

Dalry – Living Well Locally Concept Design - Engagement Report



December 2024

Contents

1. Introduction	4
2. Communication and Engagement methods	5
2.1 Communication	5
2.2 Engagement	5
2.3 Community Advisory Group (CAG).....	6
2.4 Local Councillors	7
2.5 Emergency Services	7
2.6 Internal Council teams	7
2.7 Edinburgh Urban Design Panel.....	7
3. Engagement findings – Organisation Responses	8
3.1 Community Councils	8
3.1.1 Balerno Community Council	8
3.1.2 Murrayfield Community Council	8
3.1.3 West End Community Council.....	8
3.2 Dalry Colonies Residents Association.....	8
3.3 Donaldson Community Association	8
3.4 Edinburgh Bus Users Group.....	9
3.5 Garvald Edinburgh.....	9
3.6 Living Streets Edinburgh Group	9
3.7 Parent and Carer Council – Tynecastle Highschool.....	9
3.8 South West Edinburgh 20 Minute Neighbourhoods	9
3.9 Spokes	9
4. Engagement findings – Local Business Responses	10
5. Engagement findings - Individual Responses	10

Appendix A – Proposals 37

- A1 Scope 37
- A2 Concept Design proposals..... 37
 - A2.1 McLeod Street to Gorgie Dalry junction 39
 - A2.2 Gorgie Dalry junction to West Approach Road bridge 40
 - A2.3 West Approach Road bridge to Co-op..... 41
 - A2.4 Co-op to Richmond Terrace 42
 - A2.5 Richmond Terrace to Haymarket..... 43
 - A2.6 Town Centre side streets: ‘Caledonians and Orwells’ 44

Appendix B – Project Objectives Dalry – Living Well Locally 45

Appendix C - Visualisations of the proposals..... 46

Appendix D - Engagement materials 50

Appendix E – Survey 52

1. Introduction

This report summarises the engagement that has been undertaken in relation to the proposed concept design for the *Dalry - Living Well Locally* project. The proposal aims to make it easier to access local shops, schools, services and public transport, with wider pavements and better cycling provision. It also aims to create a more attractive place to spend time, with trees, planting, public art and opportunities to rest.

Detailed information about the proposal is included in [Appendix A](#) of this report.

The changes proposed as part of the Dalry – Living Well Locally project are in line with the [City Mobility Plan](#), [Our Future Streets](#) and follow the [20 Minute Neighbourhood strategy](#)

The three core themes of the City Mobility Plan - People, Place and Movement – helped to inform the detailed Project Objectives which you can find in [Appendix B](#).

This report summarises the findings of the engagement on the concept design proposal, undertaken between 4th April and 26th June 2024.

The concept design proposals were informed by initial engagement from 2022 when the Council conducted a survey in Dalry to understand local needs, opportunities, and any barriers that limit people making more active, greener travel choices.

The main things people told us they would like to see changed were:

- wider and better-quality pavements, especially at busy bus stops and around local shops
- safer cycle provision along Dalry Road and Gorgie Road, and secure cycle storage
- more and safer pedestrian crossings, with shorter waiting times
- safer and more attractive access to the schools, including some street art
- more pleasant, greener streets and public spaces with more places to stop and rest, such as beside the Co-op and near Lidl. The link to Fountainbridge via the Telfer Subway could also be improved
- the area should be less dominated by cars, with easy access retained for people with mobility issues and for deliveries to the shops and local businesses
- maintenance could be improved with better road surfaces and more lighting. Several comments related to providing public toilets and bins.

2. Communication and Engagement methods

Information about how the concept design engagement was communicated and the different methods that were used to gather views are set out below. See [Appendix D](#) for Engagement materials.

2.1 Communication

Phase	Details
Pre-launch engagement	<ul style="list-style-type: none"> • Transport and Environment Committee members and local Councillors were briefed • Proposals were shared with the Community Advisory Group (CAG) - see 2.3
Engagement period	<ul style="list-style-type: none"> • The public engagement was launched on the 4th of April 2024 with social media postings and press release. • Email notifications were issued to all stakeholders and those on the project mailing list at the start of the engagement period. • Information was shared on CEC Facebook, X/ Twitter, Instagram, Nextdoor and LinkedIn throughout engagement period. • 4750 leaflets were distributed door-to-door to residents and building occupiers in the entire project area. • 150 leaflets were hand-delivered to businesses in the project area • Lamp post wraps were placed at key locations along and just outside the project area. • Posters were put up in local schools, Heriot Watt University, student accommodation, Fountainbridge Library and St. Brides Centre.

Table 1. Communication activities around the Concept Design survey

2.2 Engagement

Engagement Method	Details
Survey	<ul style="list-style-type: none"> • An online survey was hosted on the Council's Consultation Hub from 4 April until 26 June 2024. 747 completed surveys were received through the project online survey over the engagement period. • Paper copies of the survey were available at the public events, in local schools and Fountainbridge library and on request. 20 paper copies were received. The responses have been added to the questionnaire

	<ul style="list-style-type: none"> • Written responses were received from various organisations and individuals. The comments have been included in the survey results.
Public events	<ul style="list-style-type: none"> • Public events were organised to encourage people to fill out the survey and to answer people's questions • An on-street event (beside Co-op) and a drop-in event (at St. Brides Centre) was held on 11 April 2024. The events were well attended with over 100 guests • The proposals were presented at a Gorgie Dalry Community Council meeting
Business events	<ul style="list-style-type: none"> • Local businesses were personally invited to a business-only event at the St Brides Centre on 30 May 2024 • Around 10 business owners visited the event
Stakeholder meetings	<ul style="list-style-type: none"> • In-person meetings were held with major stakeholders • Online meetings were held with stakeholders, including the Edinburgh Urban Design Panel and internal Council teams (see 2.6)

Table 2. Engagement around the Concept Design survey

2.3 Community Advisory Group (CAG)

A Community Advisory Group consisting of major stakeholders was created during Stage 1 of the Dalry – Living Well Locally project. The purpose of the group is to inform the project team of relevant local considerations and provide feedback on plans for engagement.

Membership of the group has varied over time but has included:

- Local Councillors
- Community Council
- Local schools
- Police representatives
- Organisations such as Health Allround, EVOC, Garvald, Living Rent, Wheatley Homes, NHS/ Lothian Health Board, Gorgie Collective, Gorgie-Dalry-Stenhouse Church
- Edinburgh Access Panel
- Living Streets
- Spokes
- Sustrans
- Atkins (consultant)

The CAG met before the official start of the engagement period on 15 March 2024 at St. Brides Community Centre.

The group will continue to inform the project as it progresses and will be key in the development of the upcoming stages of the project.

2.4 Local Councillors

As well as being invited to the CAG, the four local councillors have been invited to engage with the project throughout its early stages.

2.5 Emergency Services

Emergency Services have been informed of the proposals as they have developed, and engagement with them will continue as the project progresses.

2.6 Internal Council teams

The emerging concept design proposals were informed by discussions with the following internal Council teams:

- Active Travel
- Road Safety
- Public Transport (incl. Lothian Buses)
- Traffic Signals
- Road Maintenance
- Structures
- Street Lighting
- Parking
- Traffic Orders

Feedback received has been collated and will inform the next stage of the design

2.7 Edinburgh Urban Design Panel

The emerging concept design proposals were also shared with the Edinburgh Urban Design Panel. The Panel's response will be used to inform the project going forward.

3. Engagement findings – Organisation Responses

The following section summarises the feedback that was received to the concept design from various organisations - in alphabetical order. The feedback was received through the online survey, via a written submission or in meetings.

The feedback will be used to inform the next stage of the design process.

3.1 Community Councils

3.1.1 Balerno Community Council

Balerno Community Council is not opposed to a traffic filter and appreciates the aim to make the area more amenable for local residents. It would like to understand the effects of the expected traffic displacement.

