Corstorphine Connections

Stage 1 – Engagement Report

City of Edinburgh Council

May 2021

Quality information

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1.   Introduction

The City of Edinburgh Council (CEC) is aiming to create a safer more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Corstorphine. To meet these objectives, the Council is considering the development of a Low Traffic Neighbourhood (LTN) in the area.

This report summarises the Stage 1 engagement and activities and that were undertaken during the initial engagement stage of the project which ran from 8th February – 5th March 2021. This initial stage of engagement was aimed at gathering feedback from residents to inform the design proposals of the LTN project.

This project is separate and distinct from the temporary measures which are being considered/implemented as part of the Council's Spaces for People response to the COVID-19 pandemic.

1.1   Project Objectives

The need for change in the area is based on the following objectives:

- Improve the safety of routes to schools in the area;

- Understand and address issues identified with speed and volume of traffic in residential streets;

- Improve walking and cycling routes and access in the area;

- Improve local air quality; and

- Facilitate placemaking improvements in the local area.

2. Proposals

2.1 Scope

Figure 2:1 below shows the project area for the proposed Corstorphine LTN presented for public engagement. The scope of measures to be developed within this project area will be developed following feedback from the engagement activities.

The aim of the public engagement activities is to gather feedback from residents and local stakeholders to inform the project design hence **no design proposals have yet been proposed for the proposed LTN,** these are to follow at the Concept Design stage.
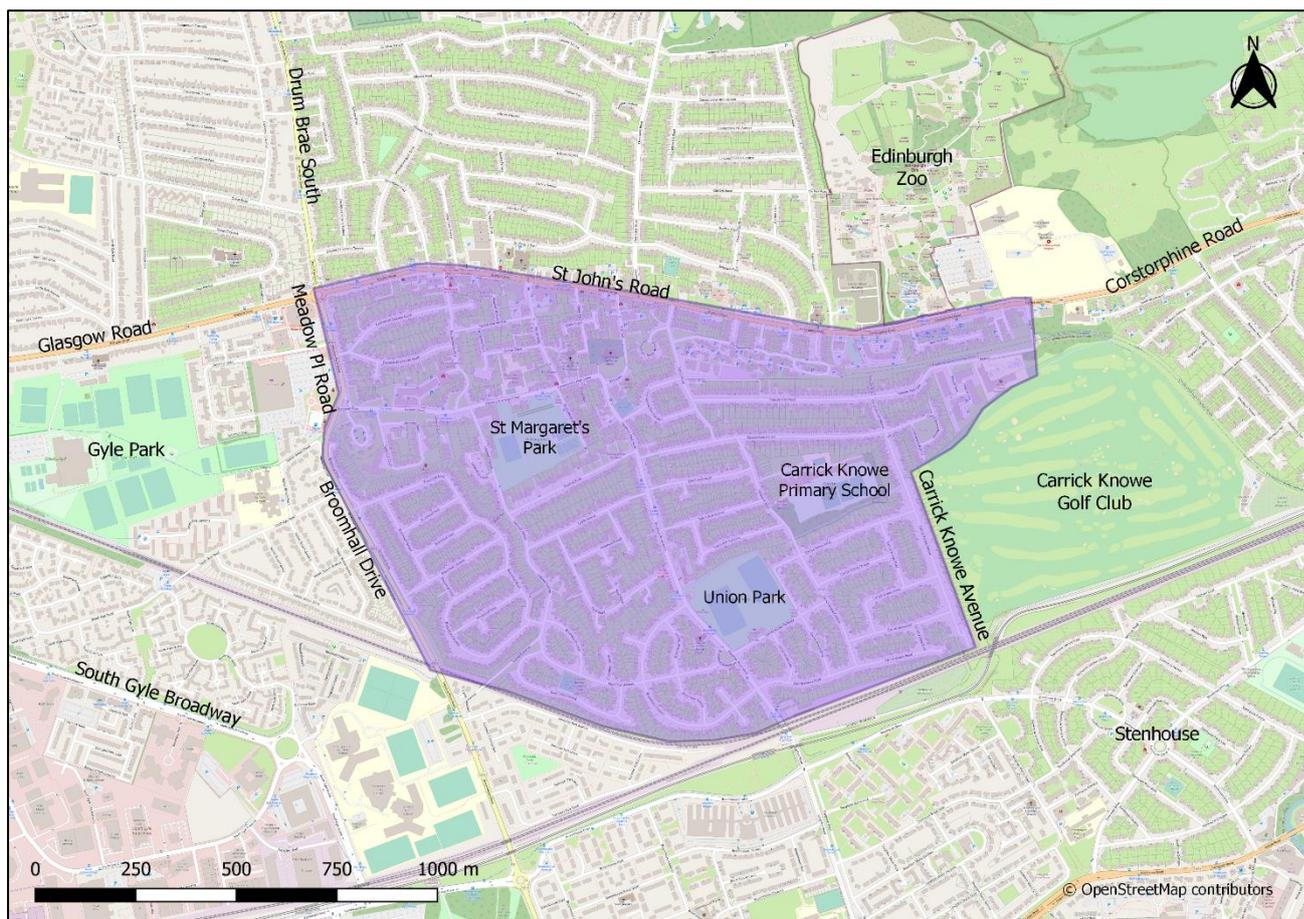
Figure 2:1: Proposed scope of the Corstorphine LTN

2.2 What is a Low Traffic Neighbourhood?

One way of creating an LTN is by stopping motor vehicles from being able to travel between certain streets. This means that local people can still drive onto their street and get deliveries, however non-local traffic cannot travel through the neighbourhood and instead has to use the main or strategic road
network which are more suited for these type of journeys.

Other measures include:

- One-way streets – streets that only allow traffic in one direction;

- Traffic calming – a tool to combat speeding and other unsafe behaviours of drivers such as narrowed roads and speed humps;

- Creating new pocket parks – these are two sets of filters, spaced slightly apart to create a new area that cannot be accessed by motor traffic (see example **Figure 2:2**);

- Modal filters – a bollard or planter that stops motor vehicles accessing a particular street (see example **Figure 2:3**).

This is part of a programme of Low Traffic Neighbourhoods that the Council are developing across the city. The first batch of these are in Leith, East Craigs and Corstorphine.

Figure 2:2: Pocket park at Whitney Road, London (credit: Sustrans)

Figure 2:3: Modal filter bollard and signage in Walworth, London (credit: Sustrans)

2.3   Benefits of a Low Traffic Neighbourhood

There are a number of benefits that a LTN could provide including:

- Potential reduced air and noise pollution due to less "through traffic" or "intrusive traffic";

- Make it easier and safer for people to travel through the area on foot, wheeling or by cycle;

- Promotes active travel and sustainable transport choices for everyday journeys;

- Promotes health benefits through increased uptake of active travel;

- Residential streets become quieter and have the potential to be used by children for play and for community activities / social interactions;

- Potential to create new public realm areas that can be used as community spaces for artworks and landscaping;

- A reduction in "through traffic" will also support wider place making principles;

- Safer journeys to/from school.

For further guidance/information on Low Traffic Neighbourhoods, please follow this link to the Scottish Parliament information centre - https://spice-spotlight.scot/2020/10/07/low-traffic-neighbourhoods/

3. Engagement Methods

The following forms of engagement have been used in Stage 1:

Launch week	✓	The public **launch of the project was on the 8th February**. This included a press release by the Council and social media posting.
Engagement promotion*	✓	Over **4,000 leaflets** were distributed to residents and building occupiers within the project scope area.
E-mail engagement	✓	**Email notifications** were issued to all stakeholders at the start of the engagement period. This was to raise awareness of the project.
Community Reference Group meetings	✓	The **first Community Reference Group meeting** was held on the 3rd March to raise awareness of the project and gather initial feedback.
Online survey	✓	A total of **505 completed surveys** were received through the project online survey over the engagement period. The survey was hosted on the Council's Consultation Hub. Paper copies were also made available on request.

A copy of the leaflet can be found in Appendix A

As the engagement phase of this project took place during the COVID-19 pandemic, engagement methods were tailored to suit this. In normal circumstances, and in addition to the online survey, the project team would have engaged directly with the community at a local location. Any meetings were also carried out over Microsoft Teams. The questions asked in the online survey aimed to gain an understanding of travel habits in the local area pre and post COVID-19.

4. Engagement Activities

This section gathers and summarises all feedback from the engagement period with the Community Reference Group and any other organisation feedback and individual comments that have been received in response. This does not capture the online survey feedback as this will be analysed separately in **Section 5.**

4.1 Community Reference Group

A Community Reference Group (CRG) was formed during the early stages of the engagement process in order to provide and additional way for the community feedback their views on the area and provide local knowledge.

This group is made up of representatives from local organisation and established groups who will continue to meet at key stages of the project to provide feedback on behalf of the community and help share information.

The first CRG meeting was held on the 3rd March from 7pm-8.30pm via a Microsoft Teams meeting. The purpose of this meeting was to introduce the group to the project and scope, outline the typical features and benefits of a LTN and use the time as initial information gathering opportunity. The organisations/groups that attended meeting 1 can be found in table below.

Corstorphine Community Council	Carrick Knowe Primary School (parent council)	Corstorphine Primary School (parent council)
Spokes	Low Traffic Corstorphine	Living Streets
Corstorphine Business Community		

The organisations in attendance showed a broad level of support for the project, whilst providing feedback on specific aspects of the project for further consideration. A summary of key points are included below – the full meeting note can be found as Appendix B at the end of this report:

- Accessibility
  - Poor maintenance of pavements
  - Lack of safe crossing points
  - Narrow pavements
  - Lack of dropped kerbs
  - Pavement parking
  - Want a separation from residents and commuters

- Traffic
  - Cut down on intrusive traffic
  - Rat-running (Manse Rd, Kirk Loan, Castle Ave, Templeland Rd, Pinkhill, Featherhall Ave etc.)
  - Particular issues of volume speed and traffic highlighted on Featherhall Avenue, Saughton Road N, Manse Road, St John's Road, Meadowhouse Road

- Placemaking
  - Kirk Loan suggested as possible location for a 'play' street
  - Improve Union Park
  - More greenery on St John's Rd
  - Pedestrianise Corstorphine High Street / Manse Road

4.2 Organisation Responses

Two organisations provided an official response to the initial engagement. The details of the feedback received from each organisations, although not discussed publicly in great detail here, will be used to inform the development of the design. Key suggested actions/points from these organisations are as follows:

- Improve pedestrian crossing times on St John's Road

- Widen pavements on key pedestrian thoroughfares and desire lines, especially around schools and retail

- Remove clutter, barriers and guardrails, replace wheelie bins with communal bins on St John's Road

- Improve footway surfaces

- Provide double yellow lines over dropped kerbs to stop inconsiderate parking

- Introduce filtered permeability to keep rat-running drivers to main roads

- Improve Quiet Route 8 & 9

- Provide good quality cycle parking

- Introduce speed reducing measures

- Remove intrusive traffic from residential streets

- Provide good quality on-road protected cycling infrastructure

5. Online Survey Responses

There were 505 completed responses to the online survey which was live for a period of five weeks between 8th February – 5th March 2021. An additional 59 surveys were also partially completed to the extent that the responses could be used in the analysis. A copy of the online survey can be found in Appendix C.

5.1 Methods of travel within the Study Area

The following questions look at the modes and frequency of travel within the Study Area and also seek to identify any travel barriers that impact respondents.

Note that all percentages are calculated against the total number of respondents that answered that question as opposed to the total number of surveys completed. n= in the graphs indicates the total number of responses received for that question.

Q4 - How often do you normally (pre-COVID) use each of the following ways of getting around the local area?
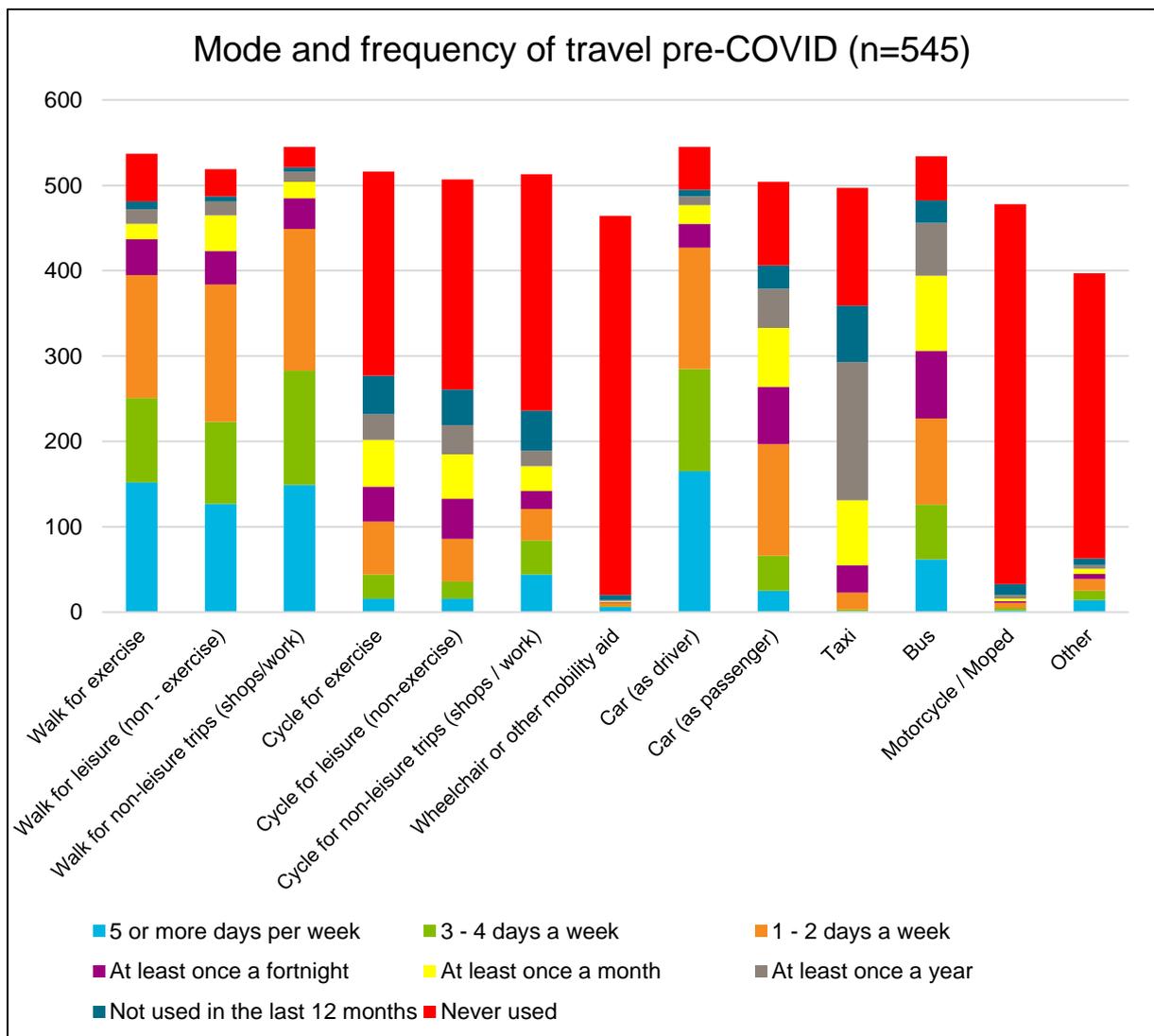
Figure 5:1: Mode and frequency of travel prior to the COVID-19 pandemic

Figure 5:1 shows that a significant number of respondents regularly (at least 1-2 days a week) walked within the Study Area prior to the COVID-19 pandemic. 227 respondents (42%) travelled by bus and 121 respondents (22%) cycled for non-leisure trips at least 1-2

days a week. 427 respondents (78%) drove a car at least 1-2 days a week prior to the COVID-19 pandemic.

Q5 - How often do you normally (<u>during COVID</u>) use each of the following ways of getting around the local area?

Mode and frequency of travel during COVID (n=541)

Legend:
- 5 or more days per week
- 3 - 4 days a week
- 1 - 2 days a week
- At least once a fortnight
- At least once a month
- At least once a year
- Not used in the last 12 months
- Never used
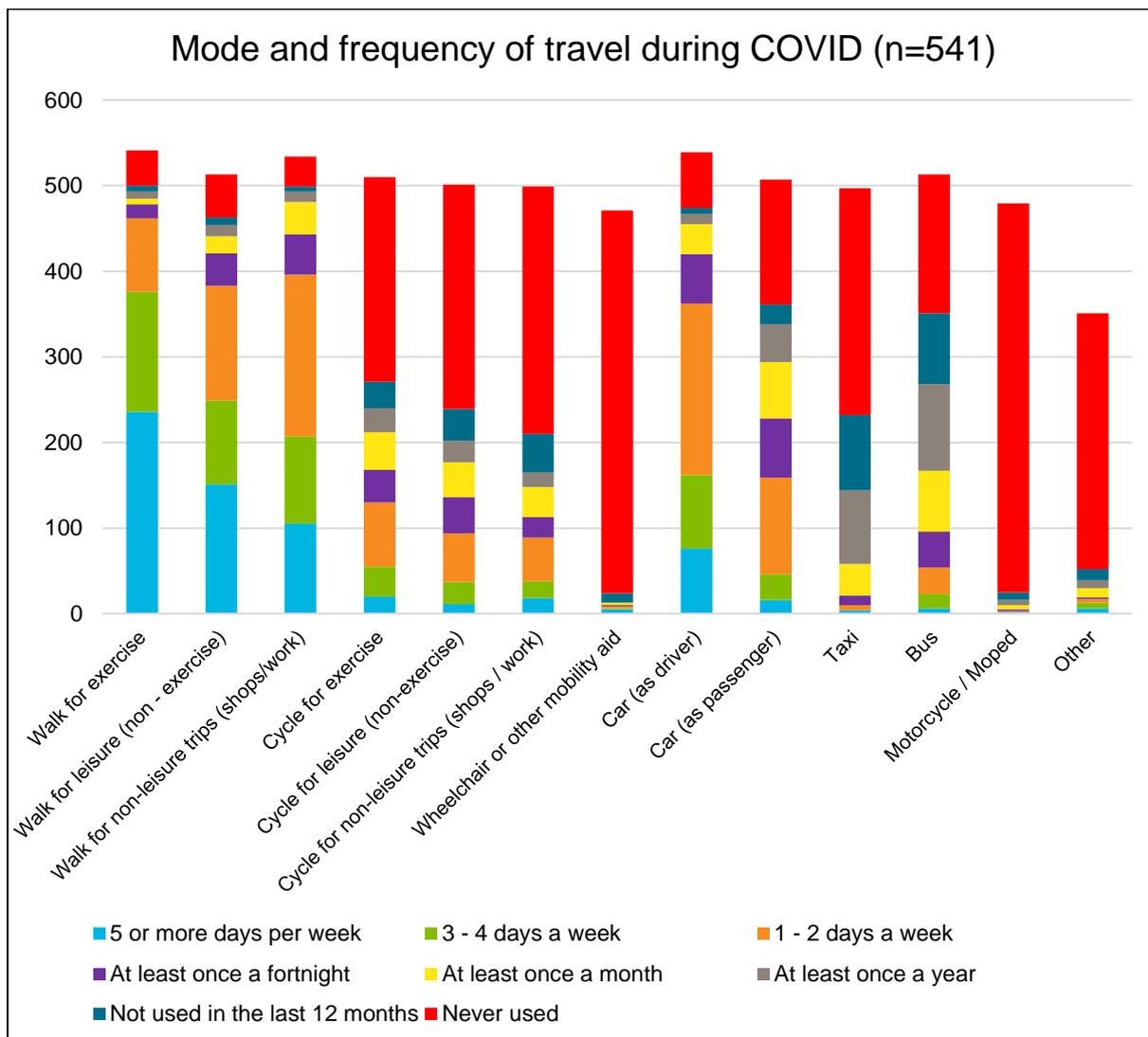
Figure 5:2: Mode and frequency of travel during the COVID-19 pandemic

Figure 5:2 shows that a significant number of respondents regularly (at least 1-2 days a week) walked within the Study Area during the COVID-19 pandemic. 54 respondents (10%) travelled by bus and 130 respondents (24%) cycled for exercise at least 1-2 days a week. 362 respondents (67%) drove a car at least 1-2 days a week during the COVID-19 pandemic.

When comparing the results shown in **Figure 5**:2 against those in **Figure 5**:1, the number of respondents walking at least 1-2 days a week was found to increase and the number of respondents travelling by car (both as a driver and passenger) and bus at least 1-2 days a week decreased. Given the travel restrictions that were in place during the time in which the survey was carried out, this is likely the primary cause for this difference.

Q6.1 – Which of the following forms of transport would you like to use more often around the local area, assuming you had the opportunities and conditions to do so?
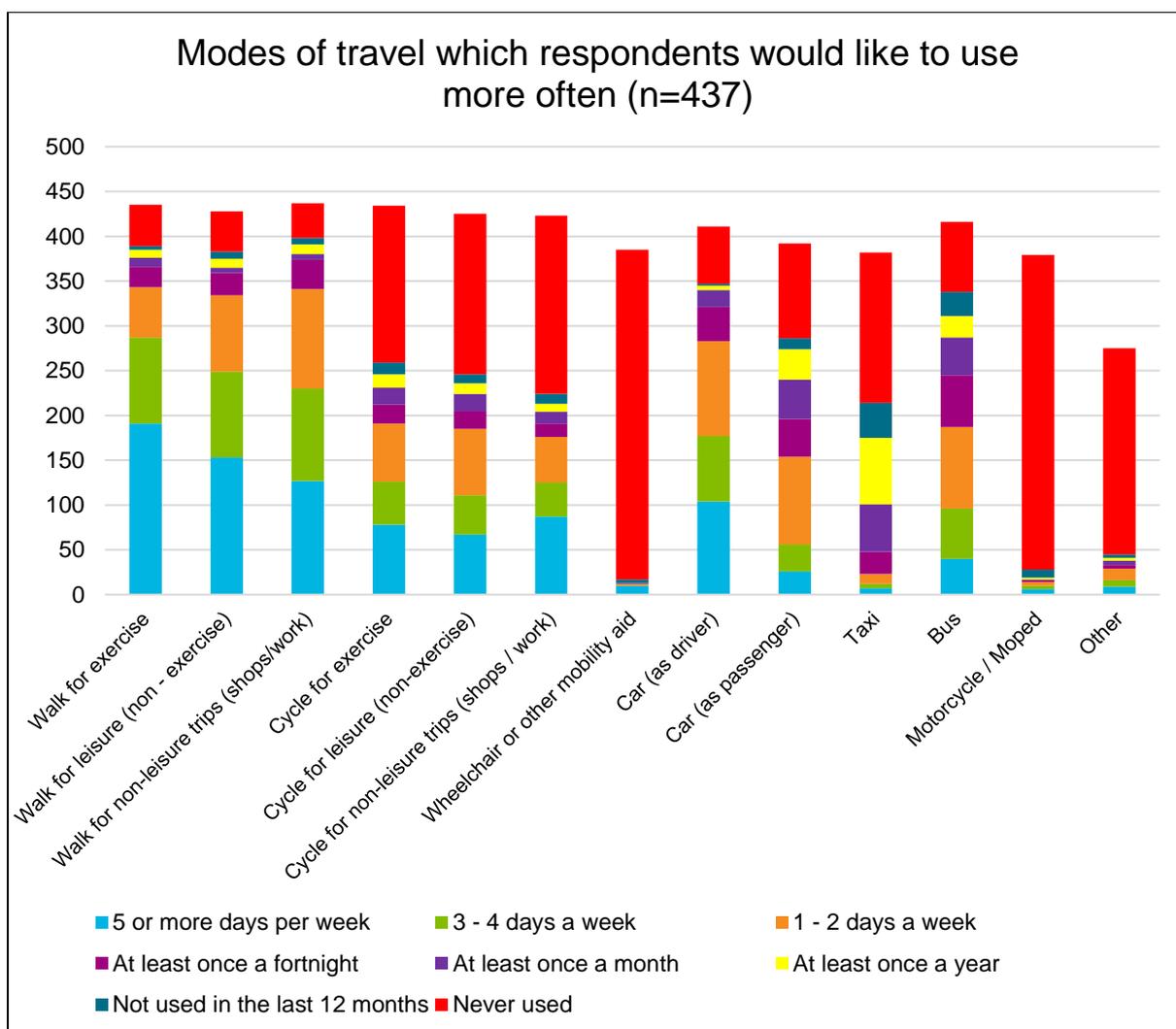
Figure 5:3: Type and frequency of modes which respondents would like to use more often

Between 334 respondents (76%) and 341 respondents (78%) stated that they would like to walk more often at least 1 – 2 days a week with 191 respondents (44%) stating that they would like to walk for exercise 5 or more days per week, 153 respondents (35%) would like to walk for leisure 5 or more days per week and 127 respondents (29%) would like to walk for non-leisure trips 5 or more days per week.

Between 176 respondents (40%) and 191 respondents (44%) would like to cycle and 187 respondents (43%) would like to use the bus at least 1 – 2 days a week. 283 respondents (65%) would like to drive and 154 respondents (35%) would like to use a car as a passenger at least 1 – 2 days a week.

5.2   Trips within the Study Area

Q6.2 – Are there any local places or trips you would like to make but are currently prevented from doing so? If so, where?

Top locations which respondents are currently prevented from making trips to (n=157)
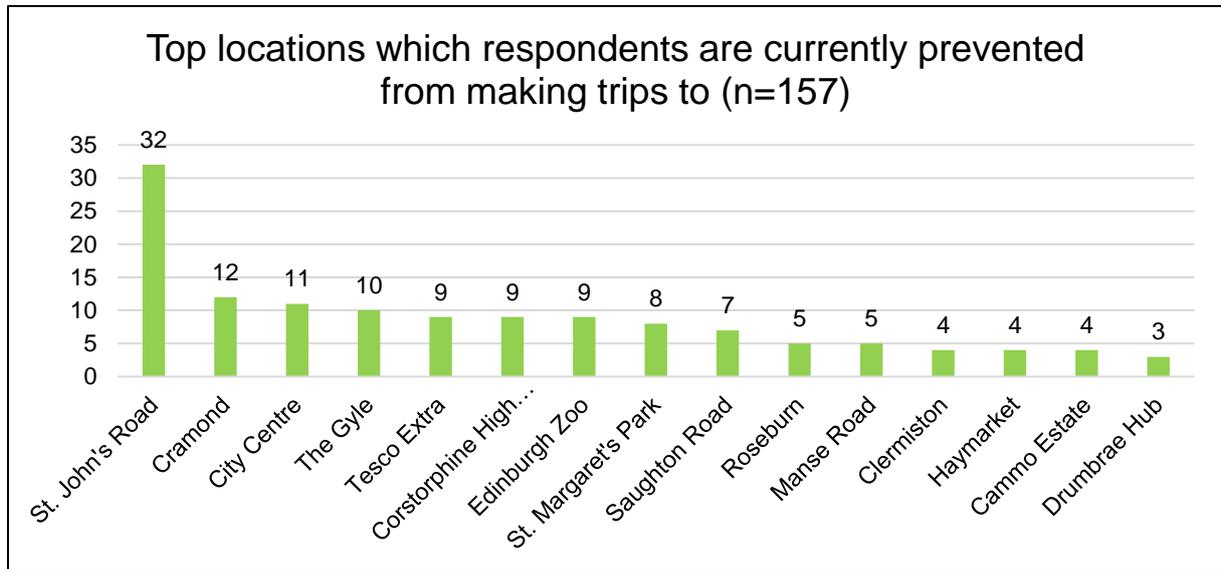
Figure 5:4: Top 15 locations that respondents are currently prevented from making trips to

St. John's Road / Glasgow Road / A8 was the most common location which respondents stated they were currently prevented from making trips to/from with 32 responses (20%). This was followed by **Cramond** with 12 responses (8%), **Edinburgh City Centre** with 11 responses (7%) and **The Gyle** with 10 responses (6%). Many responses cited heavy traffic, poor active travel infrastructure, vehicle speeds and a general lack of road safety as the primary reasons for why they felt they were prevented from making trips to these locations.

Q7 – Where do you currently travel locally by each of the following modes?

