
- Hard to get around**
7 comments (+ 11 agreements)
- Not cycle friendly**
6 comments (+ 9 agreements)
- Not walking friendly**
6 comments (+ 8 agreements)

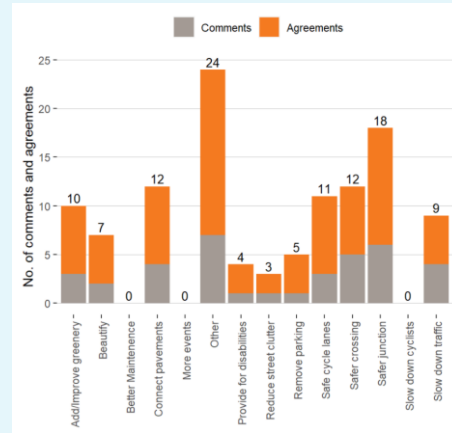


Most agreed with comment:

“Cars parking right up to the double yellow means there is barely enough room for a car to get past it and the traffic island. I have seen vans needing to go on the wrong side of the road, entering the roundabout the wrong way just so they can get past. The double yellow lines need to be made slightly longer to allow more space for vehicles to safely pass.”
(4 Agreements)

Measures to help walking, cycling and wheeling:

- Other**
7 comments (+ 17 agreements)
- Safer junction**
6 comments (+ 12 agreements)
- Connect pavements**
4 comments (+ 8 agreements)
- Safer crossing**
5 comments (+ 7 agreements)
- Safe cycle lanes**
3 comments (+ 8 agreements)





Gender

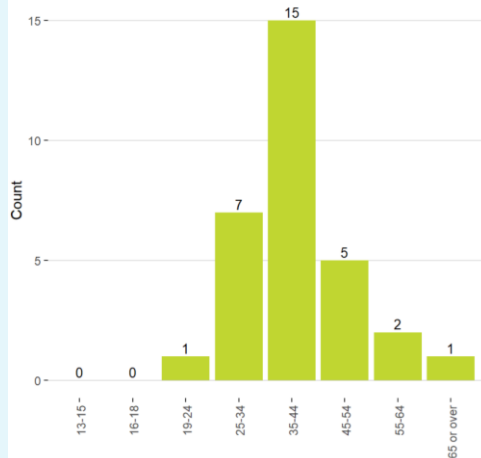
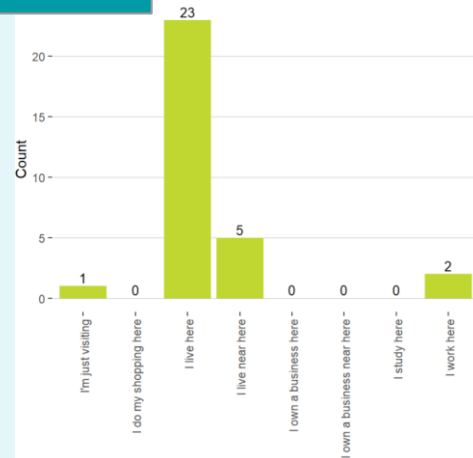
Gender	Count	%
Male	17	53.12
Female	14	43.75
Prefer not to say	1	3.12
I identify in another way	0	0.00

32 people responded to the question. Female respondents are slightly underrepresented.

Connection to the Area

Connection to Area	Count	%
I live here	23	74.19
I live near here	5	16.13
I work here	2	6.45
I'm just visiting	1	3.23
I own a business here	0	0.00
I own a business near here	0	0.00
I do my shopping here	0	0.00
I study here	0	0.00

31 people answered the question.



Age

Age	Count	%
35-44	15	48.39
25-34	7	22.58
45-54	5	16.13
55-64	2	6.45
19-24	1	3.23
65 or over	1	3.23
13-15	0	0.00
16-18	0	0.00



71% of respondents are between the age 25 and 44

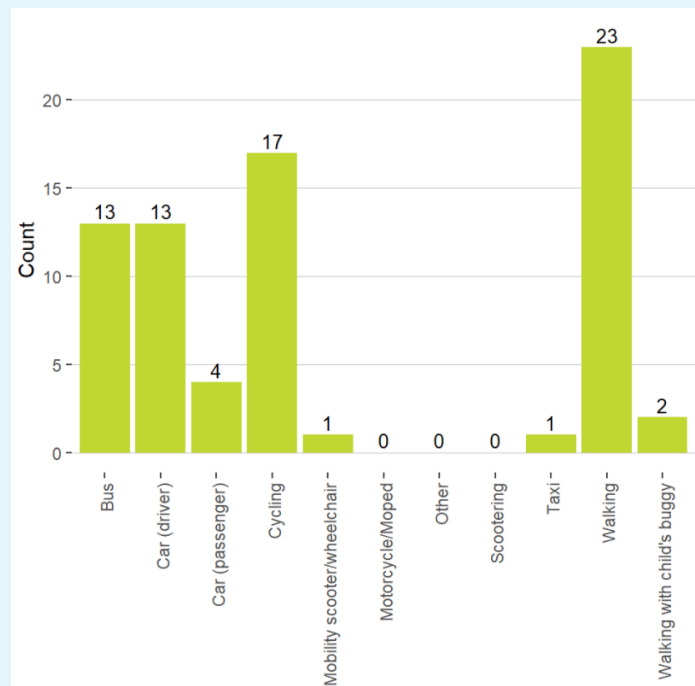
Age: Of the 31 people who answered the question, 71% were between the ages of 25 and 44 (22 respondents). There is a high underrepresentation of those under 24 and those over 55, while those between 35-44 are overrepresented.

How do you usually travel in the area?

Travel Mode	Count	%
Walking	23	71.88
Cycling	17	53.12
Bus	13	40.62
Car (driver)	13	40.62
Car (passenger)	4	12.50
Walking with child's buggy	2	6.25
Mobility scooter/wheelchair	1	3.12
Taxi	1	3.12
Scotering	0	0.00
Motorcycle/Moped	0	0.00
Other	0	0.00



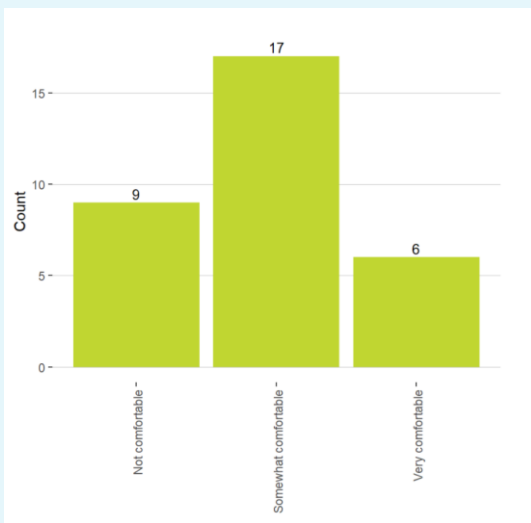
72% of respondents reported walking as a means of transport in North Edinburgh and 53% reported cycling



Demographic analysis of all respondents

Do you feel comfortable cycling in the area?

Answer	Count	%
Not comfortable	9	28.12
Somewhat comfortable	17	53.12
Very comfortable	6	18.75



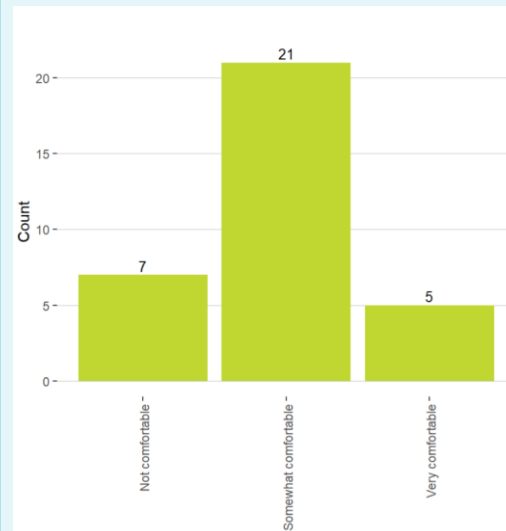
32 people answered the question.