3.1.2 Murrayfield Community Council

Murrayfield Community Council is concerned that a traffic filter on Dalry Road will result in more traffic on the A8. It would like to understand how traffic will be guided to the West Approach Road.

3.1.3 West End Community Council

West End Community Council strongly opposes to traffic filter at Haymarket, due to expected traffic displacement through the West End that will be added to the already high level of through-traffic rat running experienced by West End residential streets.

The West End Community Council proposes mitigations in case the traffic filter will be implemented. It opposes various elements of the design concept for the area near Haymarket junction.

3.2 Dalry Colonies Residents Association

Dalry Colonies Residents Association is broadly supportive of the plans but feels that it would be good if there was more focus on place. The association comments that residents would like to see better maintenance of the area - in the current situation and as part of the proposals. There are concerns regarding pavement widths (especially at busy bus stops), parking and the potential impact of a traffic filter on the area.

3.3 Donaldson Community Association

The Donaldson Community Association applaud the aim and ambition of this project but have some serious concerns about the resultant impact on traffic on the main Haymarket to Roseburn route. The association requested to see the results of a study on the effect of the proposed changes at Dalry on traffic volumes in the area.

3.4 Edinburgh Bus Users Group

The Group welcomes the bus gate at Haymarket, with the strategy of diverting as much traffic as possible onto the Western Approach Road.

The group wonders why segregated cycle lanes and bus stop bypasses are required if a traffic-reducing traffic filter will be implemented and would prefer to use this space to widen pavements and improve access to buses.

3.5 Garvald Edinburgh

Garvald strongly supports the proposals, but notes that parking in the side streets is already causing problems. It would like to see better access for their members, many of whom have mobility and other complex impairments.

3.6 Living Streets Edinburgh Group

Living Streets Edinburgh Group is pleased to see wider footways and placemaking in the 'Town Centre' area. They feel however that there is too much focus on movement outside this area. They would rather see an extension of the Town Centre area and widened footways rather than segregated cycle lanes, especially in areas where the footways are narrow. The Group has questions regarding the displacement of traffic as a result of the traffic filter. The Group is also disappointed that a 'Distillery Lane' entrance to Haymarket station is not part of the proposals.

3.7 Parent and Carer Council – Tynecastle Highschool

The Parent and Carer Council supports the proposals since it will improve safety of students walking and cycling to school. Improvement to the Gorgie Dalry junction are seen as essential, and the PPC supports the development of the square in front of school.

3.8 South West Edinburgh 20 Minute Neighbourhoods

SW20 supports the proposals and thinks that it will be a great improvement for safe and pleasant walking and cycling in the area. Where possible, SW suggests a further narrowing of the carriageway, widening of footways and bypasses at all bus stops to support safe cycling amidst the -up to- 50 buses per hour.

3.9 Spokes

Spokes supports the proposals but would prefer to see a 24/7 bus gate. Alternatively, it suggests introducing protected cycle lanes along the full length of the scheme. It would like to see infrastructure where parking on the pavement or in the cycle way is simply impossible (e.g. by installing bollards) since the Council may not be able to enforce parking and loading restrictions.

4. Engagement findings – Local Business Responses

150 Leaflets were hand-delivered to businesses in the project area advising them of the concept design engagement. Nine businesses responded to the online survey.

In addition, local businesses were invited to a business-only event at the St Brides Centre on 30 May 2024. Approximately 10 business representatives attended.

Overall, local businesses had varied views about the proposals during the engagement. However, several businesses raised concerns that the proposals will result in problems for deliveries (e.g. moving loading bays to side streets). Many existing loading bays are currently used for parking due to lack of enforcement. Some also expect that the traffic filter will be bad for business in the area as it may reduce passing trade. The suggestion was raised to limit the traffic filter to peak times and/ or white-list specific delivery vehicles.

5. Engagement findings - Individual Responses

There was a total of 767 responses to the survey which was live from the 4th of April to the 26th of June 2024. The following section considers the responses to the survey.

The 20 paper responses were manually entered to the online survey.

Some of the individual responses were written responses, received by email.

The original survey can be found in [Appendix E](#)

Dalry - Living Well Locally Consultation

Web page: <https://consultationhub.edinburgh.gov.uk/sfc/dalry-living-well-locally>

The activity ran from 04/04/2024 to 26/06/2024

Responses to this survey: **767** (20 of which responded using a paper copy of the survey)

1: What is your name?

There were 736 responses to this part of the question.

2: What is your postcode?

There were 767 responses to this part of the question.

The images below show the spread of the responses across the city and the local area