Method of Travel to Selected Destinations

Mode split:

Ref	Location	Walk	Cycle	Wheelchair	Car_Drive	Car_Pass	Taxi	Bus	Motorcycle	Other
Q7A	Local shops in Corstorphine	475	83	3	219	96	3	20	1	2
Q7B	Local shops in Corstorphine on St John's Road	469	68	4	149	56	2	19	1	3
Q7C	The Gyle Shopping Centre	161	88	1	397	135	5	65	4	21
Q7D	The Drum Brae Hub	64	29	1	117	41	2	26	1	23
Q7E	Local shops at Barnton	30	23	1	109	36	4	9	0	21
Q7F	Personal business e.g. health appointments, banking etc.	378	56	2	194	61	6	47	2	5
Q7G	Carrick Knowe Primary School	77	11	1	23	9	1	2	0	31
Q7H	Gylemuir Primary School	39	9	0	21	5	0	1	0	33
Q7I	Gyle Park	202	68	1	62	23	1	6	2	23
Q7J	St Margaret's Park	400	46	5	31	11	1	3	1	8
Q7K	Union Park	240	33	1	25	7	1	2	1	18
Q7L	Hillwood Park / Corstorphine Hill	321	43	1	135	59	0	10	0	10
Q7M	Local caring responsibilities	93	16	2	104	28	1	6	1	23
Q7N	Visiting local friends / family	324	82	4	233	78	19	45	0	10

Non location specific mode split:

Q7f - Personal business e.g. health appointments, banking etc.

Q7m - Local caring responsibilities

Q7n - Visiting local friends / family

Q7o - Bus stops

Q7p - Train / Tram stop

Q7q - Other

Legend:
- Q7 Destinations
- Walk
- Cycle
- Wheelchair or other mobility aid
- Car Driver
- Car Passenger
- Taxi
- Bus
- Motorcycle / Moped
- Other

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Figure 5:5: Mode of travel to local destinations in the Study Area

Figure 5:5 shows a large majority of respondents either walk, drive or cycle to local destinations.

- For trips to **local shops in Corstorphine**:
    - **475** respondents (53%) **walk**.
    - **315** respondents (35%) **drive** or travel as a **passenger**.
    - **83** respondents (9%) **cycle**.
    - **20** respondents (2%) travel by **bus**.
    - **9** respondents (1%) travel by **other** modes.

- For trips to **local shops in Corstorphine on St. John's Road**:
    - **469** respondents (61%) **walk**.
    - **205** respondents (26%) **drive** or travel as a **passenger**.
    - **68** respondents (9%) **cycle**.
    - **19** respondents (2%) travel by **bus**.
    - **10** respondents (1%) travel by **other** modes.

- For trips to **The Gyle Shopping Centre**:
    - **532** respondents (60%) **drive** or travel as a **passenger**.
    - **161** respondents (18%) **walk**.
    - **88** respondents (10%) **cycle**.
    - **65** respondents (7%) travel by **bus**.
    - **31** respondents (4%) travel by **other** modes.

- For trips for **personal business e.g. health appointments, banking etc**:
    - **378** respondents (50%) **walk**.
    - **255** respondents (34%) **drive** or travel as a **passenger**.
    - **56** respondents (7%) **cycle**.
    - **47** respondents (6%) travel by **bus**.
    - **15** respondents (2%) travel by **other** modes.

- For trips to **visit local friends or family**:
    - **324** respondents (41%) **walk**.
    - **311** respondents (39%) **drive** or travel as a **passenger**.
    - **82** respondents (10%) **cycle**.
    - **45** respondents (6%) travel by **bus**.
    - **33** respondents (4%) travel by **other** modes.

- For the **12** other locations that respondents were asked to state their mode of travel:
    - **57%** of respondents **walk**.
    - **8%** of respondents **cycle**.
    - **<1%** use a **wheelchair**.
    - **18%** use a **car (as a driver)**.
    - **7%** use a **car (as a passenger)**.

- **<1%** use a **taxi**.

- **3%** use the **bus**.

- **<1%** use a **motorcycle**

- **6%** travel by **other** modes.

Q8 – Is there anything that prevents you from making any trips within Corstorphine or the local area?

Factors that prevent respondents from making trips within the local area (n=562)
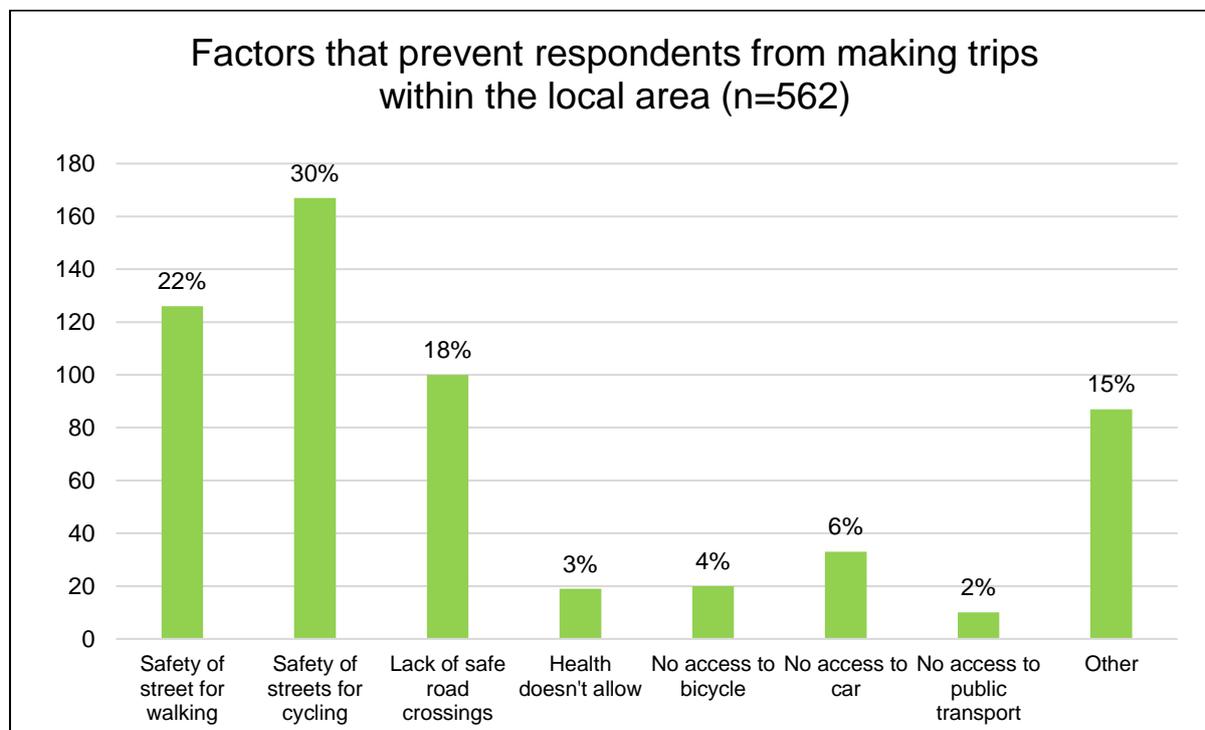
Figure 5:6: Factors that prevent respondents from making trips within the local area

Figure 5:6 shows that **Safety of streets for cycling** was the most common factor which prevents respondents from making trips in the local area with 167 responses (30%). **Safety of streets for walking** was the second most common factor with 126 responses (22%) followed by **Lack of safe road crossings** with 100 responses (18%). **Other** factors were cited in 87 responses (15%), **No access to car** had 33 responses (6%), **No access to bicycle** had 20 responses (4%), **Health doesn't allow** had 19 responses (3%) and **No access to public transport** had 10 responses (2%).

Of the 87 responses which cited **Other** factors, the most common themes were:

- **19** responses related to a **lack of parking**.

- **6** responses related to the **condition of footpaths** in the area.

- **5** responses related to the **condition of roads** in the area.

- **4** responses related to the **volume of traffic** on the local road network.

- **4** responses related to **poor air quality** in the area.

Q8.1 – Can you explain why you answered this way?
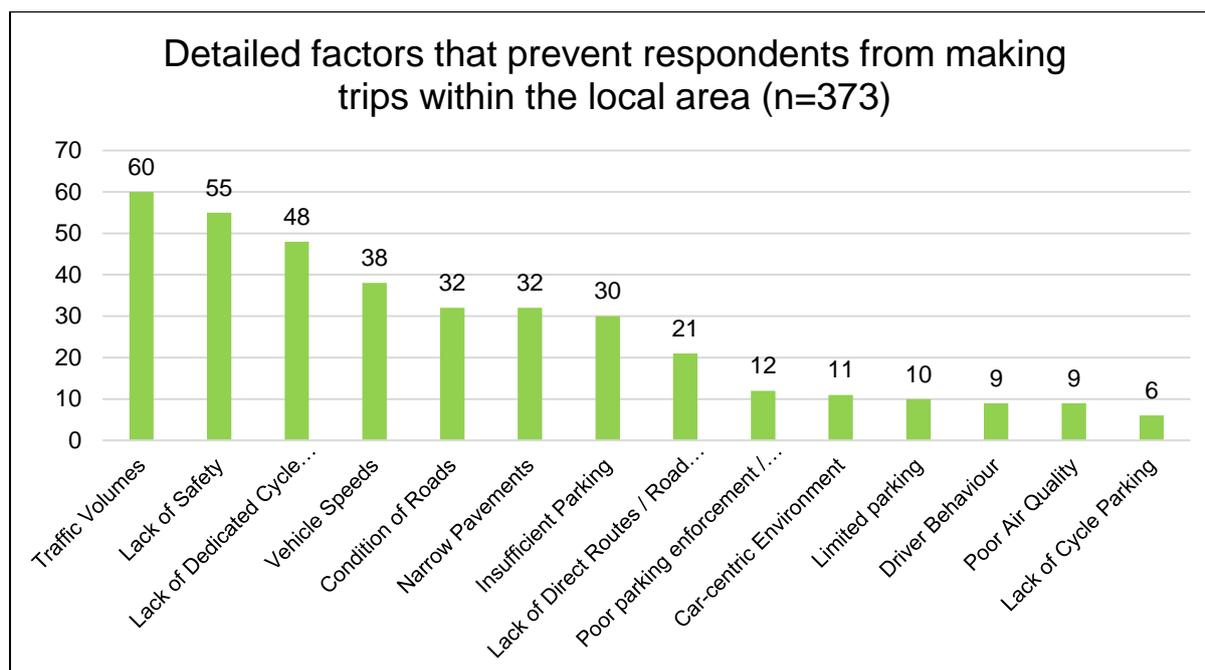
Figure 5:7: Detailed factors that prevent respondents from making trips within the local area

When asked to expand upon the reason why they are prevented from making trips in the local area, **Traffic volumes** was the most common theme with 60 responses (16%). This was followed closely by **Lack of safety** with 55 responses (15%) and **Lack of dedicated cycle infrastructure** with 48 responses (13%). **Vehicle speeds** received 38 responses (10%), **Condition of roads** and **Narrow pavements** each received 32 responses (9%), **Insufficient parking** received 30 responses (8%) and **Lack of direct routes / road crossings** received 21 responses (6%). Other themes ranged from **Poor parking enforcement** with 12 responses (3%) to **Lack of cycle parking** with 6 responses (2%).

5.3 Opinions of travel infrastructure and safety in the Study Area

Q9 – What do you think about the current conditions for walking in the area?
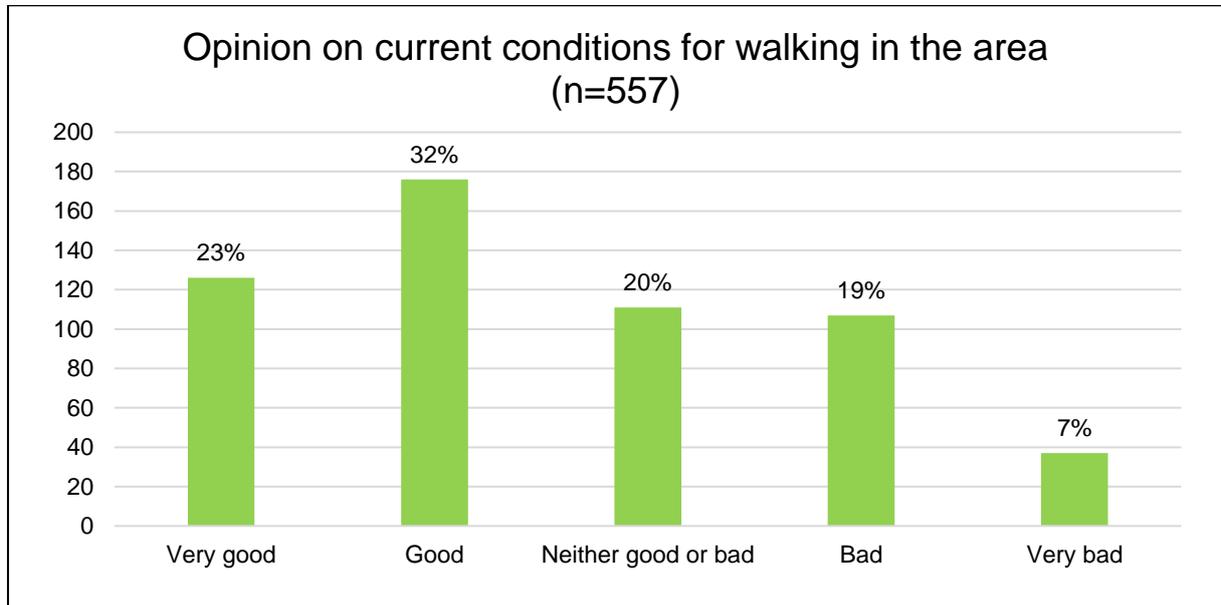
Figure 5:8: Opinion on current conditions for walking in the area

Figure 5:8 shows that 23% of respondents think that the conditions for walking in the area are '**Very good**' and 32% think that they are '**Good**'. 20% think that conditions are '**Neither good or bad**', 19% think the conditions are '**Bad**' and 7% think they are '**Very bad**'.

Q9.1 – Are there any particular areas or locations where walking conditions could be improved?
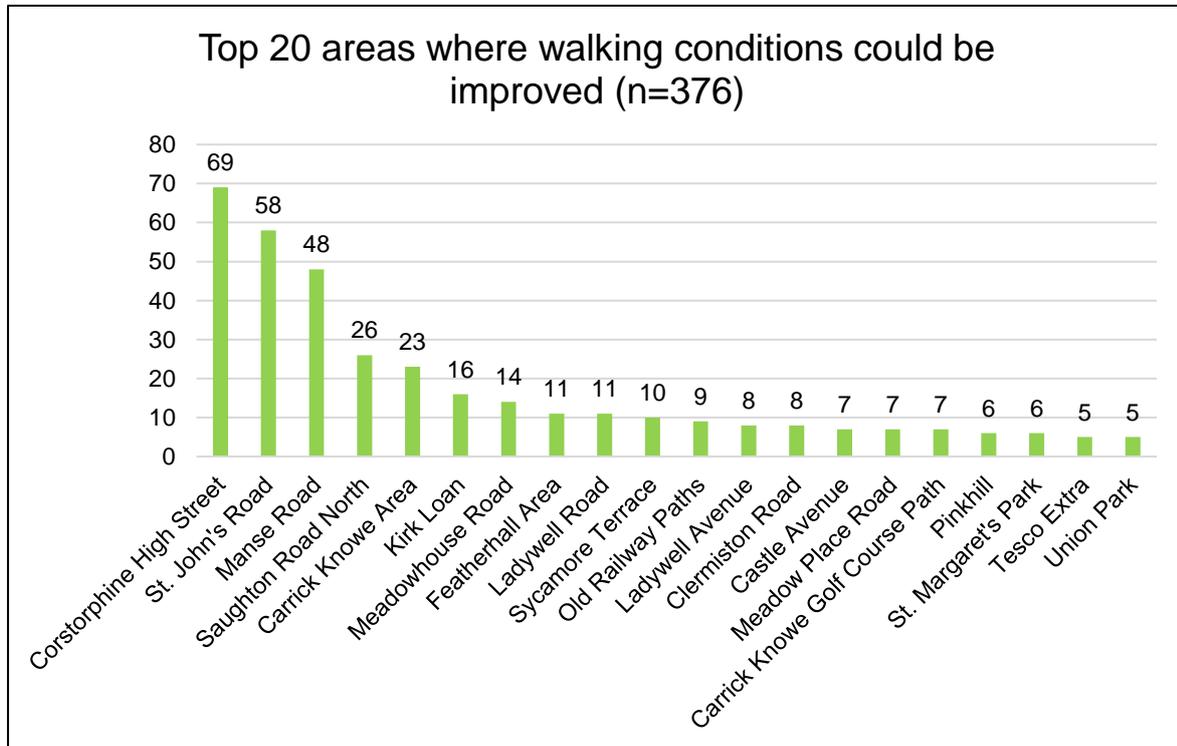
Figure 5:9: Top 20 areas where walking conditions could be improved

Figure 5:9 shows the 20 most common locations where respondents identified that walking conditions could be improved. This is also visually shown in **Figure 5:10** below. **Corstorphine High Street** was identified as the most common location where respondents think improvements to walking conditions could be made with 69 responses (18%); many of which highlighted narrow pavements and overgrown bushes as the reason for identifying this location. **St. John's Road** was the second most common location with 58 responses (15%) followed by **Manse Road** with 48 responses (13%). A total of 26 responses (7%) identified **Saughton Road North** and 23 responses (6%) identified the **Carrick Knowe** area as locations where walking conditions could be improved. Other responses identified **Kirk Loan** (16 responses / 4%), and **Meadowhouse Road** (14 responses / 4%) amongst several other locations.
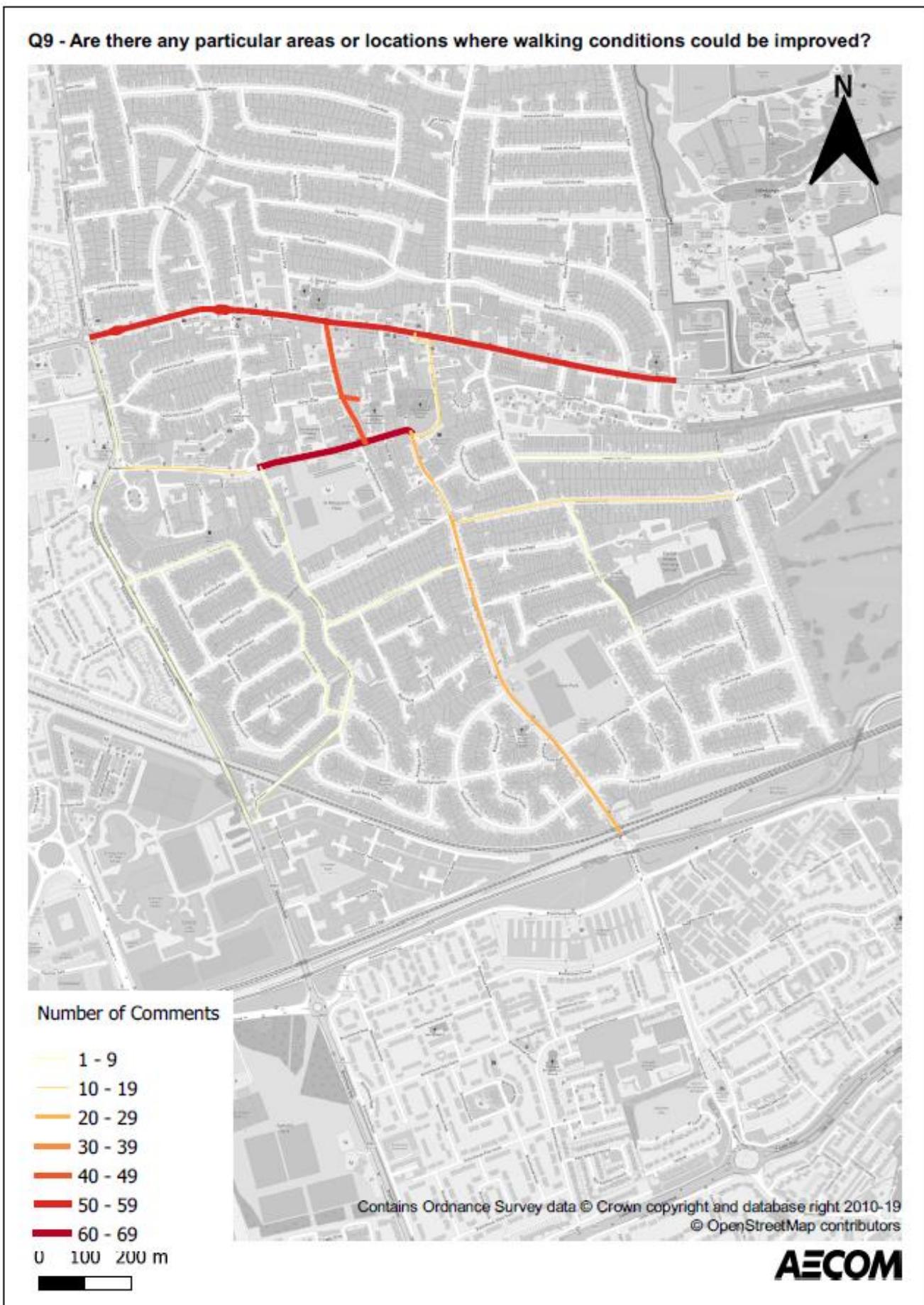
Figure 5:10: Areas where walking conditions could be improved - heatmap

Q10 – What do you think about the current conditions for cycling in the area?
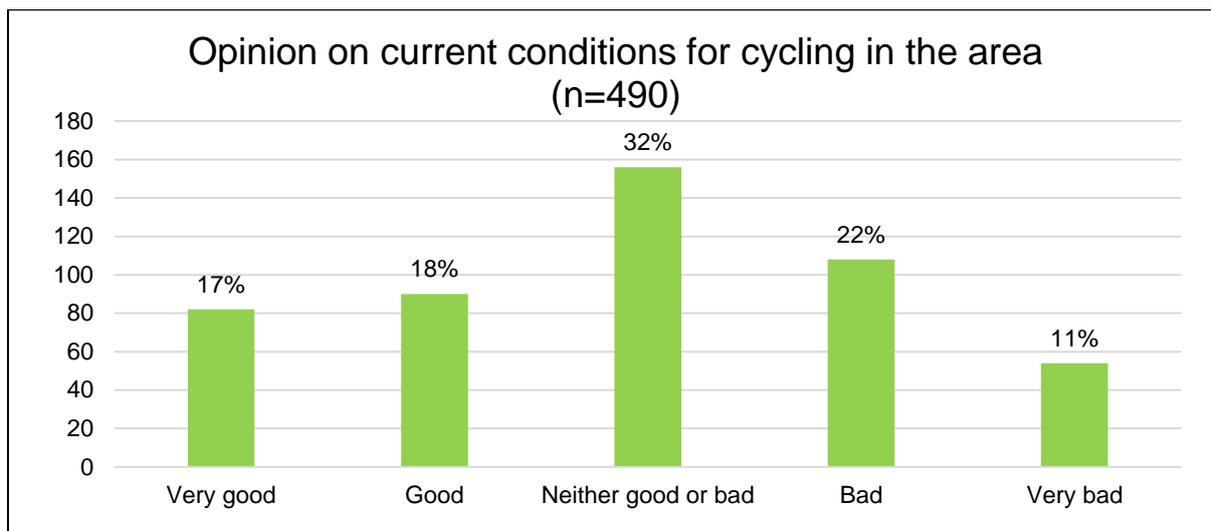
Figure 5:11: Opinion on current conditions for cycling in the area

Figure 5:11 shows that 17% of respondents think that the conditions for cycling in the area are 'Very good' and 18% think that they are 'Good'. 32% think that conditions are 'Neither good or bad', 22% think the conditions are 'Bad' and 11% think they are 'Very bad'.

Q10.1 – Are there any particular areas or locations where cycling conditions could be improved?
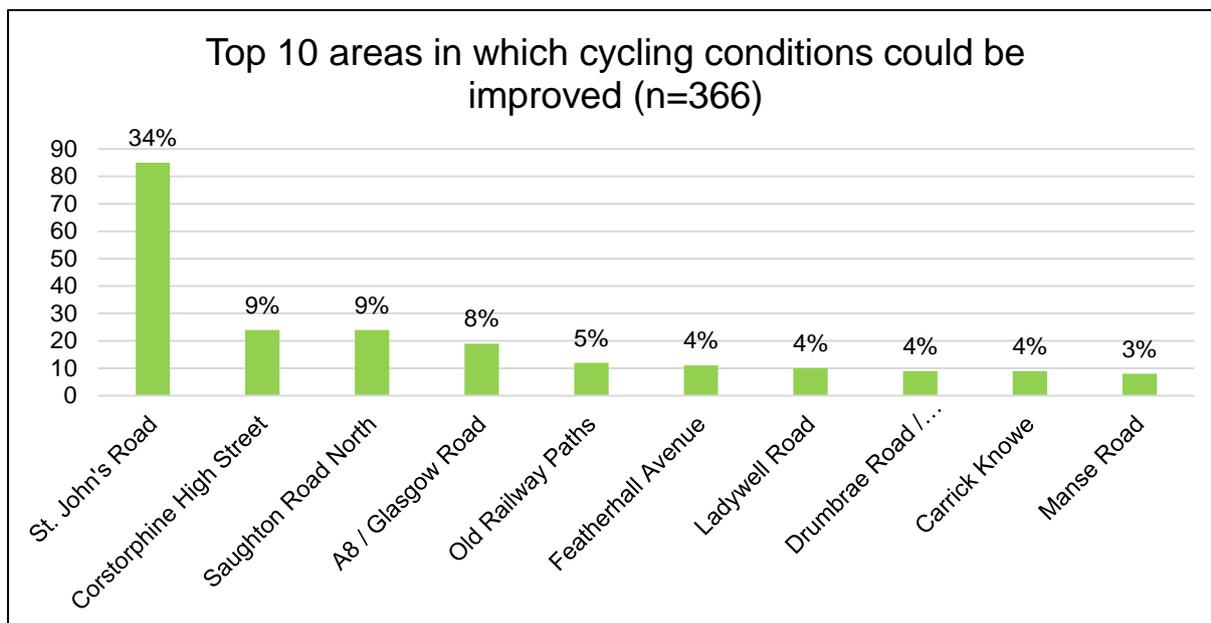
Figure 5:12: Top 10 areas where cycling conditions could be improved

Figure 5:12 shows the 10 most common locations where respondents identified that cycling conditions could be improved. This is also visually shown in **Figure 5:13** below. **St. John's Road** was found to be the most common location identified by respondents with 85 responses (34%). **Corstorphine High Street** and **Saughton Road North** both received 24 responses (9%) followed by the **A8 / Glasgow Road** with 19 responses (8%). Improvements to the '**Old Railway Paths**' received 12 responses (5%), **Featherhall Avenue** received 11 responses (4%), **Ladywell Road** received 10 responses (4%), and **Drum Brae Road** and the **Carrick Knowe** area each received 9 responses (4%). Furthermore, **Manse Road** received 8 responses (3%).

Other notable locations that were identified were Meadow Place Road, Meadowhouse Road, the area surrounding Tesco and Ladywell Avenue.

Q10 - Are there any particular areas or locations where cycling conditions could be improved?