81% of respondents within the project area feel 'somewhat comfortable' or 'not comfortable' about cycling in North Edinburgh

Do you feel comfortable walking in the area?

Answer	Count	%
Not comfortable	7	21.21
Somewhat comfortable	21	63.64
Very comfortable	5	15.15

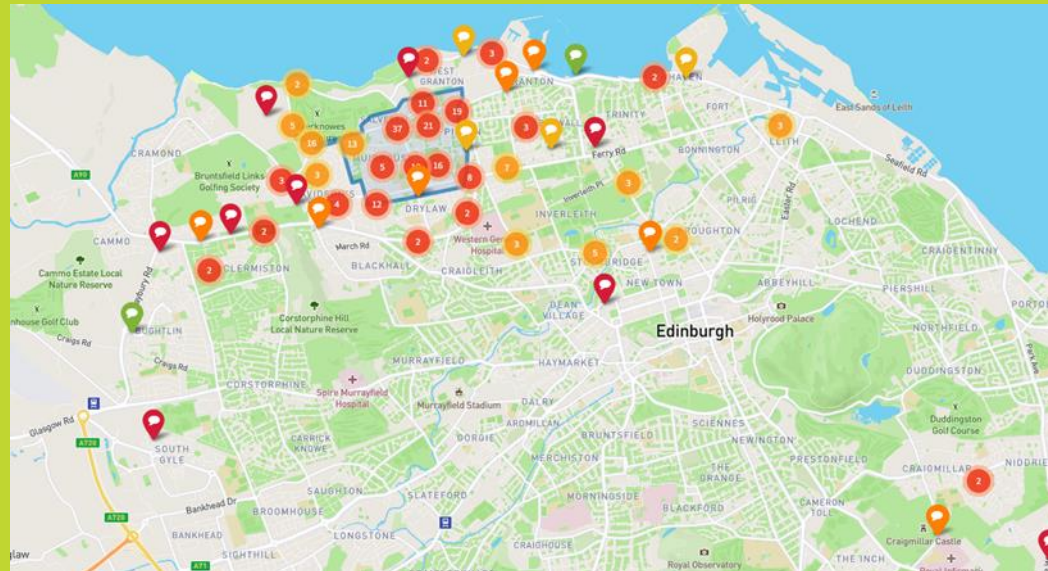


33 people answered the question.



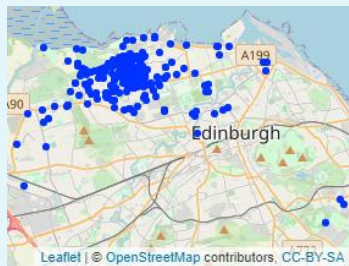
85% of respondents within the project area feel 'somewhat comfortable' or 'not comfortable' about walking in North Edinburgh

Analysis of all commonplace comments




Analysis of all comments shown on the commonplace map across Edinburgh

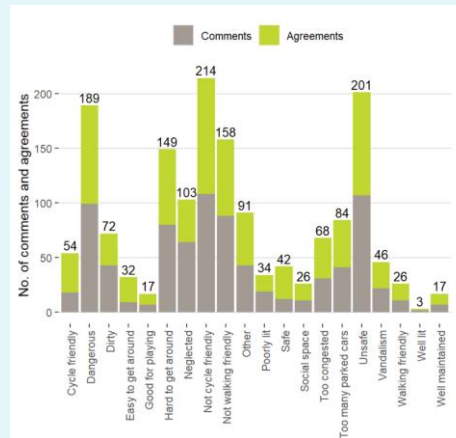
NEAT Connections - Overview (all comments)



Comments: 283

Barriers preventing walking, cycling and wheeling :

-  **Not cycle friendly**
108 comments (+ 106 agreements)
-  **Unsafe**
107 comments (+ 94 agreements)
-  **Dangerous**
99 comments (+ 90 agreements)
-  **Not walking friendly**
80 comments (+ 70 agreements)
-  **Hard to get around**
80 comments (+ 69 agreements)








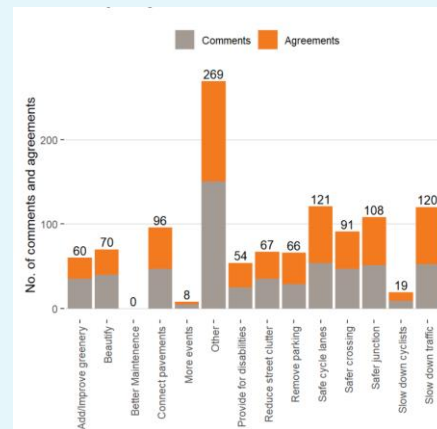
Most agreed with comment:

“The new dedicated cycle lanes make for safer travel to the shops. Very good”

(7 Agreements)

Measures to help walking, cycling and wheeling :

-  **Other**
150 comments (+ 119 agreements)
-  **Safe cycle lanes**
54 comments (+ 67 agreements)
-  **Slow down traffic**
52 comments (+ 68 agreements)
-  **Safer junction**
51 comments (+ 57 agreements)
-  **Connect pavements**
47 comments (+ 49 agreements)








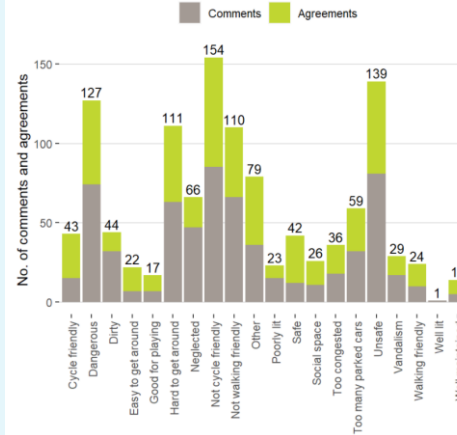
NEAT Connections - EH4 (all comments)



Comments: 216

Barriers preventing walking, cycling and wheeling :

-  **Not cycle friendly**
85 comments (+ 69 agreements)
-  **Unsafe**
81 comments (+ 58 agreements)
-  **Dangerous**
74 comments (+ 53 agreements)
-  **Not walking friendly**
66 comments (+ 44 agreements)
-  **Other**
36 comments (+ 43 agreements)








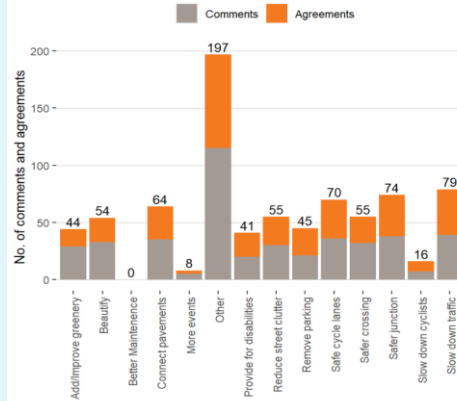
Most agreed with comment:

“Improved crossing needed. Often kids running across the single island and dodging traffic coming out of the shopping area.”

