



City of Edinburgh Council
Corstorphine Connections Research
- Wave 3
June 2024



Corstorphine
Connections



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progressive

In March 2021 City of Edinburgh Council (CEC) launched its City Mobility Plan (CMP) with the objective of developing the city's transport system to make it safer, more inclusive and more sustainable. The CMP is a key element of the Council's commitment to achieve net zero by 2030.

One of the core elements of the plan is to 'reduce car dependency, promote active travel and increase the quality of public spaces'. Low Traffic Neighbourhood (LTN) schemes were proposed as part of the strategy to deliver on this objective.

Leith and Corstorphine were identified in August 2021 as appropriate areas to pilot the LTN proposals.



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THE CITY OF EDINBURGH COUNCIL

Within Corstorphine, CEC, along with project partners Sustrans and Aecom, has initiated a trial LTN to remove and reduce non-residential through traffic from the local area and improve local streets for walking, cycling, wheeling and spending time in. The first phase of measures under the Corstorphine Connections project was implemented in summer 2023.

The impact of the Corstorphine Connections project is being measured and monitored in a variety of ways. A key component is surveys with Corstorphine residents and users of local shops and businesses to assess views on the infrastructure developments and the LTN.

This report outlines the findings from the final wave of this research. Interviews were conducted in April/May 2024, around 12 months after the introduction of the first phase of measures. Previous waves were conducted in summer 2022 and autumn 2023.

Research objectives

Residents Survey

- To determine the frequency and types of transport used within the local area
- To assess how much of a problem motor vehicle traffic, noise and pollution are perceived to be in the local area and which streets are most affected
- To assess how much of a problem crime and anti-social behaviour are perceived to be in the local area and which streets are most affected
- To explore attitudes towards walking and cycling in the area, in terms of ease, safety and how pleasant it is to travel actively
- To identify opinions on the key issues which make walking and cycling difficult, unsafe or unpleasant in Corstorphine
- To determine attitudes towards the safety of children walking and cycling independently to school, and the issues which drive any negative perceptions
- To determine the overall level of support or opposition for measures introduced in phase 1 of the Corstorphine Connections project
- To gauge opinions of individual measures introduced, such as wider footways, seating, planting and changes to traffic movements

Shops and Business Users Survey

- To determine key aspects of the journey and visit purpose to Corstorphine, including where travelled from, main destination, mode of transport, length of visit, shops/businesses visited and spend
- To assess whether these aspects of visits to Corstorphine have changed since the baseline survey

Method

- Consistent with the first two waves of research, data in Wave 3 was collected using face-to-face CAPI interviews (computer aided personal interviewing). Interviewers worked in specified streets in Corstorphine, including Corstorphine High Street, St Johns Road, Manse Street, Saughton Road North and Lampacre Road.
- Loose quotas were set on sample selection to ensure a good spread of respondents in terms of age and gender.
- Within these quotas, respondents were selected randomly and asked a series of screening questions to determine whether they fitted the criteria to take part in the surveys.
 - Residents – all respondents had to live within Corstorphine LTN area as defined by postcode
 - Shops and business users – all respondents had to be visiting a shop, café, restaurant, hairdresser, pharmacy or other local business in the Corstorphine area. Those in the area for work/education, visiting friends/relatives, passing through, attending a medical appointment or visiting for exercise were excluded.
- Wave 3 fieldwork was completed between 17th April and 5th May 2024. Wave 2 fieldwork took place between 16th October and 2nd November 2023; Wave 1 between 25th March and 7th July 2022.
- Sample sizes in each wave were:
 - Wave 1 - 302 residents and 166 shops and business users*
 - Wave 2 - 302 residents and 313 shops and business users
 - Wave 3 - 311 residents and 330 shops and business users
- The margins of error for these samples, at the 95% confidence interval (market research industry standard) are:
 - Residents: W3 +/- 1.1% to +/- 5.4%, W1/W2 +/- 1.1% to +/- 5.5%
 - Business users W3 +/- 1.1% to +/- 5.4%, W2 +/- 1.1% to +/- 5.5%, W1 +/- 1.5% to +/- 7.5%
- Wave 2 and 3 data has been weighted on age and gender to match the Wave 1 profile to ensure consistent samples for analysis.

*For this report, as in the Wave 2 report, we have included data from Wave 1 only for shops/business users who started their journey in the Edinburgh area. This is because the Wave 1 sample had a significantly higher proportion of people who started their journey outside of Edinburgh than in Waves 2 and 3. To ensure comparability of findings, we have focussed the shops/business users analysis on people who had travelled to Corstorphine from the Edinburgh area.

Data analysis and reporting notes

- Only statistically significant differences are reported.
- Significance testing on charts focuses on differences between Wave 3 and Wave 1 (the baseline measure). Green and red arrows indicate significant increases/decreases in Wave 3 compared to Wave 1. Wave 2 changes are noted in the commentary where relevant, but not shown visually for ease of reading the charts.
- All differences are significant at 95% confidence level, unless noted otherwise. On charts, green and red arrows with a striped pattern indicate significance at the 90% level.
- Where base sizes are low a caution sign is shown. These results must be read with caution. ⚠️
- Where figures do not add to 100% this is due to multi-coded responses or rounding.
- For ease of reading, figures of 1% or 2% are not shown on some charts.

Sub-samples used in analysis



- Data for sub-samples are included in this report. These sub-samples and the unweighted base sizes for each are shown below.
- It should be noted that base sizes for routed questions will be lower.

Gender	Residents			Shops/business users		
	Wave 1	Wave 2	Wave 3	Wave 1	Wave 2	Wave 3
Man (incl. trans man)	141	139	162	73	143	155
Woman (incl. trans woman)	160	163	149	93	170	175

Age	Residents			Shops/business users		
	Wave 1	Wave 2	Wave 3	Wave 1	Wave 2	Wave 3
16-34	81	83	68	58	91	113
35-54	113	96	120	61	121	143
55+	106	123	123	47	101	74

Disability or health condition	Residents			Shops/business users		
	Wave 1	Wave 2	Wave 3	Wave 1	Wave 2	Wave 3
Have a disability/health condition	36	54	40	24	37	31
Do not have a disability/health condition	265	245	269	142	273	299

Parent of child/ren under 16	Residents		
	Wave 1	Wave 2	Wave 3
Parent	71	56	83
Not a parent	228	246	227

Cycling	Residents		
	Wave 1	Wave 2	Wave 3
Cycle in local area	49	50	47
Never cycle in local area	253	252	264

Any findings with a low base size will be marked with this symbol. These data should be read with caution.

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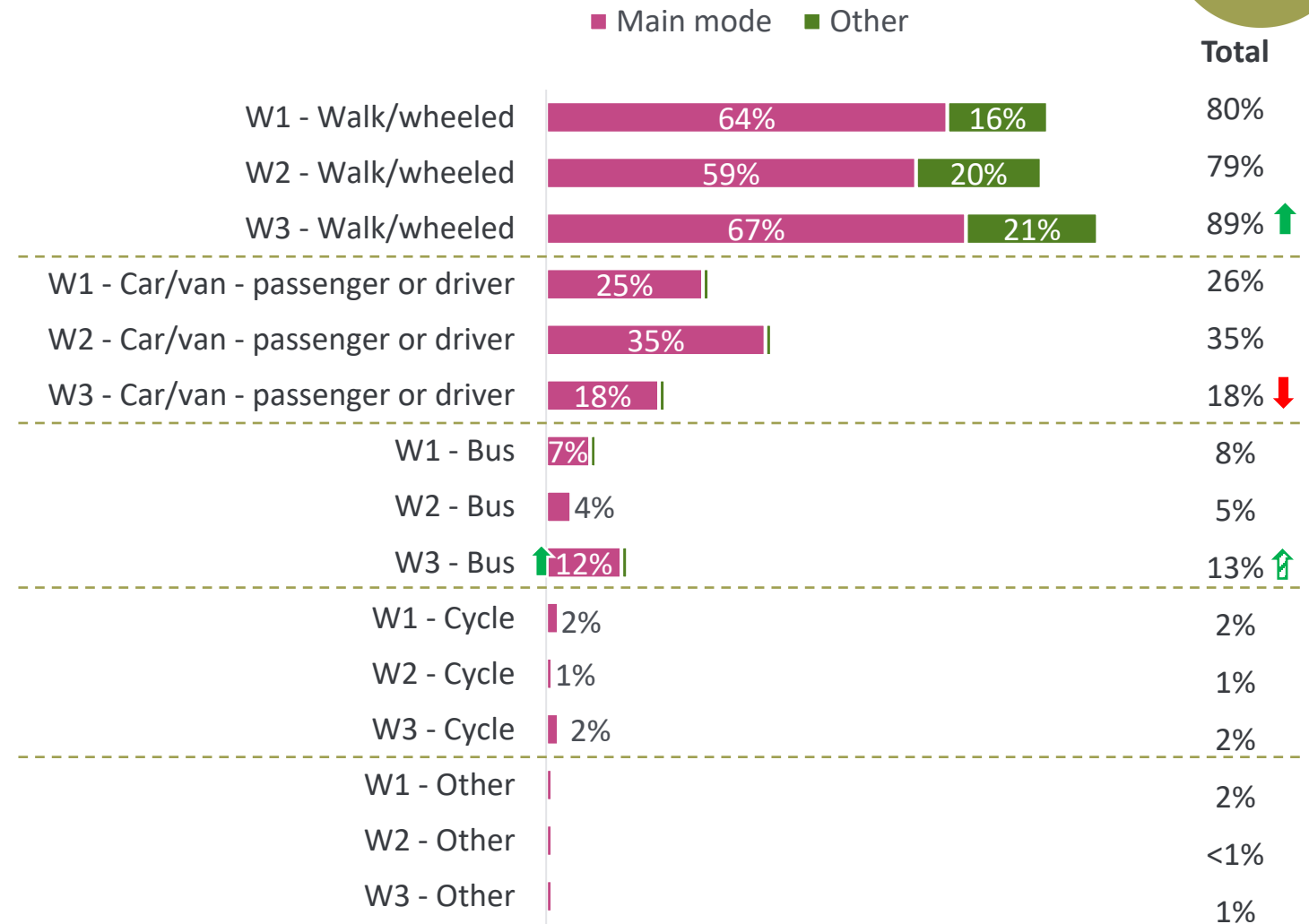
Residents survey - key findings

Residents

Transport

- When asked how they had travelled to the area where they were interviewed in Corstorphine, nine in ten respondents reported that they had walked/wheeled, either for the whole journey (67%) or for part of the journey (21%). The proportion of residents walking/wheeling at the time of interview was higher in Wave 3 than in Wave 1.
- A fifth (18%) had travelled by car/van, which is a decrease in car travel compared to Wave 1 (26%) – although this had peaked in Wave 2 (35%). The peak in Wave 2 may have been partially influenced by the autumn interviewing fieldwork period, compared to spring/summer in waves 1 and 3.
- More now said they had travelled by bus (13% compared to 8% in Wave 1). Only a small minority of respondents had cycled (2%) at the time of interview.
- Results were broadly consistent across sub-groups within the sample, with the exception of 35-54s being more likely than 16-34s to have travelled by car (48% v 11%) and men being more likely to have cycled (4% of men compared to no women).

Method of transport today



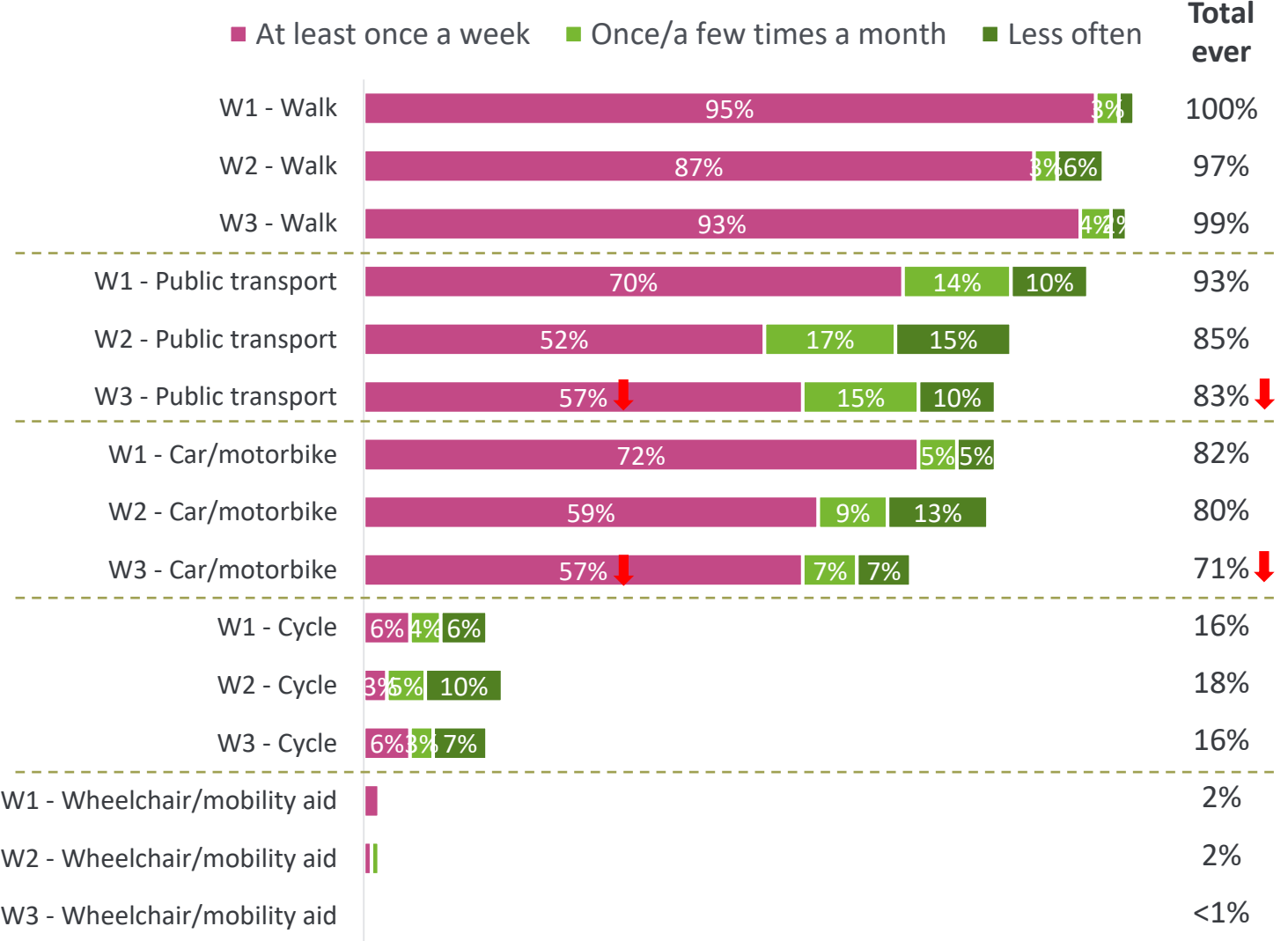
Q17: How did you travel to get here today? Firstly, what was your main mode of transport? i.e. the method you used for the longest part of your journey; Q18. And what other modes of transport did you use to get here today?

Base (all): W1 250; W2 302; W3 311

Residents Transport

- As well as asking respondents about the mode of transport of the day of interview, they were also asked how frequently they use each mode in the local area.
- Again, participation in active travel was evident, with the large majority reporting that they walk at least once a week in the local area. Sixteen per cent reported that they cycle, with 6% doing so at least weekly. The overall proportion walking and cycling is very similar to Wave 1 (there was a dip in the proportion walking weekly in wave 2, but that may reflect the different time of year when the research was conducted in Wave 2 (autumn) compared to Waves 1 & 3 (spring/summer).
- Although the majority (83%) also use public transport, the proportion citing this mode was lower than in Wave 1 (93%).
- Travel by car/motorbike was mentioned by seven in ten of respondents (71%) as a way of getting around the local area, with 57% using this mode at least weekly – a decrease compared to Wave 1.
- Men (21%) were more likely than women (11%) to ever cycle in the local area. The 16-34 age group were also more likely to ever cycle (26%) than those aged 35-54 (19%) or 55+ (4%).
- Those aged 35-54 were least likely to use public transport at least weekly (48%, v 61%* of 16-34s and 64% of 55+), and most likely to travel by car at least weekly (75%, v 48% of 16-34s and 46% of 55+).
- Perhaps unsurprisingly, those with a health problem or disability were less likely to walk in the area at least weekly than those without a disability (82% v 94%).

Frequency of using transport in local area



Q1: How often do you normally use the following ways of getting around the local area?

Base (all): W1 302; W2 302; W3 311

*Significant at 90% level

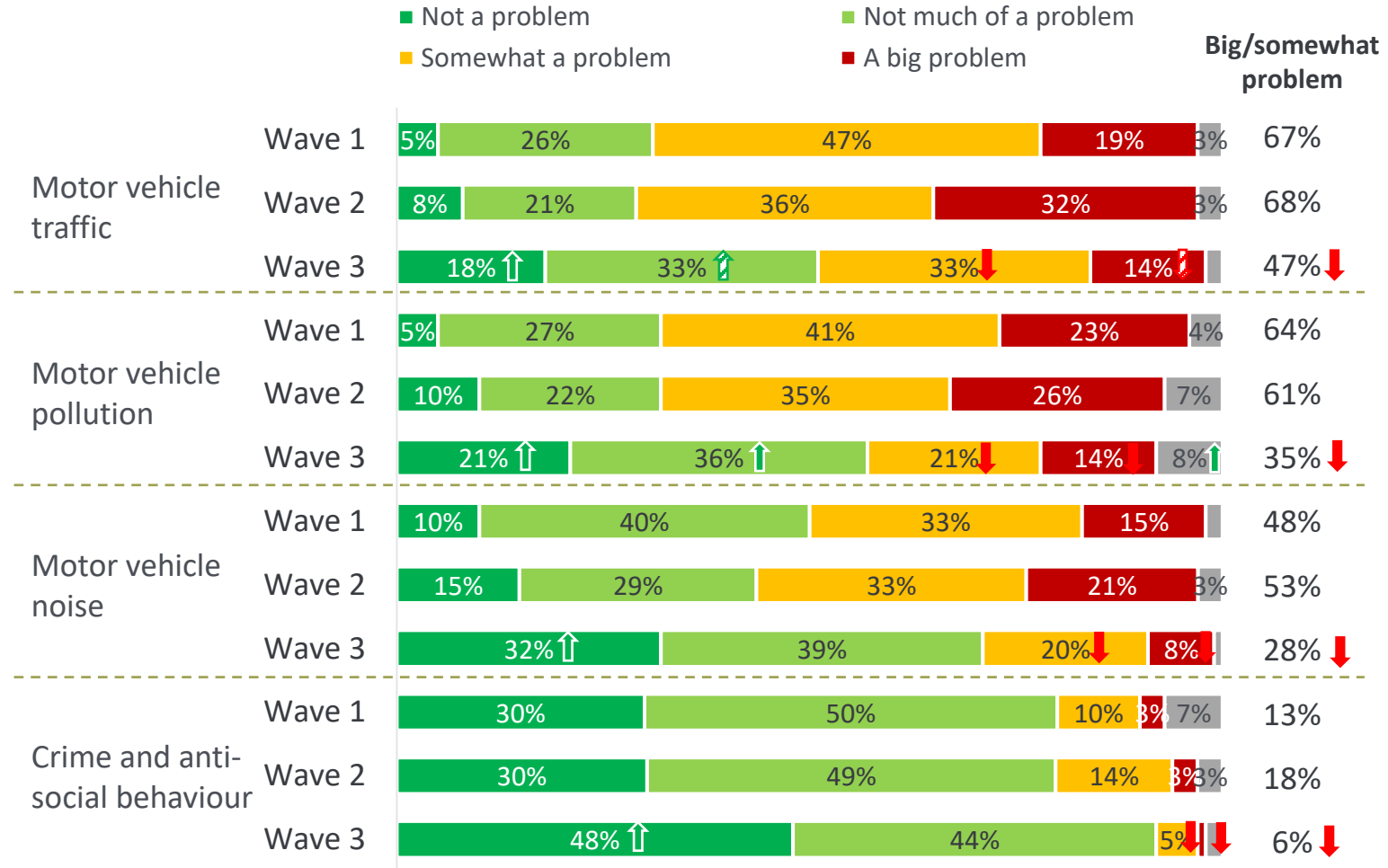
Residents

Neighbourhood issues

- Respondents were asked to provide an opinion on the degree to which a number of issues are a problem in the Corstorphine area.
- Motor vehicle traffic generally and pollution specifically were the most likely to be described as a problem. Just under half of respondents considered traffic to be a problem, while just over a third said motor vehicle pollution was a big/somewhat a problem. Motor vehicle noise was less likely to be identified as an issue, with just under three in ten concerned.
- Following some negative shifts in perceptions in Wave 2, all of these results were more positive in Wave 3 compared to the baseline, with more people saying motor vehicle traffic, pollution and noise were not a problem, and fewer saying they were a big/somewhat a problem.
- Crime and anti-social behaviour was less likely to be a concern, with only 6% saying this was a big problem or somewhat a problem. This is also a positive shift since Wave 1, when 13% expressed concern.
- Perceptions were generally consistent across the sample, although cyclists were more likely than non-cyclists to say motor vehicle pollution (49% v 33%) or noise (48% v 25%) were a big/somewhat a problem (although note the small base size – 47 respondents ever cycled in the area).