Number of Comments
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 25
- 26 - 85

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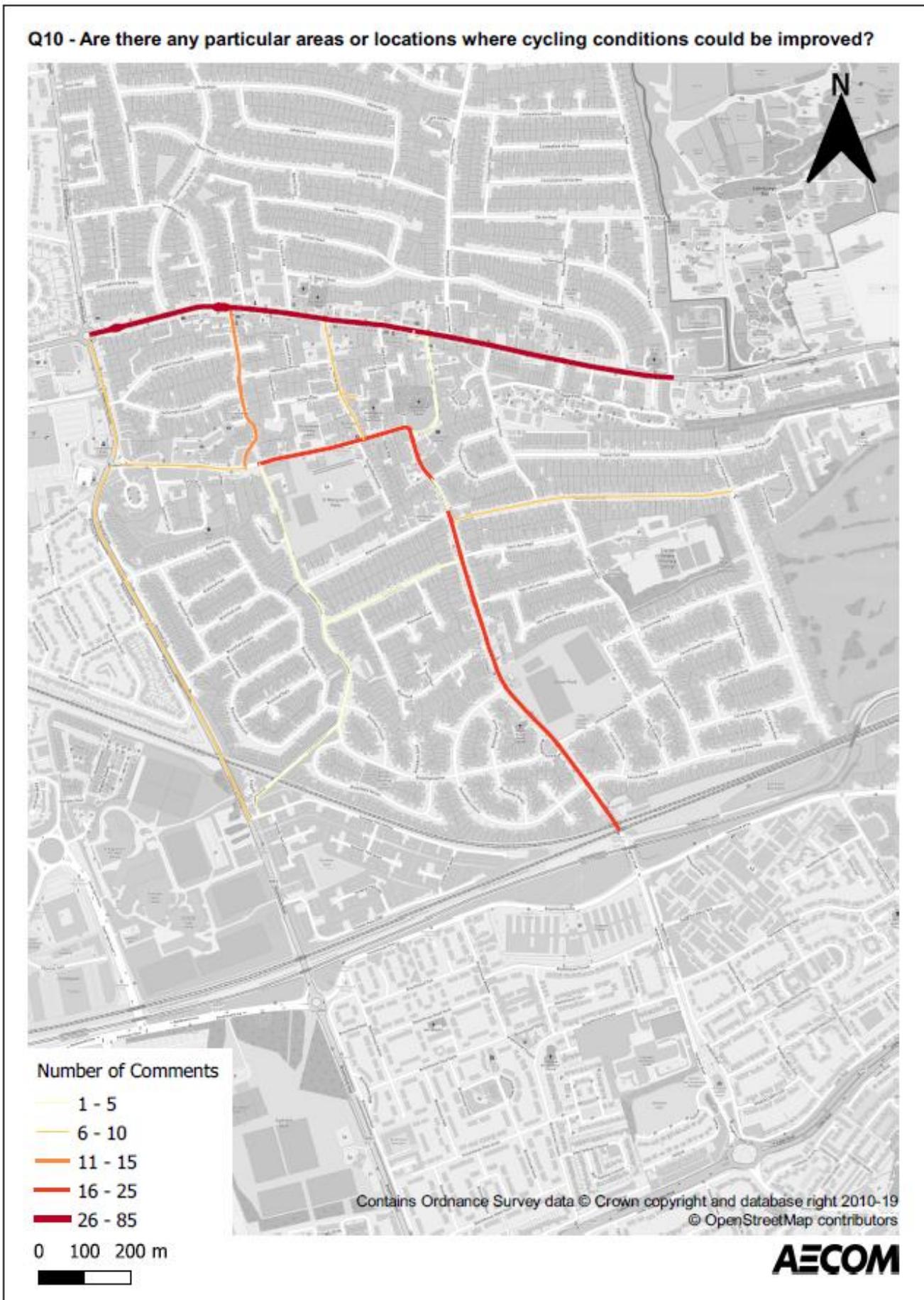
Figure 5:13: Areas where cycling conditions could be improved – heatmap

Q11 – Any other suggestions to improve accessibility for walking, wheeling and cycling?

Top 10 suggestions to improve walking, wheeling and cycling (n=376)
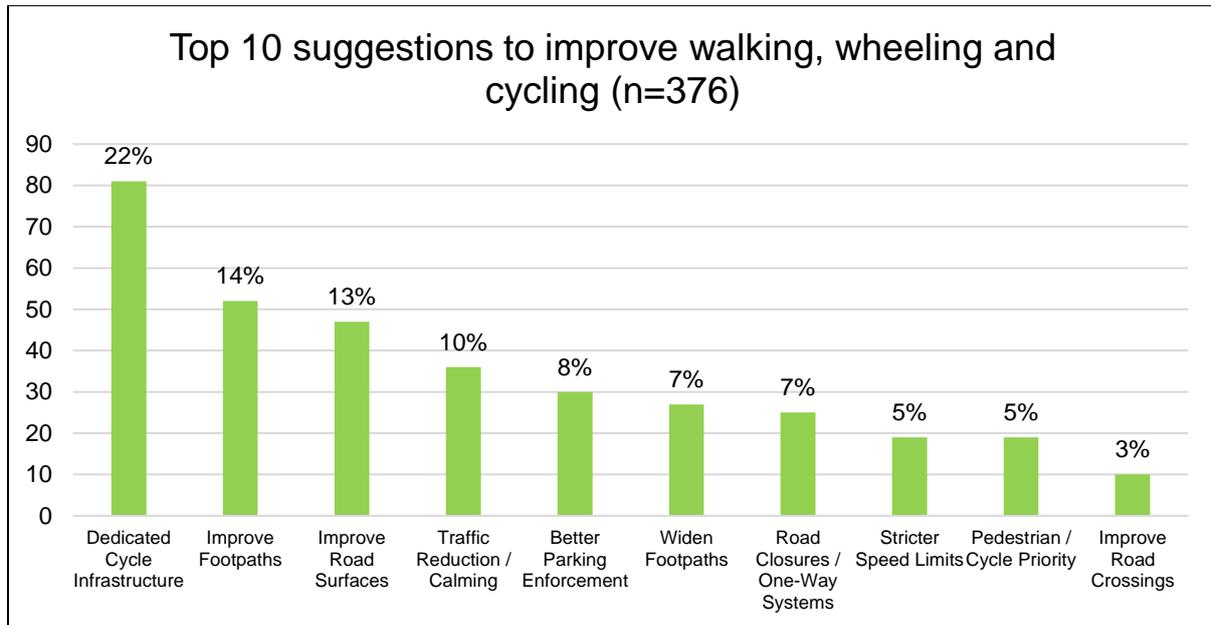
Figure 5:14: Top 10 suggestions on how to improve walking, wheeling and cycling

Figure 5:**14** shows the 10 most common suggestions on how to improve walking, wheeling and cycling in the area. As shown, '**Dedicated cycle infrastructure**' was the most common with 81 responses (22%) followed by '**Improve footpaths**' with 52 responses (14%), '**Improve road surfaces**' with 47 responses (13%) and '**Traffic reduction/ calming**' with 36 responses (10%). 'Better parking enforcement' received 30 responses (8%), '**Widen footpaths**' received 27 responses (7%), '**Road closures/ one-way systems**' received 25 responses (7%) and '**Stricter speed limits**' and '**Pedestrian/ cycle priority**' each received 19 responses (5%). 10 responses (3%) related to '**Improve road crossings**'.

Other notable suggestions included 'Improved public transport services/ infrastructure', 'Congestion charges/ air quality improvements' and 'More cycle storage'.

Q12 – How safe do you think traffic levels and speeds are in the local area for children cycling or walking?
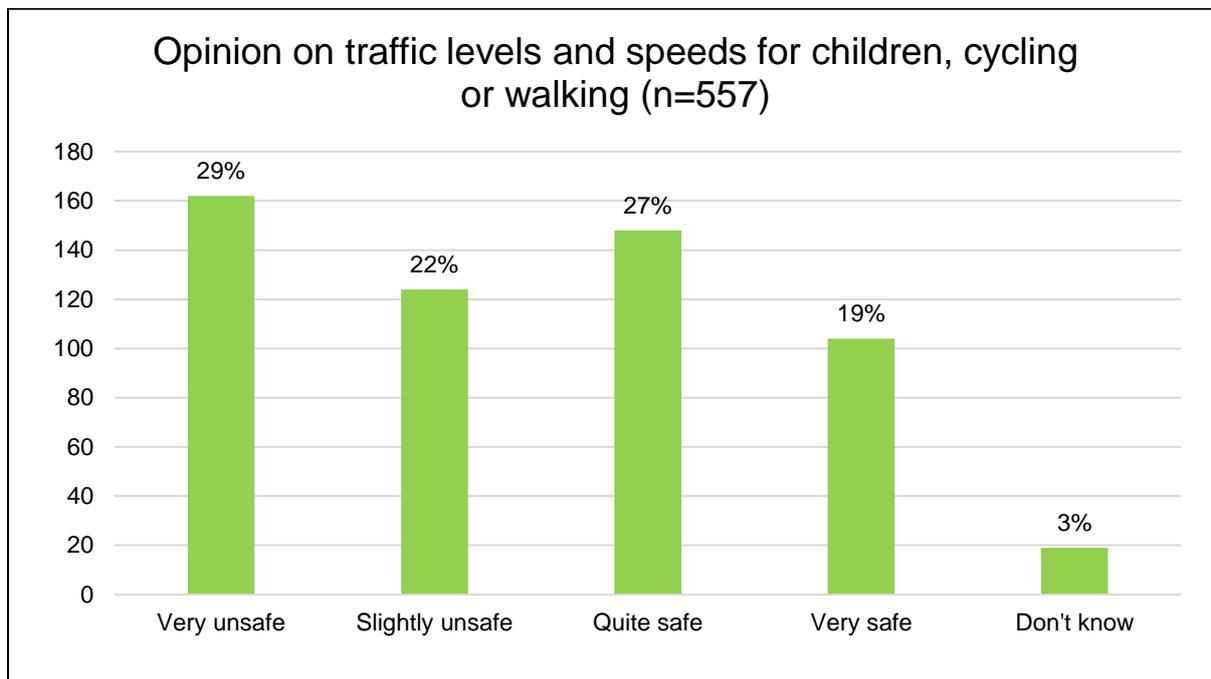
Figure 5:15: Opinion on traffic levels and speeds for children, cycling or walking

Figure 5:**15** shows that 29% of respondents think that traffic levels and speeds for children, cycling or walking are '**Very unsafe**' and 22% think that they are '**Unsafe**'. 27% think that traffic levels and speeds are '**Quite safe**', 19% think they are '**Very safe**' and 11% '**Don't know**'.

Q13 – How would you rate the current walking conditions for pedestrians to access local schools?
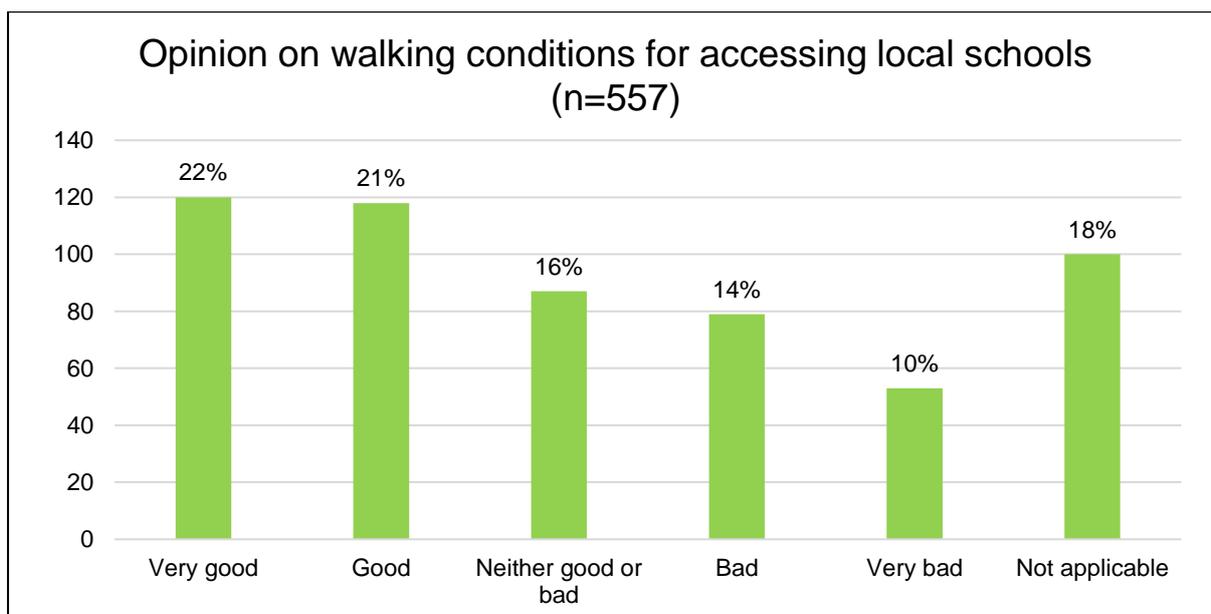
Figure 5:16: Opinion on walking conditions for accessing local schools

Figure 5:**16** shows that 22% of respondents think that the conditions for walking to access local schools are '**Very good**' and 21% think that they are '**Good**'. 16% think that conditions

are '**Neither good or bad**', 14% think the conditions are '**Bad**' and 10% think they are '**Very bad**'. 18% of respondents felt that their opinion was '**Not applicable**' for this question.

Q13.1 – Which school do you travel to?
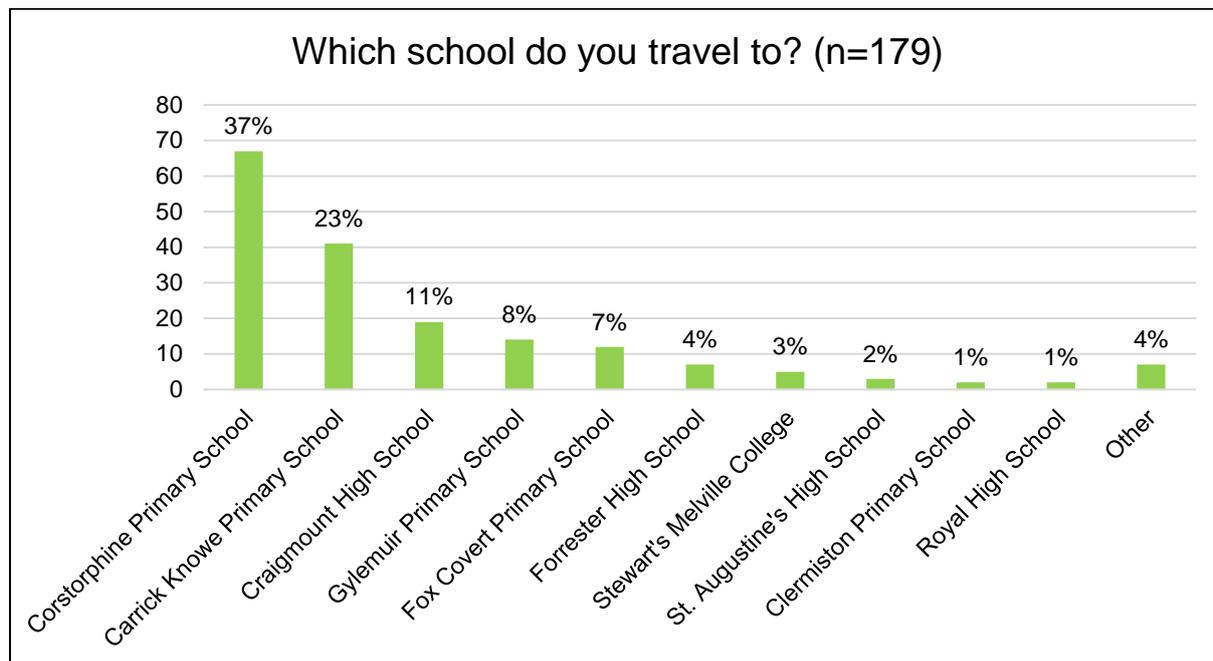
Figure 5:17: Schools which respondents travel to

Figure 5:**17** shows that of the 179 responses for Question 13.1:

- **67** (37%) travelled to **Corstorphine Primary School**.

- **41** (23%) travelled to **Carrick Knowe Primary School**.

- **19** (11%) travelled to **Craigmount High School**.

- **14** (8%) travelled to **Gylemuir Primary School**.

- **12** (7%) travelled to **Fox Covert Primary School**.

- **7** (4%) travelled to **Forrester High School**.

- **5** (3%) travelled to **Stewart's Melville College (ESMS)**.

- **3** (2%) travelled to **St. Augustine's High School**.

- **2** (1%) travelled to **Clermiston Primary School**.

- **2** (1%) travelled to **Royal High School**.

- **7** (4%) travelled to **other** schools or education facilities.

Q13.2 – Are there any particular areas or locations where access and conditions to schools could be improved for walking?

Top 20 areas where walking access to schools could be improved (n=238)
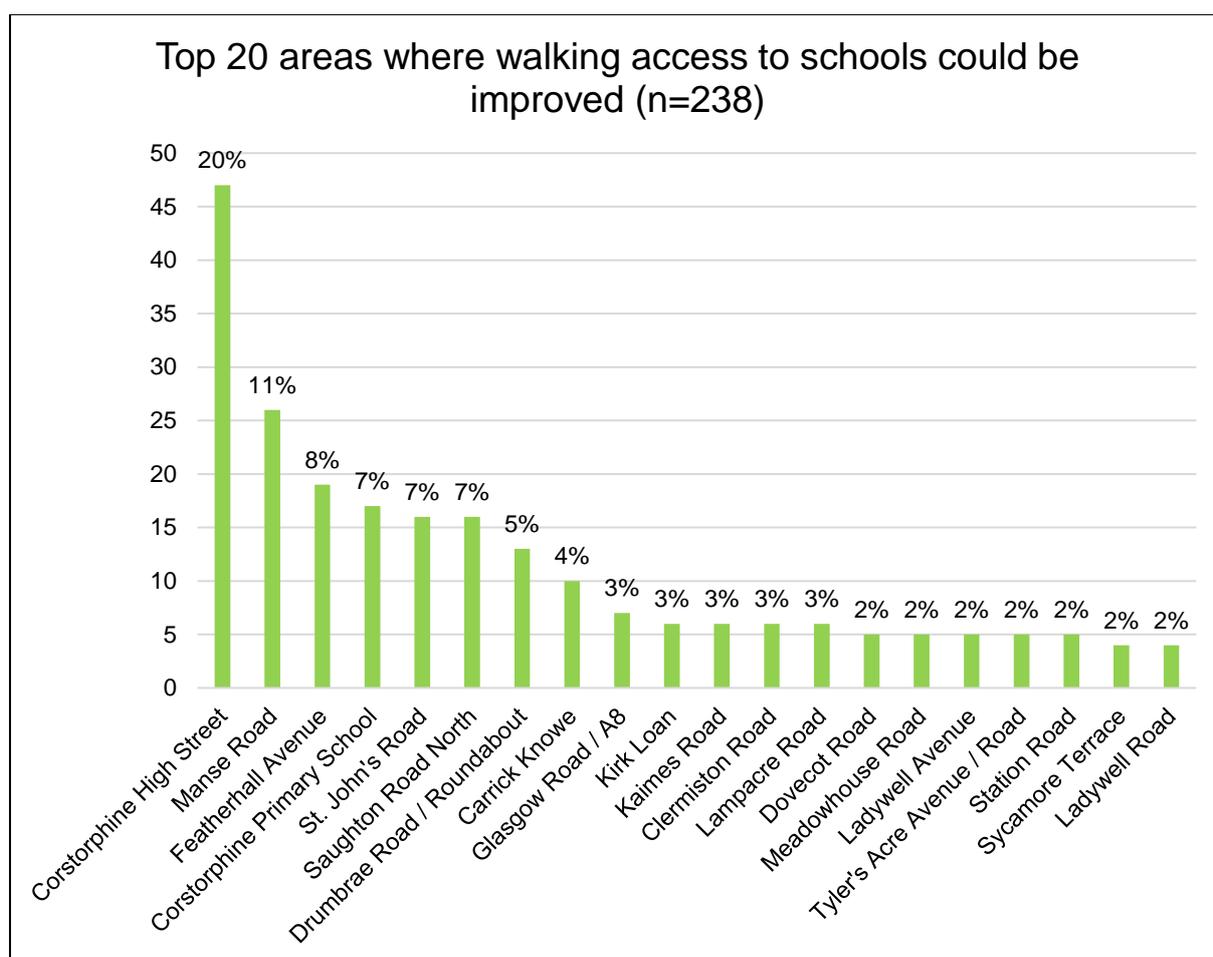
Figure 5:18: Top 20 areas where walking access to schools could be improved

Figure 5:**18** shows that **Corstorphine High Street** was the most commonly identified location where respondents think that walking access to schools could be improved with 47 responses (20%). **Manse** Road received 26 responses (11%), **Featherhall Avenue** received 19 responses (8), the area surrounding **Corstorphine Primary School** received 17 responses (7%) and **St. John's Road** and **Saughton Road North** each received 16 responses (7%).

Other notable areas which respondents identified included:

- **Drum Brae Road / Roundabout** with **13** responses (5%).

- The **Carrick Knowe** area with **10** responses (4%).

- **Glasgow Road / A8** with **7** responses (3%).

- **Kirk Loan**, **Kaimes Road**, **Clermiston Road** and **Lampacre Road** each with **6** responses (3%).

- **Dovecot Road**, **Meadowhouse Road**, **Ladywell Avenue**, **Tyler's Acre Avenue / Road** and **Station Road** each with **5** responses (2%).

- **Sycamore Terrace** and **Ladywell Road** each with **4** responses (2%).

Q14 – How would you rate the current conditions for cyclists accessing local schools?

Opinion on cycling conditions for accessing local schools (n=360)

- Very good: 26%
- Good: 17%
- Neither good or bad: 22%
- Bad: 22%
- Very bad: 14%
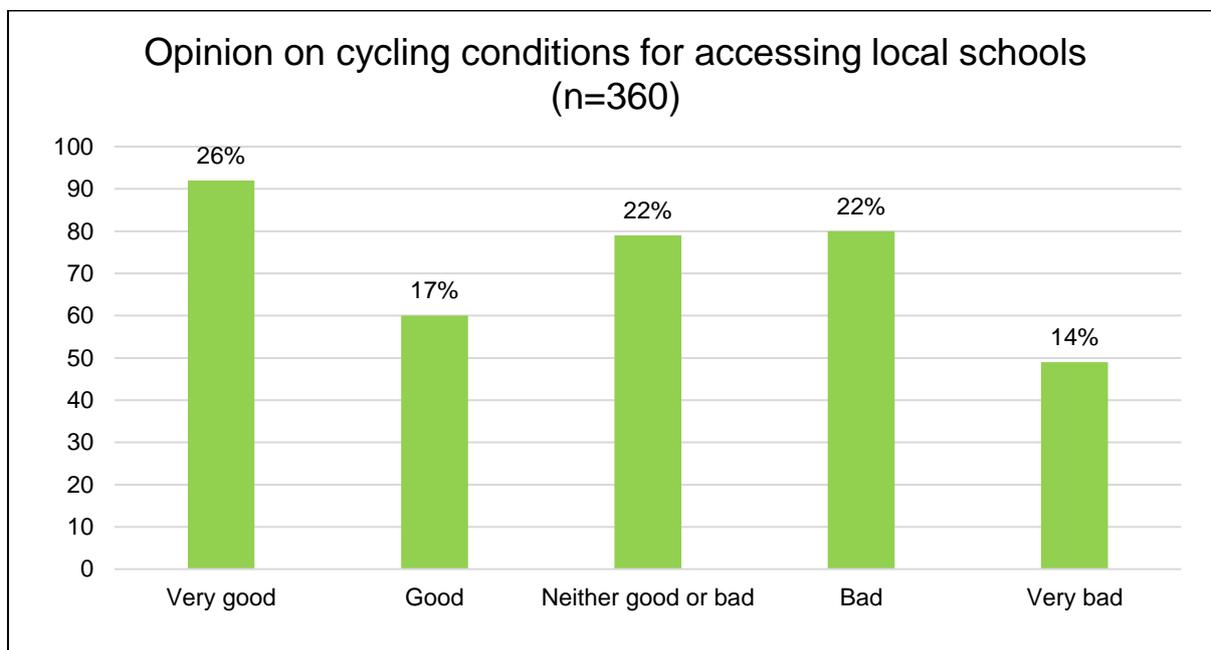
Figure 5:19: Opinion on cycling conditions for accessing local schools

Figure 5:**19** shows that 26% of respondents think that the conditions for cycling to access local schools are '**Very good**' and 17% think that they are '**Good**'. 22% think that conditions are '**Neither good or bad**', 22% think the conditions are '**Bad**' and 14% think they are '**Very bad**'.

Q14.1 – Which school do you travel to?

Which school do you travel to? (n=126)

- Corstorphine Primary School: 34%
- Carrick Knowe Primary School: 24%
- Craighmount High School: 14%
- Gylemuir Primary School: 6%
- Fox Covert Primary School: 6%
- Forrester High School / St. Augustine's High School: 4%
- Stewart's Melville College: 2%
- Other: 10%
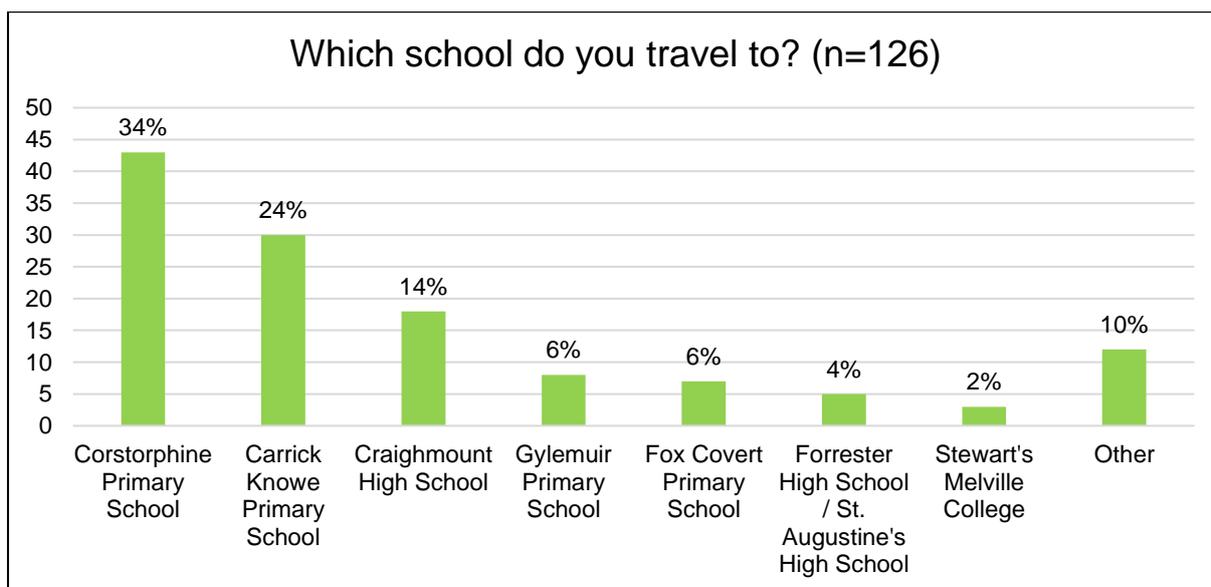
Figure 5:20: Schools which respondents travel to

Corstorphine Primary School was found to be the most popular school in which respondents travel to with 34% of the 126 responses. **Carrick Knowe Primary School** was the second most popular with 24% of the responses followed by **Craigmount High School** with 14%. **Gylemuir Primary School** and **Fox Covert Primary School** each received 6% of

the responses, **Forrester High School** / **St. Augustine's High School** received 4% and **Stewart's Melville College** (ESMS) received 2%. 10% of the responses were related to other schools or education facilities.