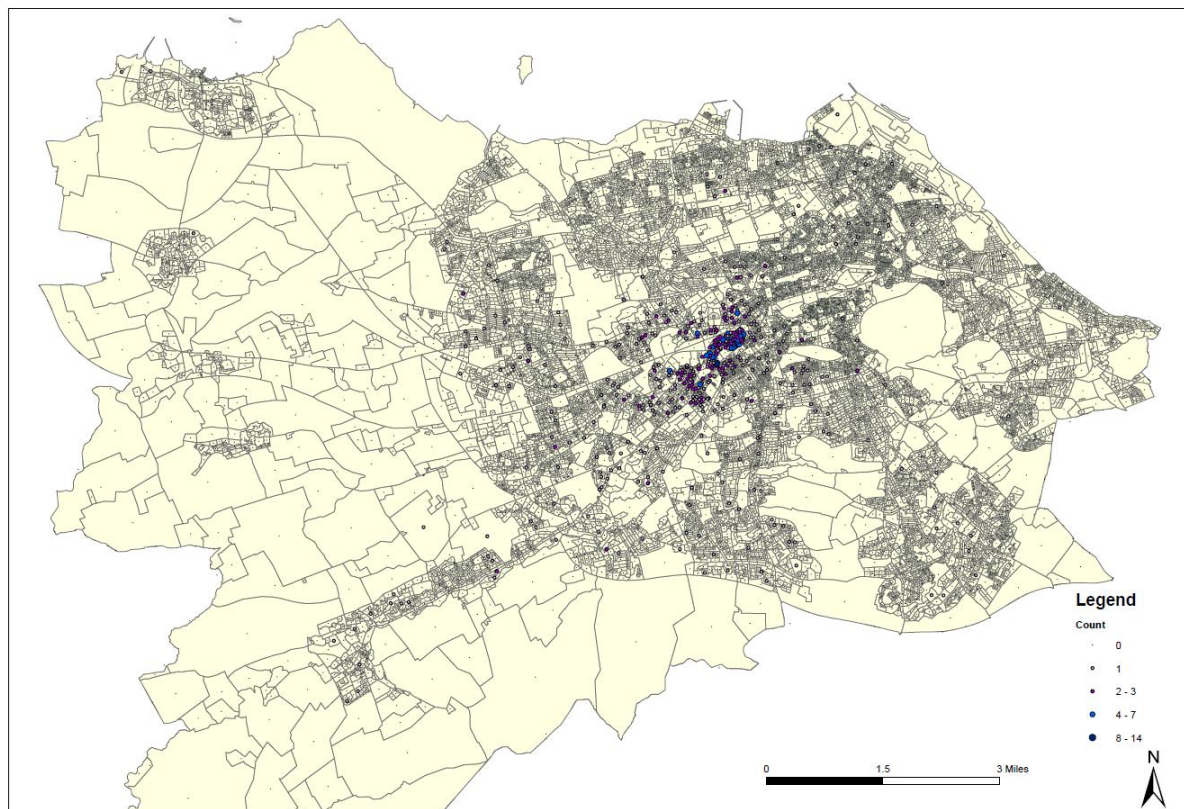


Fig.1: Spread of responses across the city

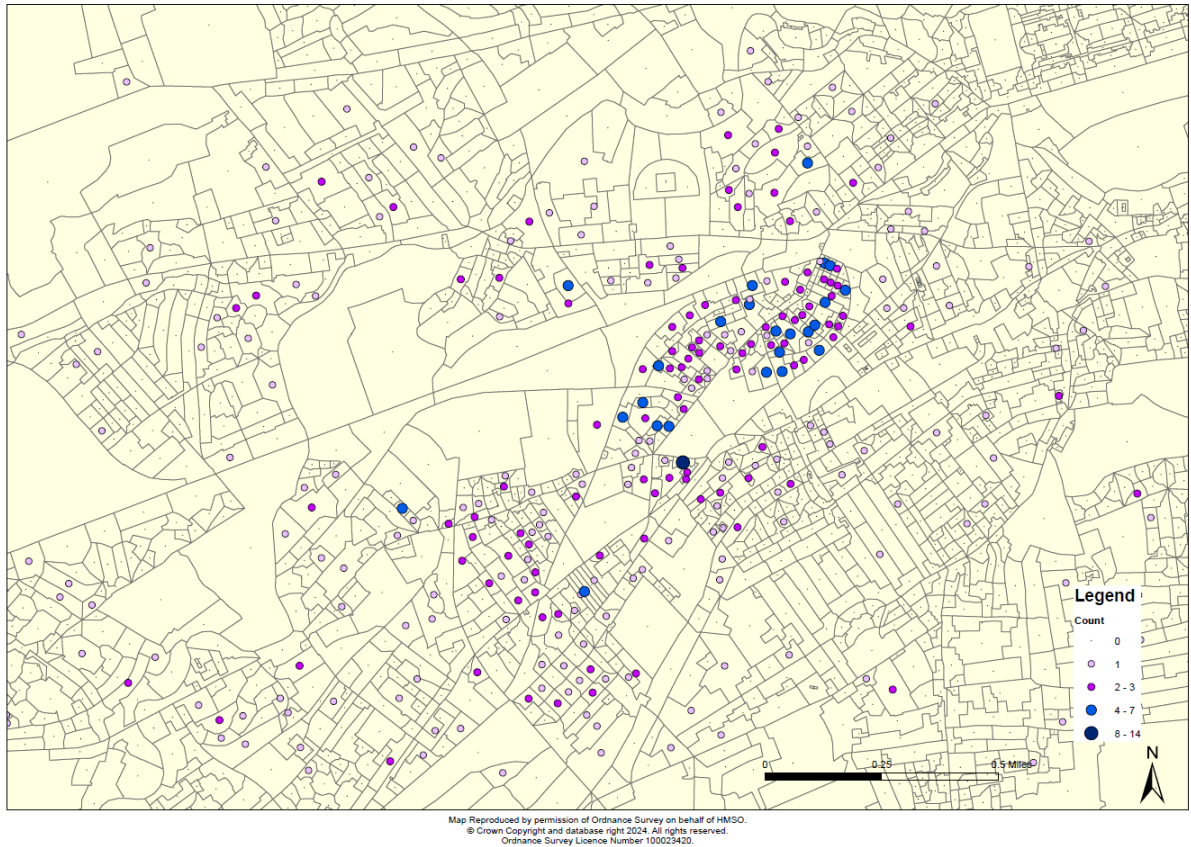
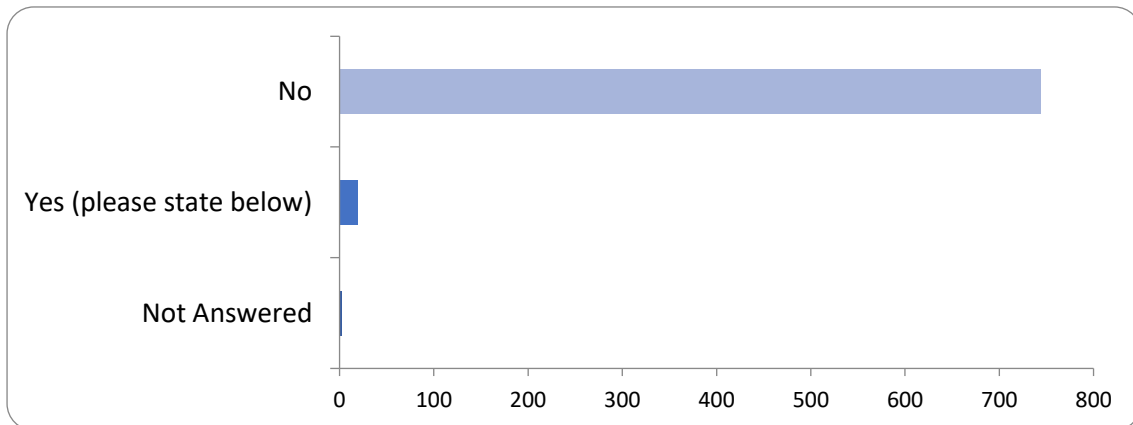


Fig.2: Spread of responses across the local area

3: Are you responding on behalf of an organisation?

There were 764 responses to this part of the question.



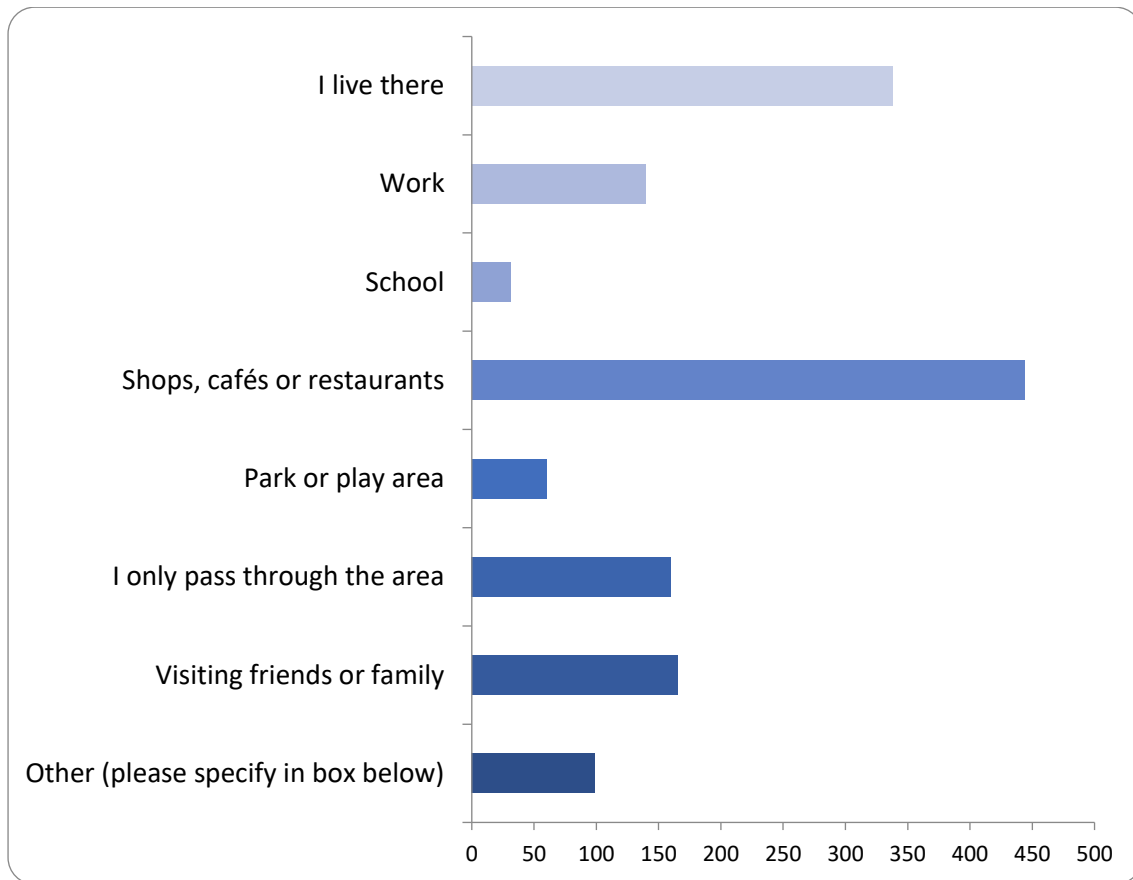
Option	Total	Percent
No	744	97.00%
Yes (please state below)	20	2.61%
Not Answered	3	0.39%

Graph/ Table 1: Organisation

Organisations that responded were businesses, community councils, a parent and carer council and various community groups.