(5 Agreements)

Measures to help walking, cycling and wheeling :

-  **Other**
115 comments (+ 82 agreements)
-  **Slow down traffic**
39 comments (+ 40 agreements)
-  **Safer junction**
38 comments (+ 36 agreements)
-  **Safe cycle lanes**
36 comments (+ 34 agreements)
-  **Connect pavements**
35 comments (+ 29 agreements)








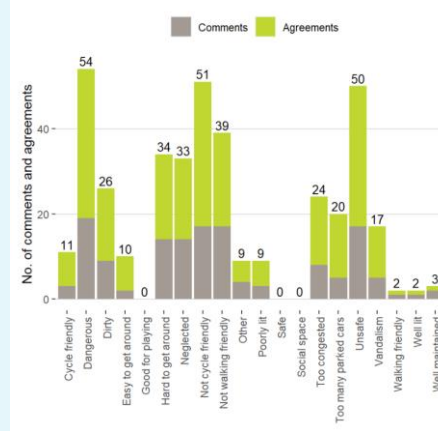
NEAT Connections – EH5 (all comments)



Comments:46

Barriers preventing walking, cycling and wheeling :






-  **Dangerous**
19 comments (+ 35 agreements)
-  **Not cycle friendly**
17 comments (+ 34 agreements)
-  **Unsafe**
17 comments (+ 33 agreements)
-  **Not walking friendly**
17 comments (+ 22 agreements)
-  **Hard to get around**
17 comments (+ 22 agreements)

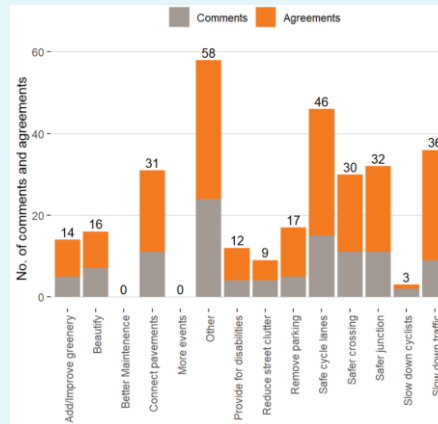


Most agreed with comment:

“The new dedicated cycle lanes make for safer travel to the shops. Very good”
(7 Agreements)

Measures to help walking, cycling and wheeling :

-  **Other**
24 comments (+ 34 agreements)
-  **Safe cycle lanes**
15 comments (+ 31 agreements)
-  **Slow down traffic**
9 comments (+ 27 agreements)
-  **Safer junction**
11 comments (+ 21 agreements)
-  **Connect pavements**
11 comments (+ 20 agreements)



NEAT Connections – EH3 (all comments)



Comments: 7

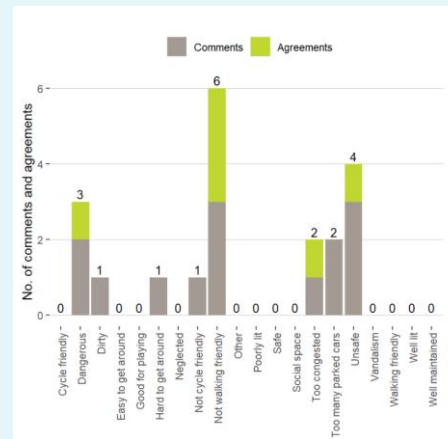
Most agreed with comment:

“Bus shelter is too far into footway, restricts access for pedestrians and in particular wheelchair users”


(2 Agreements)

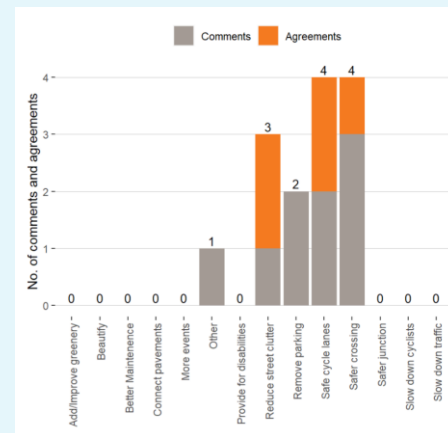
Barriers preventing walking, cycling and wheeling :

-  **Not walking friendly**
3 comments (+ 3 agreements)
-  **Unsafe**
3 comments (+ 1 agreement)
-  **Dangerous**
2 comments (+ 1 agreements)
-  **Too congested**
1 comments (+ 1 agreements)
-  **Too many parked cars**
2 comments (+ 0 agreements)



Measures to help walking, cycling and wheeling :

-  **Safer crossing**
3 comments (+ 1 agreements)
-  **Safe cycle lanes**
2 comments (+ 2 agreements)
-  **Reduce street clutter**
1 comments (+ 2 agreements)
-  **Remove parking**
2 comments (+ 0 agreements)
-  **Other**
1 comments (+ 0 agreements)

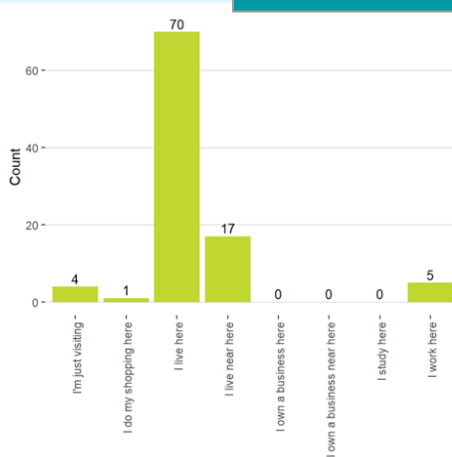


Gender

Gender	Count	%
Male	49	50.00
Female	44	44.90
Prefer not to say	4	4.08
I identify in another way	1	1.02

Gender: 98 people responded to the question. Female respondents are slightly underrepresented.

Connection to the Area

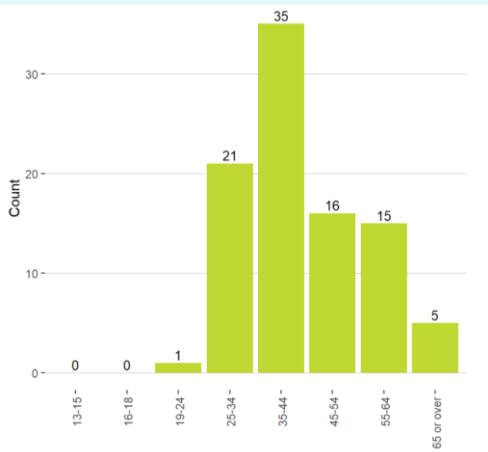


97 people responded to the question



Connection to Area	Count	%
I live here	70	72.16
I live near here	17	17.53
I work here	5	5.15
I'm just visiting	4	4.12
I do my shopping here	1	1.03
I own a business here	0	0.00
I own a business near here	0	0.00
I study here	0	0.00

Age



Age	Count	%
35-44	35	37.63
25-34	21	22.58
45-54	16	17.20
55-64	15	16.13
65 or over	5	5.38
19-24	1	1.08
13-15	0	0.00
16-18	0	0.00



94% of respondents are between the age 25 and 64

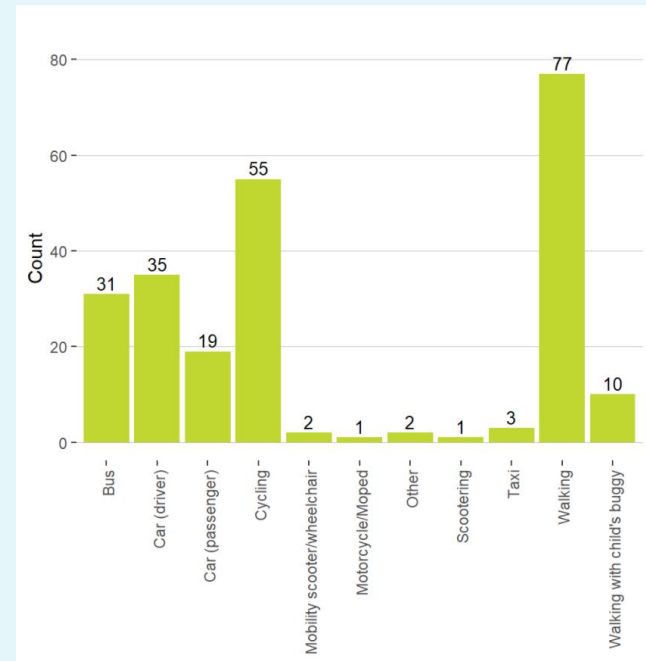
Age: Of the 93 people who answered the question, over half were between the ages of 25 and 44 (56 respondents). There is a high underrepresentation of those under 24 and those over 65, while those between 25-44 are overrepresented.