Q14.2 – Are there any particular areas or locations where access and conditions to schools could be improved for cycling?
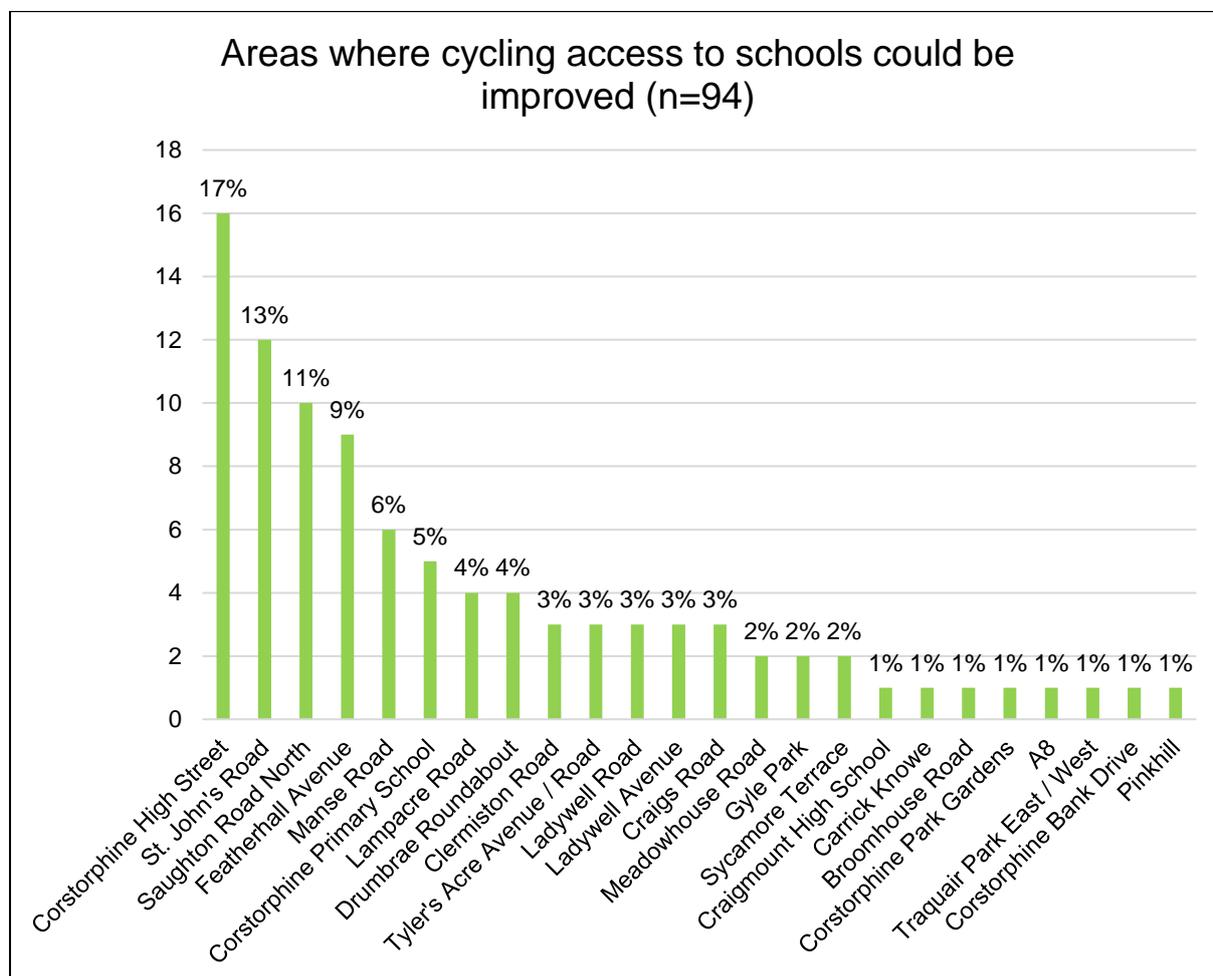

Figure 5:21: Areas where cycling access to schools could be improved

Figure 5:21 shows the areas where respondents identified that cycling access to schools could be improved. **Corstorphine High Street** received **16** responses (17%), **St. John's Road** received **12** responses (13%), **Saughton Road North** received **10** responses (11%), **Featherhall Avenue** received **9** responses (9%) and **Manse Road** received **6** responses (6%).

Other notable areas which respondents identified were:

- The area surrounding **Corstorphine Primary School** with **5** responses (5%).

- **Lampacre Road** and **Drumbrae Roundabout** each received **4** responses (4%).

- **Clermiston Road**, **Tyler's Acre Avenue / Road**, **Ladywell Road**, **Ladywell Avenue** and **Craigs Road** each received **3** responses (3%).

- **Meadowhouse Road**, **Gyle Park** and **Sycamore Terrace** each received **2** responses (2%).

- **Craigmount High School**, **Carrick Knowe**, **Broomhouse Road**, **Corstorphine Park Gardens**, **A8**, **Traquair Park East / West**, **Corstorphine Bank Drive** and **Pinkhill** each received **1** response (1%).

5.4 Traffic volumes, vehicle speeds and parking in the Study Area

Q15 – Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on your street?
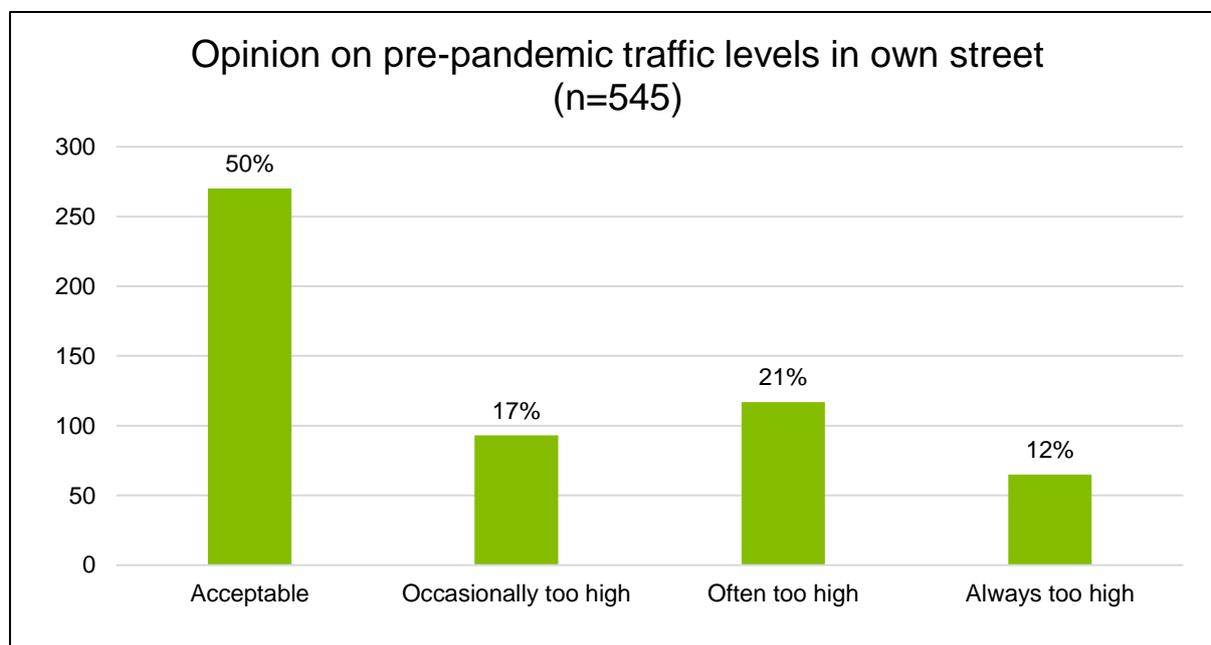
Figure 5:22: Opinion on traffic levels in respondent's own street prior to the pandemic

Figure 5:**22** shows that 50% of respondents think that pre-pandemic traffic levels in their own street were '**Acceptable**', 17% think they were '**Occasionally too high**', 21% think they were '**Often too high**' and 12% think they were '**Always too high**'.

Q15.1 – If you think traffic levels are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high.
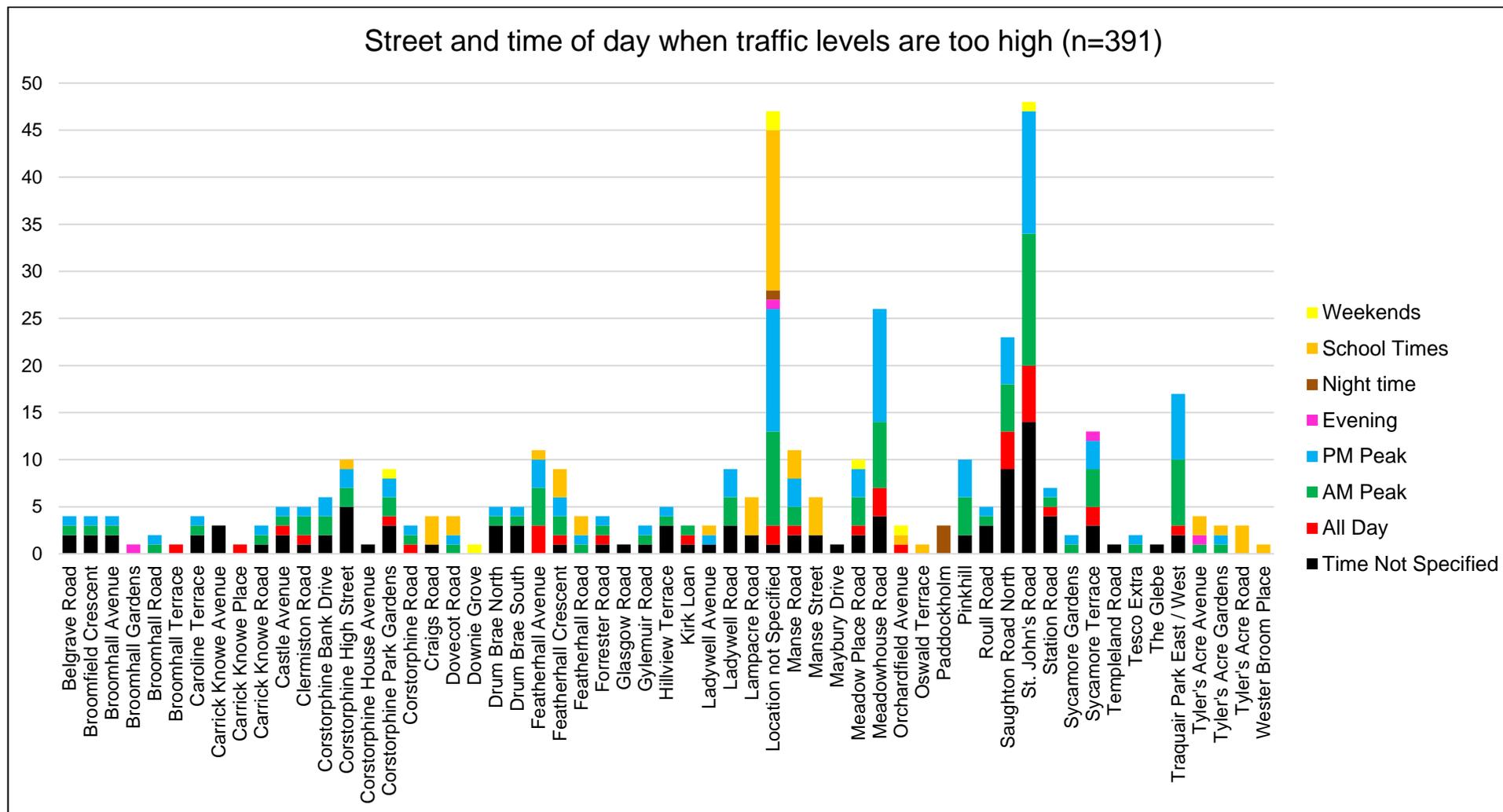
Figure 5:23: Street and time of day when traffic levels are too high (own street)

Figure 5:23 shows the location and time of day which respondents identified as experiencing traffic levels which are too high.

St. John's Road was identified as the most common location identified by respondents with **48** responses (12%) with the AM Peak and PM peak periods being the most common times; receiving 14 and 13 responses respectively.

After excluding responses which did not specify a location, **Meadowhouse Road** was the second most common location with **26** responses (7%). The PM peak period was identified as the most common time which experiences high traffic levels with 12 responses followed by the AM peak period with 7 responses.

Saughton Road North received **23** responses (6%) with traffic levels being identified as an issue through most of the day as the AM peak and PM peak periods each received 5 responses and 'All day' received 4 responses.

Traquair Park East / West received **17** (4%) responses with the AM Peak and PM peak periods being the most common times, receiving 7 responses each.

Sycamore Terrace received **13** responses (3%) with traffic levels being identified as an issue through most of the day as the AM peak and PM peak periods received 4 and 3 responses respectively and 'All day' received 2 responses.

Of the remaining **217** responses, 30% did not state a time of day, 22% identified the AM peak period as an issue, 21% identified the PM peak period as an issue, 15% identified school start / end times as an issue, 7% stated that traffic levels were an issue 'All day', 2% identified weekends as an issue, 1% identified evenings and a further 1% identified nights as times when traffic levels were an issue.

Figure 5:24 below visually shows the streets mentioned above, where respondents feel traffic levels are too high on their own street.
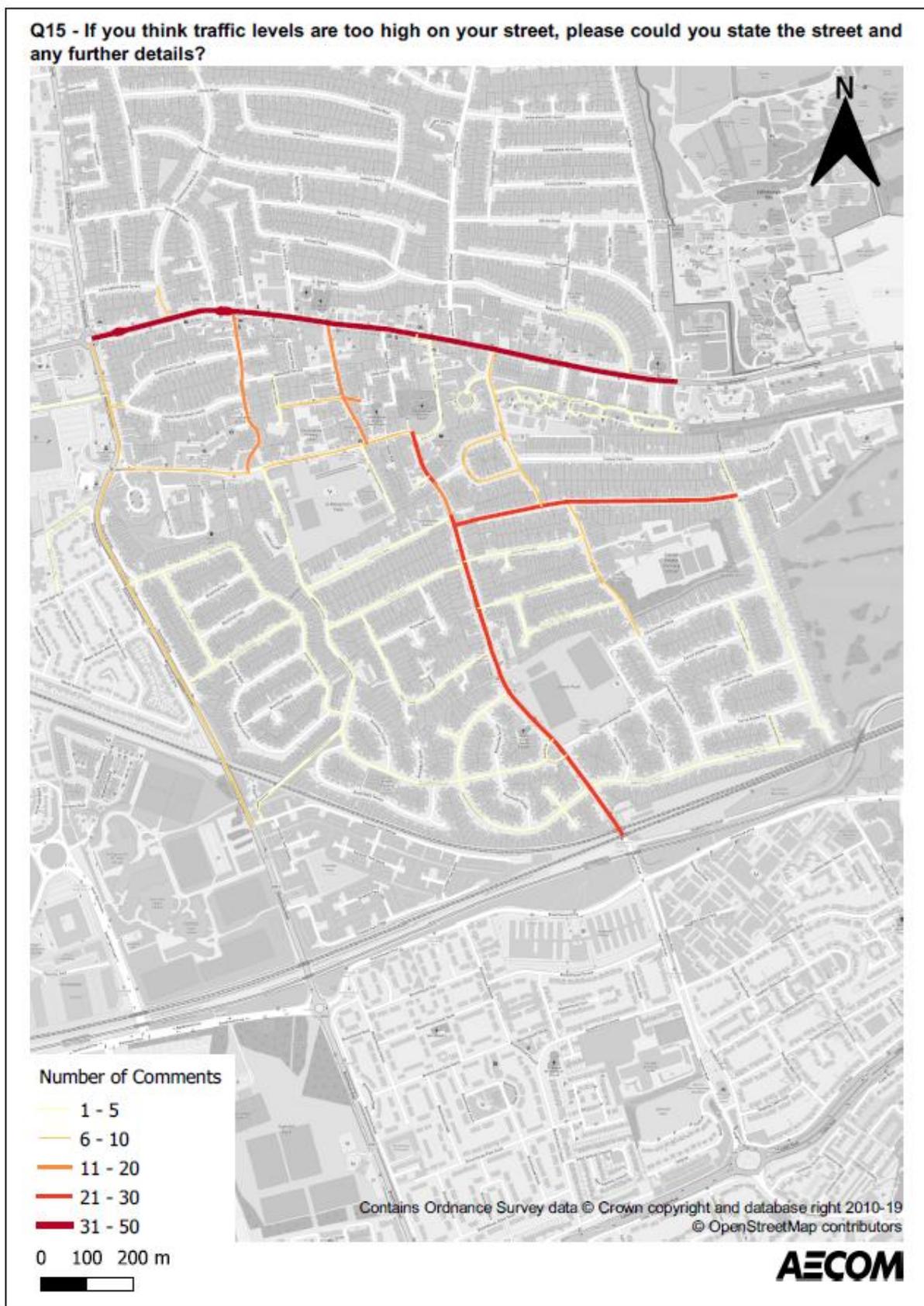
Figure 5:24: Streets where respondents feel traffic levels are too high on their own street - heatmap

Q16 – Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on other streets in the Corstorphine area?

Opinion on pre-pandemic traffic levels in other streets (n=533)
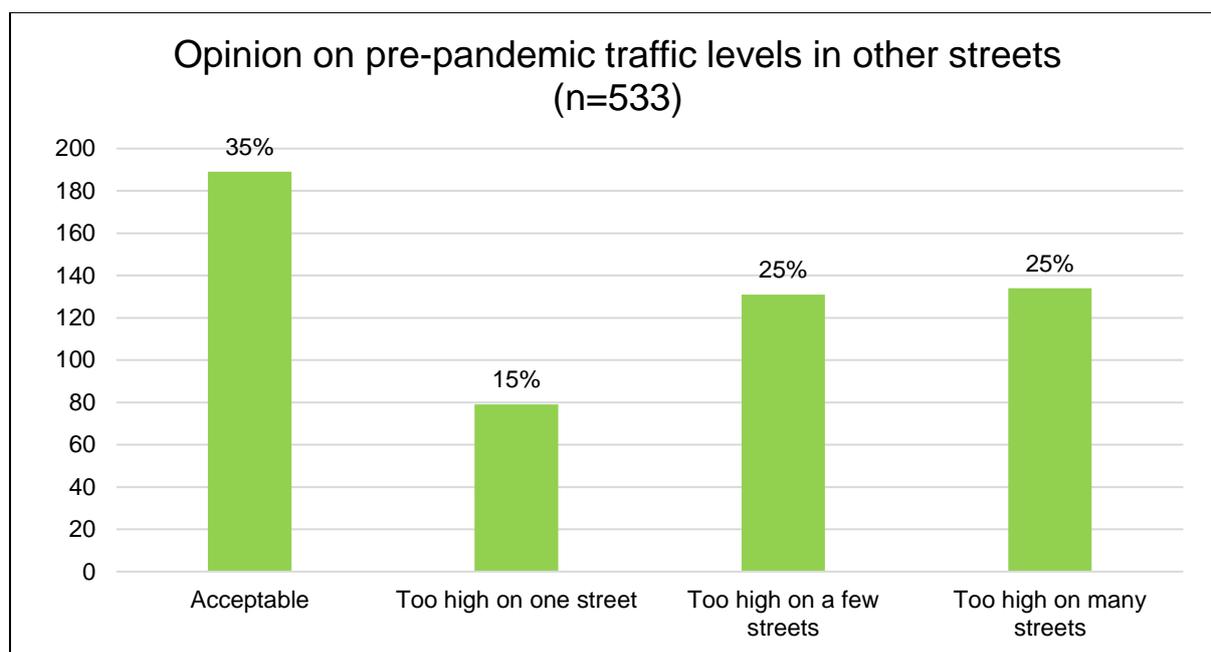
Figure 5:25: Opinion on traffic levels in other streets prior to the pandemic

Figure 5:**25** shows that 35% of respondents think that pre-pandemic traffic levels in other streets were '**Acceptable**', 15% think they were '**Too high on one street**', 25% think they were '**Too high on a few streets**' and 25% think they were '**Too high on many streets**'.

Q16.1 – If you think traffic levels are too high on any street, please could you state the street and any further details, such as the time of day when the levels are too high.
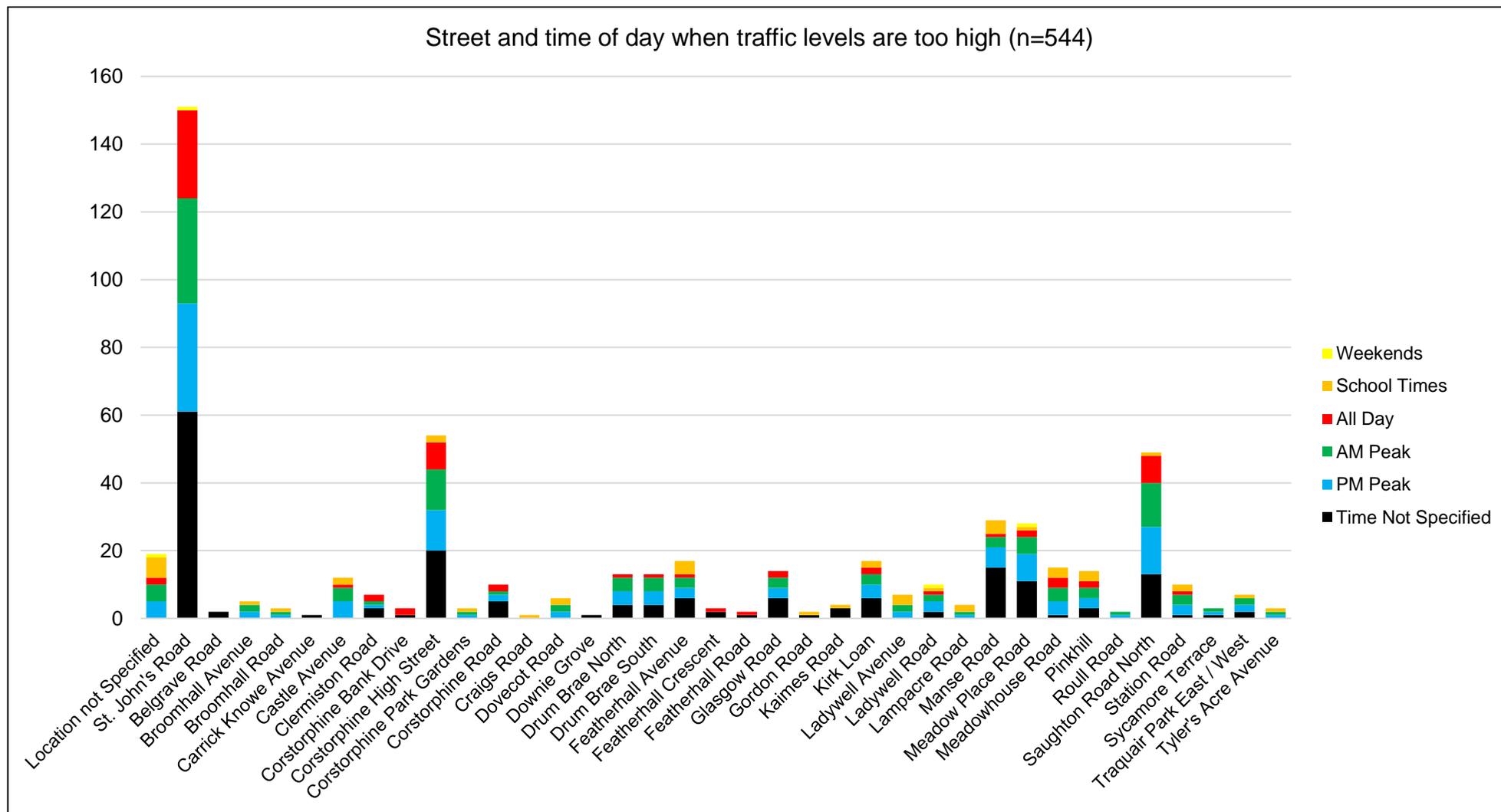
Figure 5:26: Street and time of day when traffic levels are too high (any street)

**Figure 5**:**26** shows the location and time of day which respondents identified as experiencing traffic levels which are too high on any street in the Study Area.

St. John's Road was identified as the most common location identified by respondents with **151** responses (28%) with the AM Peak and PM peak periods being the most common times; receiving 31 and 32 responses respectively. 26 responses stated that traffic volumes were an issue 'All day' and 61 responses did not specify a time of day.

Corstorphine High Street was the second most common location with **54** responses (10%). The AM Peak and PM peak periods were the most common times with each period receiving 12 responses. A further 8 responses stated that traffic volumes were an issue 'All day' and 20 responses did not specify a time of day.

Saughton Road North received **49** responses (9%) with the AM Peak and PM peak periods being the most common times; receiving 13 and 14 responses respectively. 8 responses stated that traffic volumes were an issue 'All day' and 13 responses did not specify a time of day.

Manse Road received **29** responses (5%). The PM peak period was identified as the most common time which experiences high traffic levels with 6 responses followed by school start / end times with 4 responses and the AM peak period with 3 responses. 1 response stated that traffic levels were an issue 'All day' and 15 responses did not specify a time of day.

Meadow Place Road received **28** responses (5%) and the PM peak period was identified as the most common time which experiences high traffic levels with 8 responses followed by the AM peak period with 5 responses. 2 responses stated that traffic was an issue 'All day', 1 response identified school start / end times as an issue and 1 stated that weekends were an issue. A further 11 responses did not identify a time of day.

Of the remaining **233** responses, 25% identified the PM peak period as an issue, 24% did not state a time of day, 23% identified the AM peak period as an issue, 16% identified school start / end times as an issue, 11% stated that traffic levels were an issue 'All day' and 1% identified weekends as an issue.

Figure 5:27 below visually shows the streets mentioned above, where respondents feel traffic levels are too high on any street.

Q16 - If you think traffic levels are too high on any street, please could you state the street and any further details?

Number of Comments

— 1 - 5
— 6 - 10
— 11 - 20
— 21 - 55
— 56 - 155

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AECOM
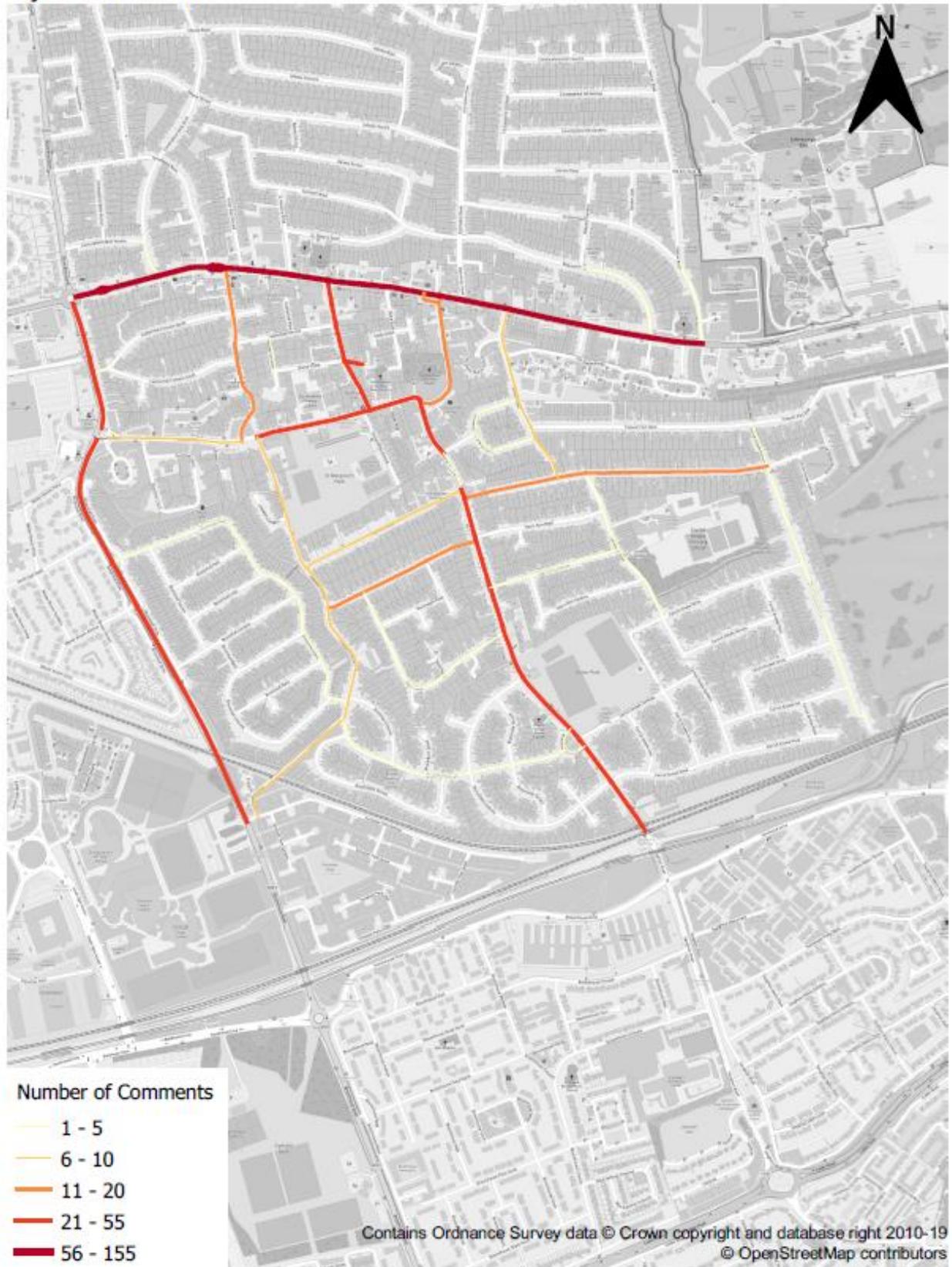
Figure 5:27: Streets where respondents feel traffic levels are too high on any street - heatmap

Q17 – Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on your street?