How much of a problem are the following in this neighbourhood?



Q2: In your opinion, how much of a problem is each of the following in this neighbourhood?

Base (all): W1 302; W2 302; W3 311

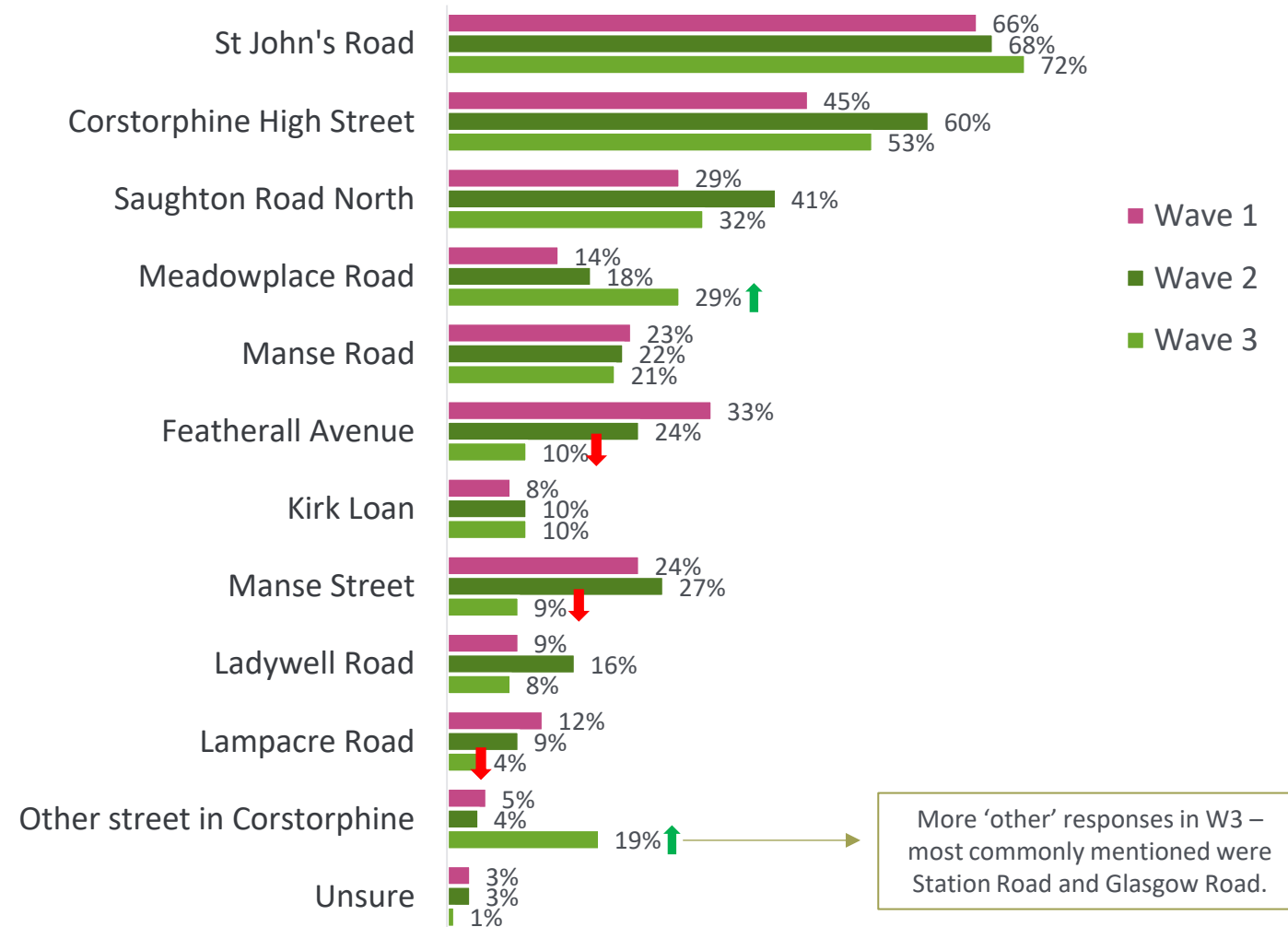
Residents

Neighbourhood issues

- Respondents who perceived motor vehicle traffic, pollution or noise as a problem were asked which streets in the local area were most affected.
- A wide range of streets were mentioned by respondents; however, as we saw in Waves 1 and 2, St John's Road was a particular concern for seven in ten of those who considered traffic, pollution or noise to be a problem. Corstorphine High Street was also mentioned by just over half of respondents (mentions of Corstorphine High Street had increased in Wave 2 but this is now broadly in line with Wave 1).
- Fewer identified Featherhall Avenue and Manse Street in Wave 3 compared to Wave 1, while more now mentioned Meadowplace Road and other streets in Corstorphine.

Note: respondents who thought anti-social behaviour was a problem were also asked on which streets this was an issue – however, these findings are not charted as data was based on only 18 people.

Streets where motor vehicle traffic, pollution and noise is perceived to be a problem



Q3a: On which local streets in this area do think motor vehicle traffic, pollution or noise is a problem?

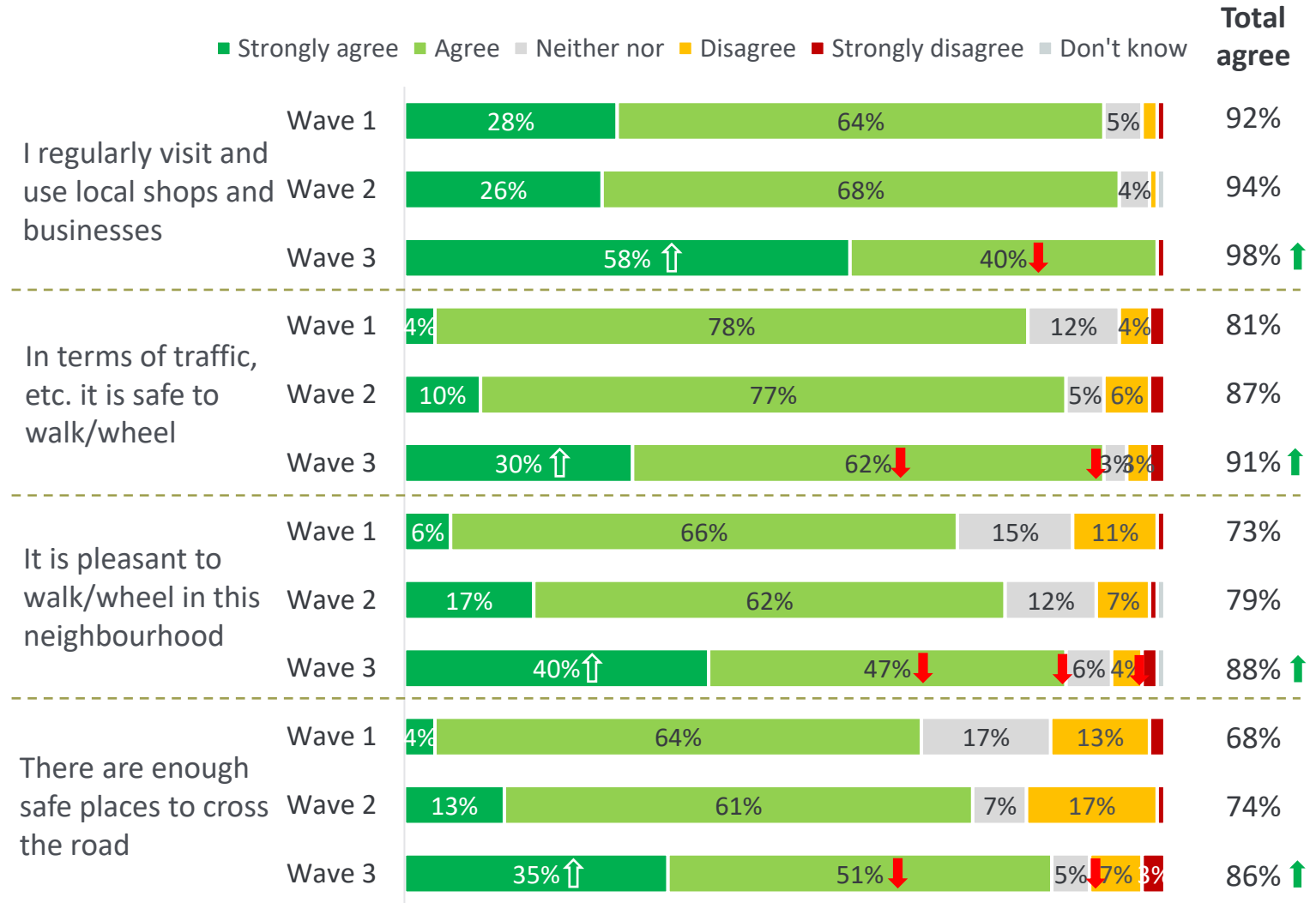
Base (those who perceived a problem): W1 217; W2 208; W3 147

Residents

Walking in Corstorphine

- Respondents were asked the extent to which they agreed or disagreed with a series of statements about walking/wheeling in the local area of Corstorphine.
- There have been some positive improvements in results since the baseline in Wave 1 and ratings were generally high. The vast majority said that they regularly visit local shops and businesses (98%), that it is safe in terms of traffic (91%) and pleasant (88%) to walk/wheel in the area and that there are enough safe places to cross the road (86%).
- Overall agreement and strong agreement has increased for all of these aspects since Wave 1, perhaps indicating a positive impact of the LTN measures.

Attitudes towards walking/wheeling in the area



Q4: How much would you agree or disagree with the following statements about walking/wheeling in this neighbourhood?

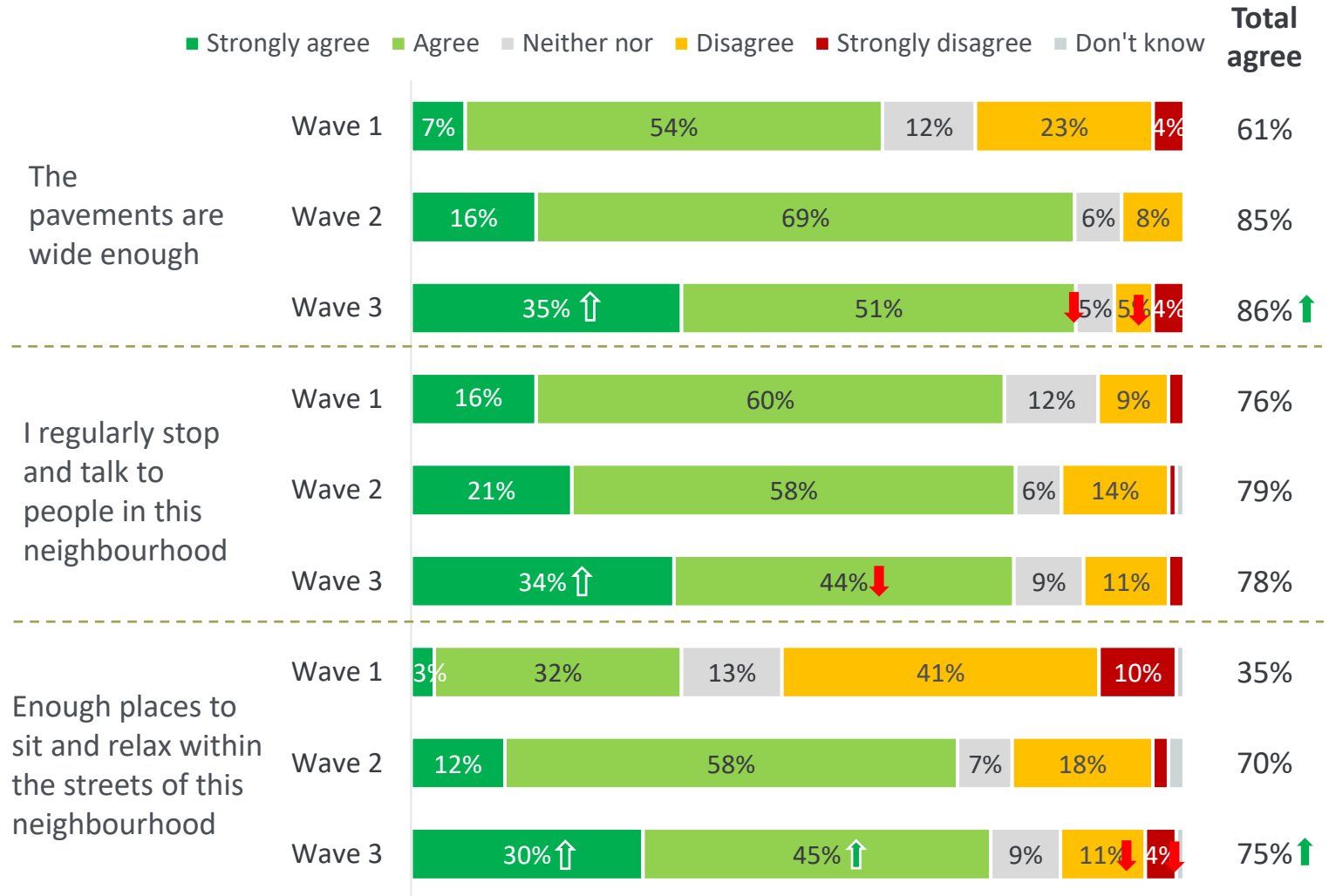
Base (all): W1 302; W2 302; W3 311

Residents

Walking in Corstorphine

- Similarly, respondents were generally positive that the pavements are wide enough (86% agreed), they regularly stop and talk to people in the neighbourhood (78%) and that there are enough places to sit and relax (75%).
- Strong agreement is significantly higher for all three of these statements compared to the baseline, and overall agreement is higher for the statement about pavements being wide enough and having enough places to sit and relax within the streets of this neighbourhood.

Attitudes towards walking/wheeling in the area



Q4: How much would you agree or disagree with the following statements about *walking/wheeling* in this neighbourhood?

Base (all): W1 302; W2 302; W3 311

Attitudes towards walking/wheeling in Corstorphine



Sub-sample analysis

- Most of these findings were consistent across the profile of the sample. However, the following differences emerged:
 - Older respondents were more likely than younger people to agree that they regularly stop and talk to people in the neighbourhood (88% of 55+, vs 78%* of 35-54s and 66% of under 35s).
 - There were also some differences in perceptions by gender: men were more likely to agree that it is safe to walk/wheel in terms of traffic etc (96% agreed overall, compared to 87% of women), and that there are enough safe places to cross the road (90% agreed v 82%*). Women were more likely to disagree that there are enough places to sit and relax (19% of women disagreed, compared to 10% of men).
 - Respondents with a health problem or disability were more likely than those without a disability to disagree that the pavements are wide enough (22% v 8%), that there are enough places to sit and relax (30% v 13% disagreed), and they were less likely to agree that there are enough safe places to cross the road (71% v 88% agreed) – although note this is based on a small base size (40 respondents had a health problem/disability). A majority with health problems still agreed in relation to pavements being wide enough (76% – and this figure was 31% at the baseline**), and that there are enough places to sit and relax (61% agreed, v 17% at the baseline in Wave 1**). The proportion agreeing there are enough safe places to cross the road was also higher now than in Wave 1 (58%**).

*Significant at 90% level

** Note this was a very small sample in W1 – only 36 respondents with a health problem/disability – results should be treated with caution

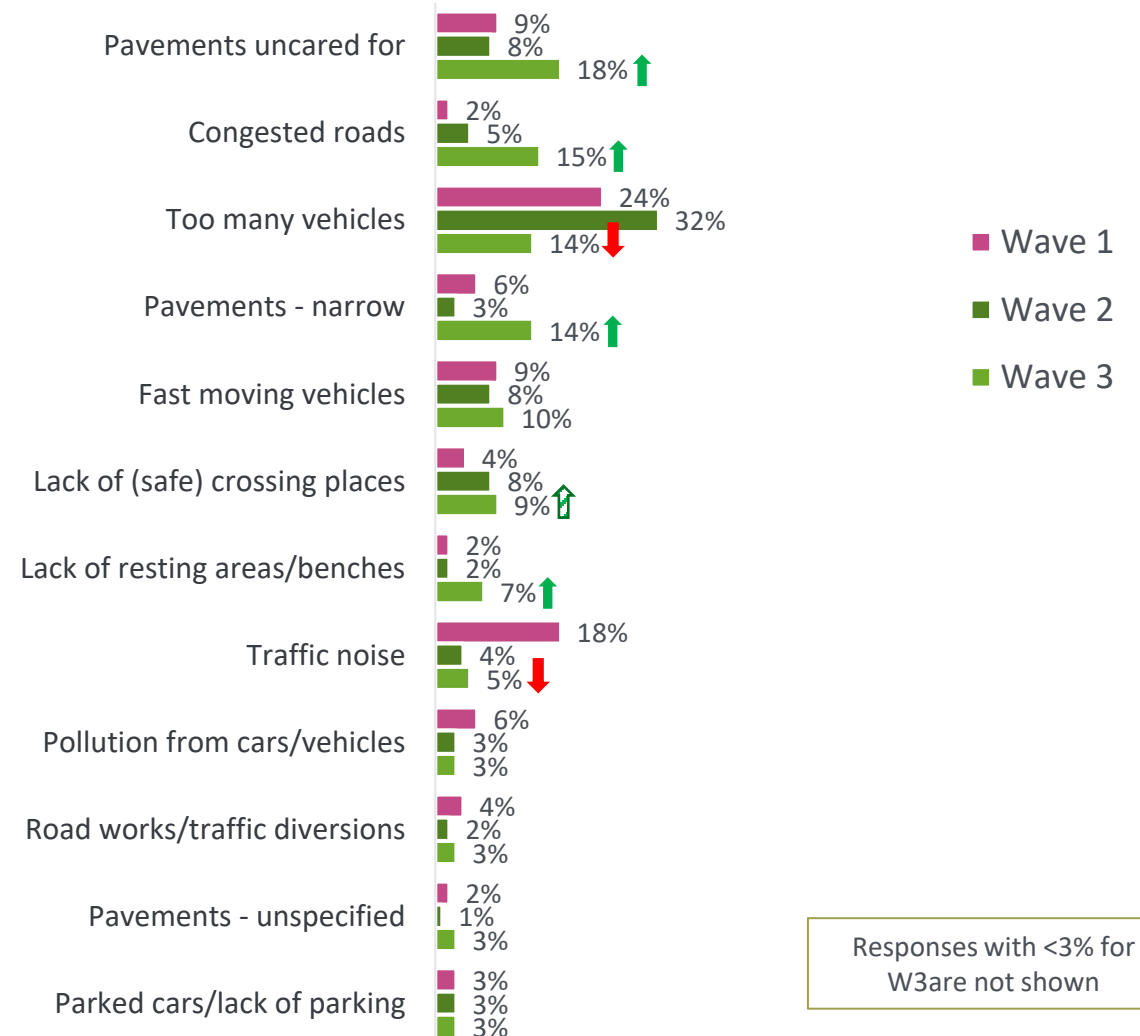
Residents

Walking in Corstorphine

- Respondents who disagreed with any of the statements about walking in Corstorphine were asked to state what they saw as the biggest problem for people who want to walk/wheel in the neighbourhood.
- When reading the data, it is important to note that the base for Wave 3 is lower than Waves 1 and 2 because fewer people perceived a problem in Wave 3. Therefore, although some responses have increased/decreased amongst those concerned, it does not mean there has been an increase/decrease across the total sample.
- A wide variety of responses were received, with traffic and roadworks/infrastructure issues being the main themes.
- However, amongst those who perceived a problem fewer now mentioned traffic issues overall (42% in Wave 3 compared to 61% in Wave 1), and people were less likely to highlight too many vehicles (14% v 24%) or traffic noise (5% v 18%).
- More now focused on road works/infrastructure (39% of comments compared to 23% in Wave 1) such as pavements being uncared for (18%) or too narrow (14%).