How do you usually travel in the area?

78% of respondents reported walking as a means of transport in North Edinburgh and 56 % reported cycling



Travel Mode	Count	%
Walking	77	77.78
Cycling	55	55.56
Car (driver)	35	35.35
Bus	31	31.31
Car (passenger)	19	19.19
Walking with child's buggy	10	10.10
Taxi	3	3.03
Mobility scooter/wheelchair	2	2.02
Other	2	2.02
Motorcycle/Moped	1	1.01
Other	1	1.01

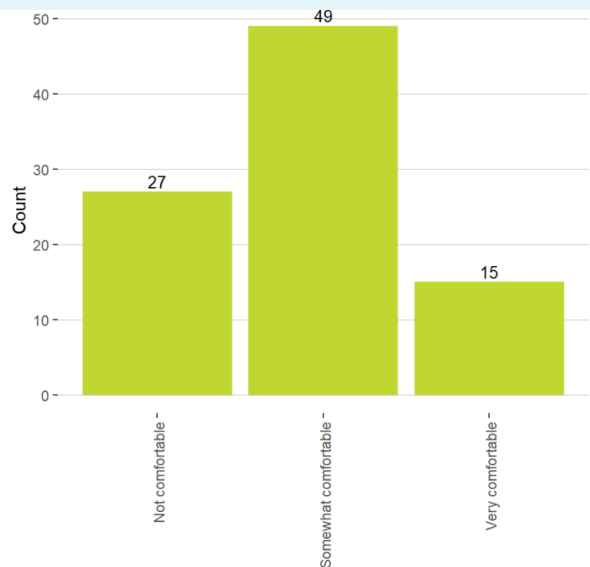


99 people answered the question; respondents were able to select more than one option.

Demographic analysis of all respondents

Do you feel comfortable cycling in the area?

Answer	Count	%
Not comfortable	27	29.67
Somewhat comfortable	49	53.85
Very comfortable	15	16.48



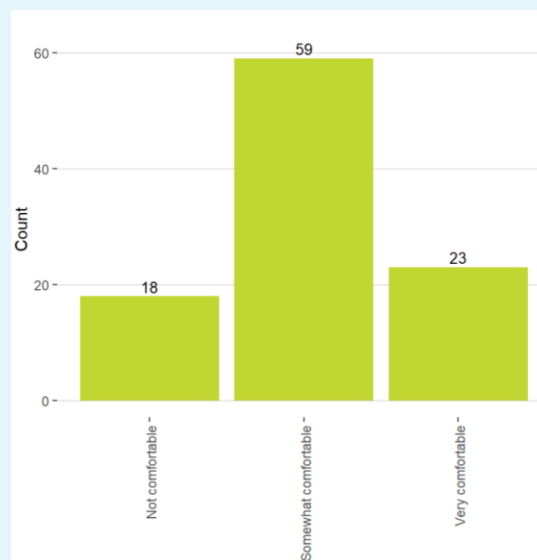
84 % of respondents feel 'somewhat comfortable' or 'not comfortable' about cycling in North Edinburgh

91 people answered the question.



Do you feel comfortable walking in the area?

Answer	Count	%
Not comfortable	18	18
Somewhat comfortable	59	59
Very comfortable	23	23

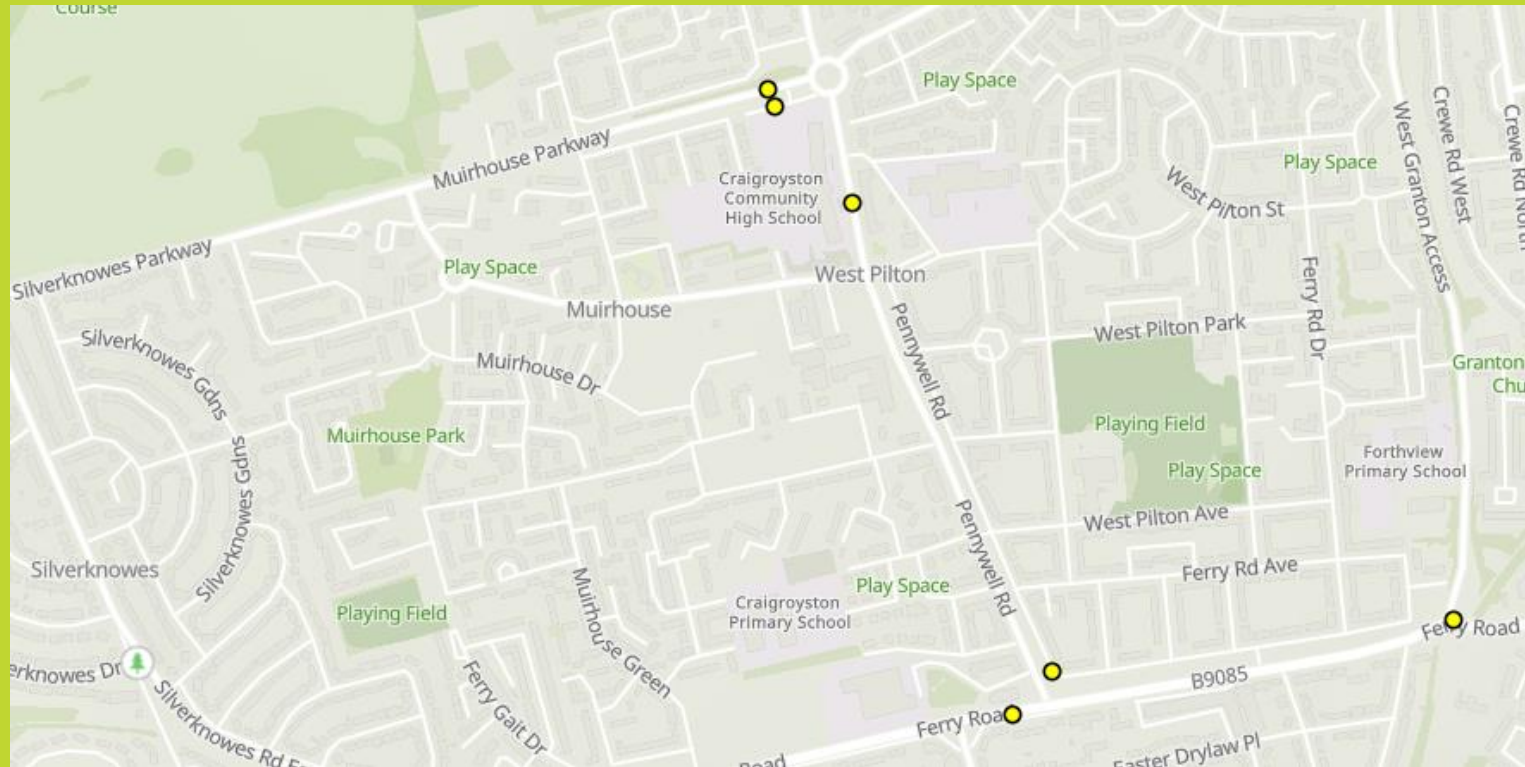


77% of respondents feel 'somewhat comfortable' or 'not comfortable' about walking in North Edinburgh

100 people answered the question.