Opinion on pre-pandemic traffic speeds in own street
(n=535)
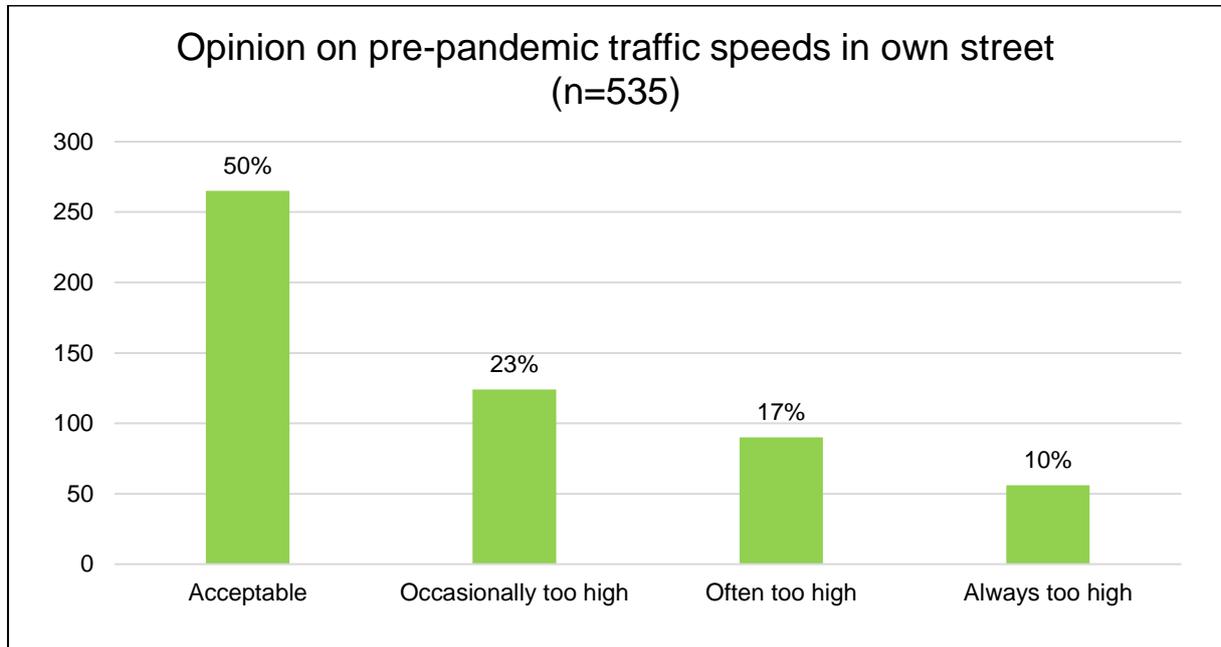
Figure 5:28: Opinion on traffic speeds in respondent's own street prior to the pandemic

Figure 5:**28** shows that 50% of respondents think that pre-pandemic traffic speeds in their own street were '**Acceptable**', 23% think they were '**Occasionally too high**', 17% think they were '**Often too high**' and 10% think they were '**Always too high**'.

Q17.1 – If you think traffic speeds are too high on your street, please could you state the street and any further details, such as the time of day when the levels are too high.
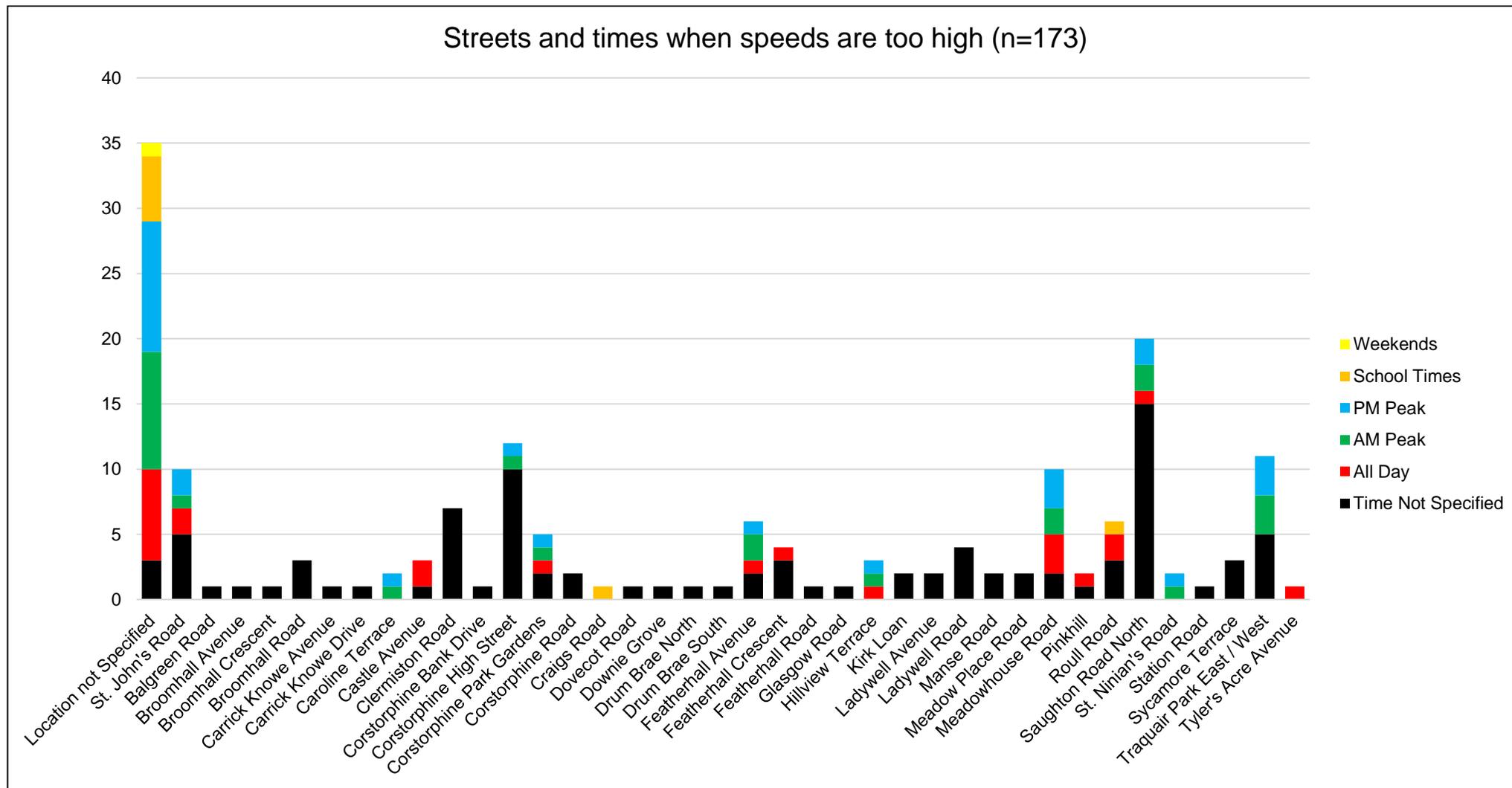

Figure 5:29: Street and time of day when traffic speeds are too high (own street)

Figure 5:29 shows the location and time of day which respondents identified as experiencing traffic speeds which are too high.

Excluding responses which did not specify a location, **Saughton Road North** was the most common location identified by respondents with **20** responses (12%). 15 responses did not specify the time of day however the AM peak and PM peak periods each received 2 responses. 1 response stated that traffic speeds were an issue 'All day'.

Corstorphine High Street was the second most common location with **12** responses (7%). 10 responses did not specify the time of day however the AM peak and PM peak periods each received 1 response.

Traquair Park East / West received **11** responses (7%). 5 responses did not specify the time of day however the AM peak and PM peak periods each received 3 responses.

St. John's Road received **10** responses (6%) of which 5 did not specify the time of day. 2 responses stated that traffic speeds were an issue 'All day', a further 2 responses said that the PM peak period was an issue and 1 response stated that the AM peak period was an issue.

Meadowhouse Road received **10** responses (6%). 3 responses stated that traffic speeds were an issue 'All day' and a further 3 responses said that the PM peak period was an issue. The AM peak period received 2 responses and a further 2 responses did not specify a time of day.

Of the remaining **110** responses, 50% did not state a time of day, 15% stated that traffic levels were an issue 'All day', 14% identified the AM peak period as an issue, 14% identified the PM peak period as an issue, 6% identified school start / end times as an issue and 1% identified weekends as an issue.

Figure 5:30 below visually shows the streets mentioned above, where respondents feel traffic speeds are too high on their own street.

Q17 - If you think traffic speeds are too high on your street, please could you state the street and any further details?
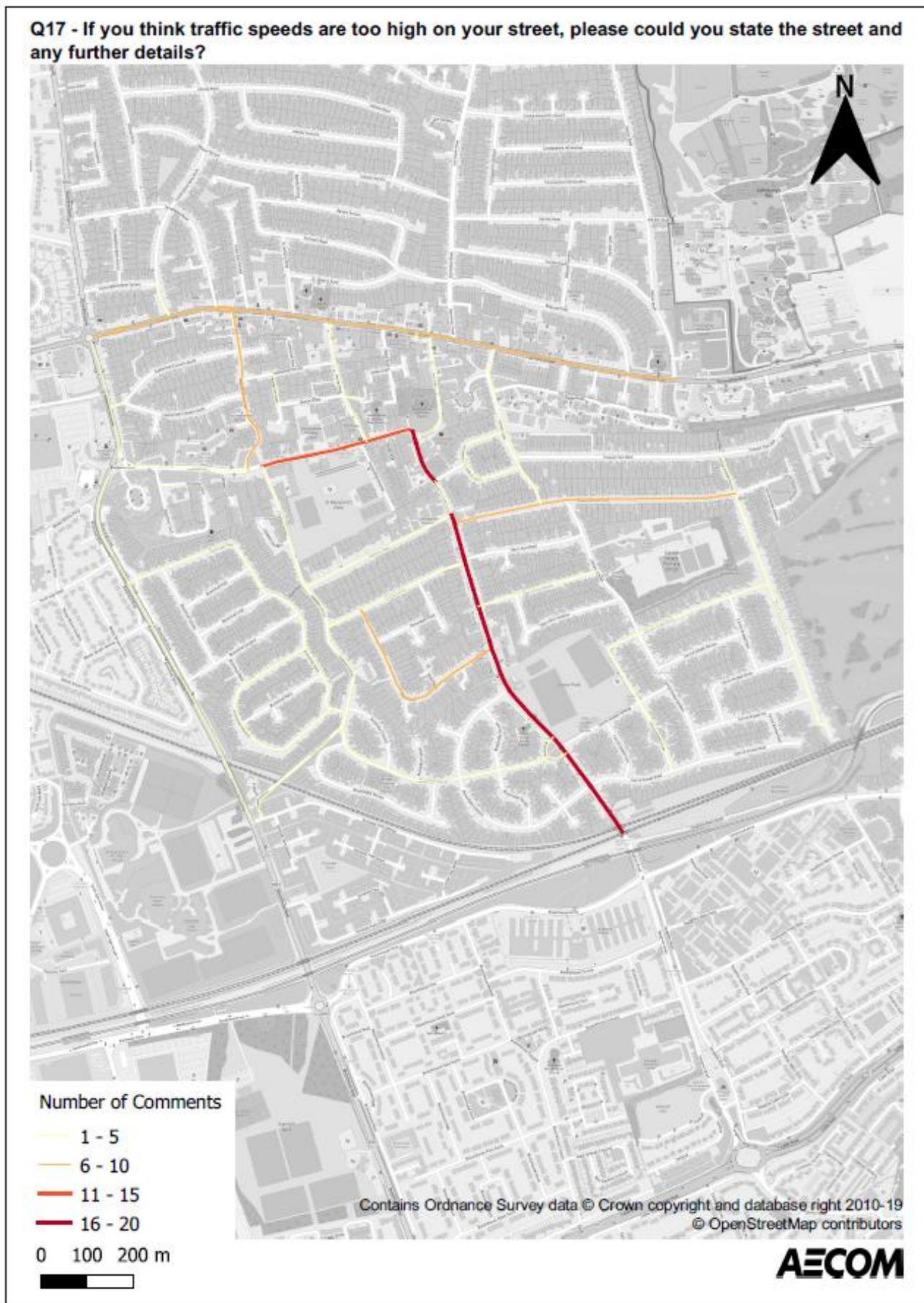
Figure 5:30: Streets where respondents feel traffic speeds are too high on their own street - heatmap

Q18 – Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on other streets in the Corstorphine area?

Opinion on pre-pandemic traffic speeds in other streets (n=524)
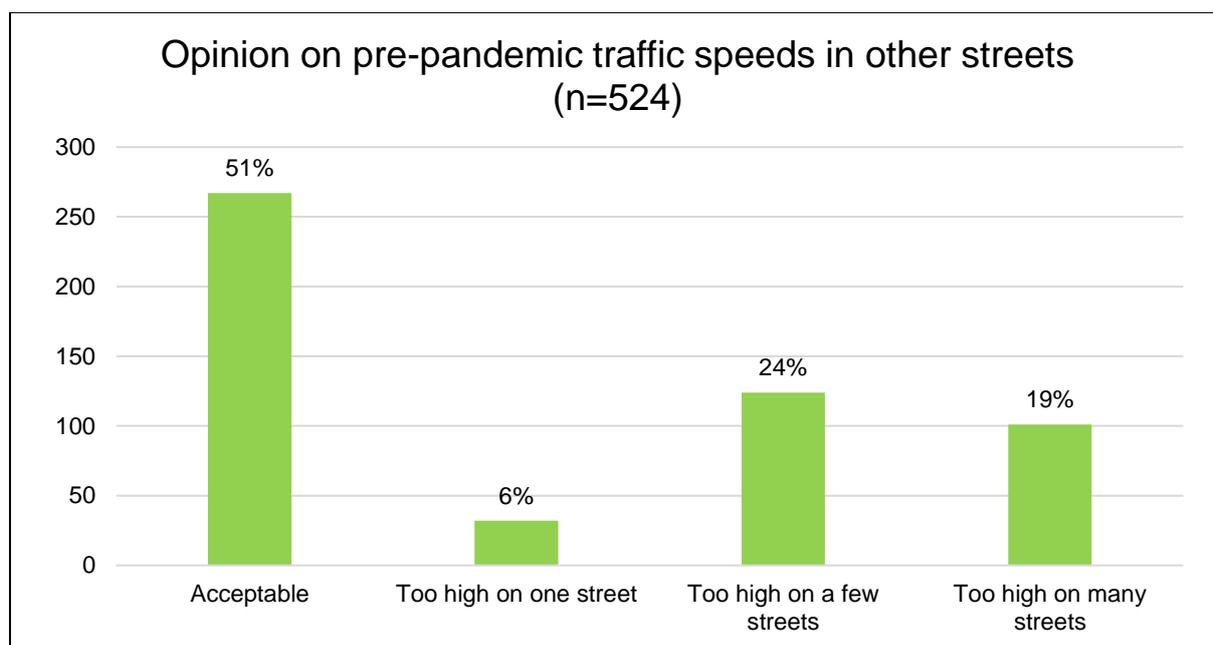
Figure 5:31: Opinion on traffic speeds in other streets prior to the pandemic

Figure 5:**31** shows that 51% of respondents think that pre-pandemic traffic speeds in other streets were '**Acceptable**', 6% think they were '**Too high on one street**', 24% think they were '**Too high on a few streets**' and 29% think they were '**Too high on many streets**'.

**Q18.1 – If you think traffic speeds are too high on any street, please could you state the street and any further details, such as the time of day when the levels are too high.**
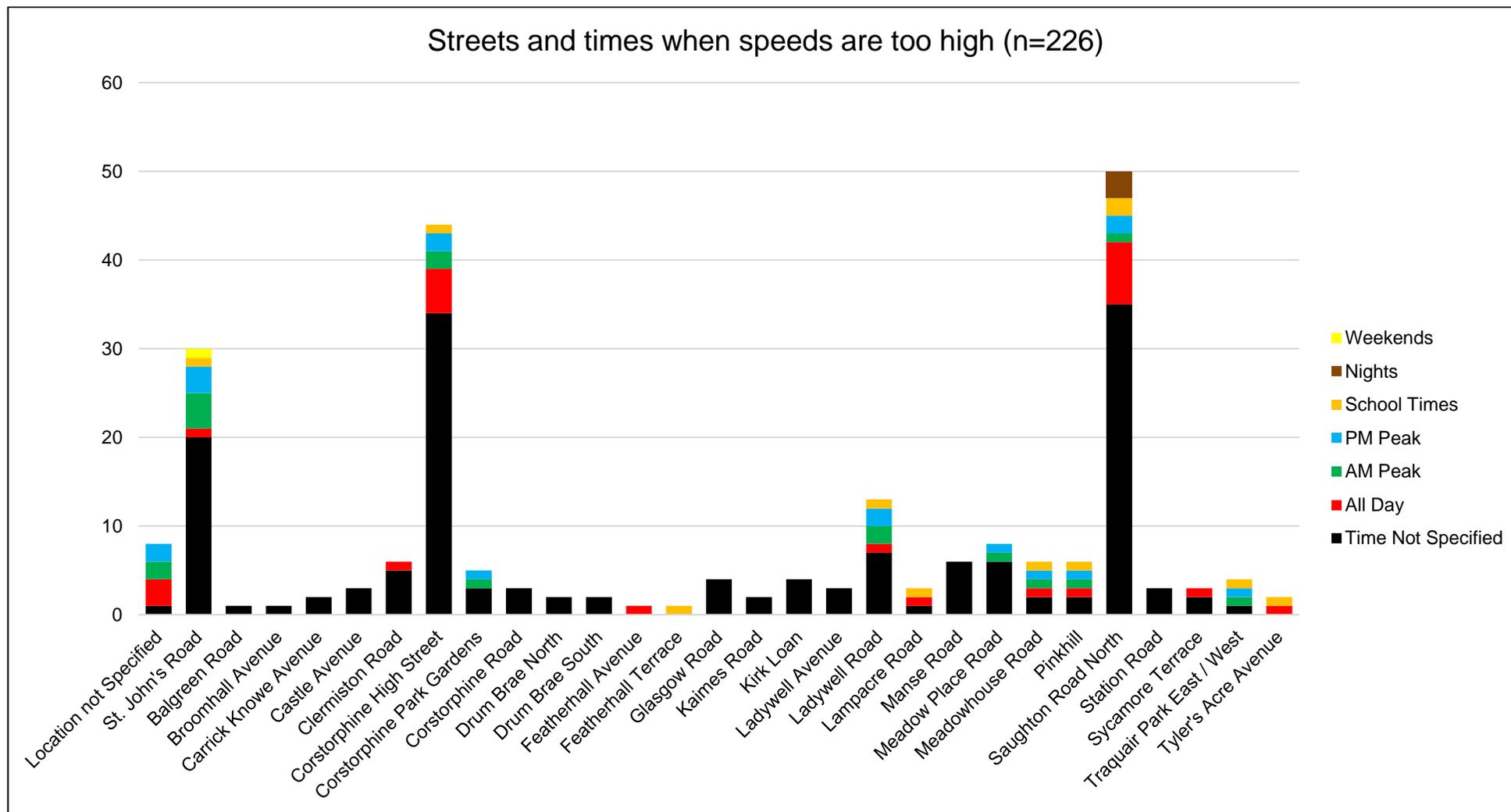
Figure 5:32: Street and time of day when traffic speeds are too high (any street)

**Figure 5**:**32** shows the location and time of day which respondents identified as experiencing traffic speeds which are too high on any street in the Study Area.

Saughton Road North was identified as the most common location by respondents with **50** responses (22%). 7 responses stated that traffic speeds were an issue 'All day', 3 responses stated that 'Nights' were an issue and 2 responses stated that school start / end times were an issue. The AM peak and PM peak periods received 1 and 2 responses respectively. 35 responses did not state the time of day in which traffic speeds are an issue.

Corstorphine High Street was the second most common location with **44** responses (19%). 5 responses stated that traffic speeds were an issue 'All day' and the AM peak and PM peak periods each received 2 responses. 1 response stated that school start / end times were an issue and 34 responses did not specify the time of day in which traffic speeds are an issue.

St. John's Road received **30** responses (13%) with the AM Peak and PM peak periods being the most common times; receiving 4 and 3 responses respectively. 1 response stated that traffic volumes were an issue 'All day' and 1 response stated that school start / end times were an issue. 20 responses did not specify the time of day in which traffic speeds are an issue.

Ladywell Road received **13** responses (6%) with the AM Peak and PM peak periods being the most common times with each receiving 2 responses. School start / end times and 'All day' both received 1 response each and 7 responses did not specify the time of day in which traffic speeds are an issue.

Meadow Place Road received **8** responses (4%) with the AM Peak and PM peak periods both receiving 1 response each. The remaining 6 responses did not specify the time of day in which traffic speeds are an issue.

Of the remaining **81** responses, 65% did not state a time of day, 12% stated that traffic levels were an issue 'All day', 7% identified the AM peak period as an issue, 7% identified the PM peak period as an issue and 7% identified school start / end times as an issue.

Figure 5:33 below visually shows the streets mentioned above, where respondents feel traffic speeds are too high on any street.

Q18 - If you think traffic speeds are too high on another street, please could you state the street and any further details?

Number of Comments
- 1 - 9
- 10 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59

0   100   200 m

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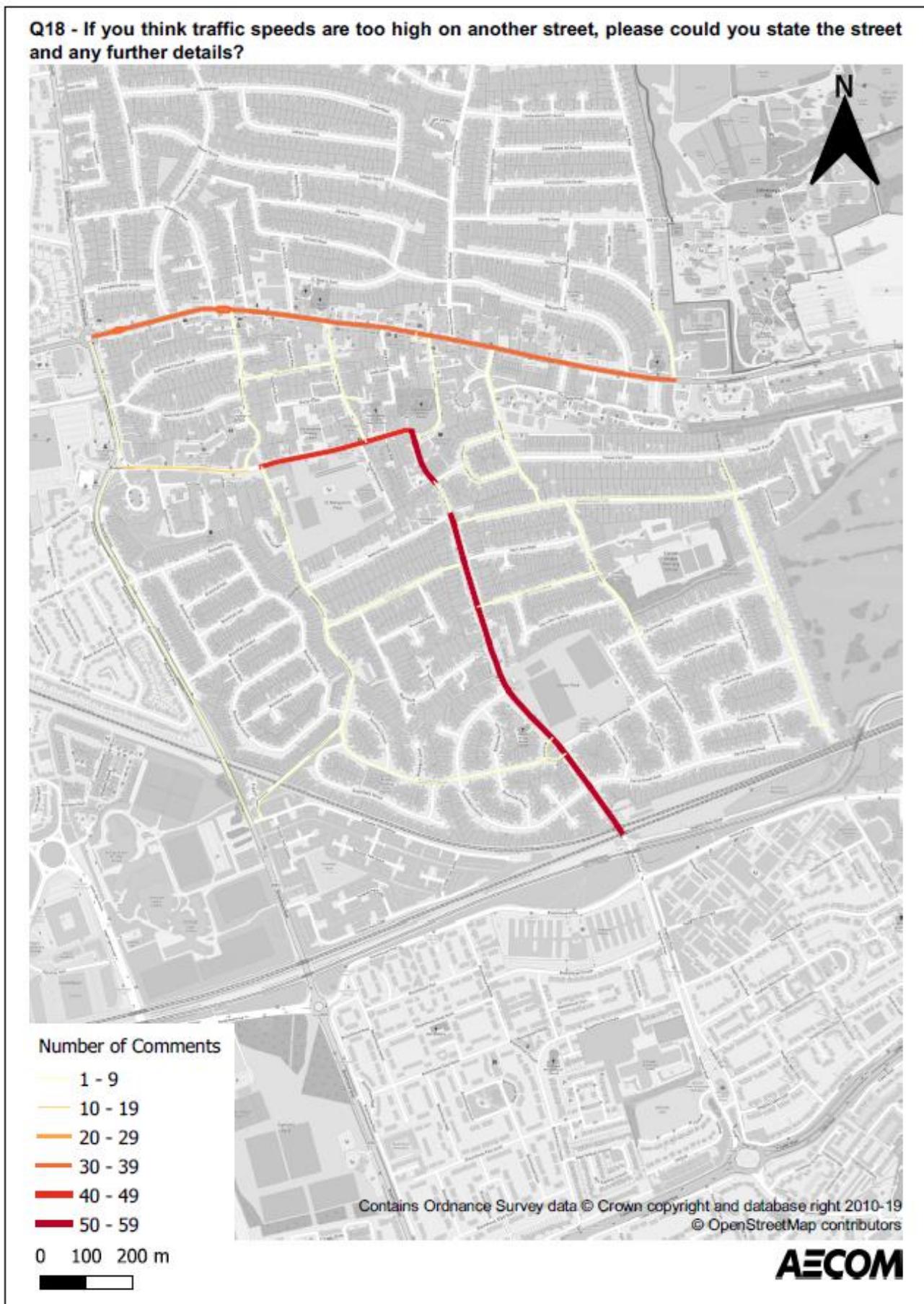
Figure 5:33: Streets where respondents feel traffic speeds are too high on any street - heatmap

Q19 – Are there any particular streets where non-resident parking causes a problem for local residents?

Top 10 streets where non-resident parking causes issues for local residents (n=256)
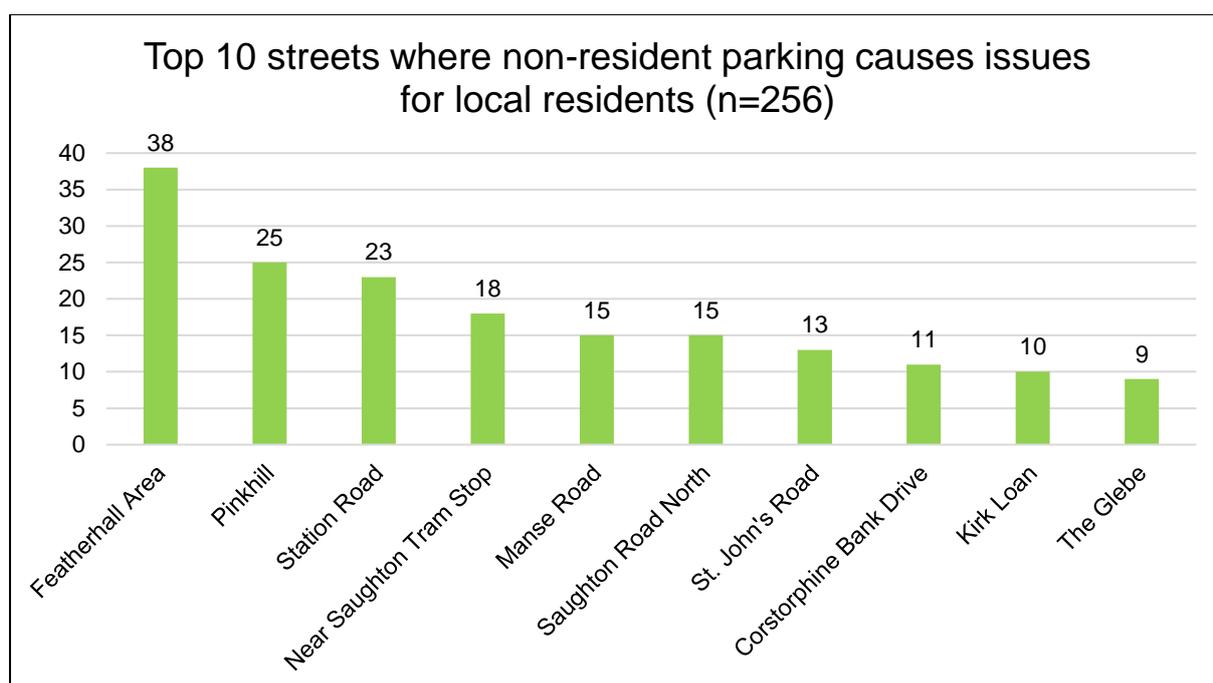
Figure 5:34: Top 10 streets where non-resident parking causes issues for local residents

Figure 5:34 shows the 10 most common streets/ areas where non-resident parking causes issues for local residents. As shown, the **Featherhall area** (including Featherhall Avenue, Featherhall Terrace, Featherhall Road, Featherhall Grove and Featherhall Crescent North & South) was the most common location with 38 responses (15%). **Pinkhill** was the second most common location with 25 responses (10%) and **Station Road** was the third most common location with 23 responses (9%). Streets '**Near Saughton Tram Stop**' were also identified as a common location where non-resident parking impacts residents with 18 responses (7%). **Manse Road** and **Saughton Road North** both received 15 responses each (6%), **St. John's Road** received 13 responses (5%), **Corstorphine Bank Drive** received 11 responses (4%), **Kirk Loan** received 10 responses (4%) and the **Glebe area** (including Glebe Road, Glebe Grove and Glebe Gardens) received 9 responses (4%).