Biggest problems for people walking/ wheeling in area



Q5: What would you say is the biggest problem for people who want to walk/wheel in this neighbourhood? (open ended)

Base (all who disagreed with statements): W1 190; W2 117; W3 91

Biggest problems for people walking

Verbatim quotes

The heavy traffic flow that is now using streets like Manse Road which has narrow pavements and used by lots of parents with prams and small children as well as dog walkers. Previously this was a relatively quiet street now not safe with huge buses and vans moving at speed and taking up the width of the road.

Male, 25-34

Cars going too fast. Cars parking unsafely. Pavement parking is an issue.

Female, 35-44

Crossings in Saughton Road North should be proper crossings i.e. coated in black and white. Also level of traffic in Saughton area, has pushed traffic to the periphery of the LTN.

Male, 55-64

Can be really busy sometimes hard to get across road.

Female, 65+

The fumes and pollution from the traffic.

Female, 24-34

We need more seating to stop for a rest, it's a long walk from one end to the other if you want to shop local.

Female, 45-54

Some pavements are too thin and contain holes. Not enough zebra crossings.

Female, 25-34

The state of the pavement there full of holes and are uneven they need urgent attention.

Female, 35-44

Saughton Rd North widened pavements causing more pollution as traffic cannot flow freely. Priority changes causing traffic to quicken up and slow down now traffic heavier in front of school than before. Also need to check kerbs in place for blind dog users.

Male, 65+

Have to be careful with the new road layouts and traffic diversion changes, the street with the priority passing section, same street with school entrance across from the park entrance is particularly dangerous now, see huge buses trying to turn into manse street from this road while cars are turning onto the road from the opposite side of the crossroads and they've put a crossing to the park here which stops traffic flow, makes motorists more frustrated and angry, while cyclists are stuck behind the whole chaos.

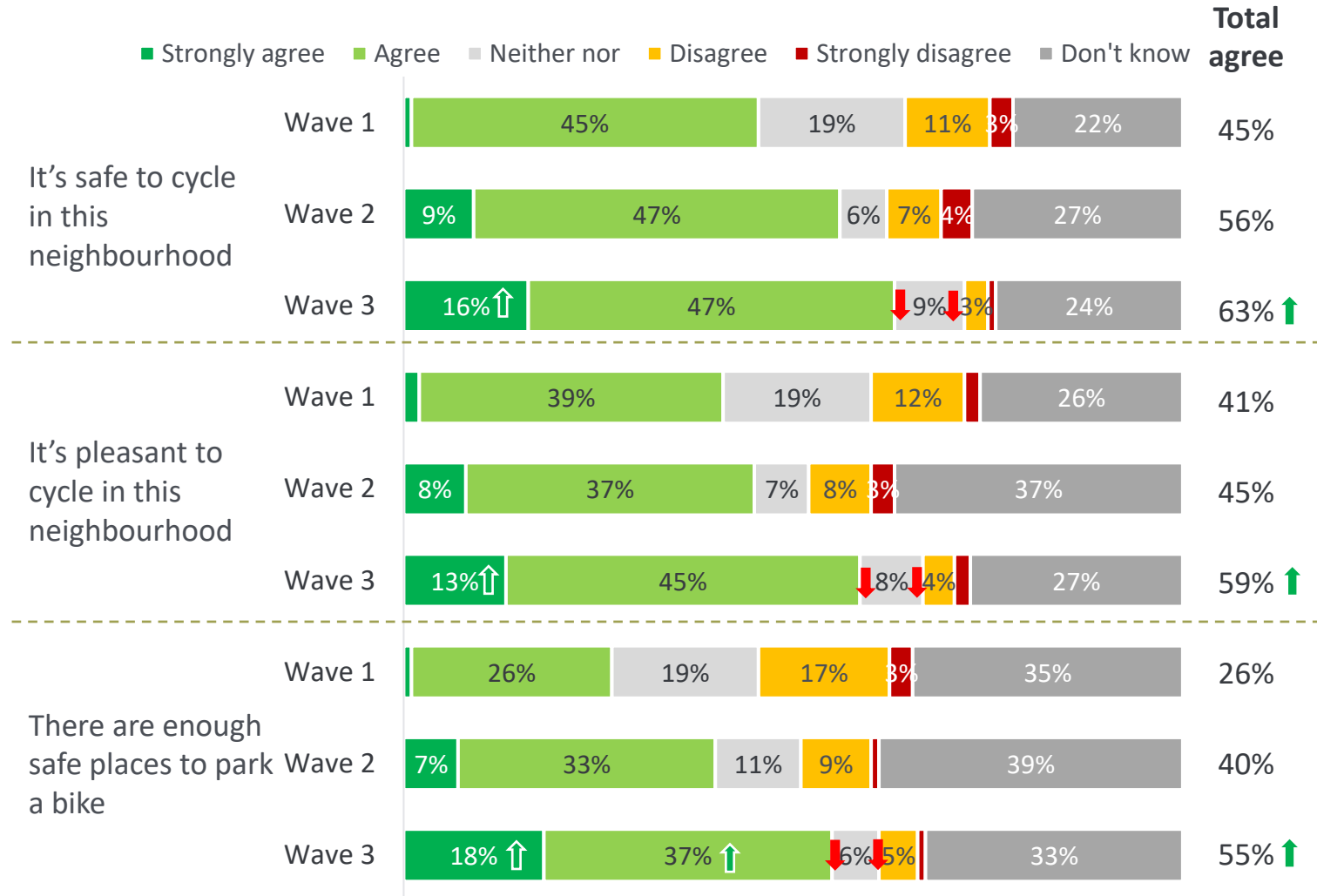
Male, 16-24

Residents

Cycling in Corstorphine

- Respondents were also asked to comment on various aspects of cycling in Corstorphine. For these statements, a significant proportion of respondents felt unable to comment; therefore, the responses based only on the sample of people who cycle can be found over.
- The Wave 3 findings suggest improvements in opinions since the baseline. The majority now agree that it is safe (63%) and pleasant (59%) to cycle in this neighbourhood, and that there are enough safe places to park a bike (55%). Overall agreement and strong agreement for all three statements has increased significantly since Wave 1.
- Women and respondents aged 55+ were more likely than men and younger age groups to respond 'don't know' to these questions, reflecting lower levels of cycling in these groups.

Attitudes towards cycling in the area



Q6: And how much would you agree or disagree with the following statements about *cycling* in this neighbourhood?

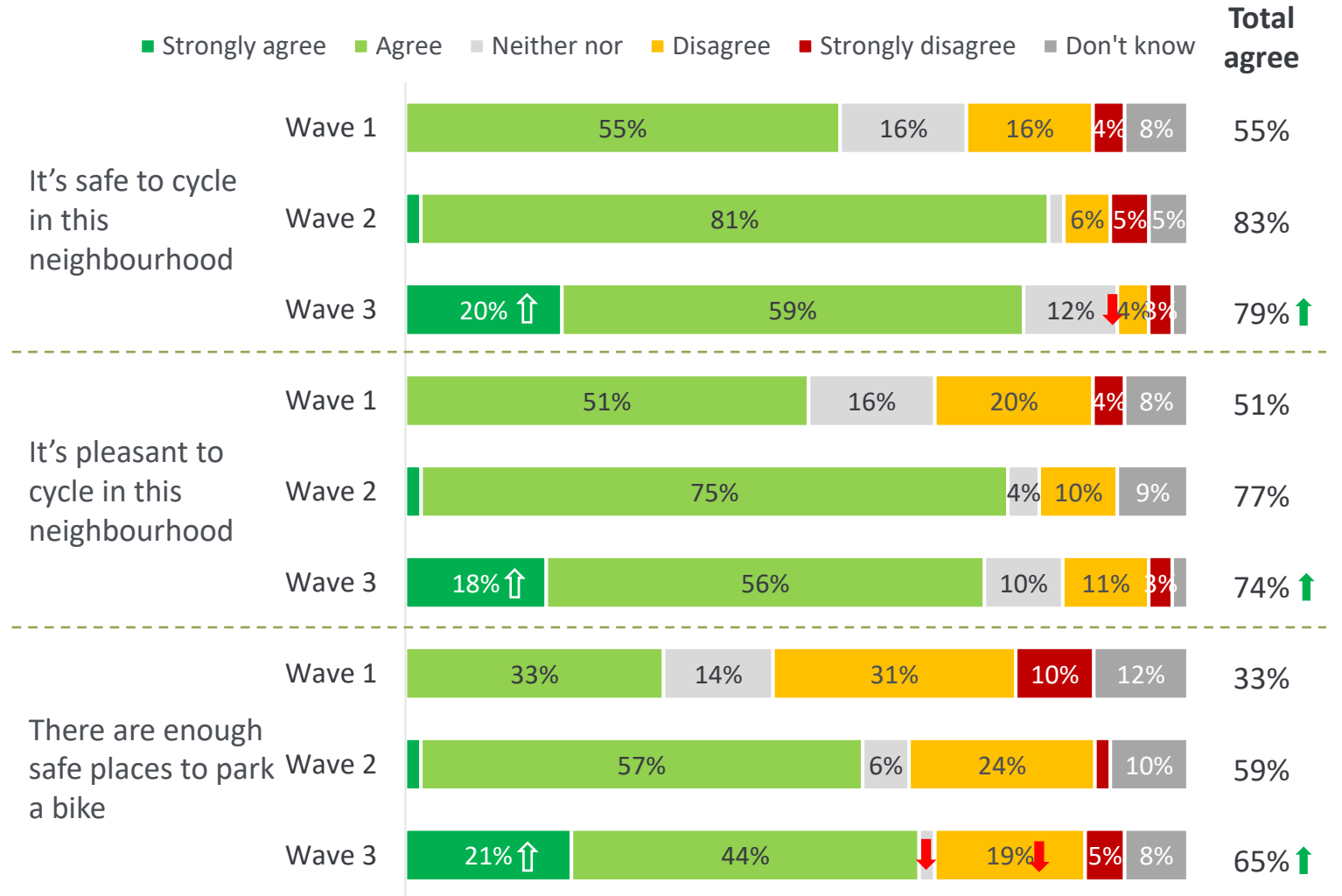
Base (all): W1 302; W2 302; W3 311

Residents

Cycling in Corstorphine

- Amongst respondents who reported that they ever cycle in the local area, fewer responded 'don't know' meaning that the proportions providing both positive and negative opinions were higher than for the total sample of residents.
- Although the sample sizes of cyclists were low for all waves of research, the Wave 3 data shows clear improvements in perceptions of cycling in Corstorphine. Overall agreement has increased for all three statements: four in five agree it is safe (79%), three quarters agree it is pleasant (74%) and two thirds agree there are enough spaces to park a bike (65%) – and all these ratings have improved among cyclists since Wave 1. Strong agreement has also significantly increased for all three statements since the baseline measure.

Attitudes towards cycling in the area - People who cycle only



Q6: And how much would you agree or disagree with the following statements about *cycling* in this neighbourhood?

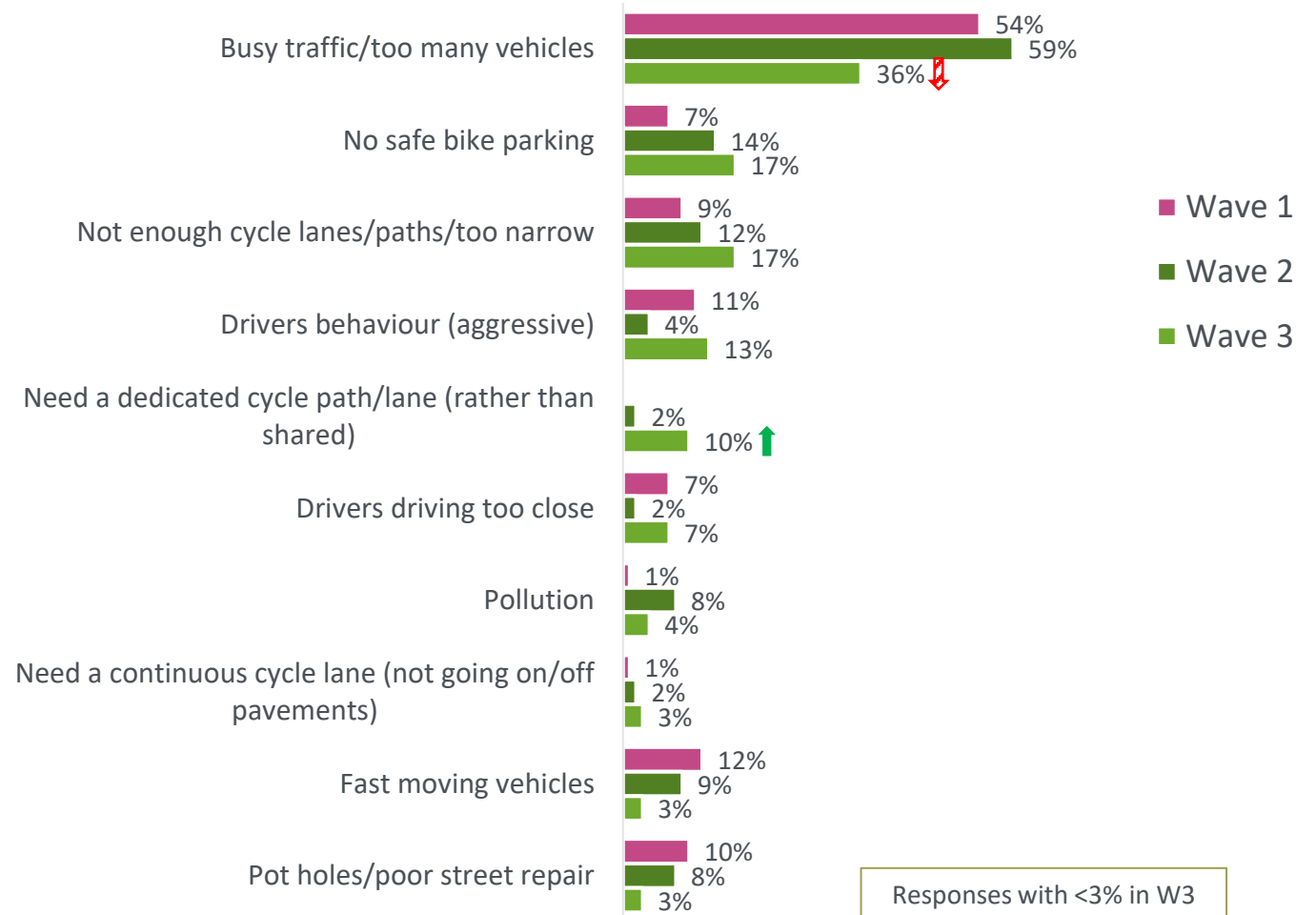
Base (cyclists only): W1 49; W2 50; W3 47 19

Residents

Cycling in Corstorphine

- Those respondents who disagreed with any of the statements about cycling were asked what they considered to be the biggest problems for people cycling in the area.
- The main themes in responses related to issues with the safety of cycling in Corstorphine, with many commenting on issues such as traffic and cycling infrastructure. Results should be treated with caution due to the very small base size in Wave 3 (32 people), but results suggest the main issues have changed since Wave 1 – fewer now focused on issues with traffic (43% in Wave 3, compared to 61% in Wave 1) – e.g. a drop in the proportion mentioning busy traffic/too many vehicles (36% v 54%).
- Compared to Wave 1, a higher proportion of those who expressed negative views now mentioned issues related to cycling infrastructure (42% v 12% in Wave 1) – e.g. 10% mentioned needing a dedicated cycle path/lane.

Biggest problems for people cycling in area



Q7: What would you say is the biggest problem for people who want to cycle in this neighbourhood? (open ended)

Responses with <3% in W3 are not shown

Base (all who disagreed with statements): W1 82; W2 50; W3 32



Biggest problems for people cycling

Verbatim quotes

I don't think there's anywhere safe to park a bike.

Female, 25-34

Too much congested traffic.

Male, 65+

There's been a few accidents recently, cars not looking properly.

Female, 55-64

Not enough cycle lanes and parking.

Female, 25-34

Roads are too busy and narrow.

Female, 45-54

Roads not wide enough, not enough cycle lanes, junctions on cycle ways a problem.

Male, 25-324

Would not feel safe as cars going faster than prior to LTN changes and increased frustration from drivers.

Female, 55-64

Moving along roads which have now been narrowed trying to avoid vehicles which are now passing far too close. Research is now indicating the number of cyclists is starting to decline, can see why in areas like this, just isn't safe and now see far fewer people cycling.

Male, 25-34

Cars not giving space or consideration to cyclists.

Male, 35-44

I don't see any cycle lanes and St John's is too polluted.

Female, 55-64

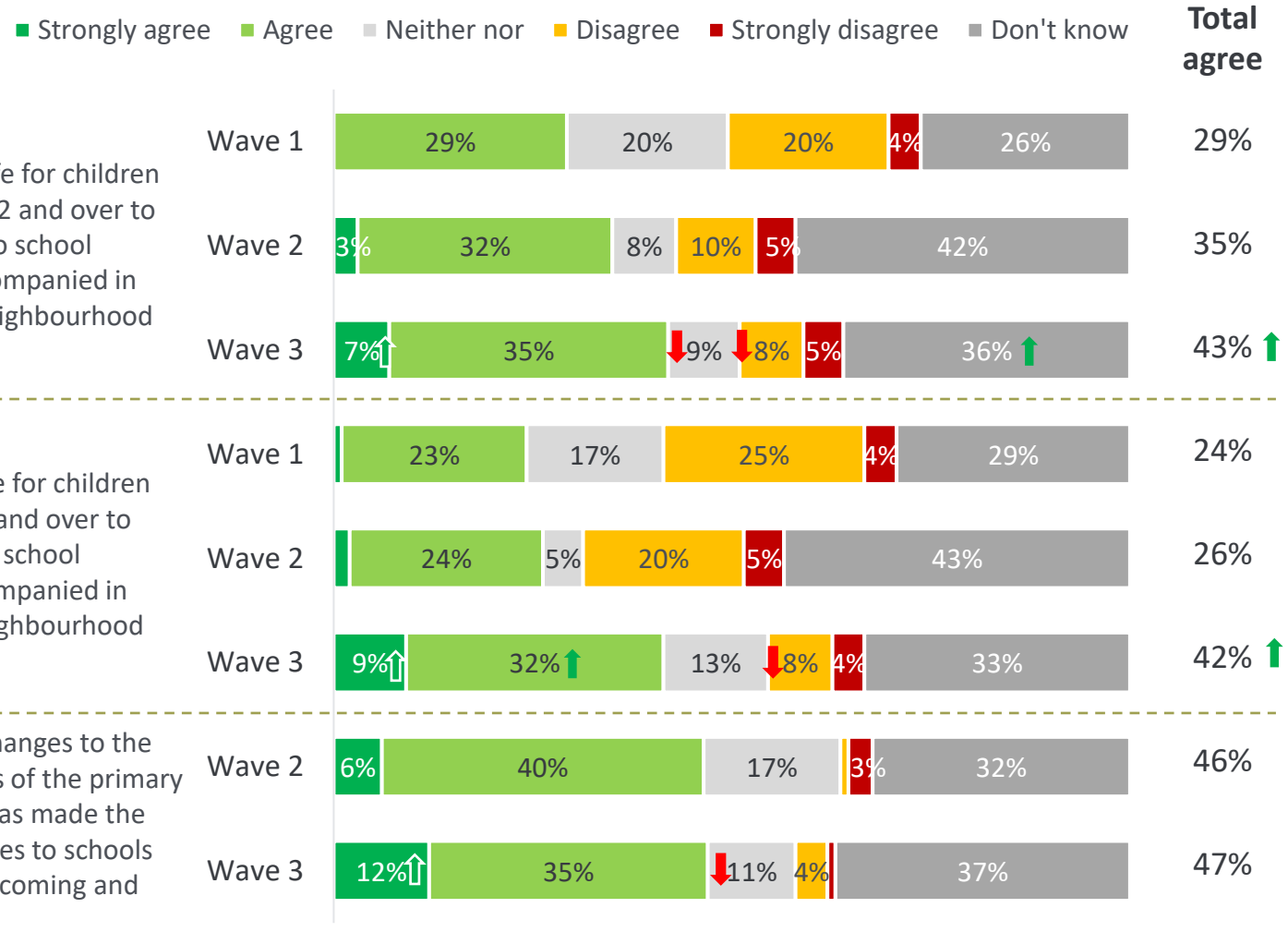
Residents

Children walking/cycling

- Respondents were also asked to comment on how safe they felt the local neighbourhood is for children walking and cycling to school, as well as their views on recent changes to the entrances to primary schools. Substantial proportions said they did not know; analysis has, therefore, also been conducted on the data for the sample of parents only, as shown on the following page.
- However, results for the total sample suggest some improvements in perceptions of safety for children since Wave 1. Overall agreement that it is safe in Corstorphine for children aged 12+ to cycle to school has increased from 29% to 43%, and agreement it is safe for children aged 8+ to walk to school has increased from 24% to 42%. Strong agreement has also increased for both statements.
- Respondents were generally positive about the recent changes to primary school entrances; almost half (47%) agreed that they have made the approaches to schools more welcoming, and very few (5%) disagreed.