Count data summary



Locations of manual counts conducted within the NEAT project area

Count summary

Muirhouse Parkway

18/08/2020-24/08/2020




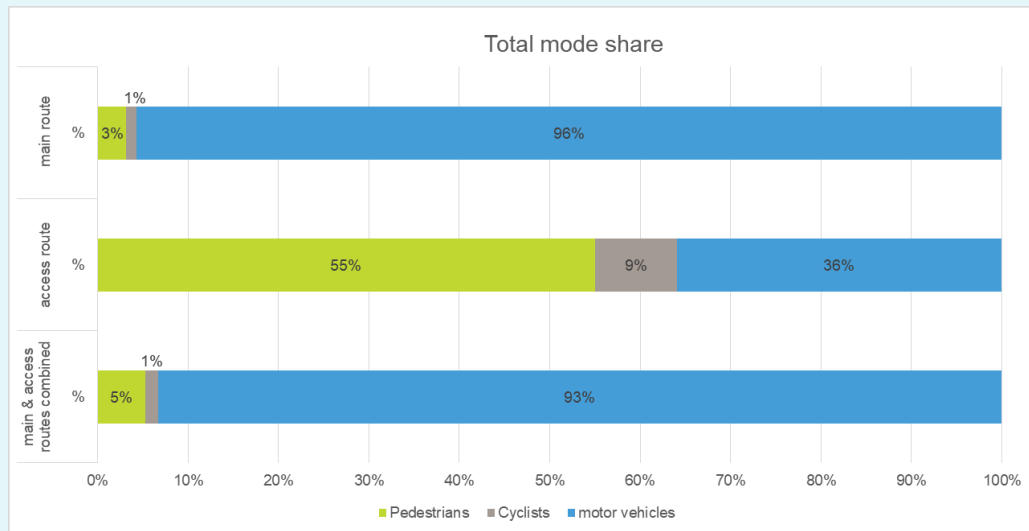
	People walking 	People cycling 	Motor vehicles 
Weekday	539	133	9,339
Weekend	405	141	7,685
Total volume	3,505	947	62,065

Table 1: Average weekday, weekend day and total volume of route users on Muirhouse Parkway

The access road had a much higher proportion of users walking and cycling (totalling 64%) compared with the main road (4%), which was dominated by motor vehicles.



Count summary

Muirhouse Parkway

Table 2: Total volume along the main and access routes on Muirhouse Parkway

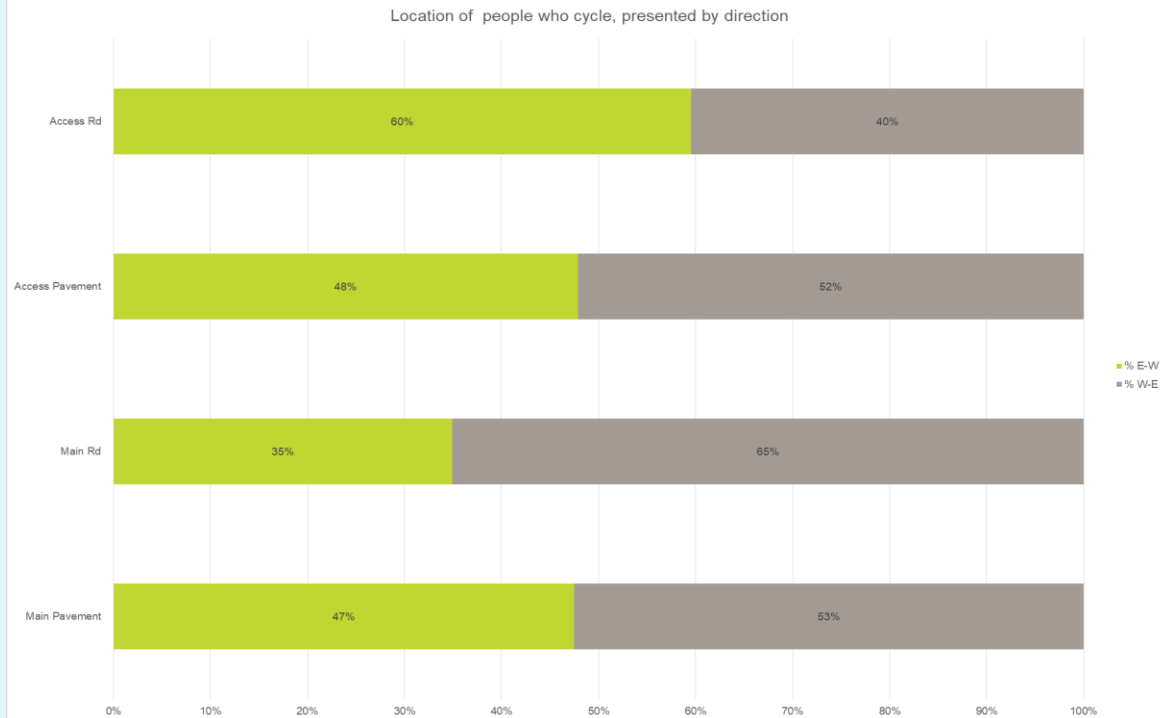
Weekly volume	People walking			People cycling			Motor vehicles		
	Road	Pavement	Total	Road	Pavement	Total	Road	Pavement	Total
Access route	0	1,474	1,474	173	71	244	963	0	963
Main route	0	2,031	2,031	604	99	703	61,102	0	61,102

People cycling

Of the 395 people counted cycling westbound, most (65%) stay on the main road, however some (35%) use the access route. It appears that the minor road offers some relief to those travelling in this direction. However, given it's location, the access road is not able to provide the same alternative for people cycling eastbound with a lower proportion of people travelling eastbound (19%) using the access route.

Over two thirds of cyclists (65%) using the main road were traveling east from west (W-E) and around one third of people cycling on the main road were travelling west from east (E-W). The reverse pattern was true on the access road with two thirds (60%) of those cycling, travelling west from east (E-W) and two fifths (40%) travelling east from west (W-E).

Across both the main pavement and the access pavement there were a greater number of pavement cyclists travelling east from west (W-E) in the direction of Pennywell Road. This may be to avoid navigating the traffic dominated roundabout.



Count summary

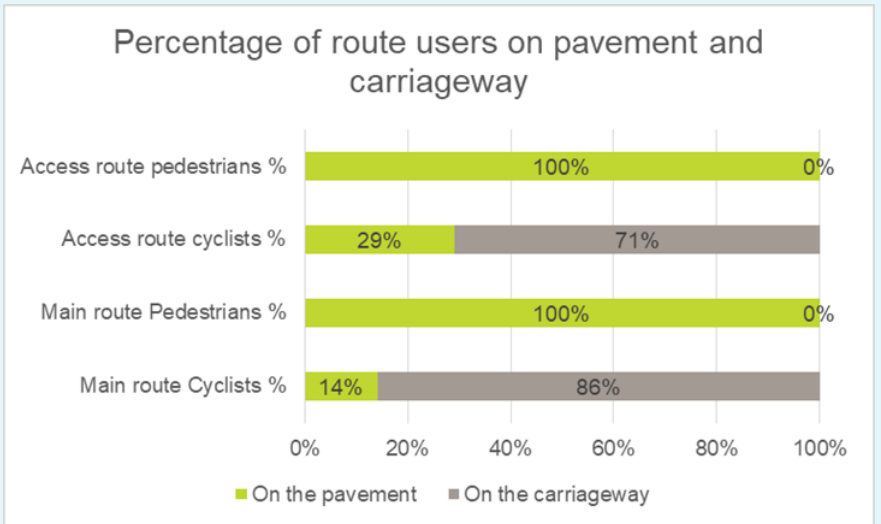
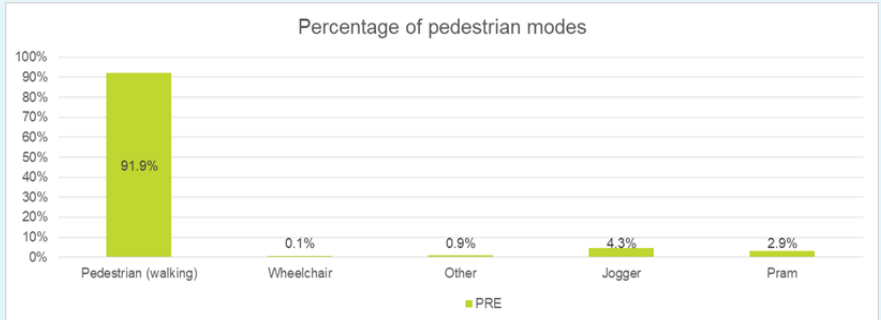
Muirhouse Parkway

People walking



Around three in five people walking along this route (58%) used the main pavement to travel along Muirhouse Parkway and the remaining two in five (42%) used the access pavement.