Other notable locations that respondents identified were Belgrave Road, Dovecot Road, Ladywell Avenue and Traquair Park East & West; all of which received 8 responses each (3%).

5.5   Placemaking in the Study Area

Q20 – Are there any locations within Corstorphine where you would like to see changes to the streets to improve how they look and feel, such as by introducing things like trees, planters, more space for children to play and seating?

A total of **564** respondents provided an answer this question. From this, a total of **819** suggestions were received relating to placemaking of which **347** did not specify a location and **117** referred to the Study Area in general.

Of the **347** responses which **did not specify a location**:

- **60** related to **improved road surfaces and/or pothole repairs**.
- **47** related to **more trees, flowers, planters etc**.
- **40** related to **better quality and more accessible footpaths**.
- **36** related to **more waste bins and more frequent litter picking**.
- **23** related to **traffic calming and/or a reduction in traffic**.

The remaining 141 suggestions included **improved active travel infrastructure** (20), **wider footpaths** (19), **outdoor seating** (17), **pedestrianised areas** (12) and **improved parking areas** (10) amongst several other suggestions.

Of the **117** responses which referred to the **Study Area in general**:

- **56** stated that **no placemaking improvements** were wanted.
- **15** related to **more trees, flowers, planters etc**.
- **9** responses were **supportive of project**.
- **7** related to **better quality and more accessible footpaths**.
- **6** responses stated that **improvements similar to the examples given** in the question would be welcome.

The remaining 24 suggestions included **wider footpaths** (5), **improved active travel infrastructure** (4), **improved road surfaces and/or pothole repairs** (4) amongst several other suggestions.

St. John's Road was the location which received the most suggestions on how to improve how it looks and feels with **111** responses. Of these responses:

- **28** related to **more trees, flowers, planters etc**.
- **15** related to **outdoor seating**.
- **23** related to **traffic calming and/or a reduction in traffic**.
- **8** related to **improved active travel infrastructure**.
- **7** responses stated that **improvements similar to the examples given** in the question would be welcome.

Corstorphine High Street received the second most responses with a total of **26** suggestions including:

- **5** related to **more trees, flowers, planters etc**.
- **4** related to **traffic calming and/or a reduction in traffic**.
- **3** related to **outdoor seating**.
- **3** related to **pedestrianised or traffic-free areas**.

- **2** related to **improved active travel infrastructure**.

The remaining 9 suggestions were **improvements to existing public spaces** (2), **improvements similar to the examples given** in the question, installation of **public art** (1), **wider footpaths** (1), **better quality and more accessible footpath**s (1), **air quality improvements** (1) and **improved road surfaces and/or pothole repairs** (1).

Union Park received a total of **23** responses which were:

- **8** related to **improvements to existing public spaces** within the park.
- **5** related to **more trees, flowers, planters etc**.
- **4** related to **outdoor seating**.
- **3** related to **improvements to / construction of new children's play areas**.
- **3** related to **more waste bins and more frequent litter picking**

St. Margaret's Park received a total of **20** responses which were:

- **10** related to **improvements to existing public spaces** within the park.
- **4** related to **outdoor seating**.
- **3** related to **improvements to / construction of new children's play areas**.
- **2** related to **more trees, flowers, planters etc**.
- **1** related to **improved active travel infrastructure**.

A further **60** locations throughout the Study Area were identified as areas for improvement through a further **231** responses. For these **60** locations:

- **39** responses related to **more trees, flowers, planters etc**.
- **30** responses related to **outdoor seating**.
- **25** related to **improvements to existing public spaces** within the Study Area.
- **22** related to **traffic calming and/or a reduction in traffic**.
- **18** related to **better quality and more accessible footpaths**.
- **17** responses stated that **improvements similar to the examples given** in the question would be welcome.
- **16** related to the implementation of **one-way systems and/or road closures** to through traffic.
- **11** related to **pedestrianised or traffic-free areas**.

The remaining 53 responses were spread across a further 15 suggestions for improvements.

Figure 5:35 below visually shows the streets mentioned above, where respondents feel placemaking improvements could be made.

Q20 - Are there any specific streets or junctions that you would like to highlight and provide more details about?
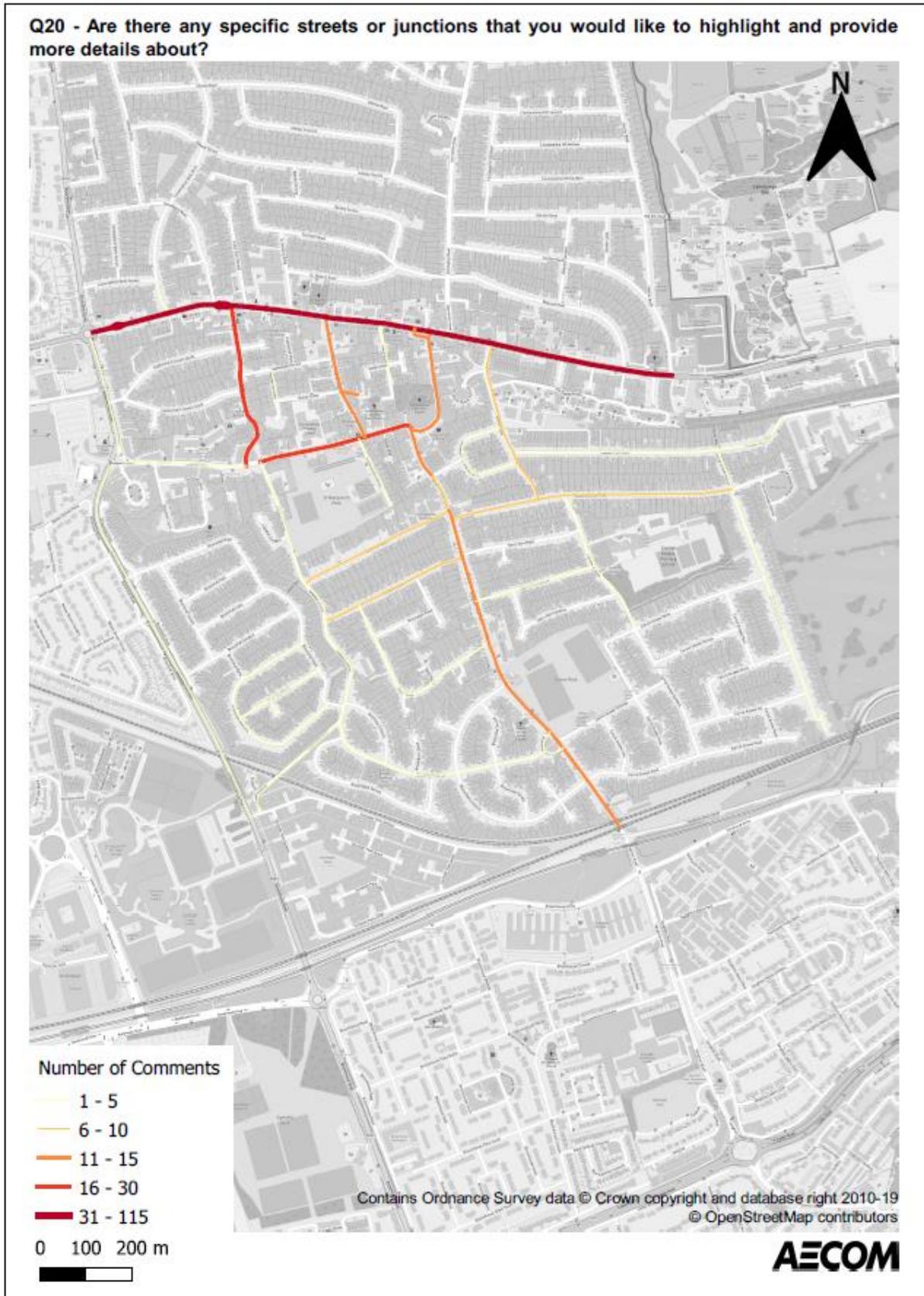
Figure 5:35: Streets where respondents have highlighted for placemaking improvements- heatmap

5.6   About You

Q21 – 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?
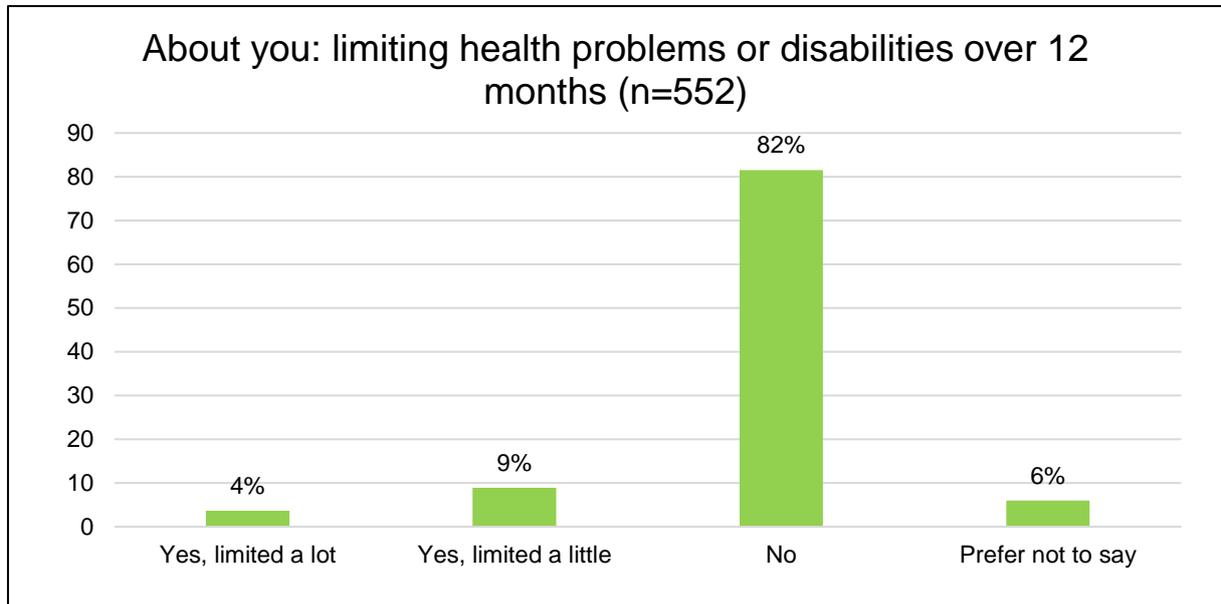
Figure 5:36: About you: limiting health problems or disabilities over 12 months

With regards to limiting health problems or disabilities lasting or expected to last over 12 months, **Figure 5**:36 shows that 4% of respondents stated '**Yes, limited a lot**', 9% stated '**Yes, limited a little**', 82% stated '**No**' and 6% stated that they would '**Prefer not to say**'.

Q22 – Overall, how would you rate your general health over the last four weeks?
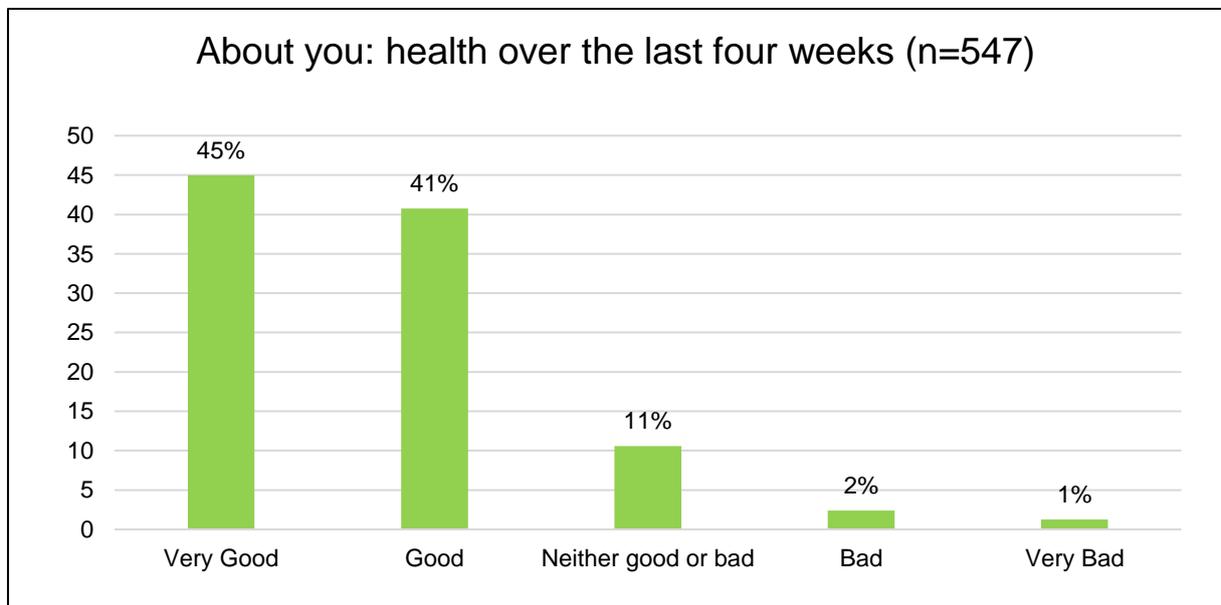
Figure 5:37: About you: health over the last four weeks

With regards to their health over the last four weeks, **Figure 5**:37 shows that 45% of respondents stated '**Very good**', 41% stated '**Good**', 11% stated '**Neither good or bad**', 2% stated '**Bad**' and 1% stated '**Very bad'.**

Q23 – What is your gender?
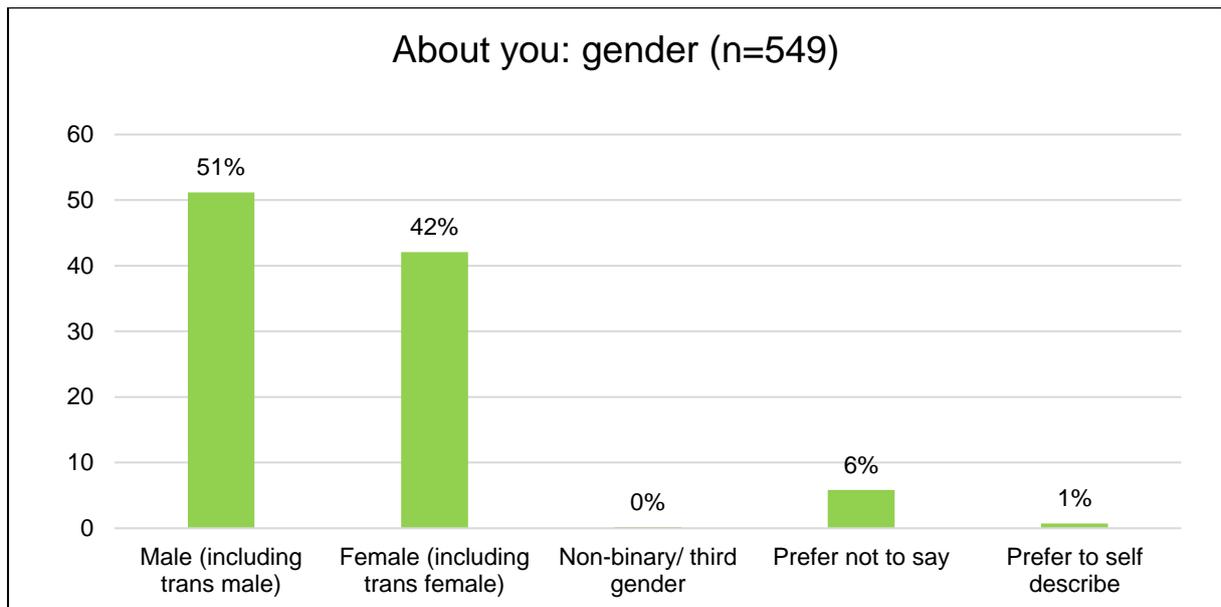
Figure 5:38: About you: gender

Figure 5:**38** shows that 51% of respondents identified as '**Male (including trans male)**', 42% identified as '**Female (including trans female)**', less than 1% identified as '**Non-binary/ third gender**', 6% stated that they would '**Prefer not to say**' and 1% '**Prefer to self-describe**'.

Q24 – What age group do you fit into?
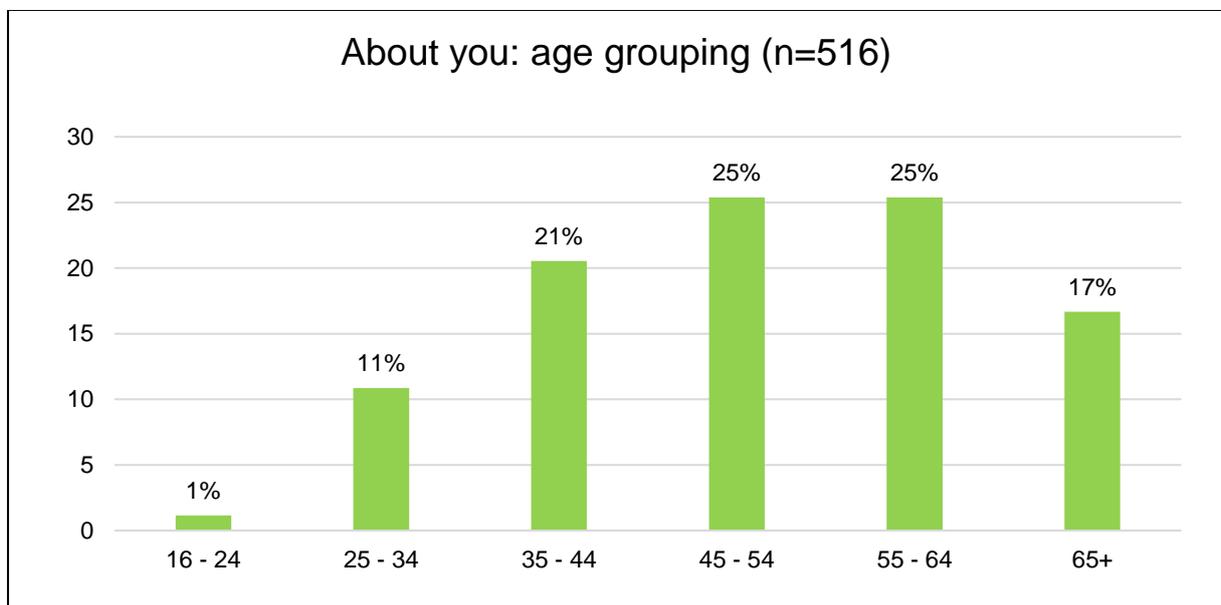
Figure 5:39: About you: age grouping

Figure 5:**39** shows the age grouping of the survey respondents. 1% were '**16-24**', 11% were '**25-34**', 21% were '**34-44**', 25% were '**45-54**', a further 25% were '**55-64**' and 17% were '**65+**'.

Q25 – Which of the following best describes your working status?

About you: employment status (n=546)
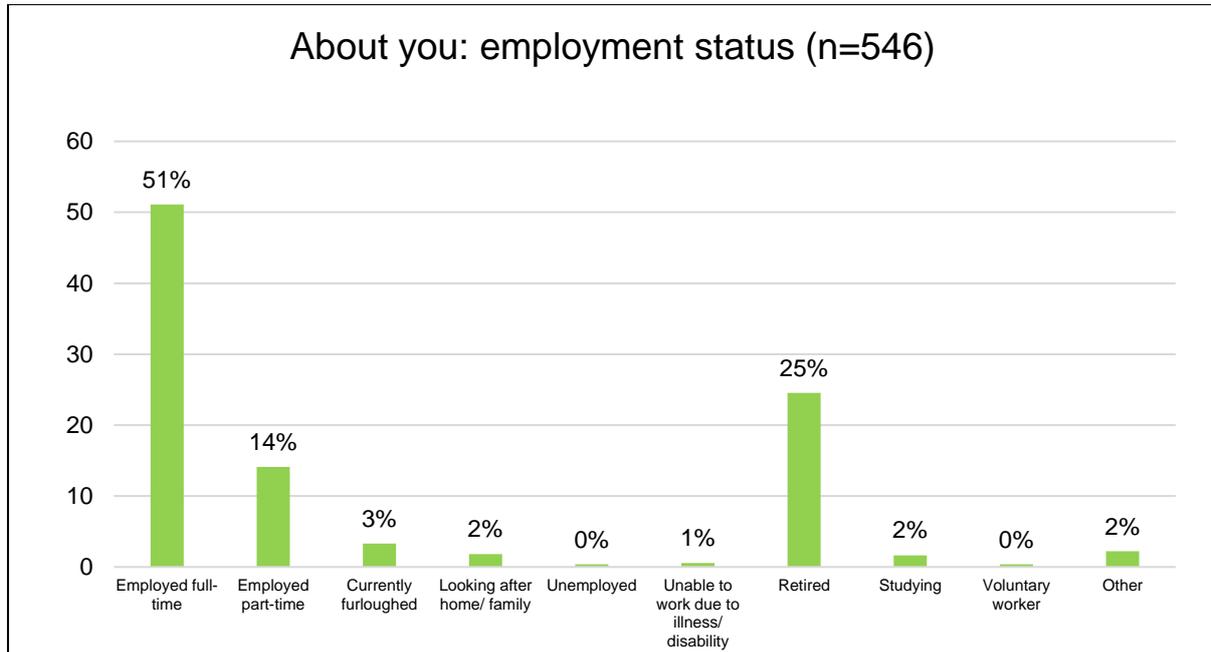
Figure 5:40: About you: employment status

With regards to employment status, **Figure 5:40** shows that 51% of respondents were '**Employed full-time**', 25% were '**Retired**' and 14% were '**Employed part-time**'. Of the remaining respondents, 3% were '**Currently furloughed**', 2% were '**Looking after home/ family**', a further 2% were '**Studying**', 1% were '**Unable to work**' and less than 1% were either '**Unemployed**' or a '**Voluntary worker**'. 2% of respondents selected '**Other**' of which the most common response was 'Self-employed'.

Q25.1 – Are you a key worker?

About you: are you a keyworker? (n=530)
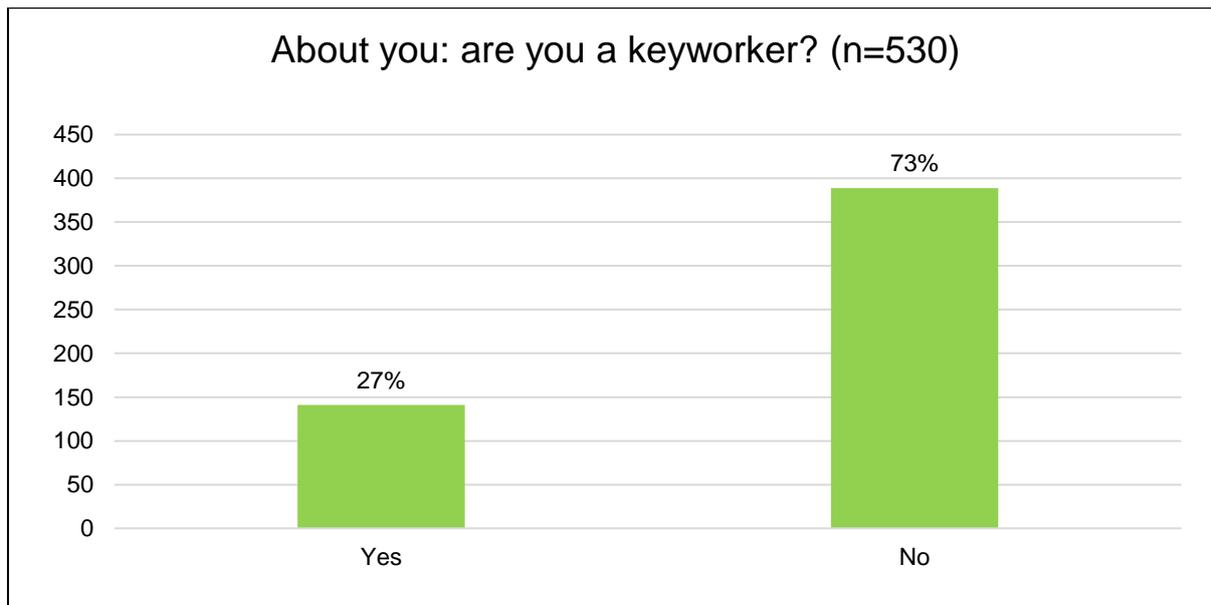
Figure 5:41: About you: keyworker

Figure 5:**41** shows that 27% of respondents stated that '**Yes**' they are a keyworker and 73% stated '**No**' they are not.

Q26 – To which of these groups do you consider you belong?
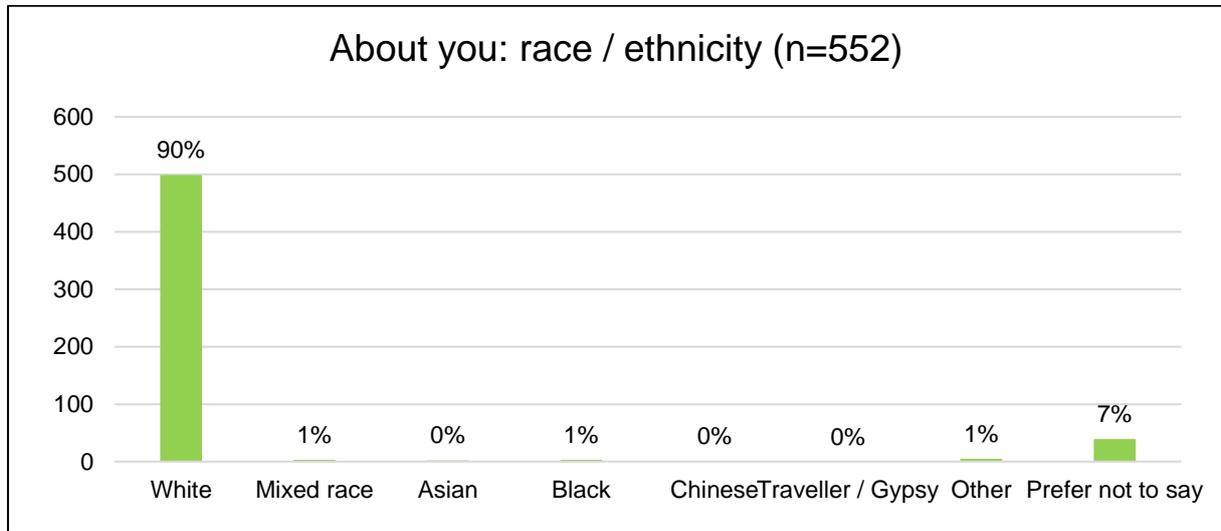
Figure 5:42: About you: race / ethnicity

Figure 5:**42** shows that 90% of respondents considered themselves '**White**', 1% considered themselves '**Mixed race**', 1% considered themselves '**Black**', a further 1% considered themselves an '**Other**' race or ethnicity and 7% stated they would '**Prefer not to say'**.