Attitudes towards children travelling to and from school in the area



Q10: How much would you agree or disagree with the following statements about children travelling to and from school in this neighbourhood?

Base (all): W1 302; W2 302; W3 311

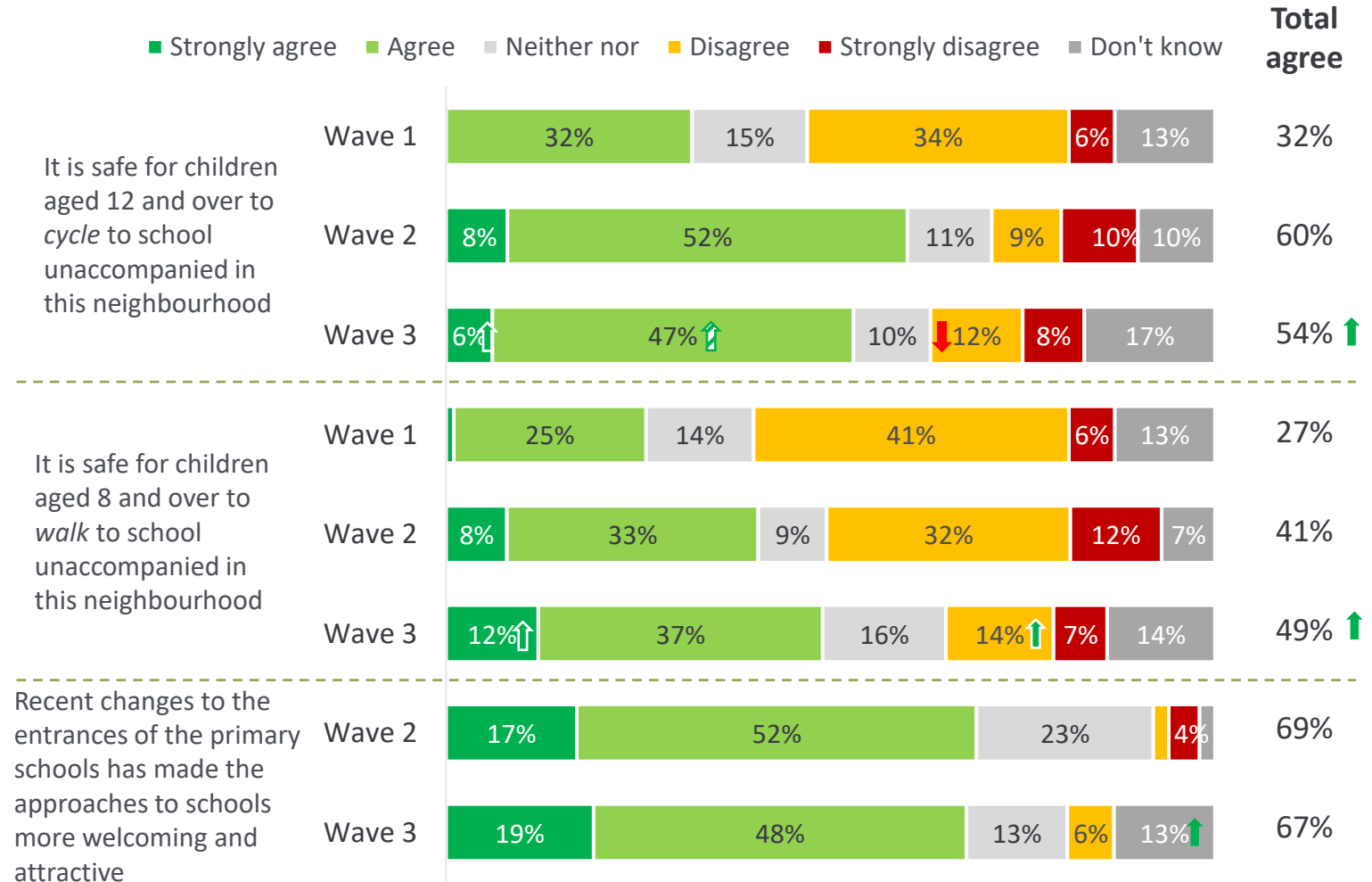
Residents

Children walking/cycling

- Looking at the samples of parents of children aged under 16, there is evidence of an increase in perceptions of Corstorphine being a safe place for children aged 12+ to cycle to school. The proportion agreeing with this sentiment has increased from 32% in Wave 1 to 54% in Wave 3.
- Similarly, there is now higher agreement that it is safe for children aged 8+ to walk to school (increasing from 27% in Wave 1 to 49% in Wave 3).
- Overall, almost 7 in 10 parents (67% in Wave 3) agreed that the recent changes to primary school entrances have made them more welcoming and attractive.



Attitudes towards children travelling to and from school in the area - Parents of children aged under 16 only



Q10: How much would you agree or disagree with the following statements about children travelling to and from school in this neighbourhood?

Base (all parents): W1 71; W2 56; W3 83

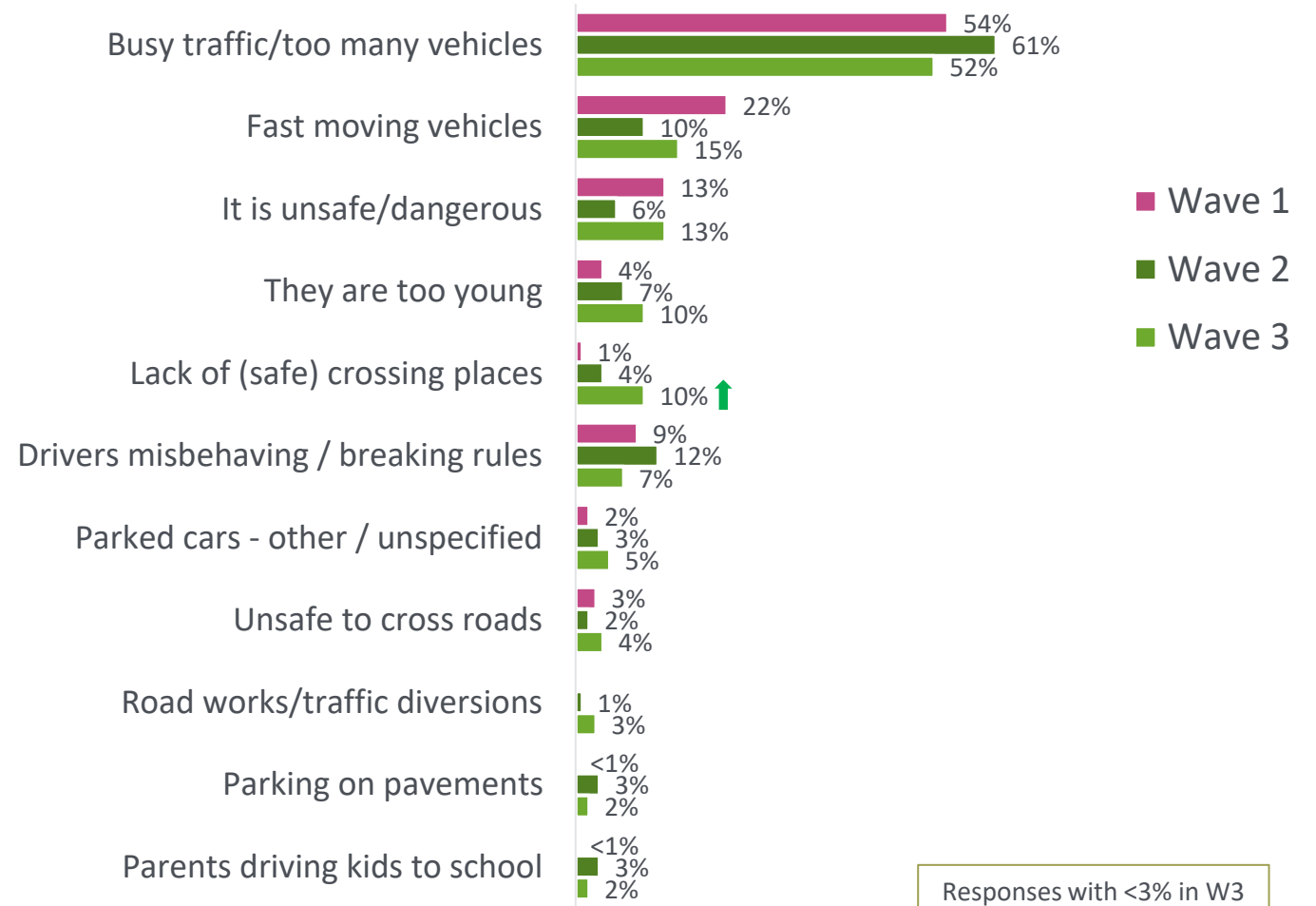


Residents

Children walking/cycling

- Again, an open-ended question was asked of those who disagreed with the statements, allowing respondents to explain why they think walking and/or cycling to school is unsafe for children in Corstorphine.
- Results for this question have been broadly consistent across all waves of research, with people focusing on busy traffic/too many vehicles (mentioned by 52% in Wave 3), fast moving vehicles (15%) and it being unsafe/dangerous in general (13%).

Biggest problems for children travelling safely in area



Q11: What would you say is the biggest problem for children travelling safely in this neighbourhood? (open ended)

Base (all who disagreed with statements): W1 100; W2 86; W3 54

Biggest problems for children walking/cycling



Verbatim quotes

Too much traffic and strangers.
Female, 25-34

The traffic is congested and sometime the cars do speed when it's not congested.
Female, 25-34

Children who are too small to be seen by motorists as they wait between parked cars to cross roads are not safe.
Male, 35-44

Children at that age and that time of the morning with heavy traffic just not a good combination. I wouldn't let mine cycle to school. Too careless.
Female, 35-44

Rush hour is too busy for them and not enough safe crossings.
Female, 25-34

Cars travelling at speed.
Male, 35-44

Motorists confused with road layouts making snap decisions to stop, turn or pull in and ask directions from pedestrians, children who are not streetwise or quick thinking could be unsafe in areas near the school while trying to cross roads.
Male, 16-24

It is safe but think under 8 are just too young near the busier roads.
Male, 45-54

They are just too young to walk themselves at that age. My nephew is 7 and wouldn't want him walking himself.
Female, 25-34

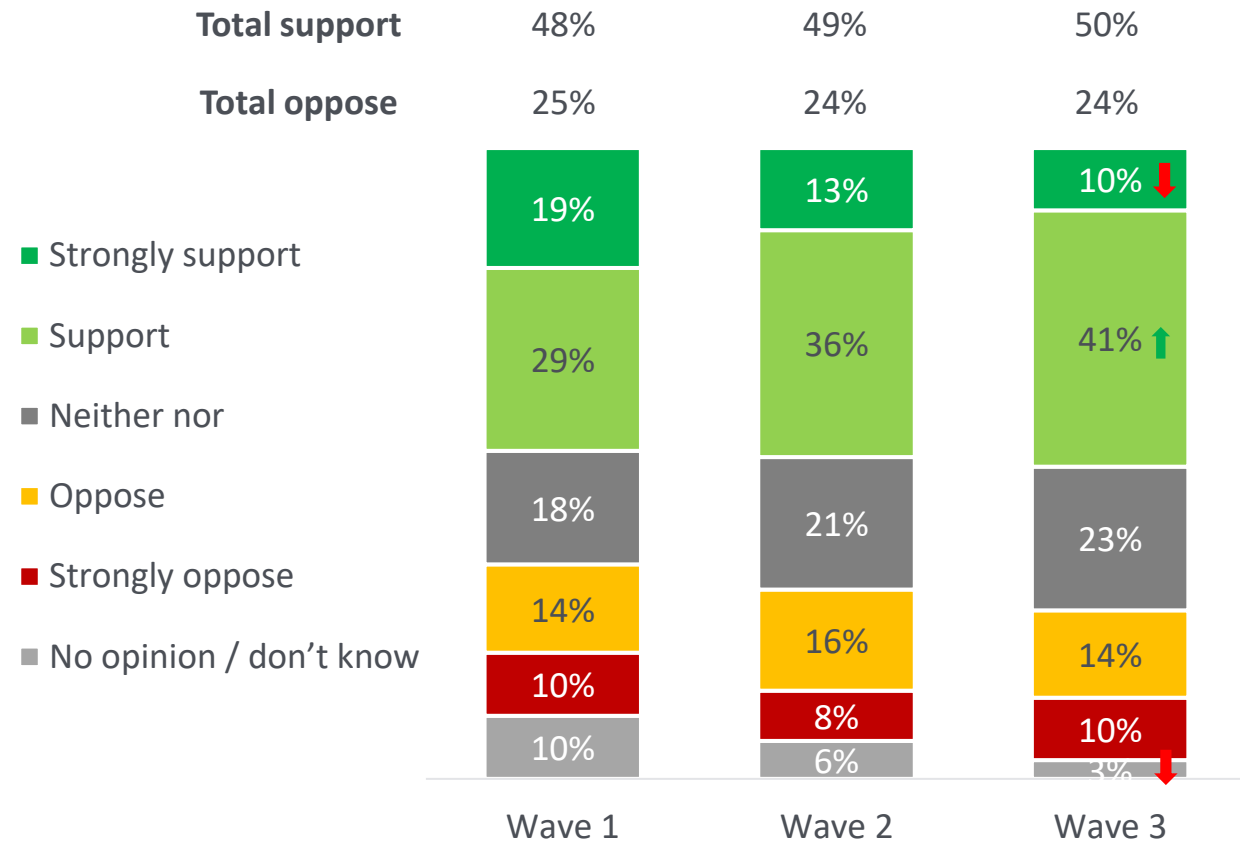
Increased traffic as LTN has directed traffic closer to school.
Female, 55-64

Residents

Attitudes to changes

- Respondents were read a description of the low traffic neighbourhood scheme and asked to state whether they supported or opposed the scheme. In Wave 1 respondents were shown a concept drawing for a public space, and in Waves 2 and 3 they were shown a map of the area (see appendix).
- There was very little difference in support for the LTN scheme between waves: around half the sample in all waves supported the project, while around a quarter opposed the scheme. There was a decrease in strong support in Wave 3 compared to Wave 1, and a drop in the proportion saying they had no opinion.
- Women (58%) were more likely to support the project than men (42%), although men were more likely to say neither/nor (28% v 18%) rather than being more likely to oppose it.
- Opposition was higher amongst respondents aged 55+ (30%) than the 16-34 age group (15%).
- Parents were more likely to say they strongly support the Corstorphine Connections project (19%) than non-parents (6%), although overall support was similar between these two groups.

Opinion on the Corstorphine Connections project changes



Note: Where totals in charts do not add to 100%, or there are slight differences between charts and net figures, this is due to rounding.

Q12: What is your opinion on the changes that the Corstorphine Connections project has introduced within the project area?

Base (all): W1 302; W2 302; W3 311

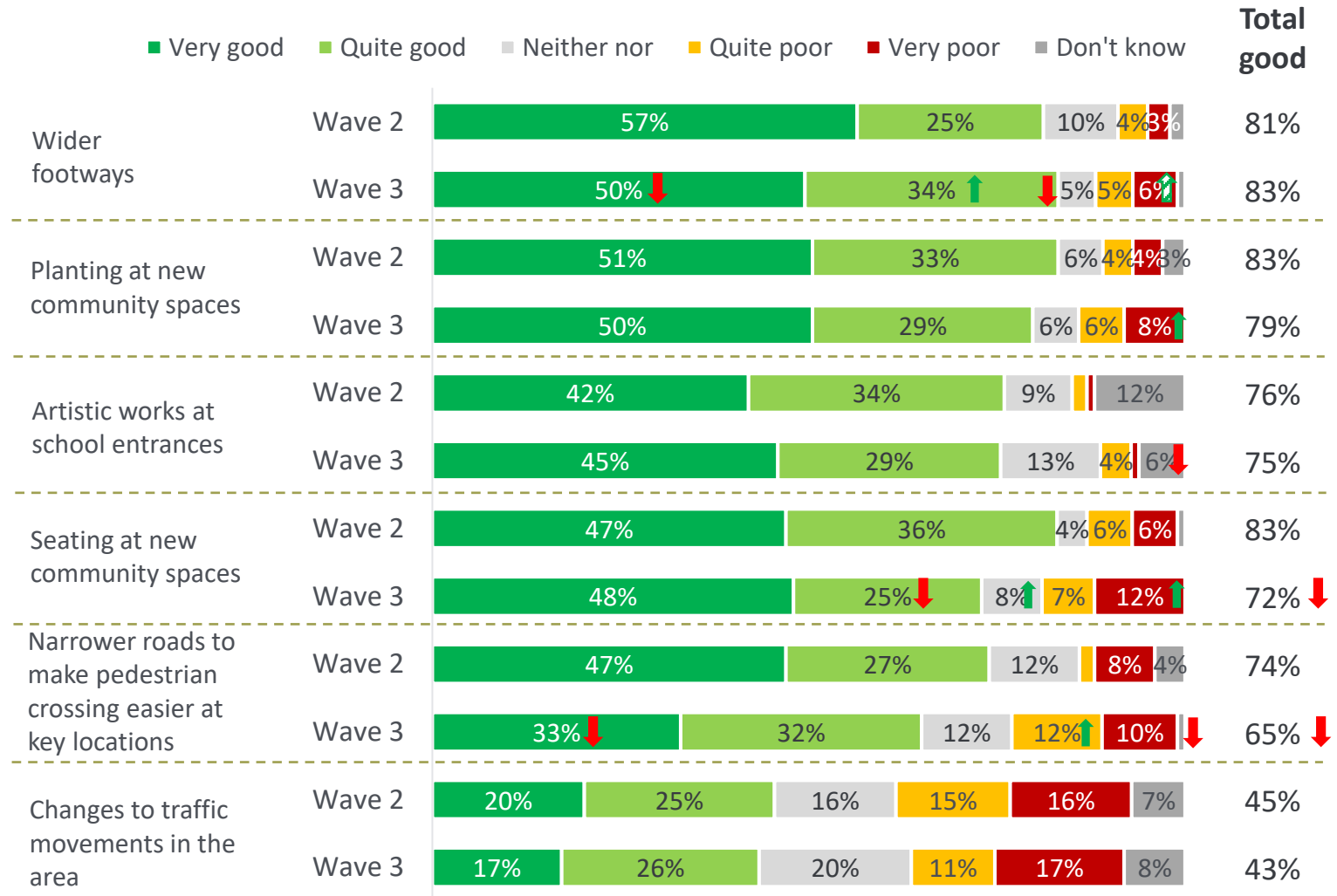
Residents

Attitudes to changes

- Opinions of the various changes made as part of the Corstorphine Connections project have generally been welcomed, with most people describing them as good.
- In particular, four in five respondents described the wider footways as good, with half in Wave 3 (50%) considering them very good.
- Other aspects attracting positive ratings were planting at new community spaces (79% said they were good), artistic works at school entrances (75%), seating at new community spaces (72%) and narrower roads to make pedestrian crossing easier at key locations (65%) – although ratings had dipped since Wave 2 for the last two aspects.
- The only measure which attracted a more mixed response was the changes to traffic movements in Corstorphine. In total, 43% of the sample felt that these changes were good; however, 28% described them as poor. These findings were consistent at both waves following implementation of the measures.
- Results were broadly consistent across the sample, although women were more likely than men to say the wider footways were very good (57% v 41%). Younger respondents were most likely to say wider footways were good overall (89% of 16-34s v 79%* of 55+); those aged 55+ were least likely to say the narrow roads were good (54%, v 78% of 16-34s and 67%* of 35-54s). Younger respondents were also more positive about community seating – 57% of 16-34s said this was very good, compared to 42% of 35-54s.

*Significant at 90% level

Opinion of changes made as part of the Corstorphine Connections project



Q13: What is your opinion on the following changes that have been made as part of the project ?