On both the access pavement and the main pavement there appeared to be a relatively even split of people walking in either direction. The main pavement showed slightly more people walking east from west (W-E).



Count Summary

Pennywell Road 18/08/2020-24/08/2020

	People walking (pre) 	People cycling (pre) 
Weekday	1,957	133
Weekend	791	122
Total volume	11,368	906

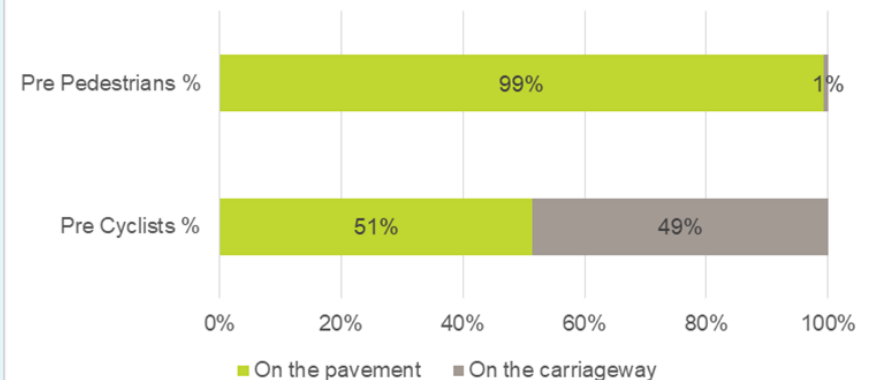


Table 3: Average weekday, weekend day and total volume of route users on Pennywell Road

The Pennywell road counts showed an even split between people cycling on-road versus on the pavement. Average hourly counts of people cycling on weekdays (more specifically, on the pavement) reached a peak between 14:00 and 16:00; the relatively high proportion of people cycling on the pavement in both directions, may be due to the proximity of the count site to Craigmoynton Community High School.

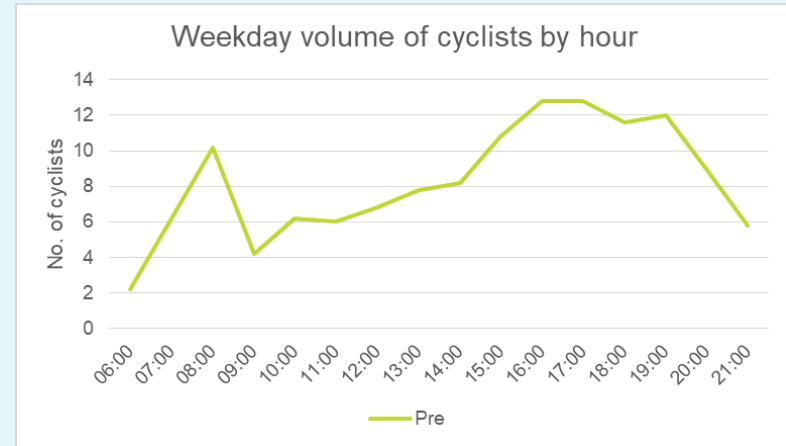
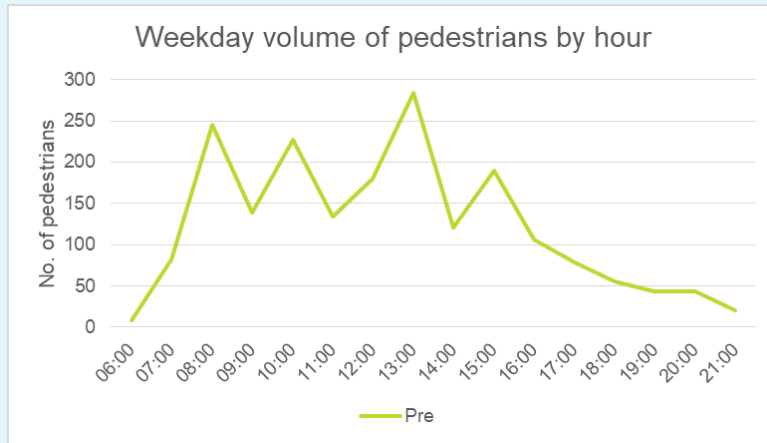
Of the total number of people cycling north from south (S-N) on Pennywell Road, more were counted using the road (58%) versus the pavement (42%), the reverse was true for people cycling in the opposite direction. This suggests that people travelling along Pennywell road may feel slightly more comfortable cycling on road when travelling northbound and the pavement when travelling southbound.

Percentage of route users on pavement and carriageway



Count Summary

Pennywell Road



Almost all of the people observed walking (99%) were counted on the pavement (as opposed to the road), regardless of the direction they were traveling and average counts were significantly higher on weekdays versus weekend days. The average hourly counts of people walking peaked around midday on weekdays, the peak shown on weekdays was also significantly higher than the weekend day peak, this could be attributed school pupils travelling along Pennywell Road during their lunchtime. The counts of people walking along Pennywell Road also showed a greater degree of variability during weekdays and remained relatively high compared to counts of people cycling on weekdays; counts of people cycling on weekdays showed clear commuter peaks, and on weekends showed a greater degree of variability; in general average hourly volumes of people cycling increased as the (weekend) day went on.