4: What are the main reasons you usually visit the project area? (Select all that apply)

There were 767 responses to this part of the question.



Option (numbers from high to low)	Total	Percent
Shops, cafés or restaurants	444	57.89%
I live there	338	44.07%
Visiting friends or family	165	21.51%
I only pass through the area	160	20.86%
Work	140	18.25%
Other (please specify in box below)	99	12.91%
Park or play area	60	7.82%
School	31	4.04%
Not Answered	0	0.00%

Graph/ Table 2: Main reason to visit the area

Other reason

There were 143 responses to this part of the question.

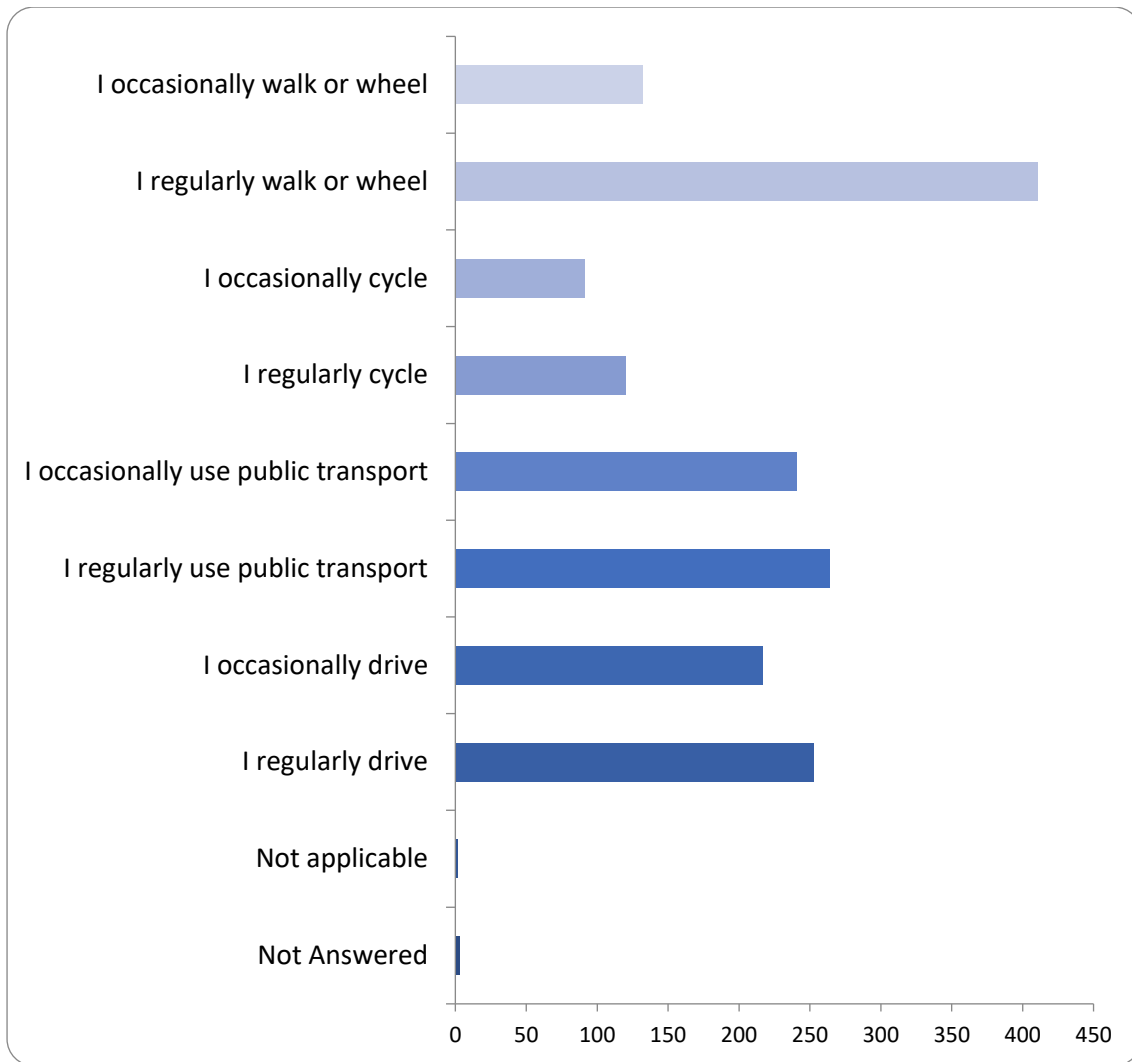
Other regularly mentioned reasons for visiting are:

- Swim centre
- Football matches
- Health centre and dentist
- Church
- Haymarket station
- Used to live there
- Landlord
- Trades
- Taxi services

5: How do you usually travel around Dalry?

What type of transport?

There were 764 responses to this part of the question.



Option (numbers from high to low)	Total	Percent
I regularly walk or wheel	411	53.59%
I regularly use public transport	264	34.42%
I regularly drive	253	32.99%
I occasionally use public transport	241	31.42%
I occasionally drive	217	28.29%
I occasionally walk or wheel	132	17.21%
I regularly cycle	120	15.65%
I occasionally cycle	91	11.86%
Not Answered	3	0.39%
Not applicable	2	0.26%

Graph/ Table 3: Type of transport

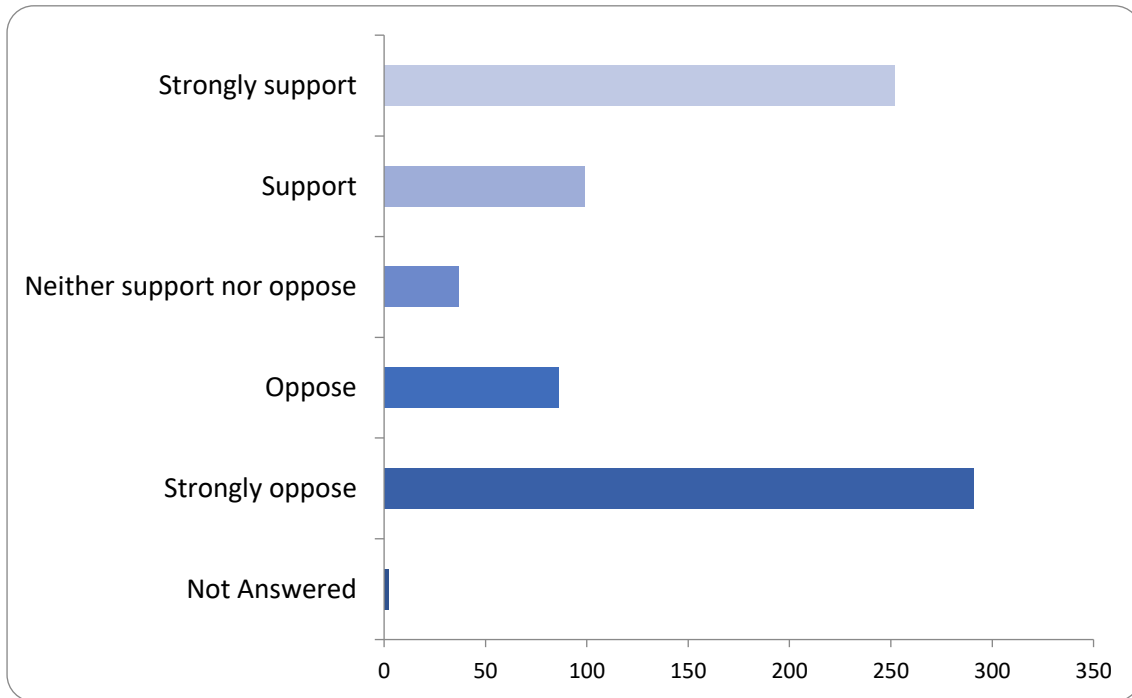
Most respondents filled out multiple modes of transport.