Base (all): W2 302; W3 311

Residents

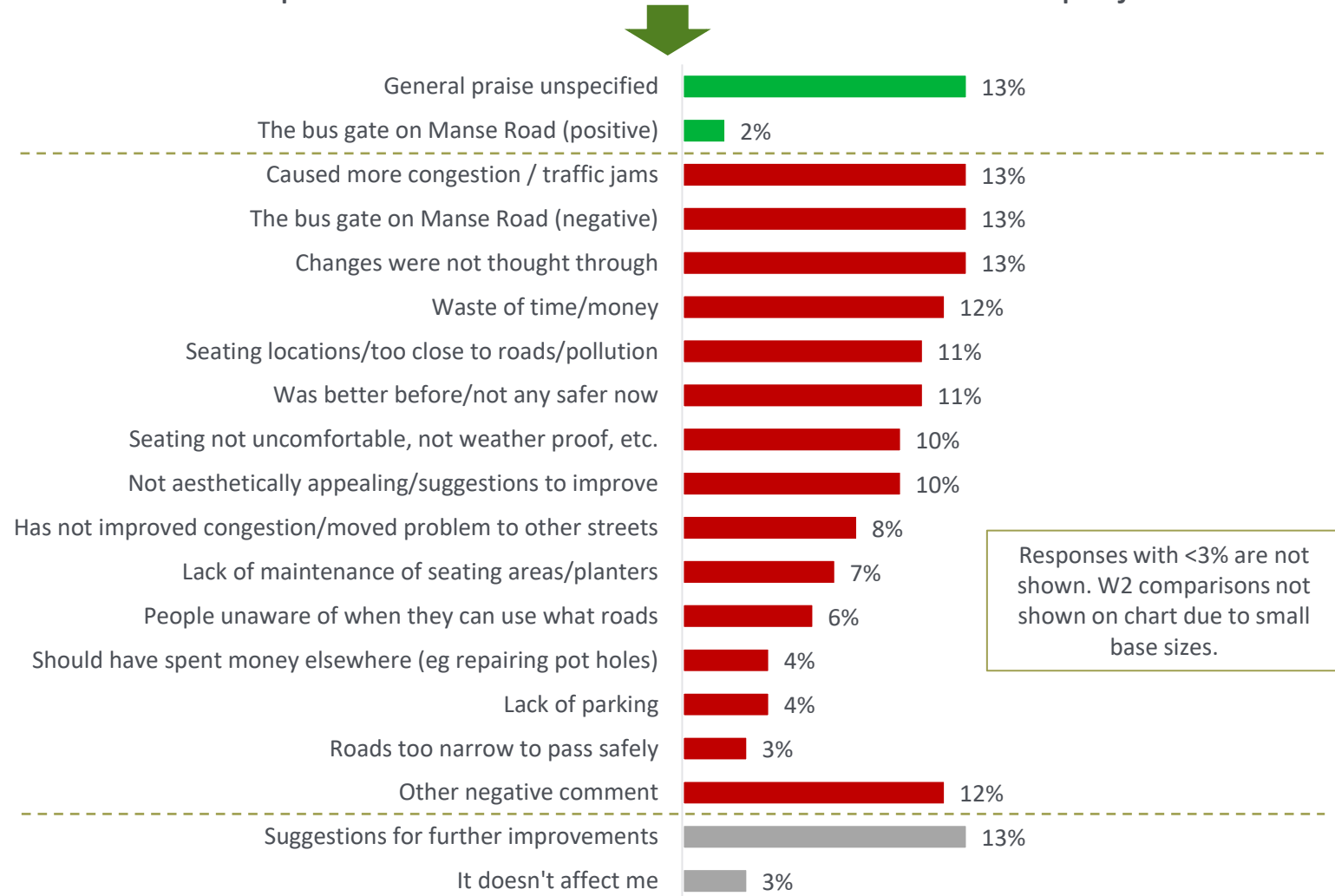
Attitudes to changes

- At the end of the interview respondents were offered the opportunity to make further comments on the changes made for the Corstorphine Connections project. Three in ten (31%) made a further comment, and these are summarised in the chart opposite.
- In general, the comments made by respondents were negative towards the project, with 83% raising a concern about some aspect of the scheme. The most prevalent criticisms, mentioned by 13% of those who made a comment each, were that the project has caused more congestion/traffic jams, there are issues with the bus gate on Manse Road, and/or that the changes have not been thought through.
- In total, 13% made a positive comment, though these tended to be general rather than specific positive comments.

Further comments

progressive

31% of respondents made a further comment about the project



Responses with <3% are not shown. W2 comparisons not shown on chart due to small base sizes.

Q14: Do you have any further comments on any specific changes introduced as part of the Corstorphine Connections project? (open ended)

Base (all who made a comment): W3 94

Further comments

Verbatim quotes

If it makes it safer as the planters stop traffic at schools. I like it.

Female, 55-64

It's a lot better for me especially widened pavements.

Male, 55-64

Parking on pavements is an issue.

Male, 45-54

Benches and plant pots in area could be nicer looking.

Female, 35-44

I'm mixed about it. It's alright when walking but when you need your car for shopping it's very inconvenient.

Female, 25-34

No-one appears to be taking responsibility for the upkeep of the planters and they look overgrown, untidy and frankly a mess most of the time. Seating beside shopping area is right beside traffic so people taking in pollution as well as looking at dead flowers and weeds in the boxes surrounding them not really an ideal solution to people hoping for relaxation and nice view of nature to help their mental health.

Male, 35-44

It hasn't lessened the traffic. It has pushed it elsewhere.

Male, 65+

It is extremely difficult to drive around the area as the restrictions just divert traffic to Ladywell road which gets very busy. Parking has been restricted so much around Ladywell road that it has made driving and parking on Ladywell Avenue impossible and unsafe.

Female, 45-54

Some of the changes are good but the seating area will be used for a few months throughout the year and cause more congestion.

Female, 45-54

I don't drive any more but have family members who say it's a disaster. As a person who walks now it makes no difference one way or another.

Male, 65+

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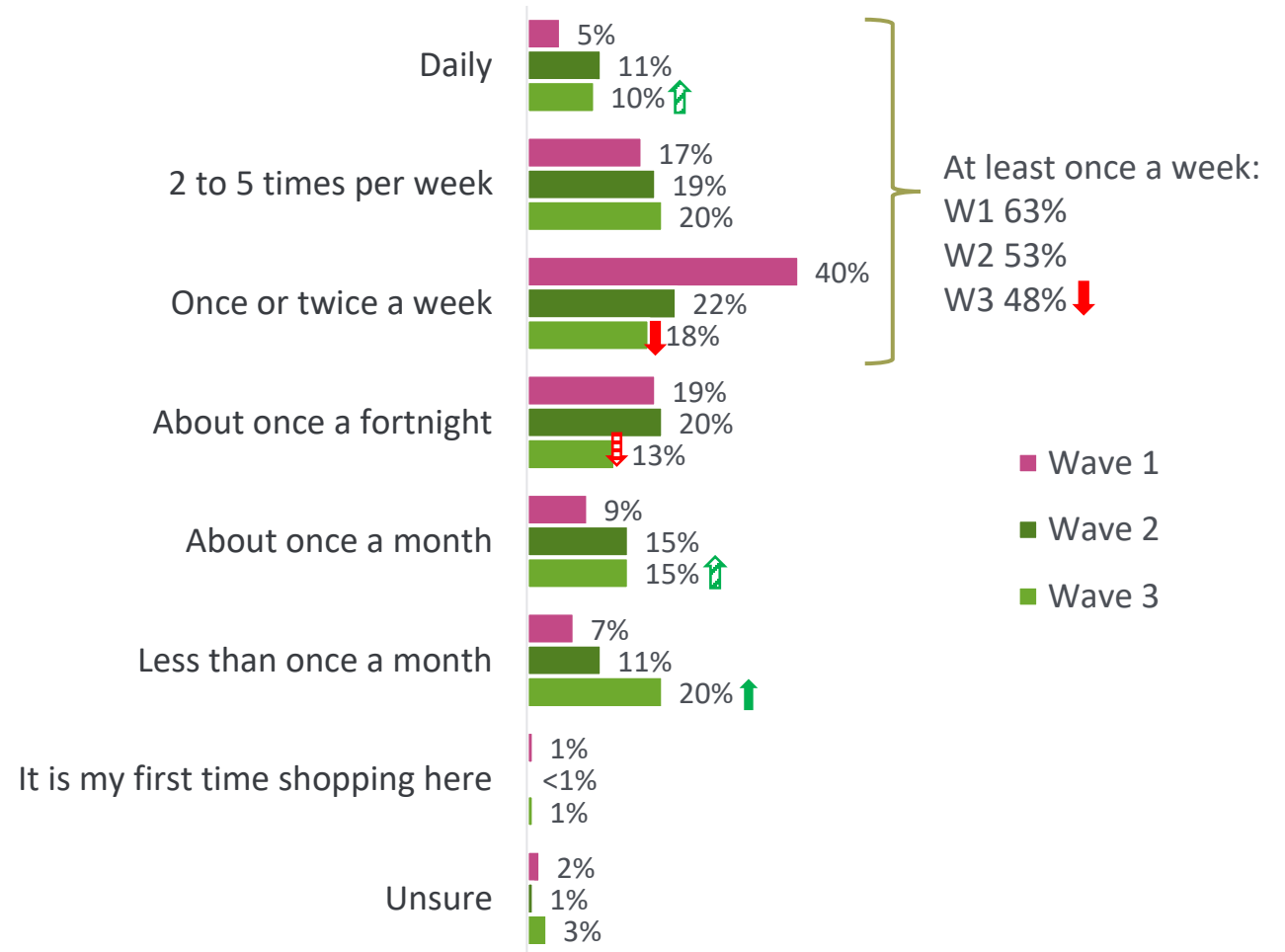
Shops and business users survey - key findings

Shops/business users

Visit profile

- Around half of respondents in Wave 3 (48%) were regular visitors to the area for shopping, cafes, etc., reporting they visit at least once a week. This represents a decrease in frequency compared to Wave 1 (63%), although there was an increase in the proportion saying that they visit daily (from 5% to 10%).
- Younger respondents were least likely to visit Corstorphine shops and businesses daily (3%, v 12% of 35-54s and 16% of those aged 55+) and the oldest were most likely to visit at least weekly (62% did so, v 40% of 16-34s and 46% of 35-54s).

Frequency of visiting area



Q19: How often do you visit this street/area for shopping, cafes, post office, etc. on average?

Base (all): W1 166; W2 313; W3 330

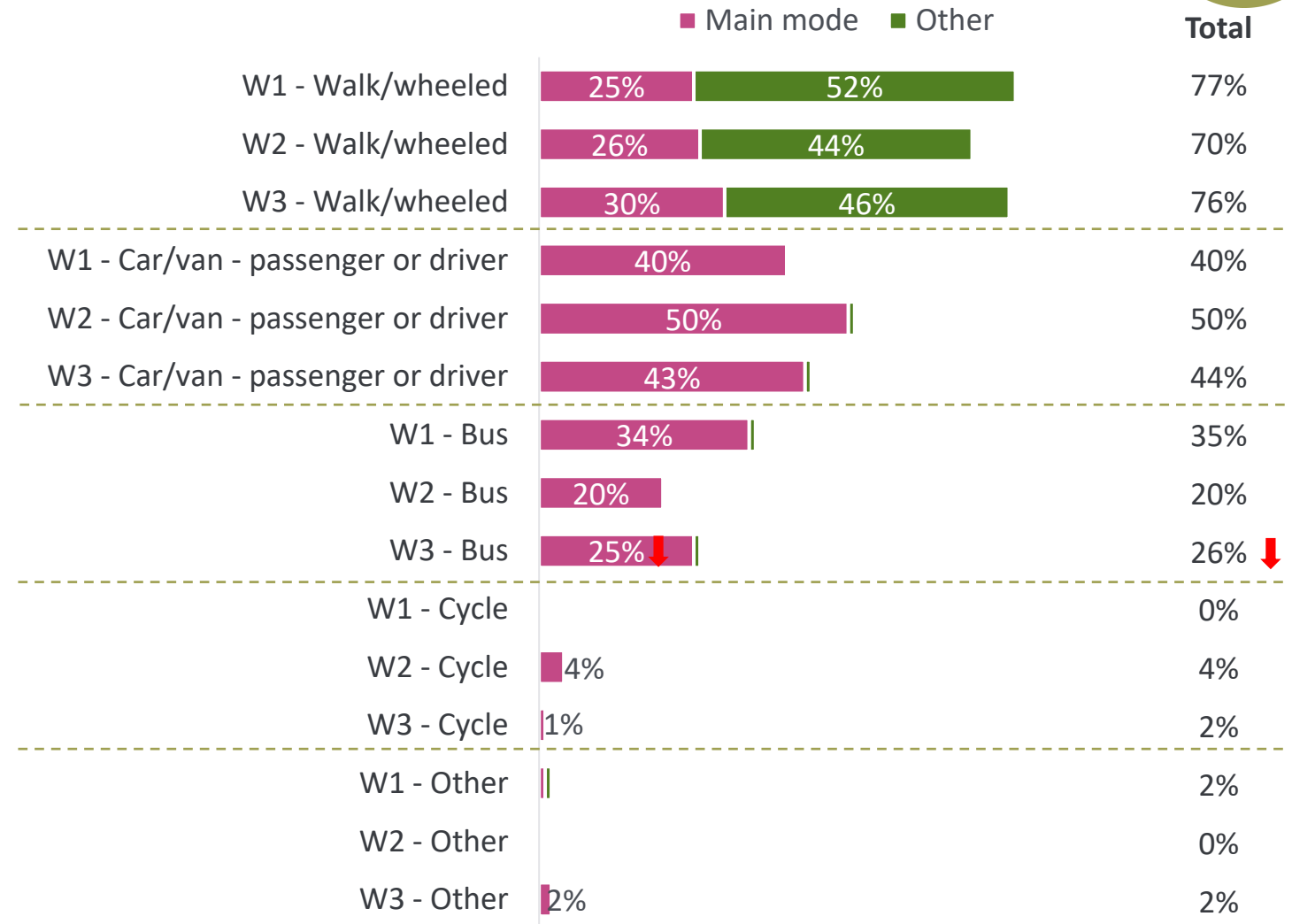
Shops/business users

Visit profile

- Consistent across the three waves of research, the main mode of transport used by people visiting shops and businesses in Corstorphine was by car/van – this was the main mode for 43% in Wave 3. While this saw an increase in Wave 2, results in Wave 3 were in line with Wave 1 findings.
- Around three quarters (76%) reported that they walked, either as their main mode (30%) or for part of the journey (46%). The proportions walking to shops/businesses in Corstorphine was broadly consistent between waves.
- The most prevalent form of public transport was by bus, mentioned by a quarter as their main mode of transport to the area. There was a decrease in bus travel compared to Wave 1 when 35% cited it.
- Women were more likely than men to have travelled by bus (30% v 20%*). Those aged 55+ were most likely to have walked/wheeled (86%, v 74% of 16-34s and 69% of 35-54s).

*Significant at 90% level

Method of transport today



Q17: How did you travel to get here today? Firstly, what was your main mode of transport? i.e. the method you used for the longest part of your journey; Q18. And what other modes of transport did you use to get here today?

Base (all): W1 166; W2 313; W3 330

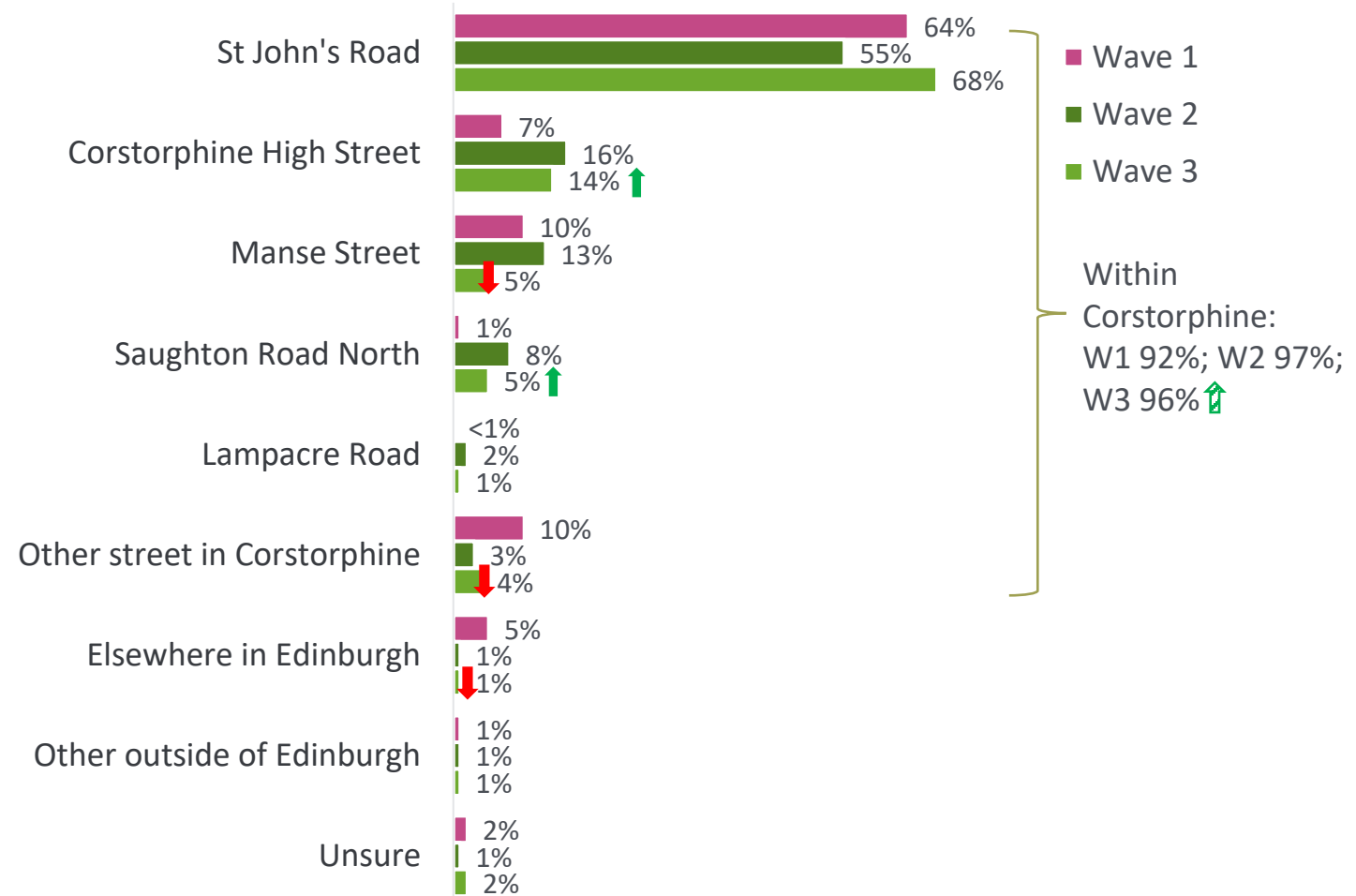
Shops/business users

Visit profile

- When asked where their main destination was on the day of interview, the vast majority of respondents (96%) mentioned a destination within Corstorphine, with over two thirds (68%) stating St John's Road.
- The data for main destination were generally consistent with Wave 1, although there has been an increase in mentions of Corstorphine High Street and Saughton Road North, and decreases in Manse Street, other streets in Corstorphine and elsewhere in Edinburgh.

*Please note that responses to this question are likely to be influenced by the sampling points chosen for interviewing, which were focussed in busy areas of Corstorphine. Sampling for Wave 2 was slightly different from Wave 1 in terms of the numbers of interviews completed on each street.

Main destination today



Q16: What is the main destination of the journey you're currently undertaking?