Count summary

Ferry Road, site A 18/08/2020-24/08/2020




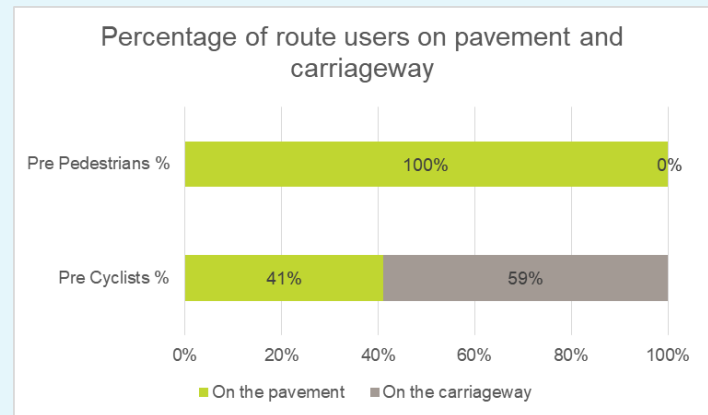
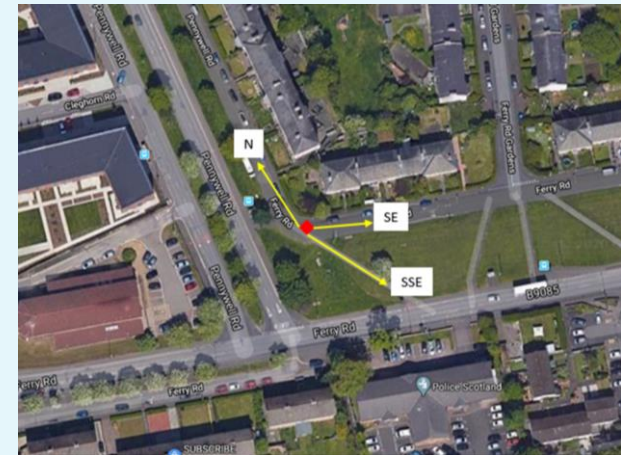
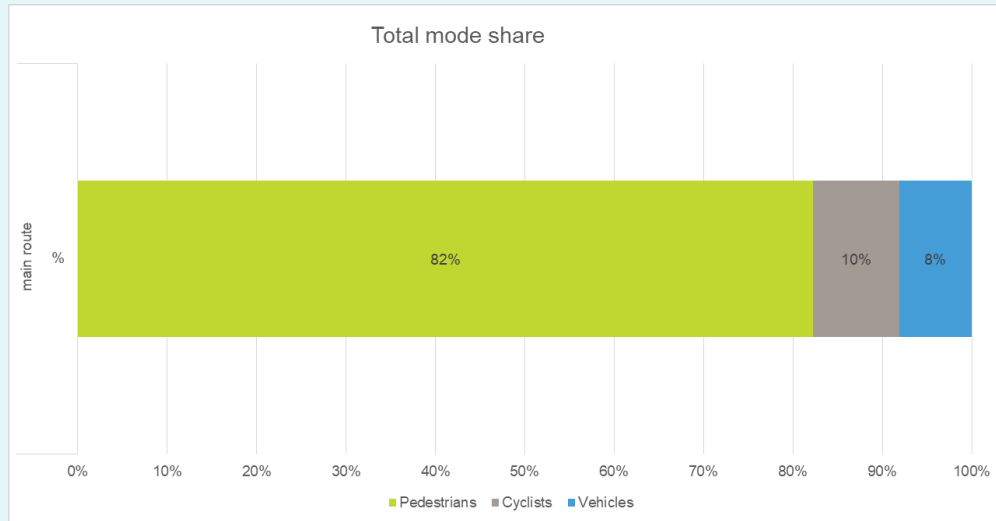
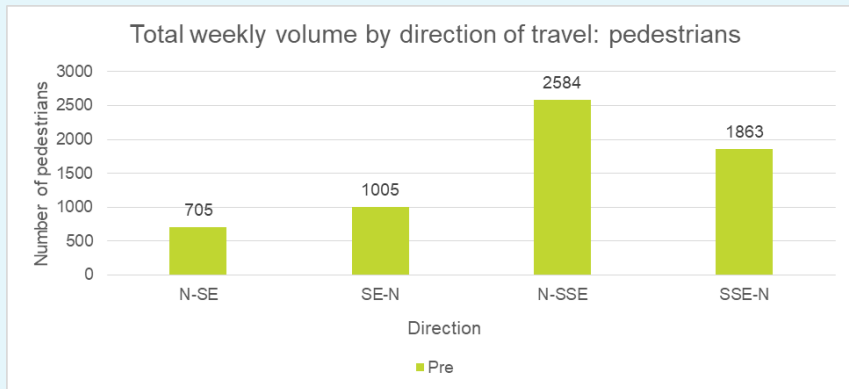
	People walking 	People cycling 	Motor vehicles 
Weekday	957	112	91
Weekend	687	80	75
Total volume	6,157	722	606

Table 4: Average weekday, weekend day and total volume of route users at Ferry Road count location A



Ferry Road, site A



Summary of location and direction of all pedestrians



All people walking were counted on the pavement. Of these, most (72%) used the path running N-SSE/SSE-N, most (42%) were travelling south south east from north.

Fewer (28%) of those walking used the pavement close to the small access road; of those that did, a larger proportion were travelling north along Pennywell Road, from south east. Of those traveling in a south easterly direction, most used the pedestrianised path.

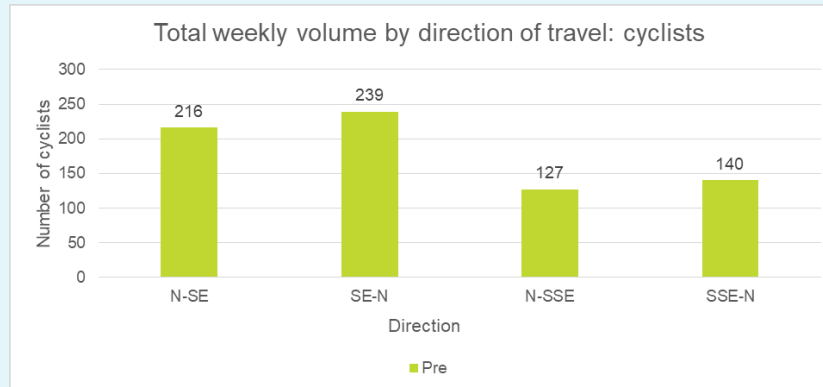
Summary of location and direction of cyclists



Roughly two fifths (41%) of people cycling were counted on the pavement, while just under three fifths (59%) were counted using the road.

Of the people cycling on the pavement, most were counted on the path running N-SSE/ SSE-N; there is a relatively even split between people cycling in either direction on this path. Of those cycling on the pavement, fewer were counted using the pavement close to the access/secondary road. A slightly bigger proportion of users on the access pavement were travelling north from south south east.

The increased proportion of people cycling on pavement may be due to the presence of the access pavement running N-SSE, most (90%) of people cycling on the pavement were counted on this path.



Count Summary

Ferry Road, site B 18/08/2020-24/08/2020




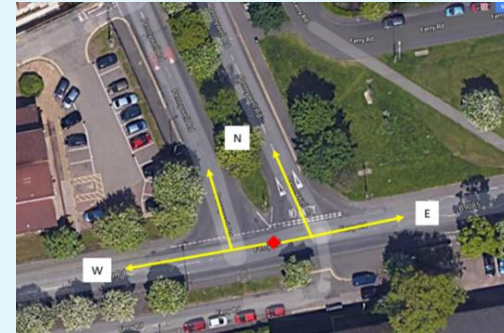
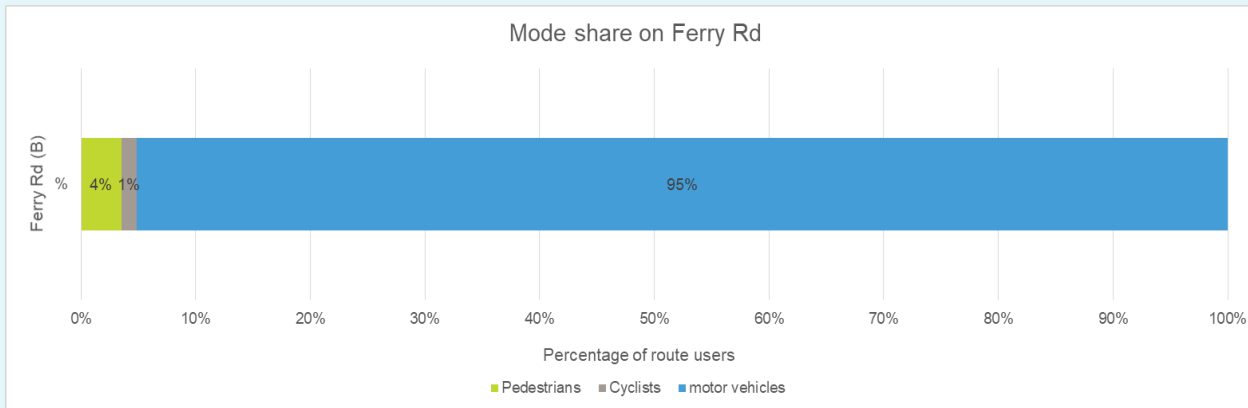
	People walking 	People cycling 	Motor vehicles 
Weekday	519	198	14,108
Weekend	423	161	11,271
Total volume	3,439	1,313	93,079

Table 5: Average weekday, weekend day and total volume of route users at Ferry Road count location B




Motor vehicles represent most route users (95%) at the intersection of Pennywell Road and Ferry Road. All permissible directions of travel on this junction were counted.

At this count location and Muirhouse Parkway, a greater proportion (78% on Ferry Road B) of people cycling use the road relative to other count locations within the project area.

All of those walking used the pavement; similar to all other count locations in the project area, wheelchair users & prams were in a minority, representing low proportions (1.3% and 2.6%) of pedestrian counts.