Q27 – Would you like to be kept informed about the results of this consultation?
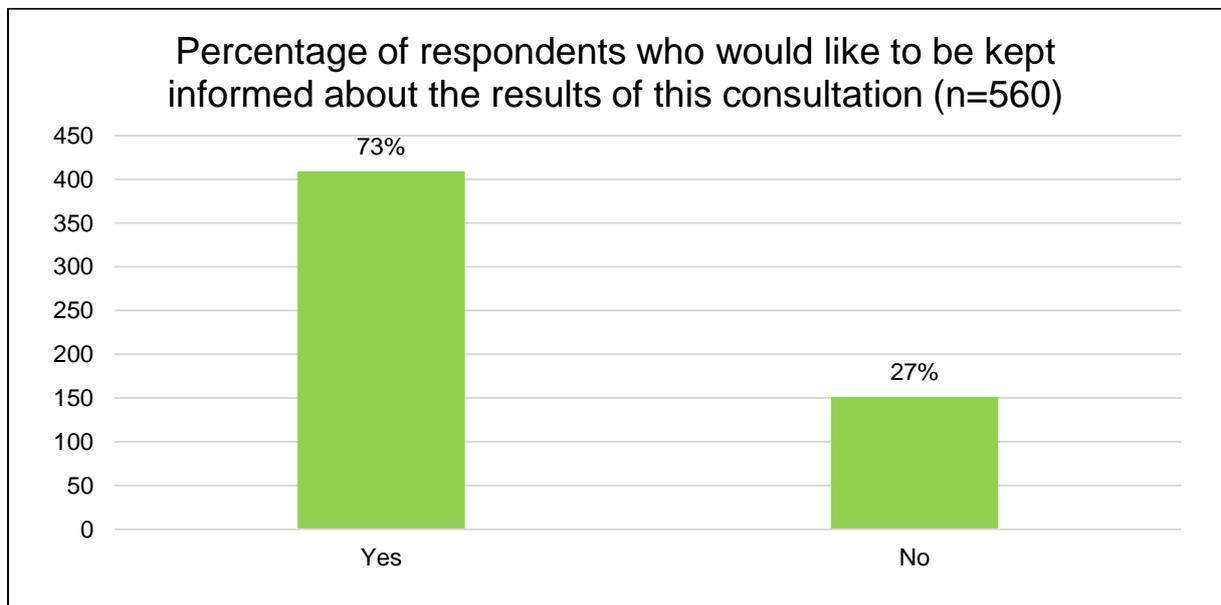
Figure 5:43: About you: consultation updates

Figure 5:**43** shows that 73% of respondents stated that '**Yes**' they would like to be kept informed and 27% stated '**No**' they would not like to be kept informed of the results of this consultation.

5.7   Further Analysis

5.7.1   Postcode Analysis

The figure below shows the number and location of respondents that answered the online survey by data zone[1]. Respondents originally provided their post code in Q2 of the online survey which have been displayed within data zones to maximise privacy. The mapping shows that the majority of respondents reside within the Corstorphine area

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[1] Data zones are the key geography for dissemination of small area statistics in Scotland and are widely used across the public and private sector. Composed of aggregates of Census Output Areas, data zones are large enough that statistics can be presented accurately without fear of disclosure and yet small enough that they can be used to represent communities.

Home location of Respondents

Number of Respondents

■ 1 - 9   ■ 10 - 19   ■ 20 - 29   □ 30 - 39   ■ 40 - 49   ■ 50 - 59   ■ 60 - 69

0   1   2 km

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AECOM
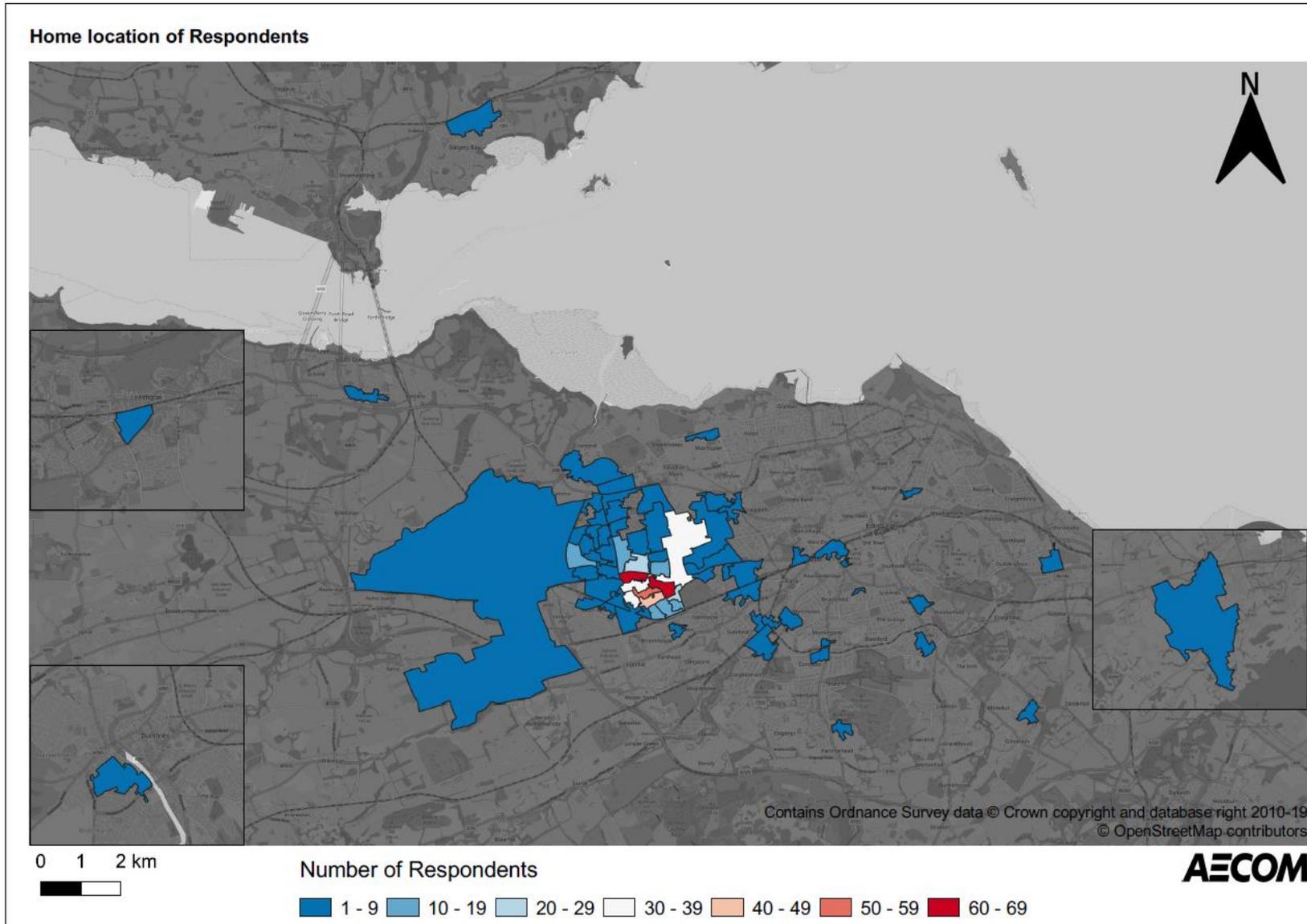
Figure 5:44: Postcode analysis of online survey displayed by data zone

5.7.2 Residents Perspectives

Further analysis has been done on the online survey results to analyse the questions from residents' perspectives. This was done by filtering the results to show only responses from the 427 respondents that indicated that they 'live within the project area' in Q1 (79% of overall respondents). The following key questions have been selected to give an overview of residents' opinions.

n= in the graphs indicates the total number of residents that responded to that question.

Q8: Is there anything that prevents you from making any trips within Corstorphine or the local area?

Factors that prevent residents from making trips within the local area n=332

Factor	Value
Safety of street for walking	92
Safety of streets for cycling	111
Lack of safe road crossings	67
Health doesn't allow	12
No access to bicycle	19
No access to car	25
No access to public transport	6
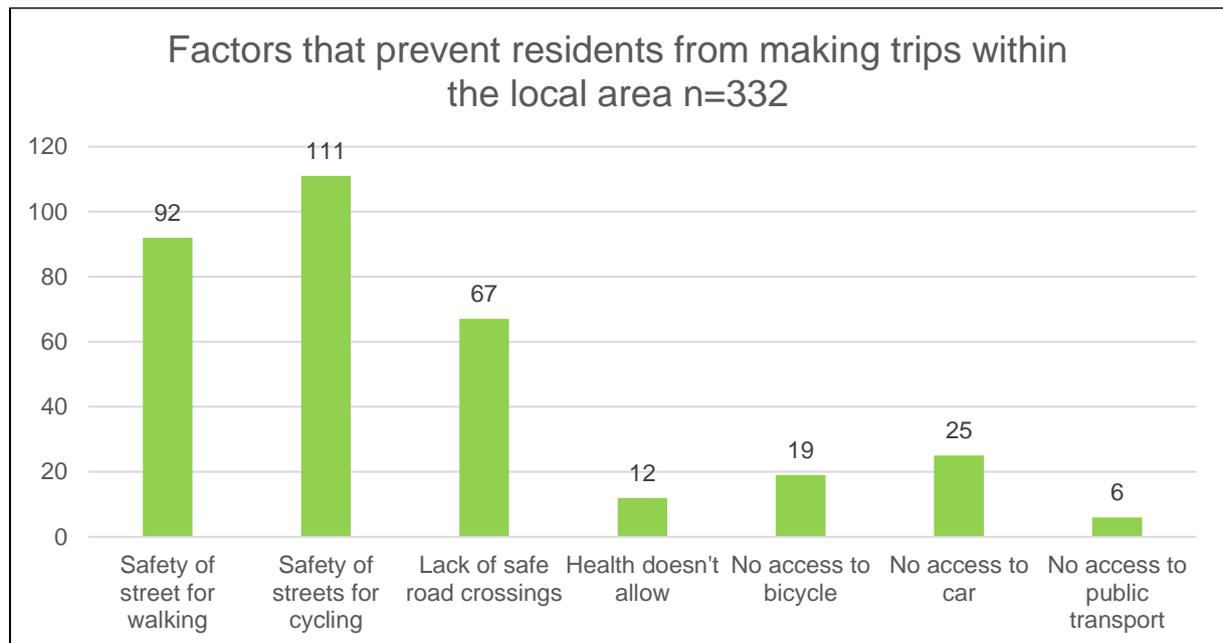
Figure 5:45: Factors that prevent respondents from making trips within the local area - Residents

Figure 5:45 shows that **Safety of streets for cycling** was the most common factor which prevents residents from making trips in the local area with 111 responses (33%). **Safety of streets for walking** was the second most common factor with 92 responses (28%), followed by **Lack of safe road crossings** with 67 responses (20%). Other factors included **No access to car** (8%), **No access to bicycle** (6%), **Health doesn't allow** (4%) and **No access to public transport** (2%).

Q9: What do you think about the current conditions for walking in the area?
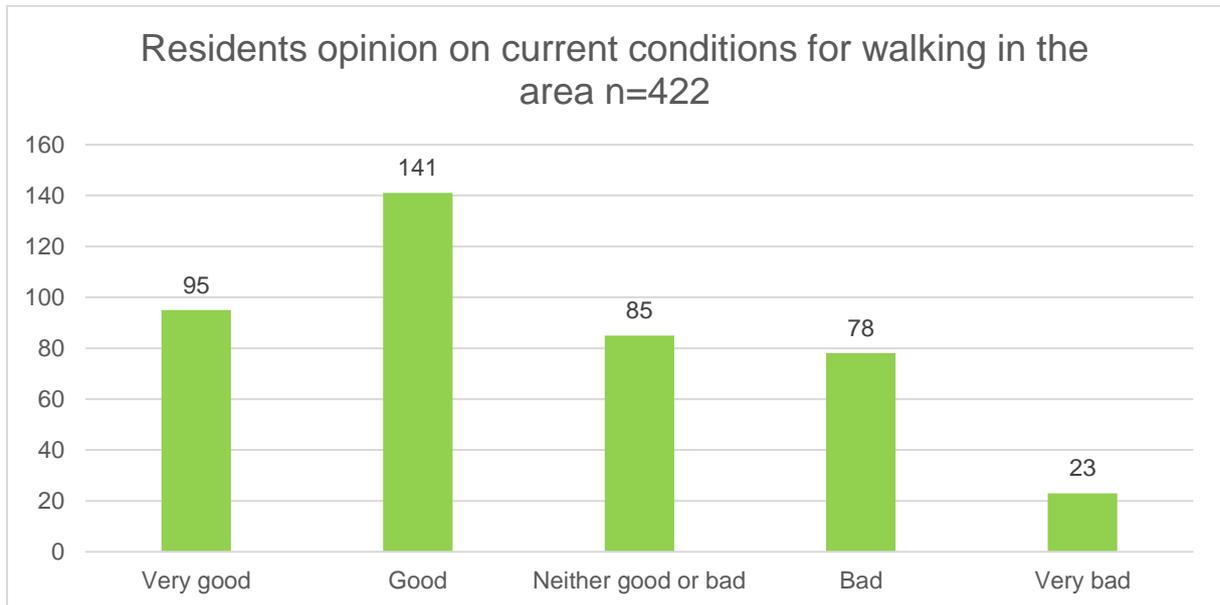
Figure 5:46: Residents opinion on current conditions for walking in the area

Figure 5:46 shows that the majority of residents think that current walking conditions in the area are **Good** (141) followed by **Very good** (95). An overall majority of 56%. However, 23% of respondents think that conditions for walking in the area are **Bad** (78) and **Very bad** (23).

Q10: What do you think about the current conditions for cycling in the area?
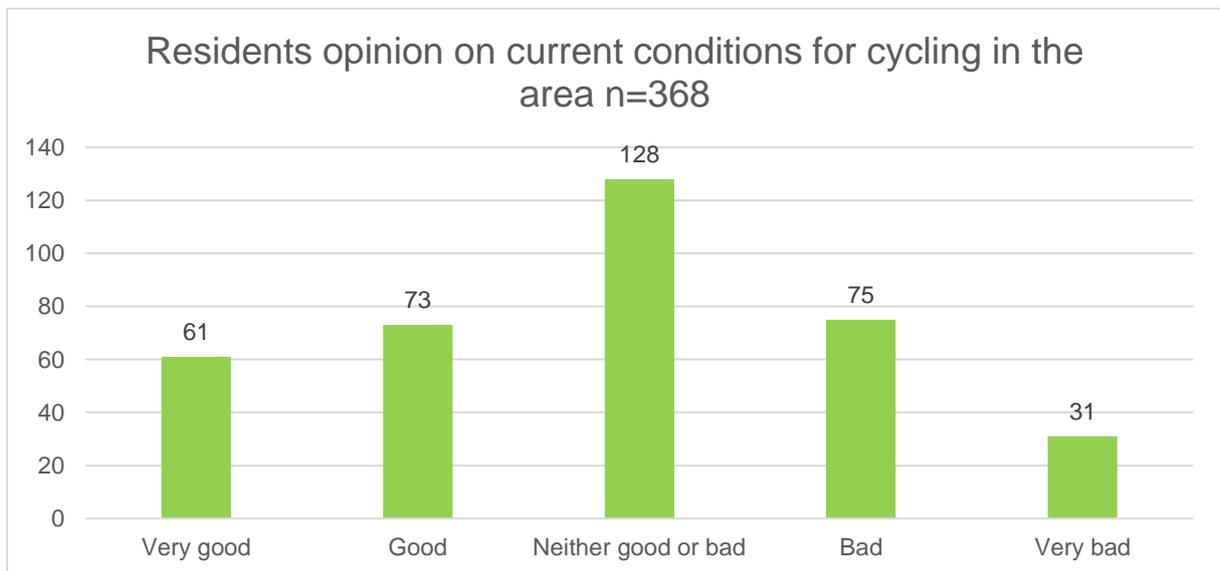
Figure 5:47: Residents opinion on current conditions for cycling in the area

Figure 5:47 shows that that the majority of residents (128) think that current conditions for cycling in the area is **Neither good or bad** (35%). 37% of residents think that current conditions are **Good** (73) or **Very Good** (61). 28% of residents think that current conditions are **Bad** (75) and **Very Bad** (31).

Q12 – How safe do you think traffic levels and speeds are in the local area for children cycling or walking?
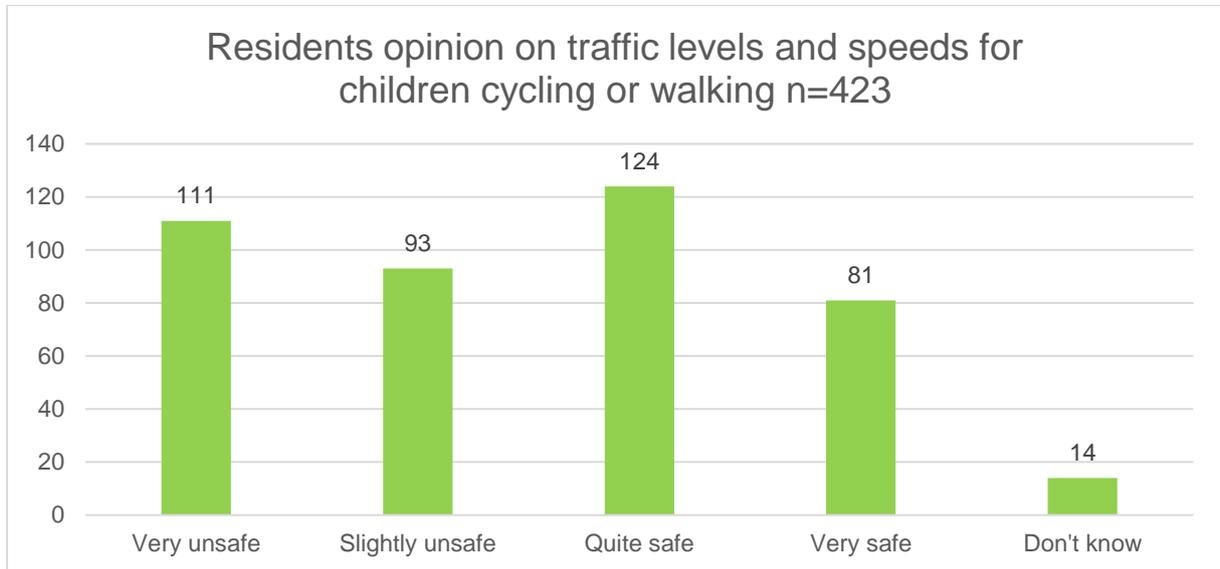
Figure 5:48: Residents opinion on traffic levels and speeds for children, cycling or walking

Figure 5:48 shows that the majority of residents (124) think that traffic levels and speeds are **Quite safe** for children cycling or walking. Overall, however, in total there is an even split between residents thinking that traffic levels and speeds are **Quite safe** and **Very safe** (48%) and **Slightly unsafe** and **Very unsafe** (48%).

Q13 – How would you rate the current walking conditions for pedestrians to access local schools?
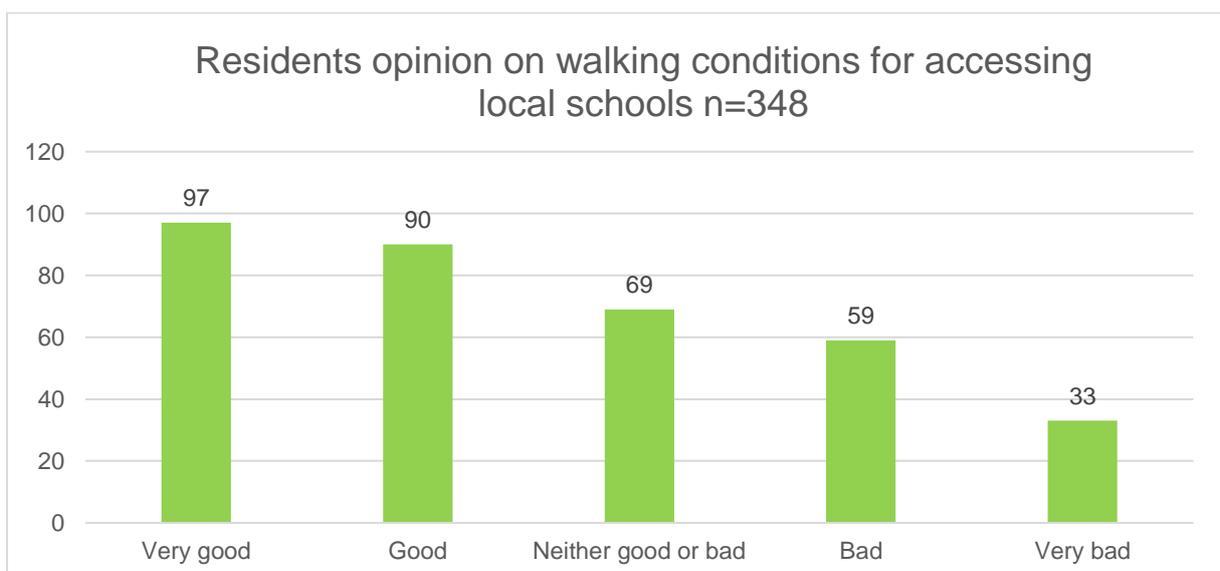
Figure 5:49: Residents opinion on walking conditions for accessing local schools

Figure 5:49 shows that the majority of respondents (97) think that current walking conditions to schools are **Very good** closely followed by **Good** (90). 69 residents think that conditions

are **Neither good or bad**. 59 respondents think that walking conditions are **Bad** and 33 **Very bad**.

Q14 – How would you rate the current conditions for cyclists accessing local schools?
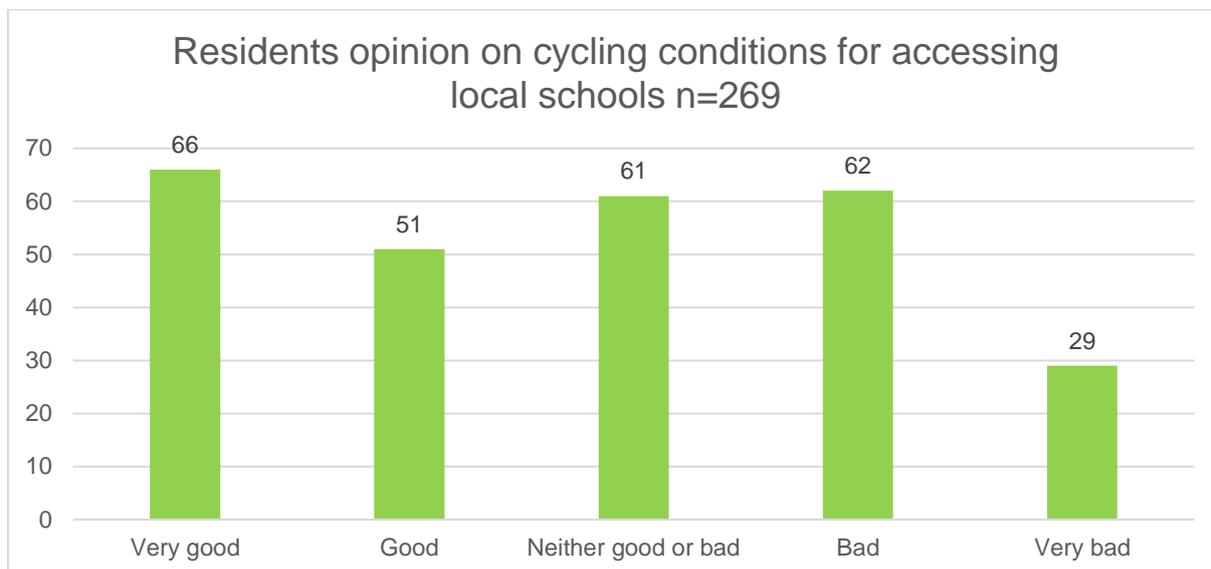
Figure 5:50: Residents opinion on cycling conditions for accessing local schools

Figure 5:50 shows that majority of residents (43%) think that current cycling conditions to schools are either **Very good** or **Good** (66 and 51 residents respectively). 34% of residents, however, think that conditions are **Bad** and **Very bad** (62 and 29 residents respectively). 61 residents think that conditions are **Neither good or bad**.

Q16 - Considering traffic levels before the COVID pandemic, what do you think about the level of traffic on other streets in the Corstorphine area?
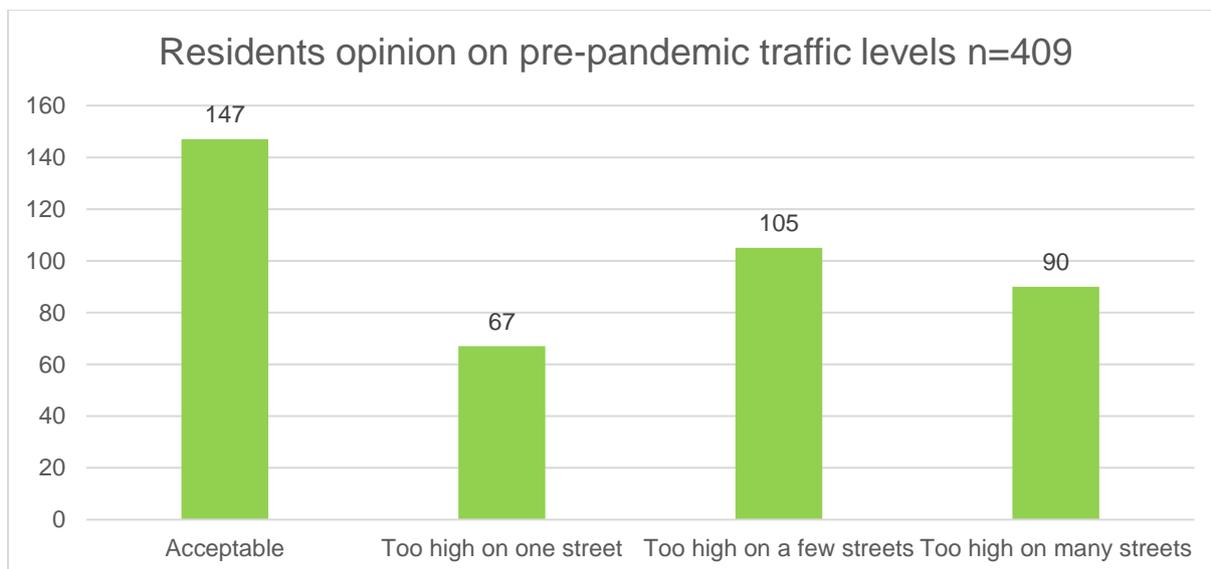
Figure 5:51: Residents opinion on traffic levels on streets prior to the pandemic

Figure 5:51 shows that the majority of residents (147) think that traffic levels before the pandemic on streets in Corstorphine are **Acceptable**. 105 residents think that traffic levels were **Too high on a few streets**, followed by 90 residents stating that there were **Too high on many streets**. 67 residents claimed that traffic levels were only **Too high on one street**.

Q16.1: If you think traffic levels are too high on any street, please could you state the street and any further details, such as the time of day when the levels are too high

The most commonly mentioned streets that residents think that traffic levels are too high on are:

- St John's Road (124 mentions)
- Saughton Road North (37 mentions)
- Corstorphine High Street (33 mentions)
- Manse Road (17 mentions)
- Meadow Place Road (14 mentions)
- Glasgow Road (10 mentions)
- Drumbrae Roundabout (10 mentions)
- Pinkhill (8 mentions)
- Corstorphine Road (8 mentions)
- Kirk Loan (7 mentions)
- Featherhall Avenue (7 mentions)
- Ladywell Road (6 mentions)
- Station Road (5 mentions)
- Dovecot Road (5 mentions)

Q18 - Considering traffic speeds before the COVID pandemic, what do you think about traffic speeds on other streets in the Corstorphine area?

Residents opinion on pre-pandemic traffic speeds n=402

Acceptable: 220
Too high on one street: 28
Too high on a few streets: 94
Too high on many streets: 60
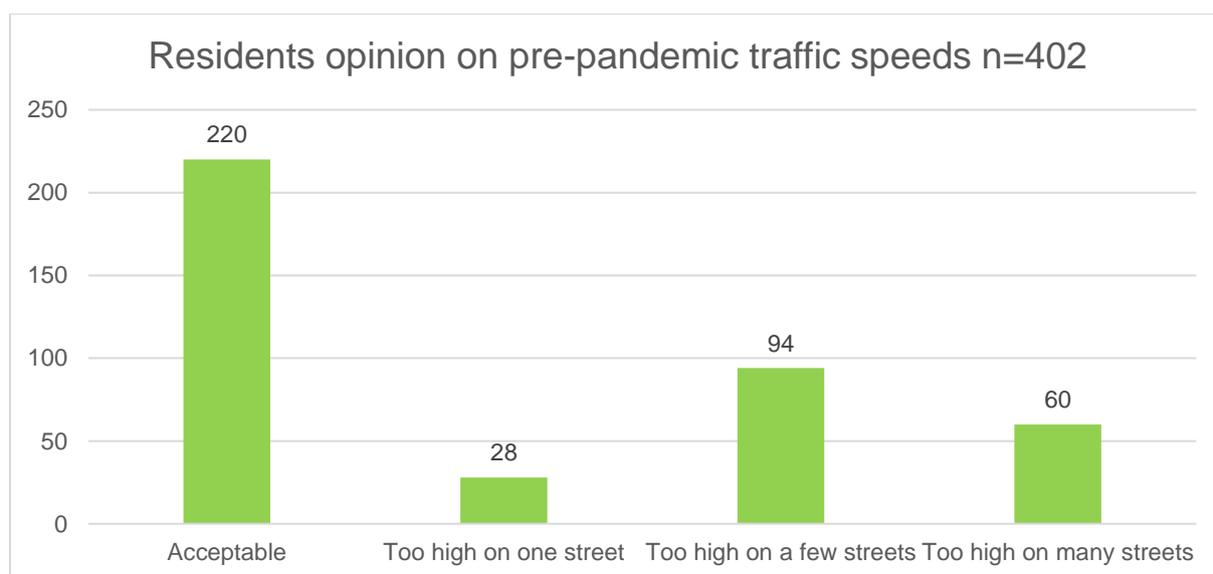
Figure 5:52: Residents opinion on traffic speeds on streets prior to the pandemic

Figure 5:52 shows that the majority of residents (220) think that traffic speeds prior to the pandemic were **Acceptable**. This was followed by 94 claiming there were **Too high on a few streets**, **Too high on many streets** (60) and **Too high on one street** (28).