The numbers show that many of the respondents regularly walk/ wheel, followed at some distance by people who use public transport and drive.

The smallest group of respondents regularly cycles.

6: To what extent do you support the proposals for Dalry town centre?

There were 765 responses to this part of the question.



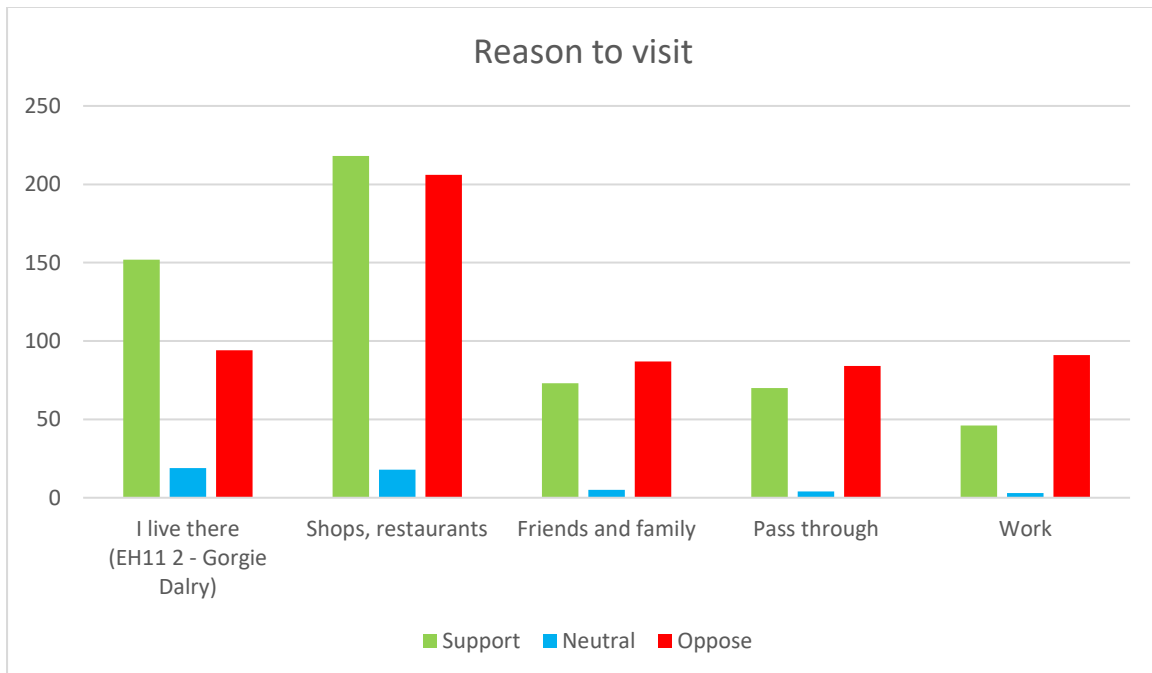
Option	Total	Percent
Strongly oppose	291	37.94%
Strongly support	252	32.86%
Support	99	12.91%
Oppose	86	11.21%
Neither support nor oppose	37	4.82%
Not Answered	2	0.26%

Graph/ Table 4: Support and opposition for the Dalry town centre proposals

Total opposition: 377 (49.15%)
 Total support: 351 (45.77%)
 Neither support nor oppose/ not answered: 39 (5.08%)

More details regarding Support and Opposition regarding the proposals for Dalry town centre:

More details about who supported and who opposed:



Graph 5: Support and opposition – Reason to visit (see also Question 4)

Responses by post code:

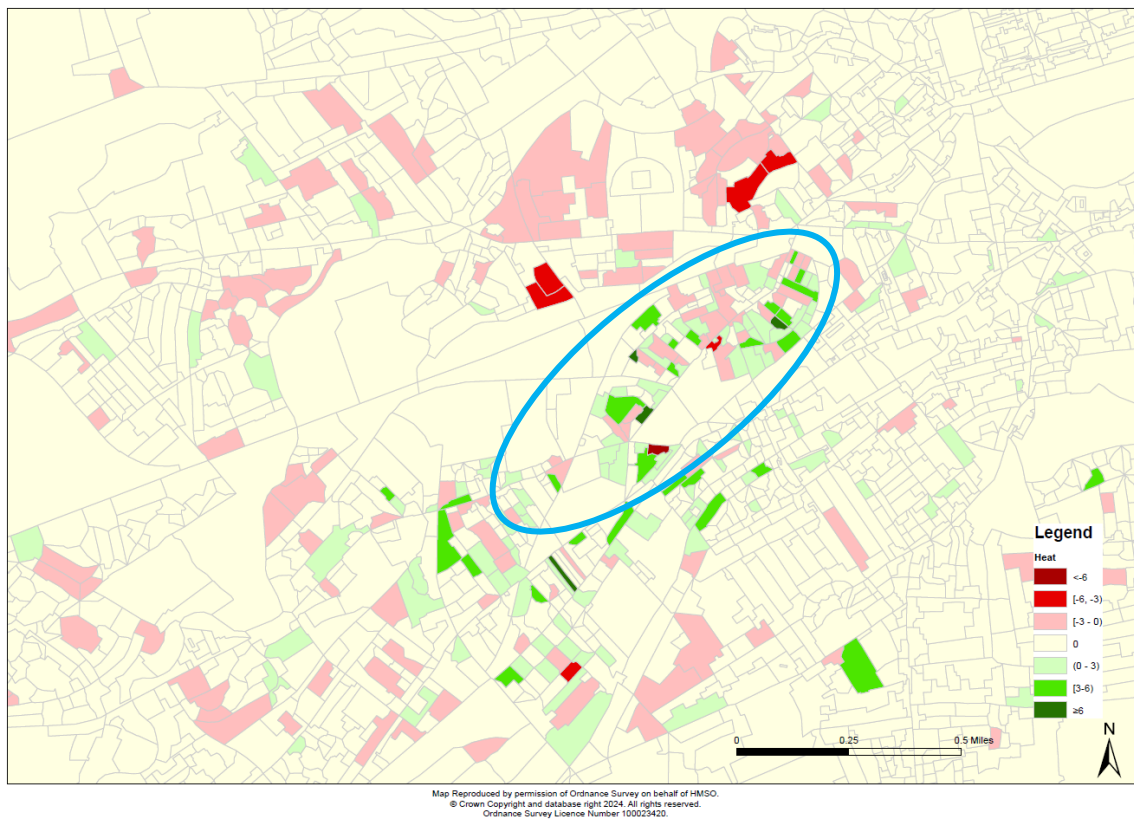


Fig.3: Support and opposition in the local area

Note to the map and legend:

Every response holds a score:

Strongly support: +1.5

Support: +1

Neutral: 0

Oppose: -1

Strongly oppose: -1.5

The response-scores were added up in every post code area.