Base (all): W1 166; W2 313; W3 330

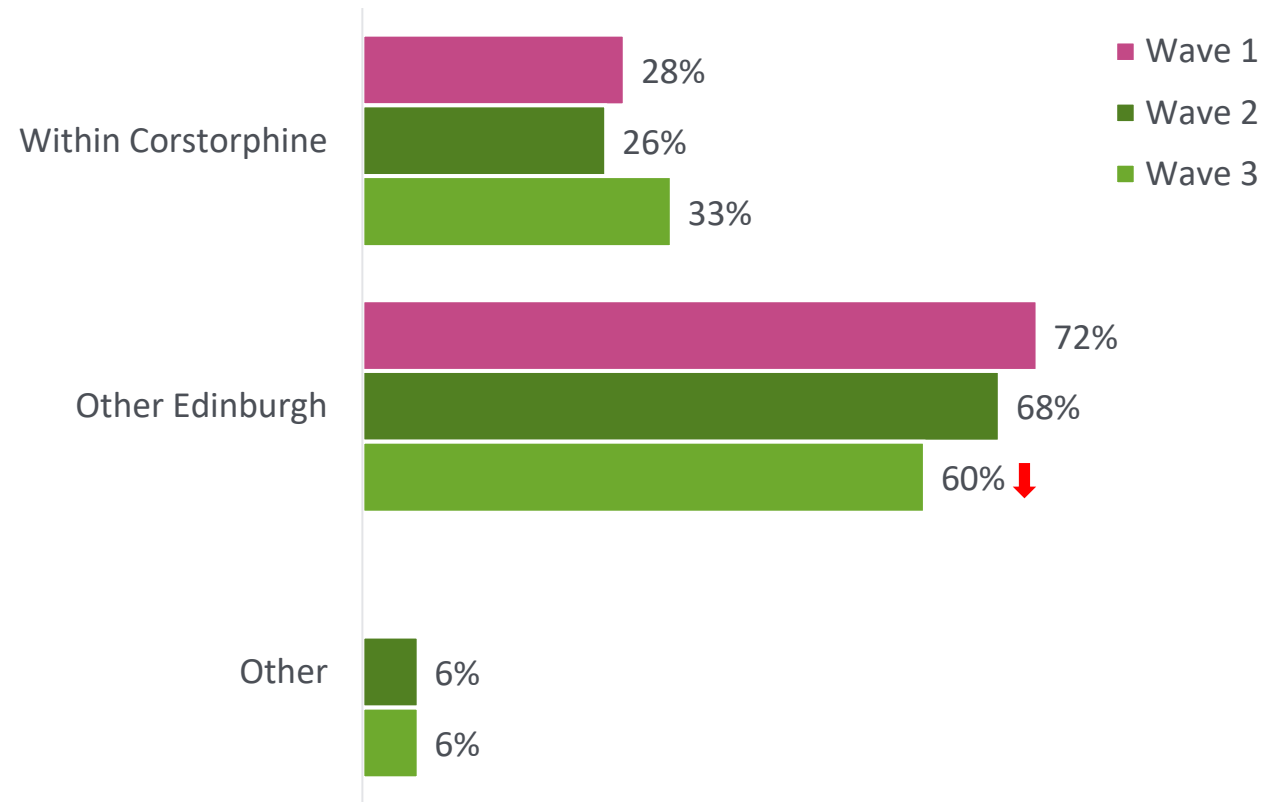
Shops/business users

Visit profile

- The visitors to Corstorphine shops and businesses came from a wide area across Edinburgh and beyond.
- Almost all respondents reported that they started their journey from within Edinburgh, with 33% starting in Corstorphine and 60% coming from other parts of the city.
- Other areas of Edinburgh included Sighthill/Gorgie (14%), Murrayfield/Roseburn (9%) and Drumbrae/Gyle (6%).
- Older respondents were more likely to be very local: those aged 55+ were most likely to have started their journey within Corstorphine (44% v 26% of 16-34s and 32%* 35-54s).
- Wave 1 data has been filtered to include only people who started their journey in Edinburgh. Within this group, the proportions coming from Corstorphine and other parts of Edinburgh were consistent with Waves 2 and 3.

*Significant at 90% level

Start of journey today



Note: W1 data is filtered to only include respondents who started their journey within Edinburgh to ensure comparability with W2 & W3 data

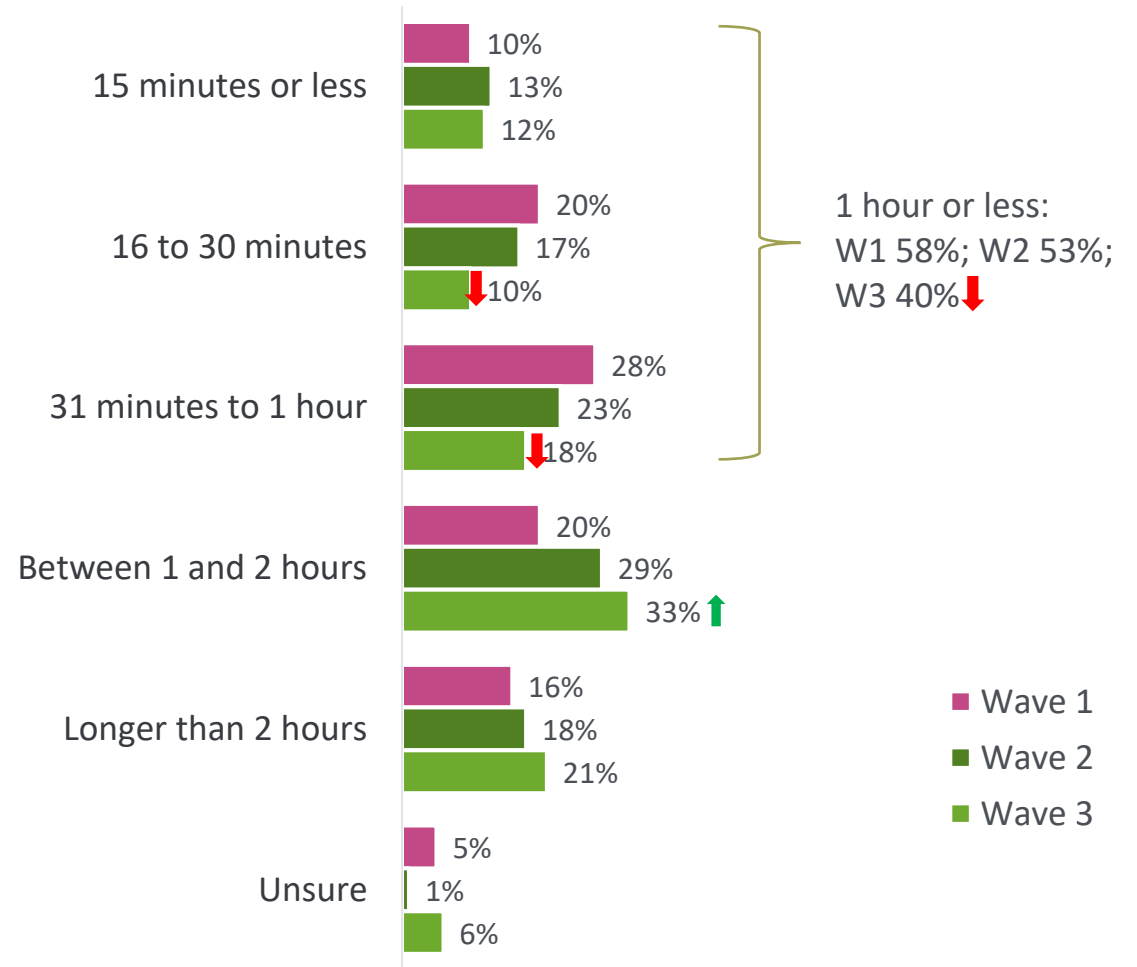
Shops/business users

Visit profile

- When asked how long they expected their visit to Corstorphine to last, 40% stated up to one hour; a drop compared to Wave 1 (58%).
- More respondents in Wave 3 said they expected to stay for a period of between 1 and 2 hours (33% compared to 20% in Wave 1).
- Men were more likely than women to visit for less than 30 minutes (27% v 18%*) while women were more likely than men to stay longer than 2 hours (25% v 16%*).

*Significant at 90% level

Length of visit today



Q20: How long do you think your visit to this street/place will be today?

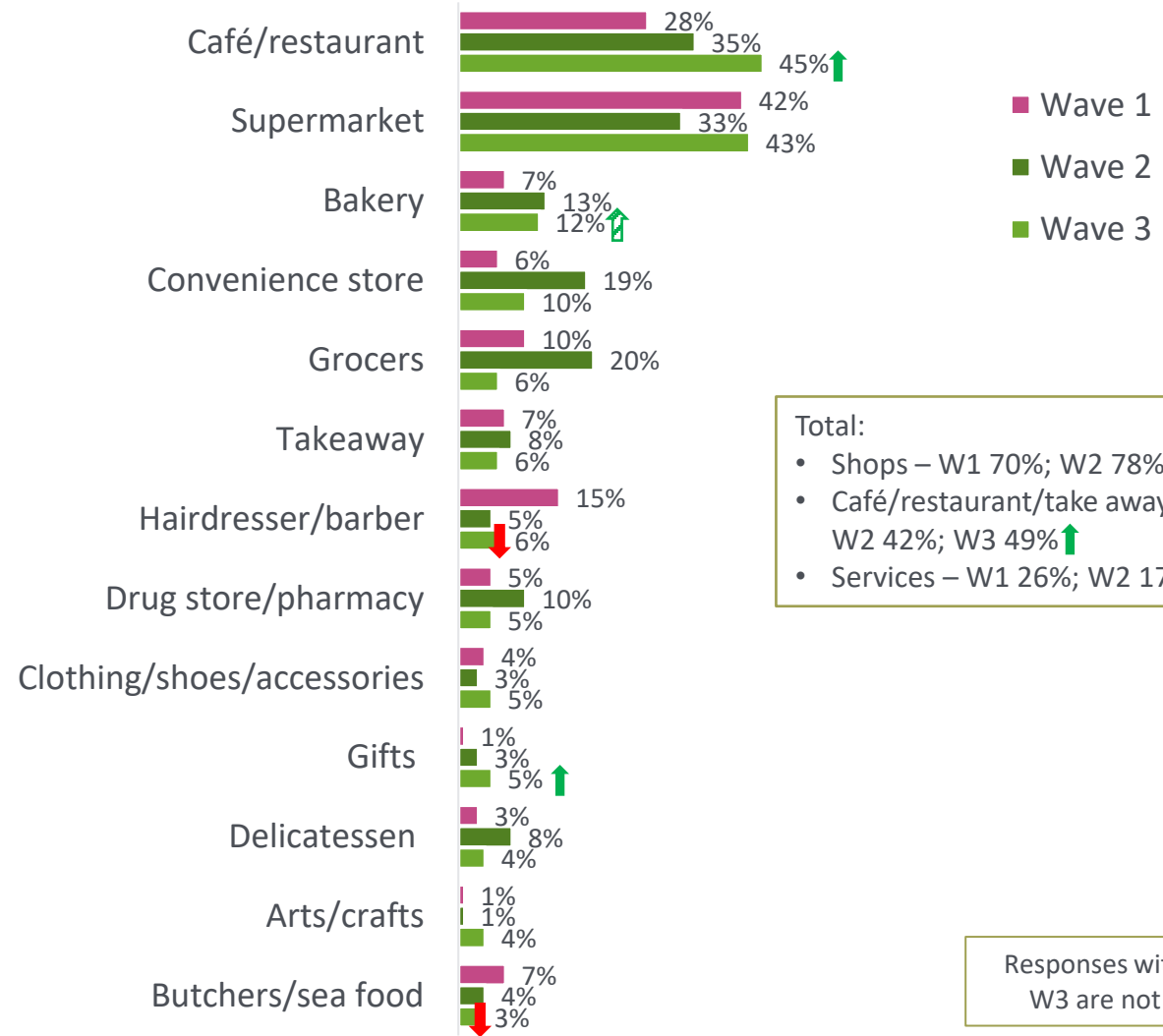
Base (all): W1 166; W2 313; W3 330

Shops/business users

Visit profile

- In Wave 3 around seven in ten respondents (69%) reported visiting shops in Corstorphine, with food shops such as supermarkets (43%), bakeries (12%) and convenience stores (10%) being the most population choices.
- Almost half (49%) were visiting Corstorphine to go to a café/restaurant (45%) or takeaway (6%) – and this was higher than in Wave 1, when 35% were visiting a café/restaurant or takeaway.
- In total, 13% reported using local services, such as hairdressers (6%) or pharmacies (5%) – and fewer now mentioned visiting services compared to Wave 1, when 26% did so.
- Those aged 16-34 were least likely to be visiting shops (59%, v 75% of 35-54s and 76% of 55+), and more likely to be visiting a café/takeaway (58% v 42% of 55+).

Shops and businesses visited today



Q21: What type of shops or businesses are you planning to visit/have you visited today?

Base (all): W1 166; W2 313; W3 330

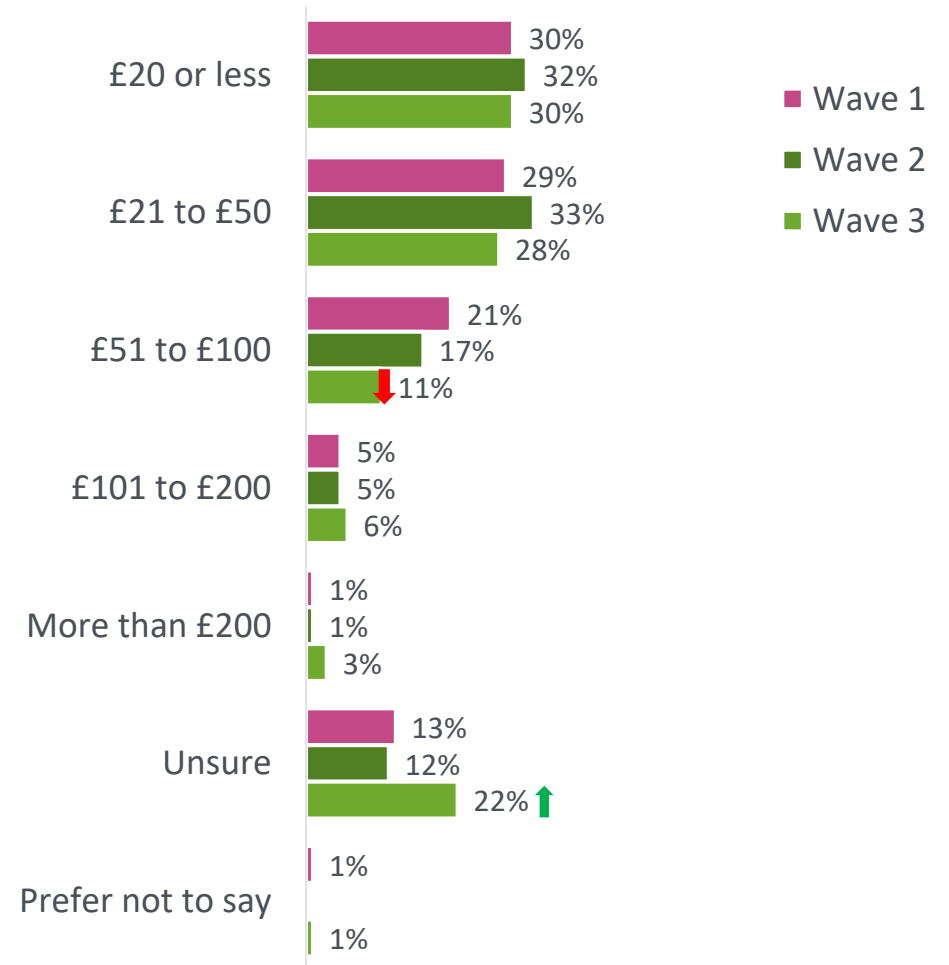
Shops/business users

Visit profile


- When asked their expected spend on the visit, the largest proportions of respondents stated an amount of £50 or less. This was consistent between waves, although more now said they were unsure (22%) compared to the baseline measure (13%).
- Younger respondents were least likely to spend £100+ (3%, v 13% of 35-54s and 10%* of 55+).

*Significant at 90% level

Estimated spend today



Q22: In total, how much do you estimate you have spent/will spend at this street/place today?

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Summary and conclusions

Summary and conclusions

Research overview

- The purpose of this tracking study was to determine the views, opinions and experiences of people living in and visiting Corstorphine before and after the introduction of the Corstorphine Connections project measures. Three waves of research have been conducted: a baseline wave in spring/summer 2022 and follow-up waves in autumn 2023 and spring 2024. The focus of the research was on issues around traffic, transport, crime and anti-social behaviour, and usage of local shops and businesses.

Active travel remains prevalent amongst Corstorphine residents, particularly walking

- At all waves of research, the majority of residents had walked as their main mode of transport for their journey on the day of interview – and this proportion was higher in Wave 3 than it had been at the baseline. Fewer had travelled by car on the day of interview, and fewer reported getting round the local area by car at least weekly, in Wave 3.
- Sixteen per cent also reported that they ever cycle in the local area, with 6% cycling weekly (these findings were consistent across waves).

Perceptions of traffic problems in the area have improved since the baseline

- Although just under half of the sample still described motor vehicle traffic as a big problem/somewhat of a problem in the area, this is significantly improved since Waves 1 and 2 when two thirds said this – this improvement could be a direct impact of the Leith Connections measures introduced. Ratings of motor vehicle pollution and noise have also improved significantly, with fewer now saying these are a problem.
- For those who felt motor vehicle traffic, noise or pollution were a problem, the main streets affected were said to be St John's and Corstorphine High Street.

Crime and anti-social behaviour were less of a concern this wave

- In total, only 6% considered crime and anti-social behaviour to be a big problem/somewhat of a problem in Wave 3, which is an improvement on Wave 1 (13%).

Summary and conclusions

Attitudes towards walking/wheeling in Corstorphine remain positive and significant improvements were evident since Wave 1

- The majority of residents agreed that it is pleasant and safe to walk/wheel in Corstorphine – and there have been positive improvements in results since the baseline. The vast majority in Wave 3 said that they regularly visit local shops and businesses (98%), that it is safe in terms of traffic (91%) and pleasant to walk/wheel in the area (88%) and that there are enough safe places to cross the road (86%). Overall agreement and strong agreement have increased for all of these aspects since Wave 1, indicating a positive impact of the LTN measures.
- Similarly, the majority agreed that the pavements are wide enough (86%), they regularly stop and talk to people in the neighbourhood (78%) and that there are enough places to sit and relax (75%). Strong agreement is significantly higher for all three of these statements compared to the baseline, and overall agreement higher for the statement about pavements being wide enough and having enough places to sit and relax within the streets of this neighbourhood

Good improvements were also noted in attitudes towards cycling in Corstorphine

- The majority of residents now agree that it is safe (63%) and pleasant (59%) to cycle in Corstorphine, and that there are enough safe places to park a bike (55%). Overall agreement and strong agreement for all three statements has increased significantly since Wave 1.
- There were also improved ratings among people who cycle in the local area, with 79% agreeing that it safe (compared to 55% in Wave 1), 74% agreeing its pleasant (compared to 51% in Wave 1) and 65% agreeing there are enough safe places to park a bike (compared to 33% in Wave 1)*.

Improvements were also seen in relation to perceptions of safety for children walking and cycling to school

- Overall agreement that it is safe in Corstorphine for children aged 12+ to cycle to school has increased from 29% in Wave 1 to 43% in Wave 3, and agreement it is safe for children aged 8+ to walk to school has increased from 24% to 42%. Strong agreement has also increased for both statements.
- Although bases sizes were small, there were also notable increases in perceptions of safety for children walking and cycling to school amongst parents.
- The main concerns for children walking and cycling were busy traffic/too many vehicles, and fast moving vehicles.

Summary and conclusions

Support for the Corstorphine Connections project amongst residents remains positive

- Consistent with the previous waves, half of residents supported the changes made for the Corstorphine Connections project, although the proportion strongly supporting it has dropped from 19% to 10%. The proportion stating opposition to the measures was also consistent – 25% in Wave 1 and 24% in Waves 2 and 3. This finding suggests that, whilst there has been disruption and changes to infrastructure, twice as many local people continue to broadly support the project as oppose it.
- Almost all of the individual measures were described as good by the majority of residents surveyed, particularly wider footways and planting in new community spaces. Changes to traffic movements tended to receive lower ratings, with 43% saying these were good.


Amongst users of shops and businesses, frequency of visiting Corstorphine decreased slightly but length of time in the area has increased and spend was fairly consistent

- Fewer shops/business users reporting visiting Corstorphine weekly compared to Wave 1, although the proportion of daily visitors increased.
- Method of transport among business users was fairly consistent, with most walking/wheeling at least some of the journey – although car was the most commonly mentioned main mode of travel.
- Both shops and cafes/restaurants remain popular in the area, particularly cafes/restaurants and supermarkets.
- Two fifths spent less than an hour in Corstorphine for their visit on the day of interview, which is a drop since Wave 1 – more now said they were staying for between 1 and 2 hours. Around two thirds of shops/business users spent £50 or less during their visit, which was very similar to Wave 1.

Overall, residents remain broadly positive about the Corstorphine Connections project and appreciate the majority of the measures that have been introduced. There does, however, remain a significant minority who oppose the introduction of the measures. Findings suggest there has been an impact on behaviour (such as ways of travelling round the local area) and there have been positive improvements in terms of perceptions of the area being safe and pleasant to spend time in and walk around.