Count Summary

Ferry Road, site B 18/08/2020-24/08/2020

	People walking 	People cycling 	Motor vehicles 
Weekday	519	198	14,108
Weekend	423	161	11,271
Total volume	3,439	1,313	93,079

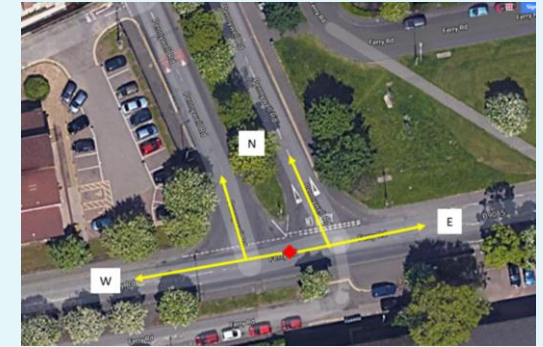
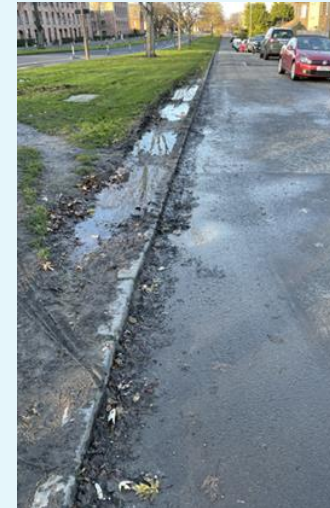


Table 5: Average weekday, weekend day and total volume of route users at Ferry Road count location B

Around two fifths (41%) of Pedestrians were counted travelling West from North (N-W) or North From West (W-N). While just under three fifths were counted travelling in all other directions (W-E, E-W, N-E, E-N). Just over one tenth of pedestrians (11%) were counted travelling East from North or North from East. This is likely due to the pedestrianised path access at Ferry Road A. Whilst there was still a reasonable proportion of people walking who were travelling East from West or West from East, this accounted for people walking along the Northerly and most Southerly pavement on either side of Ferry Road. This may suggest Ferry Road B is mainly used for directions of travel that are not facilitated by Ferry Road A, and the pedestrianised paths further East along Ferry Road. North of the count location there is a desire line running East to West for route users to cross. It supports the idea that route users prefer to avoid the junction at the top of Pennywell Road.

These results echo the results of the commonplace survey and write in responses with a call for better crossing points along busy roads in North Edinburgh.



Count summary

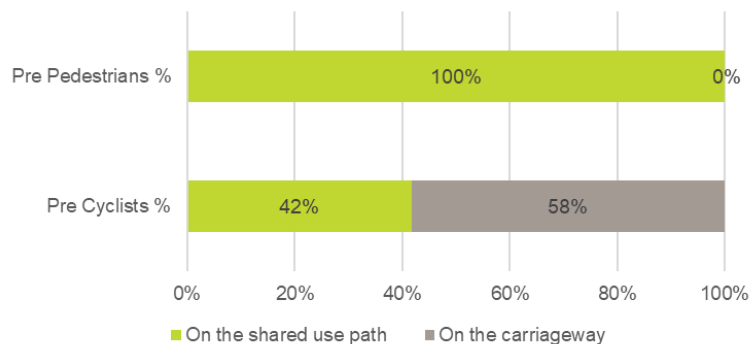
Ferry Road, site C - Red Bridge 18/08/2020-24/08/2020

	People walking	People cycling
Weekday	293	143
Weekend	246	113
Total volume	1,955	939

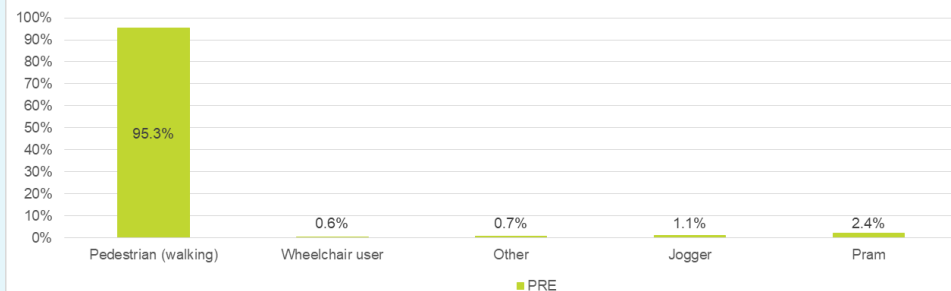


Table 6: Average weekday, weekend day and total volume of route users at Ferry Road, Red Bridge

Percentage of route users on pavement and carriageway



Percentage of pedestrian modes



Appendix

Appendix: Methodology

Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data obtained from the Commonplace platform on 8th February 2021.

Participants on the Commonplace platform were invited to drop pins on a map of the North Edinburgh consultation area. Upon dropping pins, respondents were asked the following:

- What are you commenting on? (*Open-text response*)
- How do you normally use this place? (*Multiple choice – with an open-text “other” option*)
- How does it make you feel? (five point Likert scale)
- Why do you feel this way? (*Multiple choice – with an open-text “other” option*)
- How could it be made better? (*Multiple choice – with an open-text “other” option*)

This analysis covers multiple choice answers only. Open text answers were not analysed as part of the quantitative reporting (part one), however quotations have been referenced.

Part two of the Commonplace reporting looks at write in responses to the Commonplace survey.

Data processing

The data was filtered using GIS to select comments that were made within the NEAT consultation area. The geographic information for each response, available in the commonplace download was imported to GIS and comments were selected by replicating the NEAT polygon shown on the commonplace webpage.

Accounting for agreements

On the Commonplace platform participants are given the option of “agreeing” with comments, rather than repeating comments themselves. When reporting on the data from the multiple choice issues and improvements questions, the number of agreements on each comment was also taken into account. For example, an issue raised in a comment with three ‘agreements’ would be counted four times. As some people may put different value on a comment compared with an agreement, our analysis allowed the number of comments and agreements to be seen as a total and as individual parts.

It is important to note that the number of agreements on each comment were not weighted based on when they were posted. While comments posted earlier were more likely to receive a greater number of agreements, it was decided that weighting comments risked over or under-valuing later posted comments, depending on the weighting method.

Unverified respondents

Commonplace users were asked to verify their comments to prevent respondents from placing multiple comments or agreements to manipulate the data. Of the 164 respondents, 26 were unverified. Exploring their responses and agreement patterns, it was decided that unverified responses did not manipulate or significantly change the consultation results. As such, these comments were included in the final analysis. It is likely that these respondents are genuine, but have not confirmed their response via email.

Number of respondents

A single respondent left 32 comments within the project area and 37 comments in total, across Edinburgh (including locations outside of the project area). The spread of the comments, sentiments, response tags and the number of agreements were reviewed. The comments from this respondent were varied and appropriate for their locations. The majority of the comments also have agreements from other respondents. This suggests the comments were valid and not intended to hijack the survey. As a results of this investigation, the comments have been included in the analysis

Respondent quotations

Quotations were selected based on the number of agreements a comment had received. Comments with the most agreements were selected.

Demographic analysis

The 26 respondents who were listed as pending (see ‘Unverified respondents’ above) were included in the demographic analysis along with the confirmed survey respondents.

Free text analysis

Respondents were given the opportunity to answer the survey in their own words. Free text responses in the filtered polygon area were analysed. To do this a random sample was taken from the written response data to create the themes presented in the data. All written response data was then categorised using these themes and further analysed in light of these. The free text analysis is reported on in 'Commonplace report part 2: Qualitative results'.

Video manual count analysis

Counts were gathered over a sixteen hour period from 06:00 and 22:00, over seven days, across each of the five count locations within the project area. Pedestrians* and cyclists were counted at all five locations and vehicle traffic was counted at three locations. Counts were analysed in Excel documents (appended).

* Pedestrians include route users walking on foot, using a wheelchair, prams, joggers and other e.g. scooters.