For instance: if a post code area has 2 responses of which one support (+1) and one oppose (-1) the result is 0 (light yellow)

Figure 3 above confirms graph 5 above, which shows that there is more support than opposition in the project area (see blue ellipse above)



Fig.4: Support in the local area

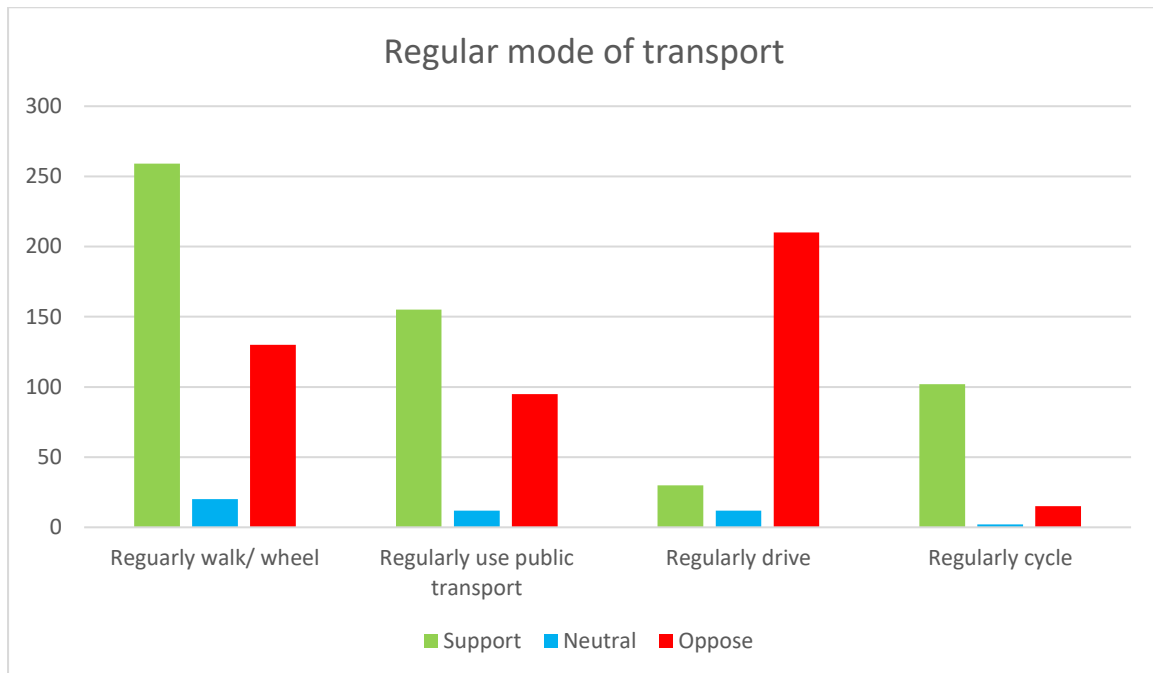
Relatively strong support can be seen in the town centre ('Orwells and Caledonians') and Murieston.



Fig.5: Opposition in the local area

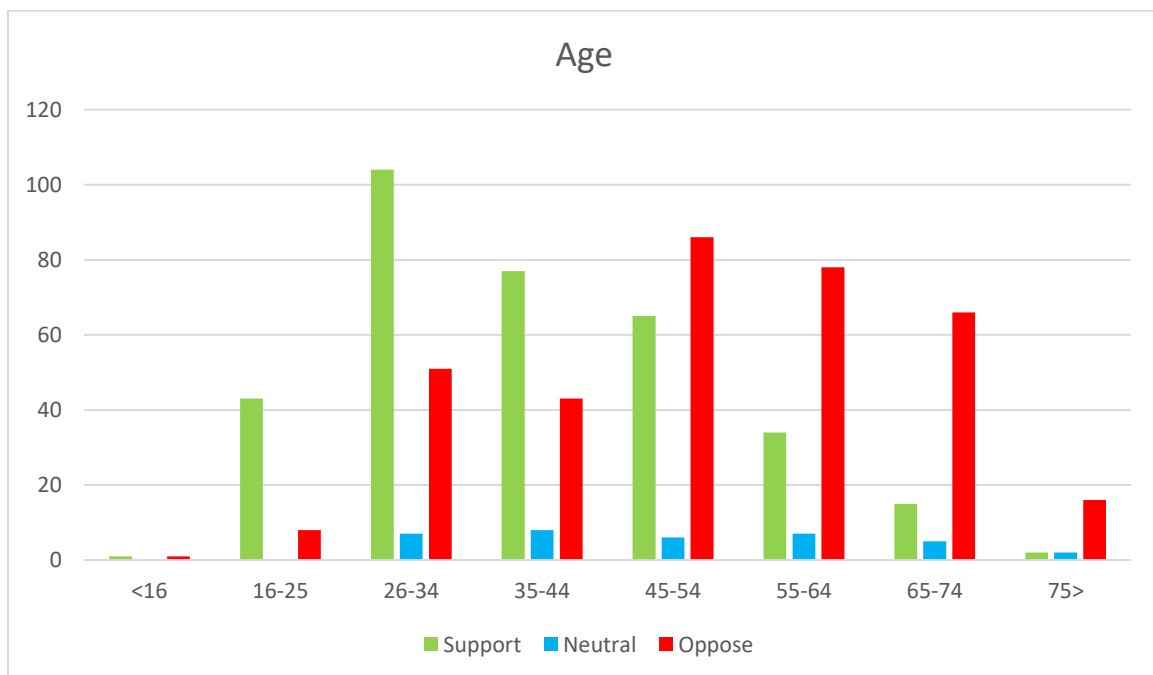
Relatively strong opposition can be seen in Roseburn, the West End, on Henderson Terrace and Caledonian Road.

We checked if there are any correlations between support or opposition and responses to other questions:



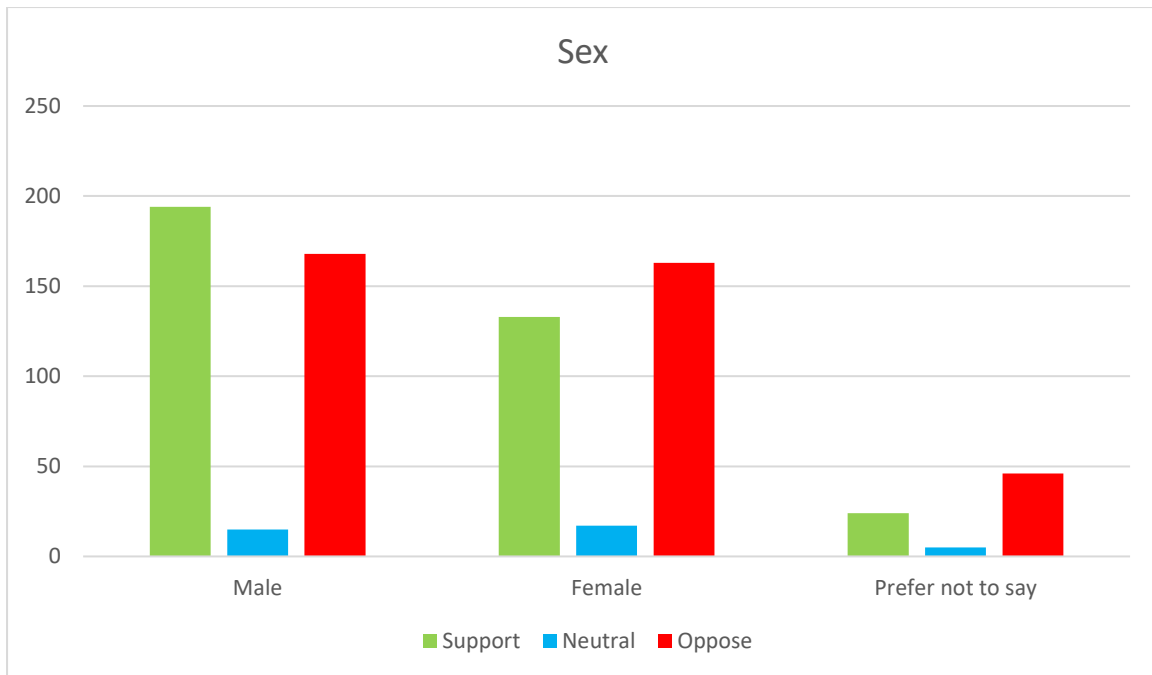
Graph 6: Support and opposition – Regular mode of transport (see also Question 5)

The graph above shows a generally more positive opinion towards the proposals from people who regularly walk/ wheel, use public transport and cycle than from people who regularly drive.