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Appendices

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Appendix I

Residents survey - sample profile

Residents

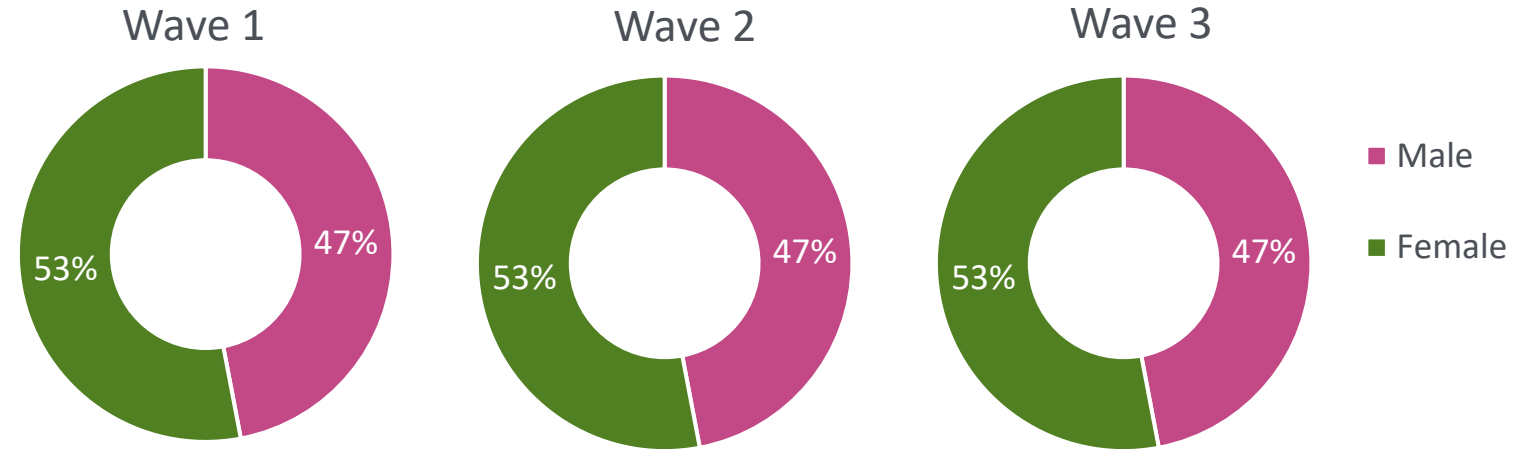
Sample profile

- In order to ensure a good spread of residents from Corstorphine within the sample, quotas were set on interviewing based on gender and age. Wave 2 and 3 data has also been weighted on age and gender to ensure consistent samples for analysis. The data presented opposite is unweighted for Wave 1 and weighted for Waves 2 and 3.
- All waves of the residents survey included slightly more women (53%) than men (47%), as well as a broad range of age groups.

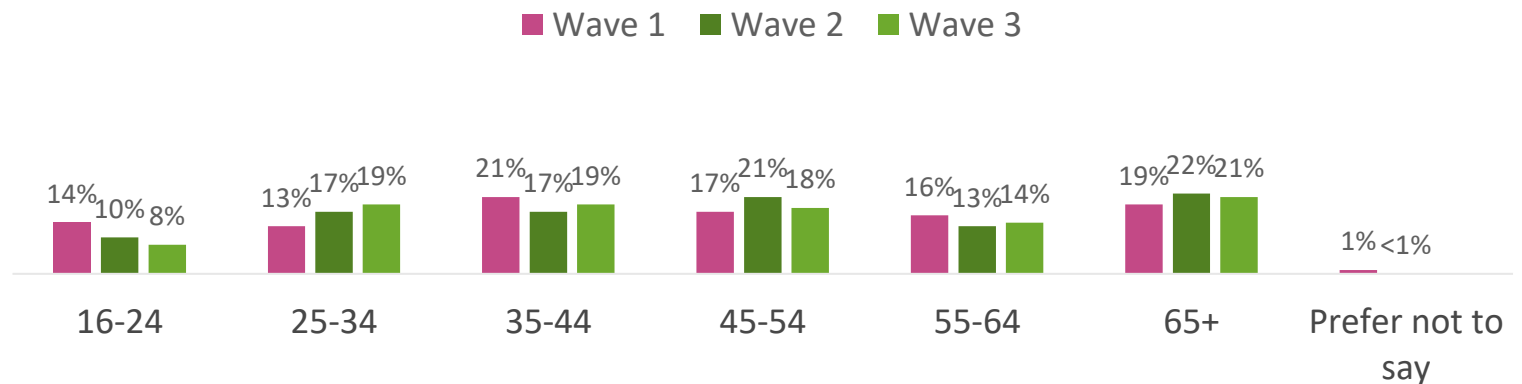


Gender and age

Gender



Age



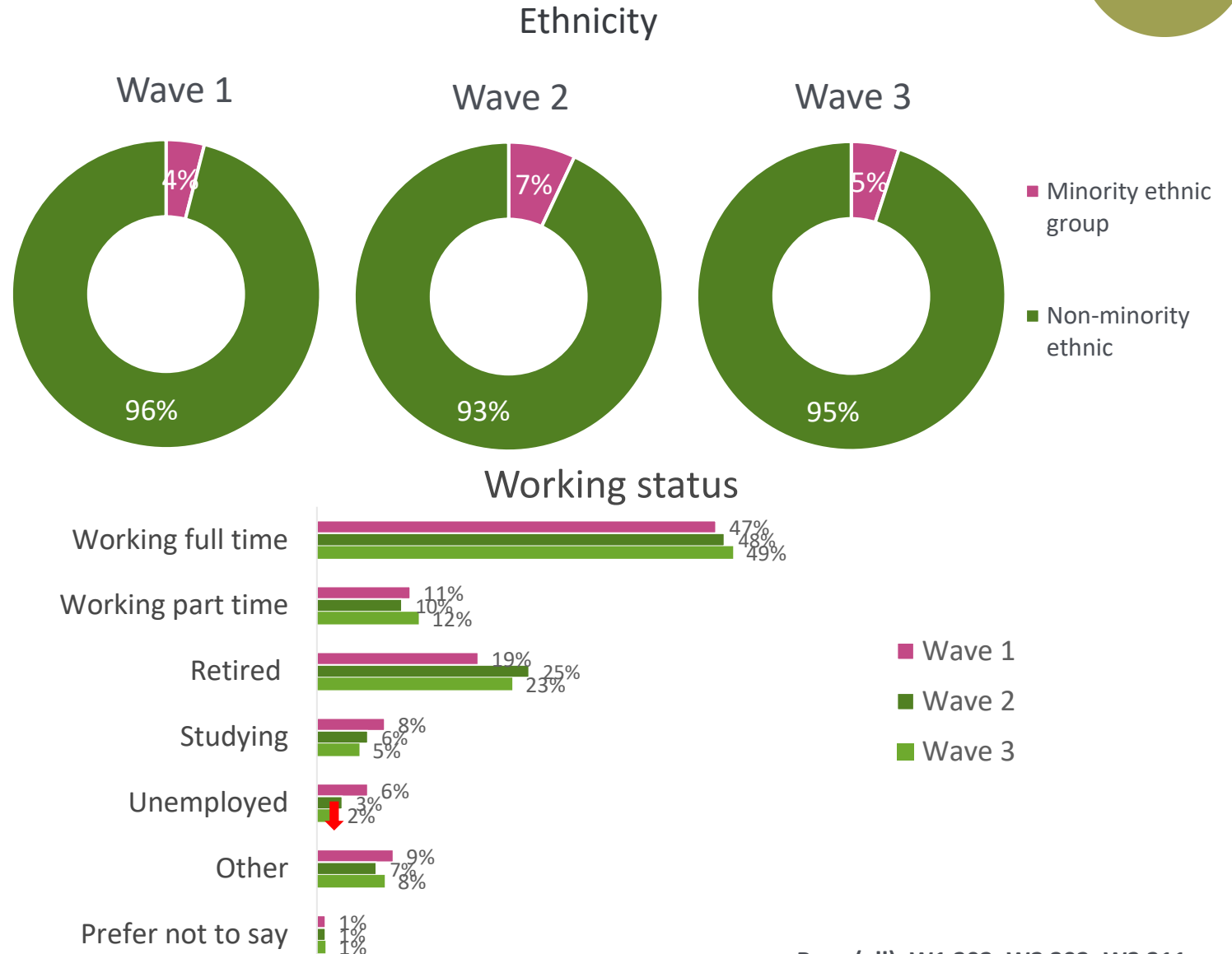
Residents

Sample profile

- In total, 5% of respondents belonged to a minority ethnic group in Wave 3, with 3% Asian/Asian British, 2% Black/African/Caribbean/Black British and 1% of mixed ethnicity.
- Half (49%) were in full time employment and 12% worked part time. Just under a quarter were retired, 5% were studying and 2% were unemployed (lower than the 6% seen in Wave 1).



Ethnicity and working status



Residents

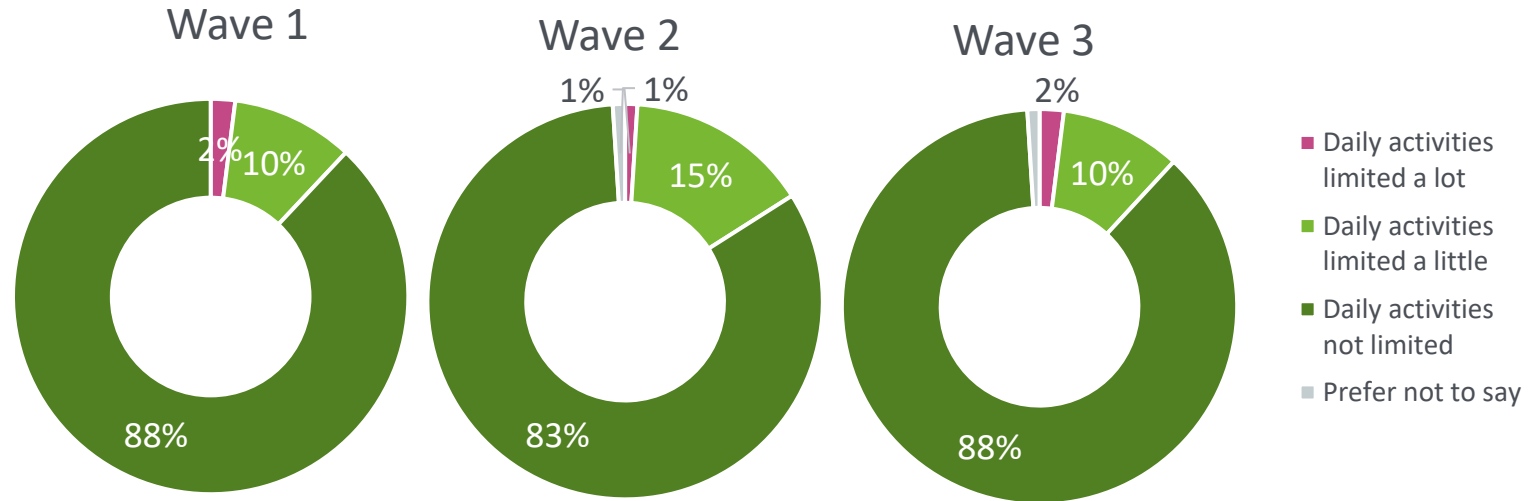
Sample profile

- The majority of respondents (90%) rated their health in the past four weeks as very good or good – and more rated their health as being very good in Wave 3 than in Wave 1.
- One in ten respondents (11%) said their day-to-day activities were limited due to a health problem or disability, with 2% saying they were limited a lot and 10% limited a little.

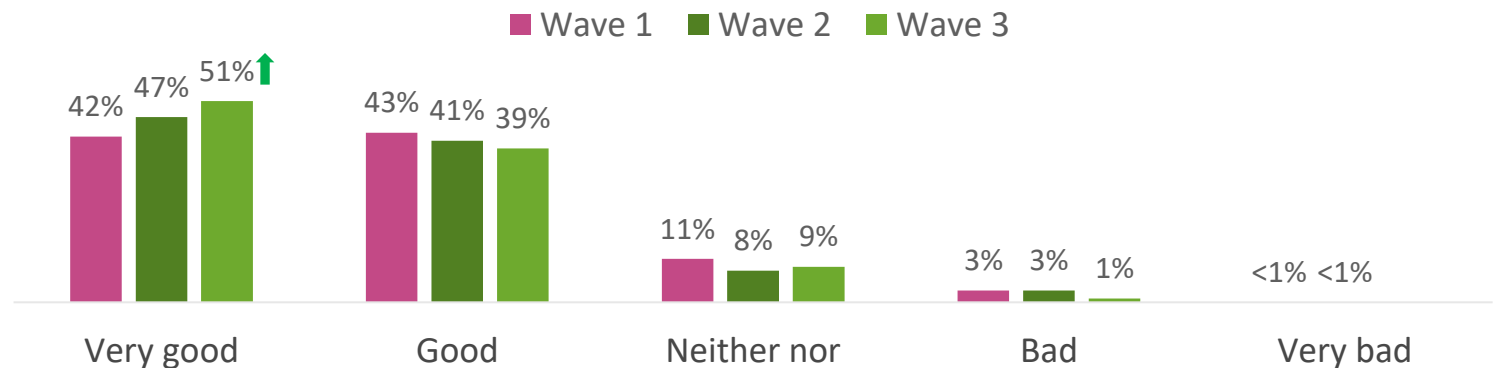


Disability and health

Daily activities limited by health problem/disability



Rating of overall health over past 4 weeks



Q25: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months?; Q26: Overall, how would you rate your general health over the past four weeks?

Base (all): W1 302; W2 302; W3 311

Residents

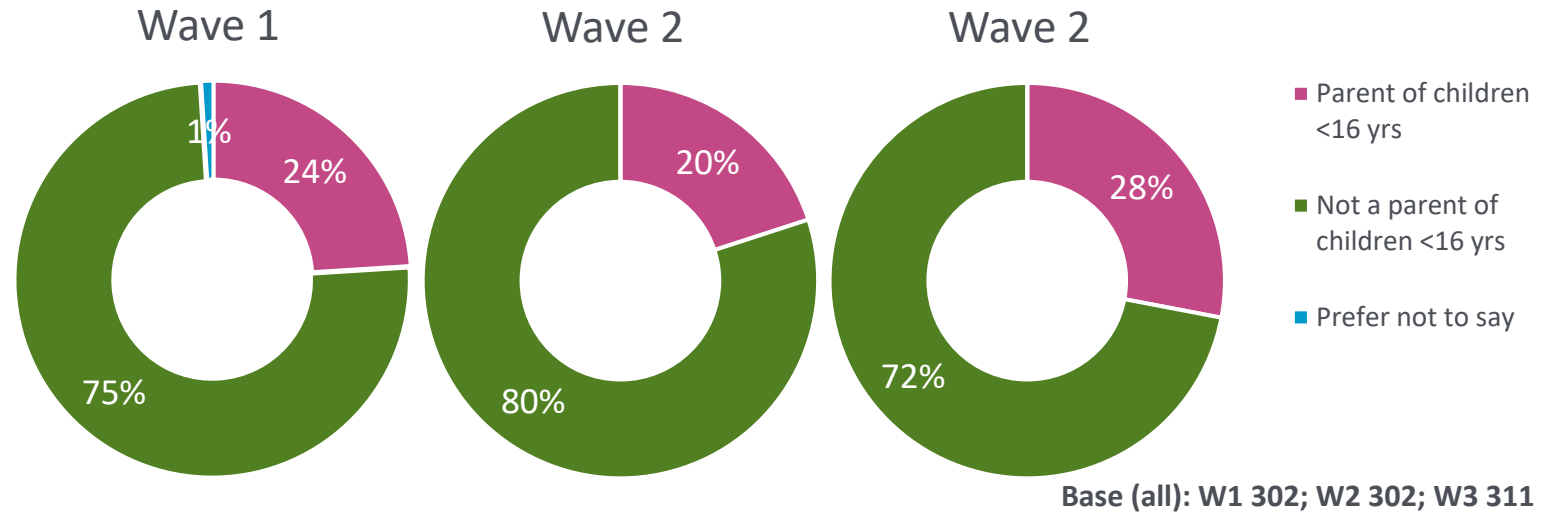
Sample profile

- Almost three in ten respondents (28%) said they were a parent, guardian or carer of children under the age of 16 years old.
- Samples at all three waves included parents/guardians of children across a range of ages.

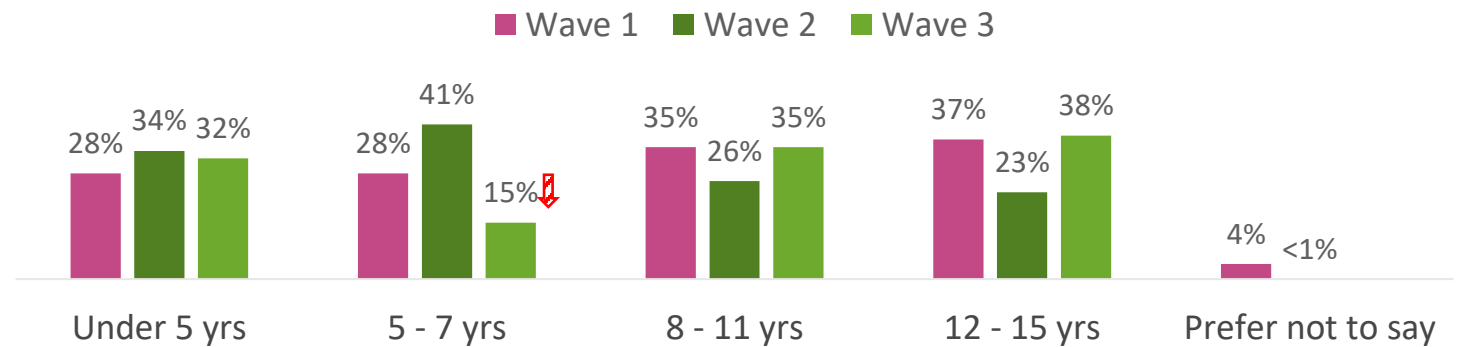


Parents of children under 16

Parent/guardian of child(ren) under 16 years old



Ages of children



Q8: Are you a parent, guardian or carer for children under the age of 16?; Q9: How old are your children?

Base (all parents): W1 71; W2 56; W3 83

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Appendix II

Shops and business users survey - sample profile

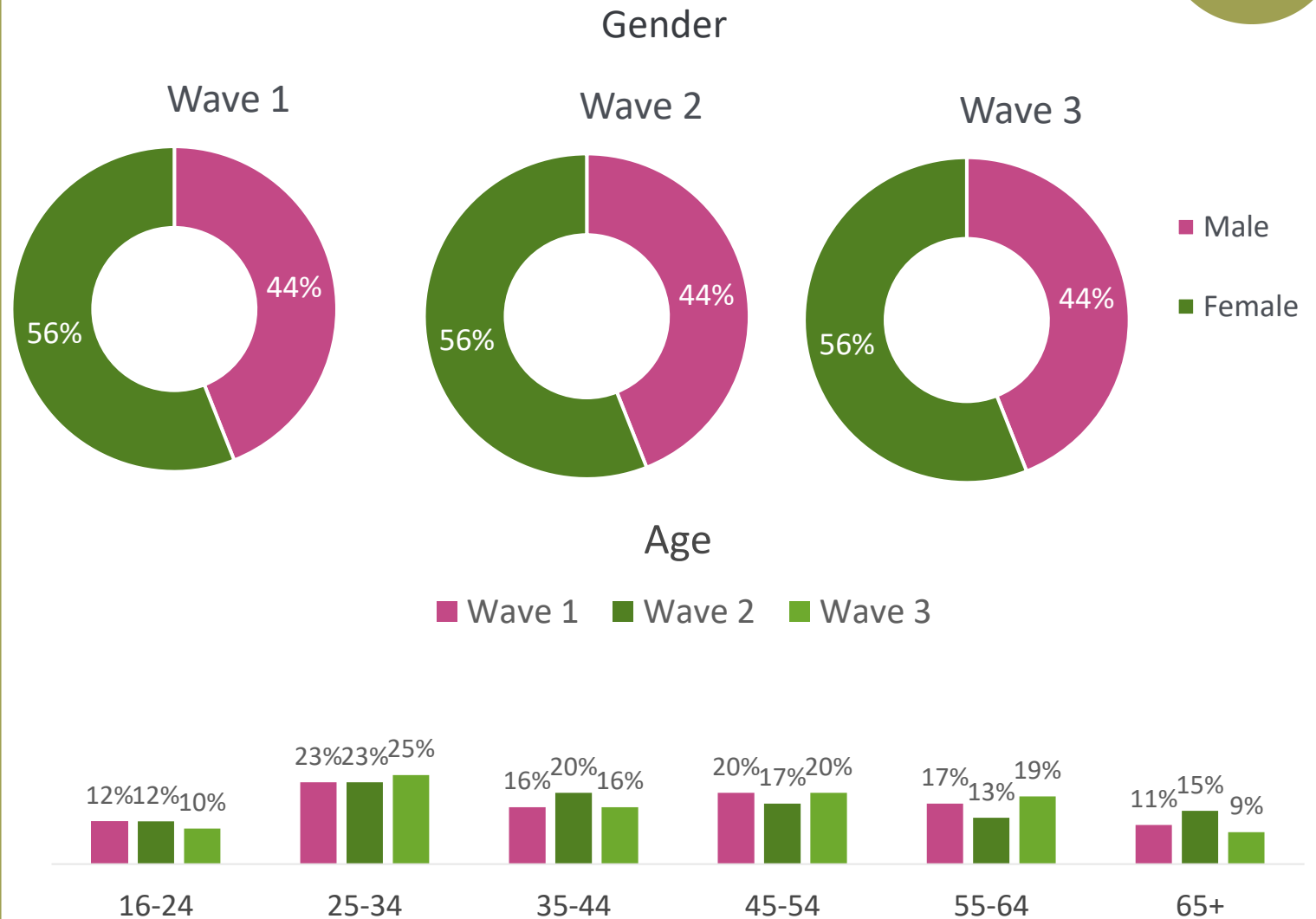
Shops/business users

Sample profile

- Similar to the residents survey, quotas were set to ensure a good spread of people who use shops and businesses within Corstorphine. These quotas were based on gender and age. Wave 2 and 3 data has also been weighted on age and gender to ensure consistent samples for analysis. The data presented opposite is unweighted for Wave 1 and weighted for Waves 2 and 3.
- For all waves of research, the sample of people who were interviewed while they were visiting shops and businesses in Corstorphine included a good mix of men and women a broad range of age groups.