Q18.1: If you think traffic speeds are too high on any street, please could you state the street and any further details, such as the time of day when the levels are too high

The most commonly mentioned streets that residents think that traffic speeds are too high on are:

- Saughton Road North (43 mentions)

- Corstorphine High Street (32 mentions)

- St John's Road (28 mentions)

- Ladywell Road (10 mentions)

- Manse Road (8 mentions)

- Meadow Place Road (7 mentions)

- Meadowhouse Road (4 mentions)

- Station Road (4 mentions)

Conversely, there are a handful of comments which state that on some streets, traffic movement / required speeds are too low. St John's Road, North Gyle Drive, Saughton Road North are mentioned.

5.7.3   Accessibility Perspectives

Further analysis has been done on the online survey results to analyse key questions from an accessibility perspective. This was done by filtering the results of Q21 in the survey: "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?" to show only the responses from the 69 respondents that selected answer A) Yes, limited a lot and B) Yes, limited a little. The following points below highlight key areas of concern.

Q6.2: Are there any local places or trips you would like to make but are currently prevented from doing so? If so, where?

The majority of respondents (12) felt that there were no local places of trips that they felt they were prevented from making, 4 residents felt that they were prevented from using St Johns Road, comments related to the issues of on street parking and the speed and volume of traffic along the road.

The most commonly mentioned responses related to:

- Being restricted by the Covid-19 pandemic and consequent Government restrictions put in place to prevent travel. (6 comments)

- Accessibility issues for those with disabilities or mobility issues, regarding issues moving around the local area because of on street parking and a lack of dropped curbs in the area (4 comments)

- Road surfaces and poor pavement maintenance prevented residents from making trips (4 comments)

- A lack of safe cycle ways prevented some residents from making trips in the local area (4 comments)

- The speed and volume of traffic along roads was a deterrent (2 comments)

- A lack of frequent, reliable bus services prevented residents making trips (2 comments)

Q8: Is there anything that prevents you from making any trips within Corstorphine or the local area?

Just over a fifth of respondents that answered this question (21%) are prevented from making trips within Corstorphine because of the safety of the street for walking, just under a fifth of respondents' (19%) health prevents them from making trips and 17% of respondents felt that there were other reasons that prevented them from making trips. 15% of respondents felt the safety of streets for cycling was a preventor and 15% felt the lack of safe road crossings in Corstorphine prevented them from making trips.

Of those respondents that answered 'Other':

The most commonly made comments were around the following themes:

- **3 comments** mentioned poor accessibility for disabled residents or those with mobility issues

- **2 comments** mentioned the poor state of the pavements and road surfaces

- **2 comments** mentioned being prevented by the Covid-19 pandemic and Government restrictions

- **1 comments** mentioned the poor air quality

- **1 comment** mentioned the lack of parking as a preventor

- **1 comment** mentioned the lack of frequent and reliable bus services in the area

- **1 comment** mentioned the number of road closures causing issues for traveling around the area

Q9: What do you think about the current conditions for walking in the area?

23% of respondents think that the conditions for walking in the area are '**Very good**' and 29% think that they are '**Good**'. 14% think that conditions are '**Neither good or bad**', 22% think the conditions are '**Bad**' and 12% think they are '**Very bad**'.

Q9.1: Are there any particular areas or locations where walking conditions could be improved?

The majority of responses were only mentioned once, in contrast Manse Road was mentioned 4 times and the pavement quality along Carrick Knowe was mentioned 3 times, with Traquair Park and the lack of safe crossings along St Johns Road were both mentioned 2 times by respondents. 10 respondents felt there were no particular areas or locations where they wanted to see walking conditions improved

The most commonly made comments were around the following themes:

- **21 comments** related to the poor quality and maintenance of pavements and paths for walking in the general area

- **8 comments** felt that pavements were too narrow, 4 of these were general comments, Corstorphine High Street, Ladywell Avenue to Broomhall and Manse Road were all mentioned as respondents felt pavements were too narrow and therefore require improvements for walking conditions

- **3 comments** wanted to see a reduction in the prioritisation of cars to improve walking conditions

- **3 comments** related to speeding and traffic volumes being an issue for walking

- **3 comments** referred to congestion, 1 comment mentioned congestion on Drumbrae roundabout as an issue for those walking

- **3 comments** related to poor access for the disabled or for those who have mobility issues, which effected walking conditions and accessibility

- **3 comments** felt walking could be improved if cars were restricted from parking on pavements

- **2 comments** mentioned improving poor air quality would improve walking conditions

- **1 comment** mentioned the need to improve the general cleanliness of the area to improve walking conditions

Q11: Any other suggestion to improve accessibility for walking, wheeling and cycling?

- 9 comments mention the condition of pavements should be improved

- 8 comments mention the condition of roads should be improved

- 4 comments mention implementing segregated cycling routes to separate cyclists from other road users and pedestrians

- 4 comments mention the need to reduce parking on pavements

- 2 comments mention that there is a lack of adequate pedestrian crossings

- 2 comments mention enforcing current 20mph speed limits

- 2 comments mention removing current Spaces for People interventions

Q19: Are there any particular streets where non-resident parking causes a problem for local residents?

Of the respondents which answered this question:

- 3 mention Pinkhill

- 3 mention areas around the primary schools

- 2 mention Corstorphine Park Gardens

- 2 mention Featherhall Avenue

- 2 mention Dovecot Road

- 2 mention Ladywell Road

Other mentions include Featherhall Place, Traquair Park E/W, Carrick Knowe Avenue, Glebe Road, Kaimes Road, Downie Grove, Belgrave Road, Ladywell Avenue and Saughton Road North.

6.   Next Steps

The next step will be for the project to move on to Concept Design where there will further consultation opportunities in May 2021.

Appendix A – Leaflet

Corstorphine Connections
Low Traffic Neighbourhood

HAVE YOUR SAY...

The City of Edinburgh Council is proposing a new project which aims to create a safer and more comfortable environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Corstorphine. To meet these objectives, the Council is considering the development of a Low Traffic Neighbourhood in the area.

We would like feedback from local residents and businesses about current issues and challenges related to walking, cycling, wheeling and traffic. This information will be used to inform the design proposals, which would then be subject to further public engagement later in the year.

Information on the project, its background, aims and objectives are available on the Council's Consultation Hub. This will be live from 8th to 28th February 2021, with details below on how to respond below.

You can respond to the project team in a number of ways, with all materials available online at:

https://consultationhub.edinburgh.gov.uk/

This includes:
1. Online survey
2. Via the following email address: Martyn.Lings@edinburgh.gov.uk.

Please either email, write, or call us on 0131 469 3776 if you would like to receive a paper copy of the information and survey.

You can also write to us / send online survey to:
FREEPOST RTRS-YLCY-EAEA
Community Engagement: Corstorphine LTN
Clocktower
Unit 1 Flassches Yard
South Gyle Crescent
Edinburgh
EH12 9LB

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Appendix B – Community Reference Group Meeting

Corstorphine Connections LTN Community Reference Group – Key themes meeting note

Meeting name	Time	Attendees	Circulation	Apologies
CRG Meeting 1	7pm-8.30pm	Jonathan Melville – Corstorphine CC	All	Jane Kerr – The Corstorphine Trust
Meeting date 3rd March 2021	**Project name** Corstorphine Connections	Claire Connachan – Living Streets Pauline Capaldi – Spokes Chris Young – Low Traffic Corstorphine Vikki Brown – Corstorphine Primary		
Location Microsoft Teams	**Prepared by** Anna McRobbie	School (parent council) Kerry Cleland – Carrick Knowe Primary School (parent council) Colin McLauchlin – Corstorphine Buiness Community Martyn Lings – City of Edinburgh Council Paul Matthews – AECOM Anna McRobbie – AECOM		

Background / Scope

- Corstorphine Primary School has a large catchment to the north of St John's Road recommended that the boundary of the LTN go up to and including Caroline Terrace. Large proportion of children come from this north side without a safe route to the school.

- Why stop at St John's Road? More and more traffic using areas below Caroline Terrace as a rat run since Spaces for People measures have been introduced on St John's Road. Caroline Terrace would be ideal street to boundary the scheme to the north.

Accessibility

- Lack of safe crossing outside Carrick Knowe Primary School. Still major issues outside primary school relating to lack of signage and road markings.

- Pavements in Carrick Knowe are in a poor state of repair to encourage active travel.

- Saughton Road north has very poorly maintained pavements.

- Pathways on Kirk Loan are extremely narrow particularly around the graveyard.

- As this is focussed on walking and wheeling, there is a lack of safe crossing points in the area and crossing times are very slow to cross the road. Also note the existing signal-controlled crossing times are very short on green man – around a 6 second opportunity to get across busy streets which is problematic for elderly people and those with disabilities.

- Narrow pavements are an issue on Kirk Loan, Featherhall Avenue, Sycamore Terrace, Meadowhouse Road and Corstorphine High Street. Streets are poorly surfaced.

- Lack of dropped kerbs in area.

- Lack of safe crossing points on north of end Saughton Road North towards library and there are no signalised crossing points from the middle of Saughton Road North northwards.

- Lack of safe crossing points on Ladywell Road.

- Bike/bus to school meeting point is at Pinkhill. Meadowhouse Road junction with Saughton Road North is difficult junction for cyclists to navigate. Problem is caused by speed of cars coming from Saughton Rd North heading down it. Even for experienced cyclists, it can be difficult.

- Narrow pavements combined with heavy traffic and speeding traffic makes a horrendous walking experience across the local area.

- Difficult to cross from Dovecot Road onto Meadowhouse on the Quiet Route as a cyclist.

- Rat running in the local area makes walking problematic.

- Pavement parking is also an issue in the area, means pedestrians have to step off and go onto the road which is an issue for anyone with mobility issues, elderly and people with pram/buggies and children.

- Some businesses are reliant on cars coming to them, so we do need some space to allow them to do business. Commuters are an issue; we are a pass-through route for them. Try to separate people commuting and people using local businesses.

- New shop opening called The Refillery on St John's Rd, they will perhaps need vehicles to be able to access them.

- Important for businesses to get their servicing. Some businesses want to attract a wider audience from further afield. Elderly people are taking their car to the post office and struggle to park there is access is restricted.

- If we could somehow make sure that Corstorphine is not a commute through village – separate commuters from residents.

- Tesco is a major attraction in Corstorphine – has a big car park and attracts people from all over. If we could encourage them to put on buses to bus local people in and out, this would stop people using their private cars.

Traffic

- Consensus there was a need to cut down on intrusive traffic.

- Featherhall Avenue has a problem with cars running up and down at speed and parking also, particularly at the bottom part towards Ladywell Road.

- Manse Road, Kirk Loan and Castle Avenue are used as rat runs.

- Kirk Loan to the south end is two-way and the rest of it is a one way southbound yet a number of cars travel north. Some suggestions that whole of Kirk Loan is made one way.

- Could Kirk Loan be a space with no access to cars? Great access to library if there was to be less cars cutting through using it as a rat run.

- Several concerns with volume/speed traffic on Saughton Road North.

- From school travel point of view, Manse Street, Kirk Loan and Featherhall are difficult, heavily trafficked streets to cross. To the north, Corstorphine Bank Drive is an issue for people getting to school, speed and volume is a problem. Templeland Road is also a problem for rat running to bypass St John's Road. Same for Forrester Road and St Ninians's Road, people cut up to avoid main roads.

- Rat runs are prominent on the north side of St John's Road also. During road works on Clermiston Hill -traffic gets diverted up Kaimes Road then pushed alongside of woods, hardly space for cars to get along there let alone a lorry. Traffic planning is an important issue because not all streets are capable of holding a certain volume of traffic

- Middle section of proposed LTN is also vulnerable to rat runners. Rat runners don't think of residents in the area, just getting from A to B as quickly as possible.

- Pinkhill, Featherhall Road and Meadowhouse Road are rat runs for St John's Road.

- What are the bigger plans for dealing with traffic levels as we live along a main corridor for people coming in and out of Edinburgh?
  CEC noted that the City Mobility Plan is looking at the main corridors although the project is at an early stage.

- Pavement parking happens in most streets. Need to ensure these vehicles can get through these streets.
- Junction of Corstorphine High Street and Manse Road is unsafe; cars speeding at this junction.

Placemaking

- Kirk Loan suggested as a possible location for a 'play' street with timed delivery zones at the top and bottom end for shops and library. Central section could be great for a pocket park.
- On Kirk Loan, there is the Old Parish Church on corner from which the playgroup runs, and issue we have is that the care inspectorate wants us to be outside playing but it is difficult as the graveyard is an open area and not a safe environment for the children to be contained. Suggestion for Kirk Loan to be closed for a play street which would provide kids an area to play for the playgroup and for Corstorphine Primary School kids to use.
- Union Park is badly looked after. Improve green spaces that currently exist and look at what could be done to improve them.
- Better equipment in Inverleith Park and well thought out playground. Union Park doesn't have this. A lot of glass and litter. Been run down for a long time so people don't respect it. It should draw people to it.
- Would be good to see more greenery on St John's Road and more benches for people sitting. At the moment, there is bad air (pollution).
- Noted that Union Park has been awarded money for helping with the flooding which could lead to other improvements. https://www.pitchero.com/clubs/corstorphinecougarsrfc/news/funding-boost-for-city-of-edinburgh-council-and-co-2600639.html
- Union Park's playground could do with investment. More people to go to St Margaret's park which is visually popular with dog walkers and children but no space set aside for dog walkers. Could possibly bring a café into the park where the bowling green is.
- Union park should not be overlooked and should be made into a more family friendly and sociable space. It could make a great difference to this area which desperately needs it.
- St Margaret's Park hosts the Corstorphine Fair every 2 years which is the biggest independent fair in Scotland. The park doesn't have its own water supply.
- If rat running could be reduced, there would be a lot of natural placemaking occurring – a more cohesive sense of community. Winter Wonderland was a good community event where c.150 residents and businesses decorated their windows in the evening. This was good event because there was less traffic because of lockdown, and it was in the evening. It could feel like this every day if traffic was reduced.
- Gleeb Road, off of St John's Road, was one of the busy vibrant areas during the Winter Wonderland event. Highlighted how much traffic can have an impact on a street like this in normal situations.
- Good spaces up near Corstorphine Hill. Having cafes in a park like Saughton Park is a good use of community space. Would be good to have one in Corstorphine like that. St Margaret's Park and Union Park would be good locations for this. St Margaret's Park lacks something which the community could use as a hub. See this as heart of Corstorphine and would be good to develop this as a greenspace.
- Turn Corstorphine High Street into walking only was suggested although recognised that this may not be realistically possible.
- Manse Road to be pedestrian only would be a great idea on the southern end but there are businesses at the top so would need to be mindful of this for vehicles to get in and out. If we are thinking of pedestrianising, remember to think of businesses to assess how vehicles could still get access in and out.

Other points

- Poor drainage especially on St John's Road.

Appendix C – Online Survey

Corstorphine Connections

Welcome to our survey!

Thank you for taking an interest in this project. This survey is to help us understand more about how you travel around your local area and what you think are the current conditions and future challenges for walking, cycling and wheeling in the area. Firstly, we'd like to give you an overview of the project and more information about the survey.

Corstorphine Connections

The City of Edinburgh Council are developing a project to create a safer and more comfortable street environment for residents walking, cycling, wheeling and spending time in the local streets and outdoor spaces of Corstorphine.

The project builds upon the City of Edinburgh Council's Active Travel Action Plan, which aims to make travelling around Edinburgh more environmentally friendly, healthy and accessible.

The survey

This survey should take around 15 minutes to complete.

The survey aims to gather feedback from residents that will inform the project design. Further consultation will then be conducted with residents on the design proposals.

Data protection

AECOM are conducting this survey on behalf of the City of Edinburgh Council, who are delivering this project in partnership with Sustrans. The information that you share with us will only be used by the Council and these partners to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager using the contact details on the project webpage: https://consultationhub.edinburgh.gov.uk/

AECOM is an independent Market Research agency and is an MRS Company Partner- as such this survey is being conducted in accordance with the MRS Code of Conduct.

The study team will feed back on the results of the survey in due course to the public and stakeholders as this work is taken forward. If you have any queries about the survey, please contact Anna.McRobbie@aecom.com.

For project related queries, please contact martyn.lings@edinburgh.gov.uk.

The project area includes the local neighbourhoods and streets of Corstorphine and Carrick Knowe as well as the boundary roads of St. John's Road and Meadow Place Road.

We would like to know about your everyday journey experiences of using the streets within the project area.

Q1   Do you live within the project area (Corstorphine)?

Yes .... ☐

No.. ☐

Q2   **Please provide your postcode and street name.**
This will be used for mapping purposes only and will not be shared with any third party.

Street name.

Postcode

Q3   Are you responding as an individual, business or on behalf of an organisation/ group?

Individual .... ☐

Business.. ☐

Organisation/ Group .... ☐

Q3   What is the name of your business or organisation?

Q4   **How often did you normally (pre-COVID) use each of the following ways of getting around the local area?**
Please select all that apply

	5 or more days per week	3 - 4 days a week	1 - 2 days a week	At least once a fortnight	At least once a month	At least once a year	Not used in the last 12 months	Never used
Walk for exercise	☐	☐	☐	☐	☐	☐	☐	☐
Walk for leisure (non-exercise)	☐	☐	☐	☐	☐	☐	☐	☐
Walk for non-leisure trips (shops/ work)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for exercise	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for leisure (non-exercise)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for non-leisure trips (shops/ work)	☐	☐	☐	☐	☐	☐	☐	☐
Wheelchair or other mobility	☐	☐	☐	☐	☐	☐	☐	☐
Car (as driver)	☐	☐	☐	☐	☐	☐	☐	☐
Car (as passenger)	☐	☐	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐	☐	☐
Motorcycle/ Moped	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐

Q4ma Other (please specify)

```
[                                                              ]
```

Q5 **How often do you normally (during-COVID) use each of the following ways of getting around the local area?**
Please select all that apply

	5 or more days per week	3 - 4 days a week	1 - 2 days a week	At least once a fortnight	At least once a month	At least once a year	Not used in the last 12 months	Never used
Walk for exercise	☐	☐	☐	☐	☐	☐	☐	☐
Walk for leisure (non-exercise)	☐	☐	☐	☐	☐	☐	☐	☐
Walk for non-leisure trips (shops/ work)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for exercise	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for leisure (non-exercise)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for non-leisure trips (shops/ work)	☐	☐	☐	☐	☐	☐	☐	☐
Wheelchair or other mobility aid	☐	☐	☐	☐	☐	☐	☐	☐
Car (as driver)	☐	☐	☐	☐	☐	☐	☐	☐
Car (as passenger)	☐	☐	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐	☐	☐
Motorcycle/ Moped	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐

Q5ma Other (please specify)

```
[                                                              ]
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Q6 **Which of the following forms of transport would you like to use more often around the local area, assuming you had the opportunities and conditions to do so?**
Please select all that apply

	5 or more days per week	3 - 4 days a week	1 - 2 days a week	At least once a fortnight	At least once a month	At least once a year	Use less than once a year	Never use
Walk for exercise	☐	☐	☐	☐	☐	☐	☐	☐
Walk for leisure (non-exercise)	☐	☐	☐	☐	☐	☐	☐	☐
Walk for non-leisure trips (shops/ work)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for exercise	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for leisure (non -exercise)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle for non-leisure trips (shops/ work)	☐	☐	☐	☐	☐	☐	☐	☐
Wheelchair or other mobility aid	☐	☐	☐	☐	☐	☐	☐	☐
Car (as driver)	☐	☐	☐	☐	☐	☐	☐	☐
Car (as passenger)	☐	☐	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐	☐	☐
Motorcycle/ Moped	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐

Q6ma Other (please specify)

Q6.2 Are there any local places to visit or trips you would like to make but are currently prevented from doing so? If so where?

Q7 **Where do you currently travel locally by each of the following modes?**
Please select all that apply

	Walk	Cycle	Wheelchair or other mobility aid	Car (driver)	Car (passenger)	Taxi	Bus	Motorcycle/ Moped	Other
Local shops in Corstorphine	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local shops in Corstorphine on St. John's Road	☐	☐	☐	☐	☐	☐	☐	☐	☐
The Gyle Shopping Centre	☐	☐	☐	☐	☐	☐	☐	☐	☐
The Drum Brae Hub	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local shops at Barnton	☐	☐	☐	☐	☐	☐	☐	☐	☐
Personal business (health appointments, banking etc)	☐	☐	☐	☐	☐	☐	☐	☐	☐
Carrick Knowe Primary School	☐	☐	☐	☐	☐	☐	☐	☐	☐
Gylemuir Primary School	☐	☐	☐	☐	☐	☐	☐	☐	☐
Gyle Park	☐	☐	☐	☐	☐	☐	☐	☐	☐
St. Margaret's Park	☐	☐	☐	☐	☐	☐	☐	☐	☐
Union Park	☐	☐	☐	☐	☐	☐	☐	☐	☐
Hillwood Park/ Corstorphine Hill	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local caring responsibilities	☐	☐	☐	☐	☐	☐	☐	☐	☐
Visiting local friends/ family	☐	☐	☐	☐	☐	☐	☐	☐	☐
Bus Stops	☐	☐	☐	☐	☐	☐	☐	☐	☐
Train/ Tram stop	☐	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐	☐

Q7other Other (please specify)

Q8   **Is there anything that prevents you from making any trips within Corstorphine or the local area? Please include information about the destination and the particular issues or barriers you face when making that journey.**
Please select all that apply

Safety of street for walking .... ☐
Safety of streets for cycling .... ☐
Lack of safe road crossings .... ☐
Health doesn't allow .... ☐
No access to bicycle .... ☐
No access to car .... ☐
No access to public transport .... ☐
Other .... ☐
    Other (please specify)

Q8b   Can you explain why you answered this way?

Q9   What do you think about the current conditions for walking in the area?

Very good .... ☐
Good .... ☐
Neither good or bad .... ☐
Bad .... ☐
Very bad .... ☐

Q9b   Are there any particular areas or locations where walking conditions could be improved?

Q10 What do you think about the current conditions for cycling in the area?

Very good .... ☐

Good .... ☐

Neither good or bad .... ☐

Bad.. ☐

Very bad .... ☐

Q10b Are there any particular areas or locations where cycling conditions could be improved?

☐

Q11 Any other suggestions to improve accessibility for walking, wheeling and cycling?

☐

Q12 How safe do you think traffic levels and speeds are in the local area, for children cycling or walking?

Very safe .... ☐

Quite safe.. ☐

Slightly unsafe .... ☐

Very unsafe .... ☐

Don't know .... ☐

Q13 How would you rate the current walking conditions for pedestrians to access local schools?

Very good .... ☐

Good .... ☐

Neither good or bad .... ☐

Bad.. ☐

Very bad .... ☐

Not applicable .... ☐

Q13b   Which school do you travel to?

Q13c   Are there any particular areas or locations where access and conditions to schools could be improved for walking?

Q14   How would you rate the current conditions for cyclists accessing local schools?

Very good ☐
Good ☐
Neither good or bad ☐
Bad ☐
Very bad ☐

Q14b   Which school do you travel to?

Q14c   Are there any particular areas or locations where access and conditions to schools could be improved for cycling?

Q15   Considering traffic levels before the COVID pandemic, what did you think about levels of traffic on your street?

Acceptable .... ☐

Occasionally too high .... ☐

Often too high .... ☐

Always too high .... ☐

Q15b   It would be helpful if you could give us more details about the traffic levels, for example could you state the street and things like the time of day when the traffic levels were high or low.

Q16   Considering traffic levels before the COVID pandemic, what did you think about levels of traffic on other streets in the Corstorphine area?

Acceptable .... ☐

Too high on one street .... ☐

Too high on a few streets .... ☐

Too high on many streets .... ☐

Q16b   It would be helpful if you could give us more details about the traffic levels, for example could you state the street and things like the time of day when the traffic levels were high or low.

Q17   Considering traffic speeds before the COVID pandemic, what did you think about traffic speeds on your street?

Acceptable .... ☐

Occasionally too high .... ☐

Often too high .... ☐

Always too high .... ☐

Q17b   It would be helpful if you could give us more details about the traffic speeds, for example could you state the street and things like the time of day when the traffic speeds were high or low.

Q18   Considering traffic speeds before the COVID pandemic, what did you think about traffic speeds on other streets in the Corstorphine area?

Acceptable .... ☐

Too high on one street .... ☐

Too high on a few streets .... ☐

Too high on many streets .... ☐

Q18b   It would be helpful if you could give us more details about the traffic speeds, for example could you state the street and things like the time of day when the traffic speeds were high or low.

Q19   Are there any particular streets where non-resident parking causes a problem for local residents?

Q20   Are there any locations within Corstorphine where you would like to see changes to the streets to improve how they look and feel, such as by introducing things like trees, planters, more space for children to play and seating? What are the locations?

Q20b   What would you like to see to improve the look and feel of the area?

About you

Q21   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?

Yes, limited a lot .... ☐
Yes, limited a little .... ☐
No .... ☐
Prefer not to say .... ☐

Q22   Overall how would you rate your general health over the last four weeks?

Very good .... ☐
Good .... ☐
Neither good or bad .... ☐
Bad .... ☐
Very bad .... ☐

Q23   What is your gender?

Male (including trans male) .... ☐
Female (including trans female) .... ☐
Non-binary/ third gender .... ☐
Prefer not to say .... ☐
Prefer to self describe .... ☐
   Self-description (please specify)

   [   ]

Q24   Which age group do you fit into?

16 - 24 .... ☐
25 - 34 .... ☐
35 - 44 .... ☐
45 - 54 .... ☐
55 - 64 .... ☐
65+ .... ☐
Prefer not to say .... ☐

Q25   Which of the following best describes your working status?

Employed full-time .... ☐
Employed part-time .... ☐
Currently furloughed .... ☐
Looking after home/ family .... ☐
Unemployed .... ☐
Unable to work due to illness/ disability .... ☐
Retired .... ☐
Studying .... ☐
Voluntary worker .... ☐
Other .... ☐
   Other (please specify)

   [   ]

Q25b   Are you a key worker?

Yes .... ☐
No .... ☐

Q26   To which of these groups do you consider you belong?

White - British.. ☐
White - Irish.. ☐
White - Polish... ☐
White - Lithuanian.. ☐
White - Romanian... ☐
White - Other Eastern European .... ☐
Any other White background... ☐
Mixed race - White and Black Caribbean .... ☐
Mixed Race - White and Black African.. ☐
Mixed Race - White and Asian.. ☐
Any other mixed background .... ☐
Asian - British .... ☐
Asian - Indian .... ☐
Asian - Pakistani .... ☐
Asian - Bangladeshi .... ☐
Asian - Sri Lankan Tamil .... ☐
Any other Asian background .... ☐
Black - British... ☐
Black - African.. ☐
Black - Caribbean .... ☐
Black - Nigerian.. ☐
Black - Somali .... ☐
Black - Ghanaian .... ☐
Any other Black background .... ☐
Chinese - British... ☐
Chinese .... ☐
Any other Chinese backgroun .... ☐
Other ethnic gorup - Irish Traveller .... ☐
Other ethnic group - Roma Gypsy/ Traveller .... ☐
Any other ethnic group .... ☐
Prefer not to say... ☐

   Please describe:

Q27   Would you like to be kept informed about the results of this consultation?

Yes .... ☐
No.. ☐

Q28   **If you would like us to keep you updated with the progress of the consultation, please enter your e-mail address in the box below:**
We will only use this information to keep you informed about this consultation.

Thank you for your time.

Please post all completed surveys to the following address:

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