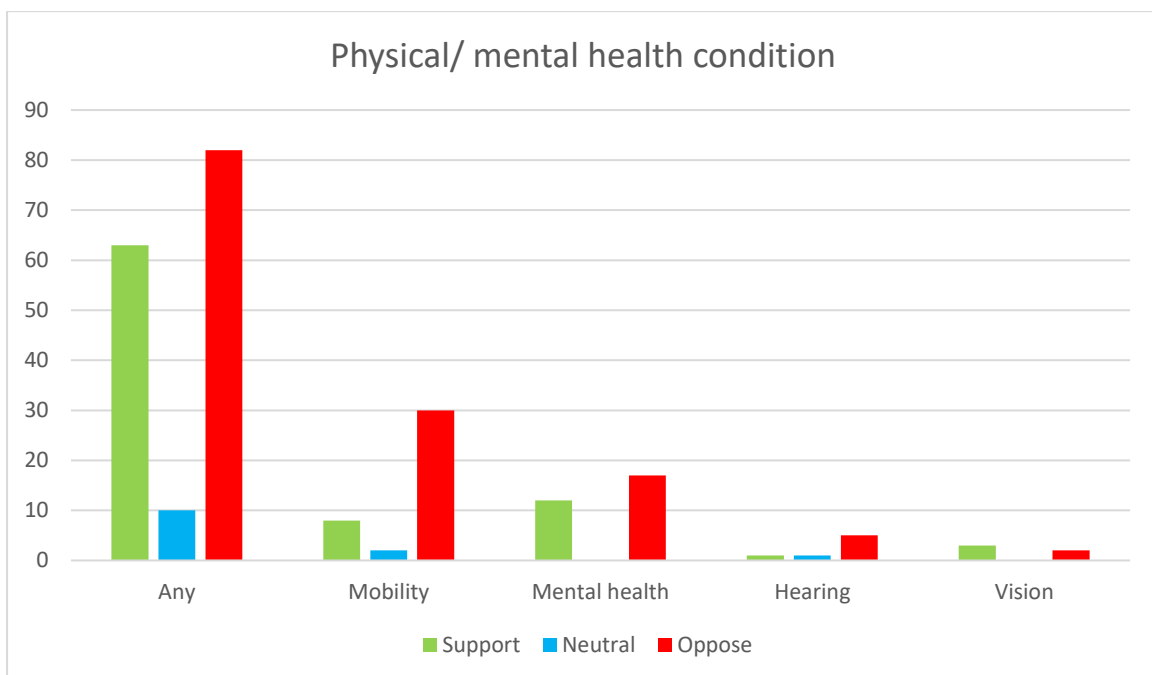
Graph 7: Support and opposition – Age (see also Question 17)

The graph above shows a generally more positive opinion from younger respondents and a more negative opinion from older respondents



Graph 8: Support and opposition – Sex (see also Question 18)

The graph above shows a slightly more positive opinion from male respondents and a slightly more negative opinion from female respondents and from people who preferred not to mention their sex.



Graph 9: Support and opposition – Physical/ mental health condition (see also Question 19)

The graph above shows a generally more negative opinion from respondents with a physical or mental health condition. There was a slightly more positive response from people with a visual impairment.

7: If you want, you can explain your choice here:

There were 599 responses to this part of the question.

Reasons to oppose the proposals

Respondents oppose or question the proposals because of:

- the proposed traffic filter (see question 8 for details)
- moving loading and parking to the side streets (see question 9 for details)
- the introduction of one-way side streets (see question 10 for details)
- relatively unknown interventions, like bus stop bypasses and continuous footways, mainly because there are examples in the city that don't work very well
- the Cyclops junction, because some people expect that this solution will not work well
- the general state of the roads and footways: respondents argue that fixing the roads and pavements should have priority over other changes.

Reasons to support the proposals

People who supported the proposals did so because:

- people are prioritised over cars in the town centre
- walking and wheeling in the town centre will be improved through the provision of wider pavements, continuous footways and more space at bus stops
- the implementation of more pedestrian crossings
- the creation of a greener town centre with SUDS and more seating
- protected cycle lanes and a protected junction will improve cycle safety to the schools, shops and into the city centre
- general investment into this area

Critical comments from people who support the proposals:

To make the design work, it is important that:

- parking and loading restrictions are properly enforced
- bollards should be installed to prevent parking on the pavement and the cycle lane
- the Cyclops junction should have short waiting times for pedestrians and cyclists to make sure it will be used as intended
- the 'Diggers junction' and West Approach Road slip should be improved together with this project
- proper maintenance will be required for the new SUDS, greenspace and seating areas

- ideally, the crossing at Haymarket should be redesigned as well – it currently doesn't function properly
- It was suggested to extend the CPZ time in the evening to allow residents to park when returning from work (by then, parking spaces are often used by visitors of local restaurants etc.)

Other people have worries about:

- Not having protected cycle lanes and bus stop by passes throughout the whole scheme
- The potential for anti-social behaviour around new seating and greenspace areas
- The lack of public toilets in the area

8: We are considering implementing the traffic filter between 7am and 7pm, 7 days per week.

What do you think of the proposal to have a traffic filter for buses, taxis, emergency services and bicycles at the Haymarket end of Dalry Road so that we can deliver the proposed improvements?

There were 709 responses to this part of the question.

Reasons to oppose the traffic filter

Respondents oppose or question the proposals because a traffic filter, since:

- some (delivery) traffic will need to turn at the east end of Dalry Road. This may be hard/ impossible for HGVs and larger vans. It may also be unsafe for pedestrians and cyclists in that area
- people expect that it will displace the traffic to other busy routes (Russell Road/ A8/ West End and Henderson Terrace/ West Approach Road/ Dundee Street)
- people expect that the local businesses will suffer due to more difficult deliveries and reduction of passing trade

Reasons to support the traffic filter

People who supported the proposals did so because a traffic filter:

- will reduce the volume of traffic in Dalry and create a more pleasant and safe environment for people to walk, wheel and cycle.
- will improve bus journey times

Some people who support the traffic filter commented that:

- the filter should be in place 24 hours per day, or at least be operating in the evening as well (36 people)
- the filter could be in place for a shorter time, e.g. from 8am to 6pm, only during peak times and/ or not in the weekend (20 people)
- taxis should not be exempt (12 people), some people on the other hand feel that private hire vehicles should be allowed to go through the filter

9: We are proposing to move loading and parking bays from Dalry Road to nearby side streets to create more space for walking, wheeling and cycling along Dalry Road.

Do you have any comments regarding moving loading and parking bays to side streets?

There were 633 responses to this part of the question.