Gender and age



Base (all): W1 166; W2 313; W3 330

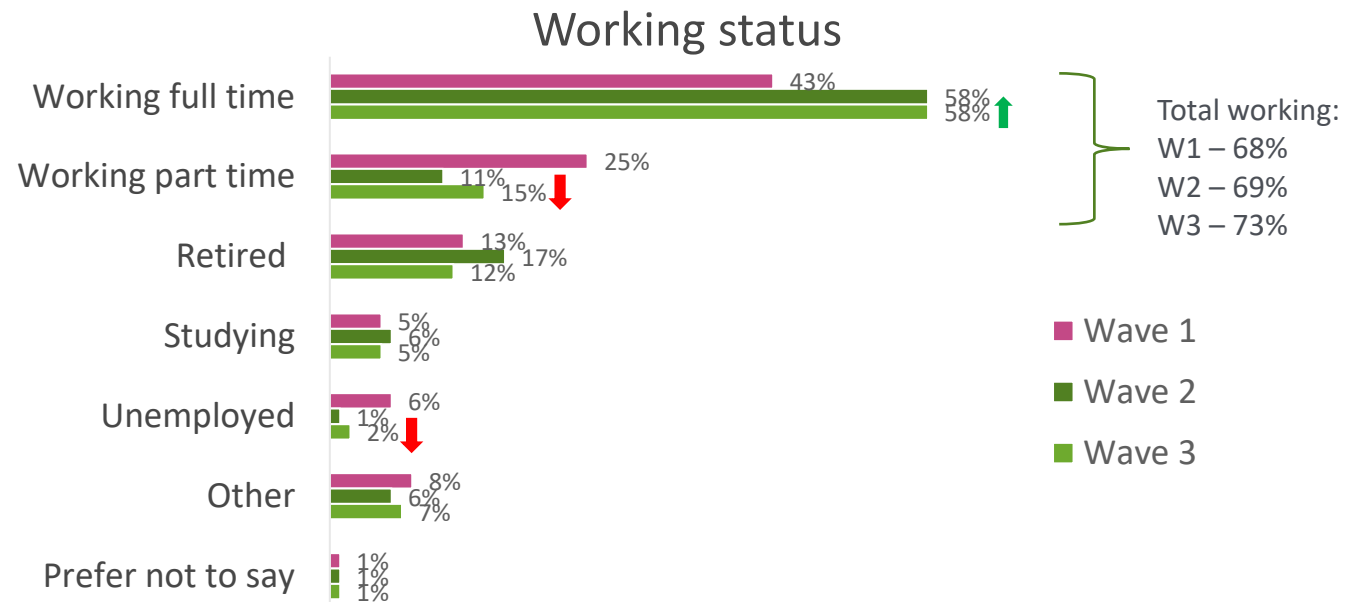
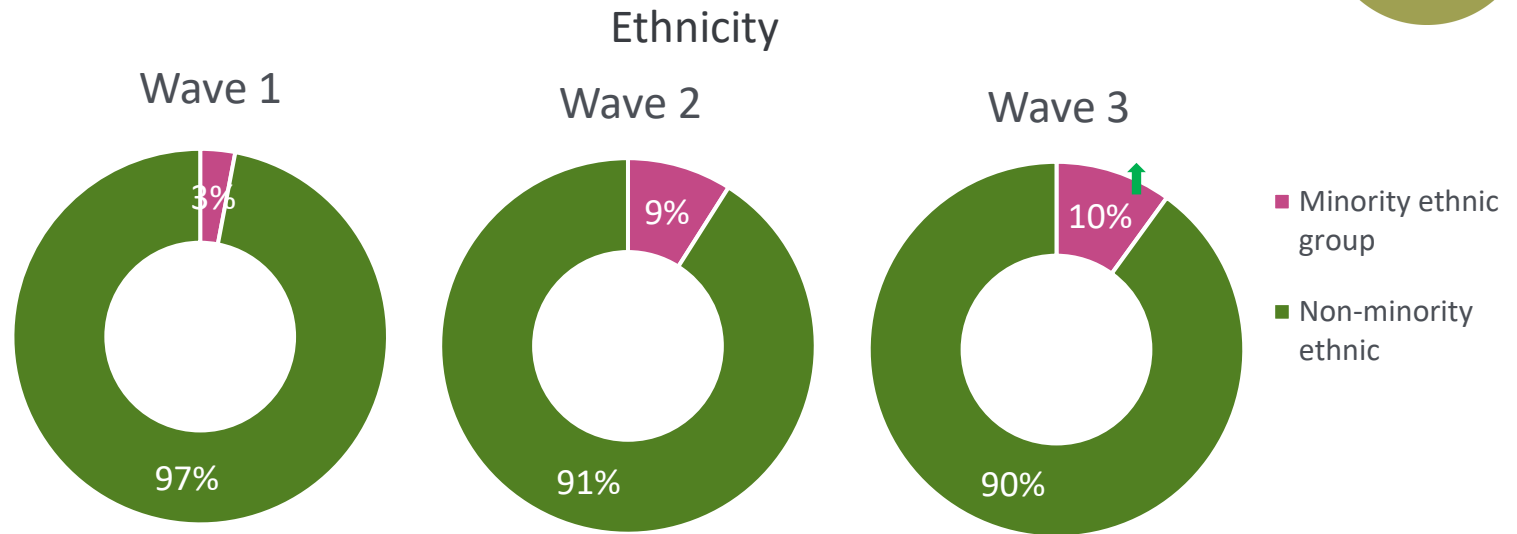
Shops/business users

Sample profile

- In total, 10% of respondents belonged to a minority ethnic group, including Asian/Asian British (5%), Black/African/Caribbean/Black British (4%), mixed ethnicity (1%) and other ethnicity (1%).
- There was a larger proportion of minority ethnic respondents interviewed in Waves 2 and 3 than in Wave 1.
- Almost three quarters (73%) of respondents were working, with 58% employed full time and 15% part time. Although the overall proportion of working respondents was consistent between waves, there was a higher proportion of full time workers and fewer part time workers in Waves 2 and 3 compared to Wave 1.
- Just over a tenth of the sample (12%) were retired, while 5% were in education. Fewer were unemployed in Wave 3 (2%) than in Wave 1 (6%).



Ethnicity and working status



Base (all): W1 166; W2 313; W3 330

Shops/business users

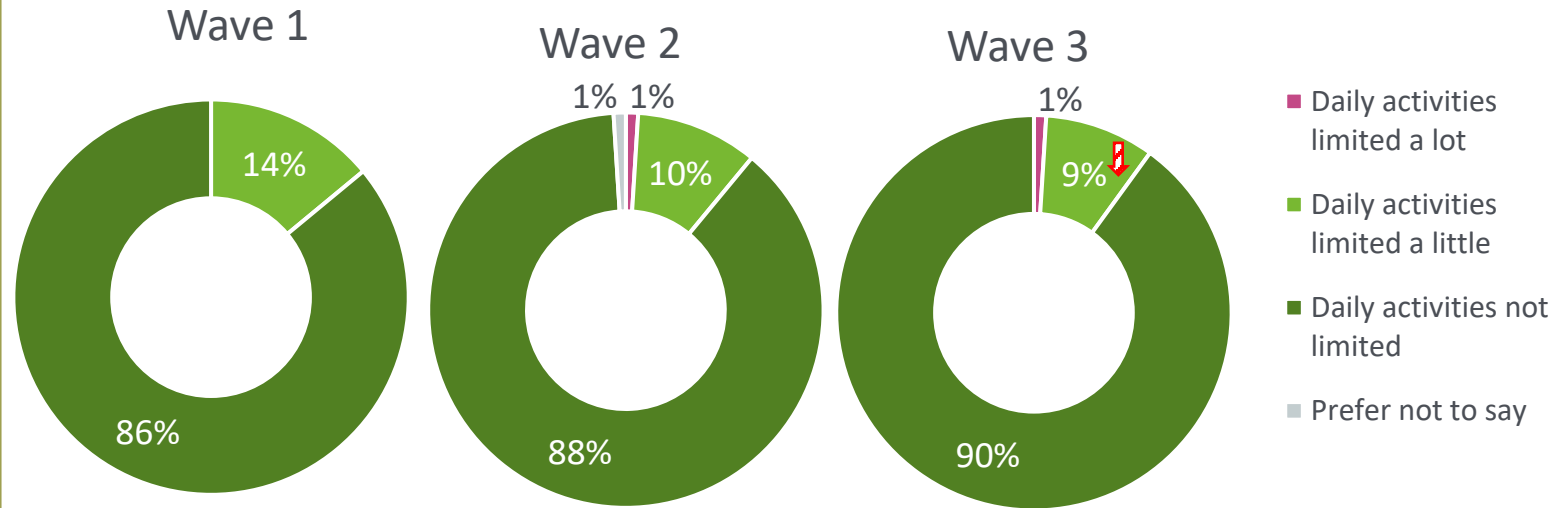
Sample profile

- Around nine in ten respondents (89%) rated their health in the past four weeks as very good or good. Wave 3 respondents were slightly more likely to say their health is very good than in the baseline survey.
- In total, 9% of those interviewed in Wave 3 said their day-to-day activities were limited due to a health problem or disability – a slight drop from 14% in Wave 1.

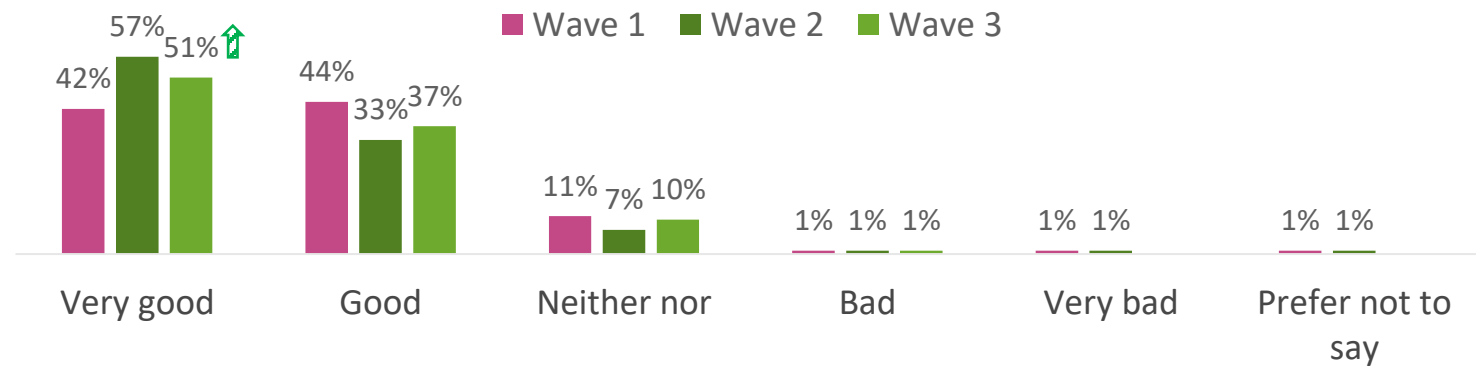


Disability and health

Daily activities limited by health problem/disability



Rating of overall health over past 4 weeks



Q25: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months?; Q26: Overall, how would you rate your general health over the past four weeks?

Base (all): W1 166; W2 313; W3 330

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Appendix III

Stimulus used in interviews – Wave 1

Image of public space in low traffic neighbourhood (Q12) – Wave 1

All Residents survey respondents were read a description of the low traffic neighbourhood - "A low traffic neighbourhood is going to be established in Corstorphine in July 2022. This will remove rat running traffic from some of the streets in the area (particularly around the schools), provide widened pavements, improve pedestrian crossings and create new public spaces."

They were also shown this image to illustrate a potential public space in the low traffic neighbourhood.



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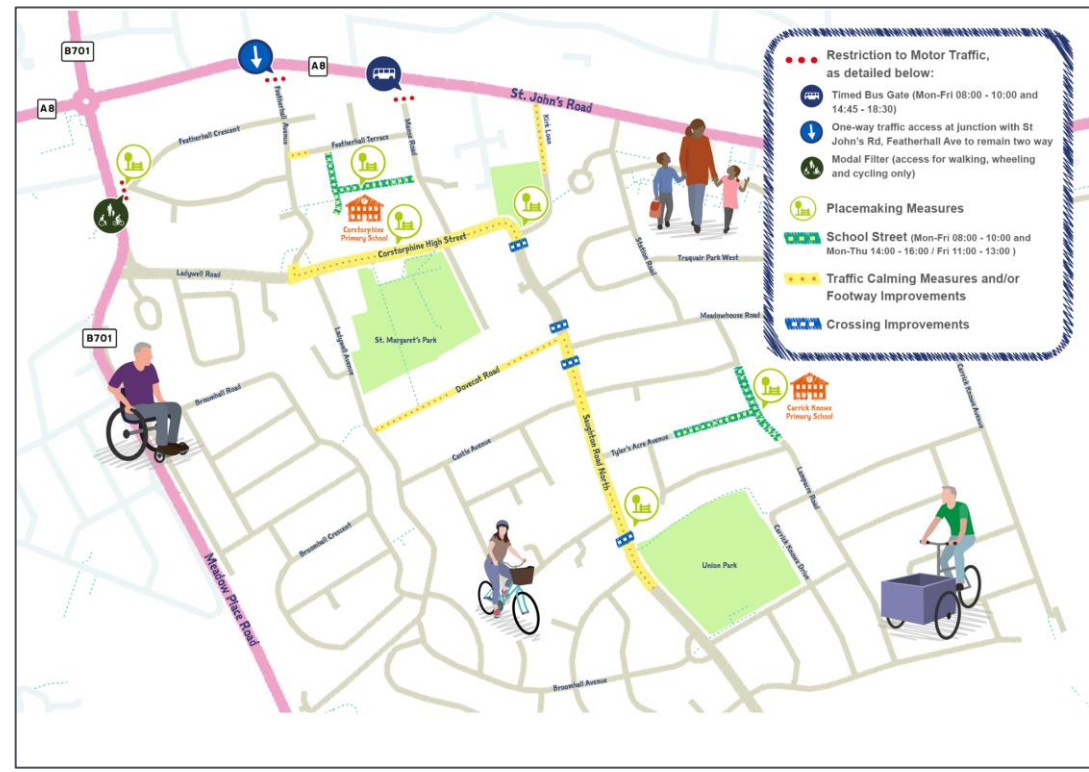
Appendix IV

Stimulus used in interviews – Wave 2 & 3

Image of map (Q12) – Wave 2 & 3

All residents survey respondents were read a description of the Corstorphine Connections project - “The aim of the Corstorphine Connections project has been to reduce non-residential through traffic from streets in the area (particularly around the schools), provide widened pavements, improve pedestrian crossings and create new public spaces.”

They were also shown this map to illustrate the area covered by the project.



Images of project measures (Q13) – Wave 2 & 3

Respondents were given further information about the Corstorphine Connections project - “The project has introduced new planting, seating and artwork at a number of locations. There may be opportunities that these are further upgraded in the future.”

They were also shown the following images from the project area.



Technical appendix

Quantitative: method and data processing

The data was collected by face-to-face CAPI interviews (in street).

The target groups for this research study were residents of Corstorphine and people visiting Corstorphine for shopping and other services.

The sample type was non-probability. Respondents were selected using a stratified random sampling technique, where interviewers worked to specified quota controls on key sample criteria, and selected respondents randomly within these quotas. Our quotas aimed to ensure a broadly even proportions of males and females and an even spread in age groups 18-34; 35-54 and 55+. The purpose of setting quotas was to ensure feedback from a range of residents and shops/business users in terms of age and gender.

The Wave 3 target sample sizes were 300 residents and 300 shops and business users and the final achieved sample sizes were 311 and 330. For Wave 2 the same targets were set and achieved sample sizes were 302 residents and 313 shops and business users. For Wave 1 the same targets were set and the achieved sample sizes were 302 residents and 319 shops and business users. This report only includes data from shops/business users from Wave 1 whose journey originated within the Edinburgh area. This was because the Wave 1 data included a large proportion of people visiting from outside Edinburgh, which meant that comparisons to Wave 2 were not possible for many questions due to the differing sample profiles.

Fieldwork for Wave 3 was undertaken between 17th April and 5th May 2024. Fieldwork for Wave 2 was undertaken between 16th October and 2nd November 2023. In Wave 1 the fieldwork dates were 25th March to 7th July 2022. In total, 10 interviewers worked on data collection for Wave 1 and Wave 2, and 9 interviewers worked on data collection in Wave 3.

Each interviewer's work is validated as per the requirements of the international standard ISO 20252. Validation was achieved by re-contacting (by telephone or email) a minimum of 10% of the sample to check profiling details and to re-ask key questions from the survey. Where telephone details were not available re-contact may have been made by post. All interviewers working on the study were subject to validation of their work.

The Wave 2 and 3 data sets were weighted to reflect the profile of the Wave 1 data to allow accurate comparisons.

Loose quota controls were used to guide sample selection for this study. This means that we cannot provide statistically precise margins of error or significance testing as the sampling type is non-probability. The margins of error outlined below should therefore be treated as indicative, based on an equivalent probability sample.

The margins of error for these samples, at the 95% confidence interval (market research industry standard) are:

- Residents: W3 +/- 1.1% to +/- 5.4%, W1/W2 +/- 1.1% to +/- 5.5%
- Business users W3 +/- 1.1% to +/- 5.4%, W2 +/- 1.1% to +/- 5.5%, W1 +/- 1.5% to +/- 7.5%

The following methods of statistical analysis were used: statistical significance testing Z tests and t-tests.

Technical appendix

Quantitative: method and data processing

Our data processing department undertakes a number of quality checks on the data to ensure its validity and integrity.

For **CAPI Questionnaires** these checks include:

- Field checks will be agreed with the fieldwork manager prior to fieldwork starting. These may include speed of interview, quality of open-ended responses, probing at scale questions, adherence to quotas and any other project specific checks required. The raw data submitted by each and every interviewer is checked against these criteria throughout fieldwork. Any concerns are personally communicated back to interviewers, and their work further monitored.
- The raw data is checked to ensure that interviewer and location are identifiable. Any errors or omissions detected at this stage referred back to the field department, who re-contact interviewers to check.
- CAPI scripts include an option to agree to being re-contacted, either by email to complete an online survey or by telephone for an interview, for quality assurance purposes. Responses to the back-checking are matched to the CAPI interview responses which may be corrected if errors are identified. We back-check at least 10% of each interviewer's work.

Other checks include:

- Every project has a live pilot stage, covering the first few days/shifts of fieldwork. The raw data and data holecount are checked after the pilot to ensure questionnaire routing is working correctly and there are no unexpected responses or patterns in the data. For CAPI projects, interviewers will also be asked to provide feedback on the questionnaire, sample, quotas and sample locations as required.
- A computer edit is carried out prior to analysis, involving both range (checking for outliers) and inter-variable checks. Any further inconsistencies identified at this stage are investigated by reference back to the raw data where possible.
- Where an 'other – specify' codes is used, open-ended responses are checked against the parent question for possible up-coding.
- Responses to open-ended questions will be spell and sense checked. Where required these responses may be grouped using a coding frame, which can be used in analysis. The code frame will be developed by the executive or operations team and will be based on the analysis of minimum 50 responses.

A SNAP programmed was set up with the aim of providing the client with useable and comprehensive data. Cross breaks are discussed with the client in order to ensure that all information needs are met.

All research projects undertaken by Progressive comply fully with the requirements of ISO 20252.

Key contacts

Contact

Diane McGregor

Diane.mcgregor@progressivepartnership.co.uk

Ruth Bryan

Ruth.bryan@progressivepartnership.co.uk

Progressive Partnership

Q Court, 3 Quality Street
Edinburgh,
EH4 5BP

0131 316 1900

info@progressivepartnership.co.uk