Reasons to oppose moving loading and parking bays to side streets:

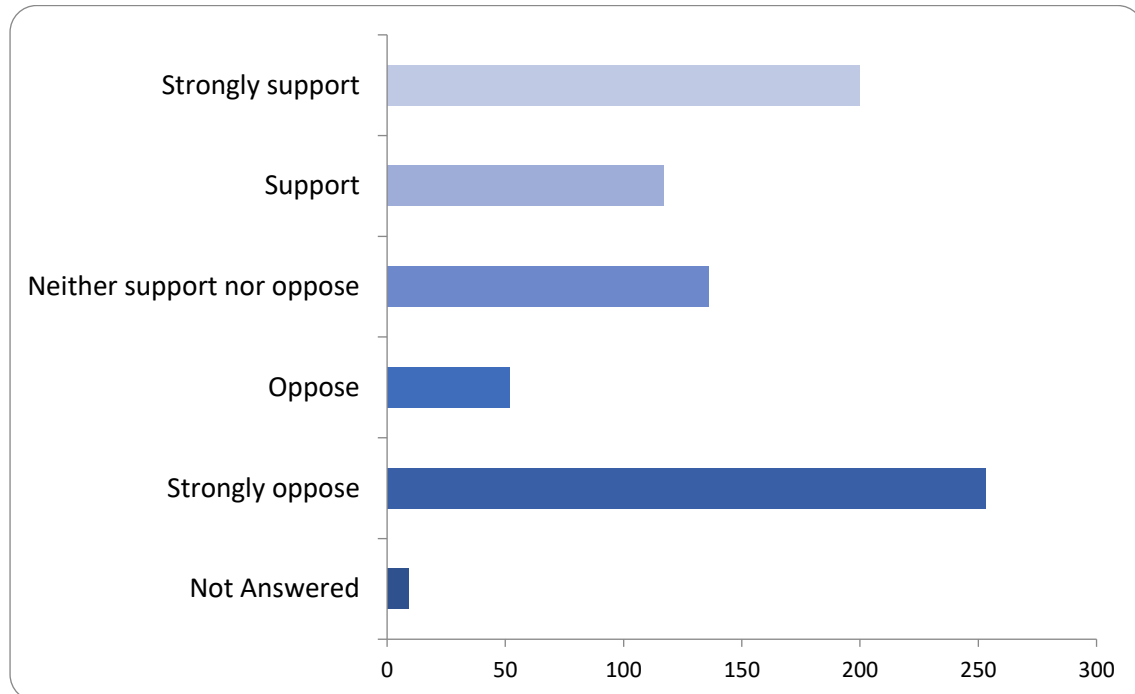
- it means that -sometimes large- delivery vehicles will have to enter, drive through and occupy the residential side streets
- it will further reduce the already limited parking in the area
- delivering to the shops will be harder
- the walking distance will increase for blue badge holders, using a loading bay in the side street rather than on the main road

Reasons to support moving loading and parking bays to side streets:

- It will create a more pleasant and safer space for walking, wheeling, cycling and greenspace along Dalry Road

10: To what extent do you support the proposal to introduce a one-way road system to the Dalry town centre side-streets (Caledonian Road, Caledonian Place, Orwell Place and Orwell Terrace)?

There were 758 responses to this part of the question.



Option	Total	Percent
Strongly oppose	253	32.99%
Strongly support	200	26.08%
Neither support nor oppose	136	17.73%
Support	117	15.25%
Oppose	52	6.78%
Not Answered	9	1.17%

Graph/ Table 10: Support and opposition for one-way side streets

Total support: 317 (41.33%)
 Total opposition: 305 (39.77%)
 Neither support nor oppose/ not answered: 145 (18.90%)

11: If you want, you can explain your choice here:

There were 354 responses to this part of the question.

Reasons to support one-way side streets:

- One-way side streets are easier and safer to cross
- One-way side streets offer the opportunity to introduce continuous footways on less busy side streets
- One-way side streets allow more space for pedestrians and placemaking on street corners

Reasons to oppose one-way side streets:

- One way in, three ways out at the Caledonians/ Orwells will likely put too much pressure on Caledonian Road. It would also mean that people need to make bigger detours than required if there would be 2 ways in and 2 ways out.
- People worry that traffic in the side streets will easily be blocked
- Some people think that contraflow cycling will be dangerous

Some people who support the idea comment that:

- vehicle speeds may increase and mitigations like reducing the carriageway width or implementing traffic calming measures will be required

12: Is there anything you would like to tell us about our proposals to improve the area outside the Dalry Swim Centre?

There were 497 responses to this part of the question.

Reasons to support the Swim centre proposal:

- Various respondents/ their children visit the swim centre and feel the proposals would make the area in front of the centre a much more attractive place to spend time (e.g. wait for their children)
- People like the introduction of greenspace and seating opportunities in the area and would actually like to see more of this
- Respondents say that trees, SuDS and raingardens are important elements in dealing with climate change

Reasons to oppose the Swim centre proposal:

- People argue that there should not be any loss of parking spaces
- Respondents expect that the area will not be maintained properly
- Some people expect that the area will attract anti-social behaviour

Some people who support the idea comment that:

- proper maintenance for the greenspace will be required
- they would like to see more cycle parking provision
- it would be good to have better lighting and CCTV surveillance in this street

13: Is there anything you would like to tell us about the proposals for the area between West End Place and Tynecastle High School?

There were 525 responses to this part of the question.

Positive responses:

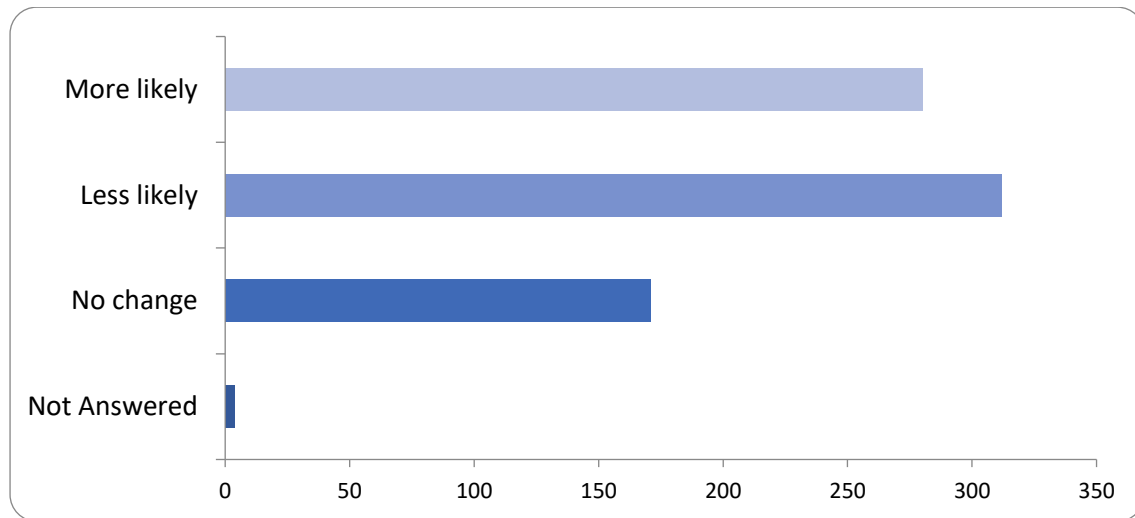
- Most people think that the Gorgie Dalry junction needs to be improved and like the fact that the junction will be safer for pedestrians and cyclists, and that it will have a single green stage for these modes.
- Many respondents like the protected cycle lanes along the route and feel that the route will now be safe enough to cycle
- People like the ideas for place making and a local market in front of Tynecastle Highschool

Negative responses:

- Some respondents have questions about relatively unknown interventions, like bus stop bypasses and continuous footways, mainly because there are examples in the city that don't work very well
- The same is the case for Cyclops junction, some people expect that this solution will not work well
- Some people would like to see a wider footway beside the cemetery
- Some people have worries about the limited loading and blue badge parking provision along the main road

14: Would the proposed changes make it more or less likely that you would visit Dalry's shops, restaurants and other services?

There were 763 responses to this part of the question.



Option	Total	Percent
Less likely	312	40.68%
More likely	280	36.51%
No change	171	22.29%
Not Answered	4	0.52%

Graph/ Table 11: More or less likely to visit local shops

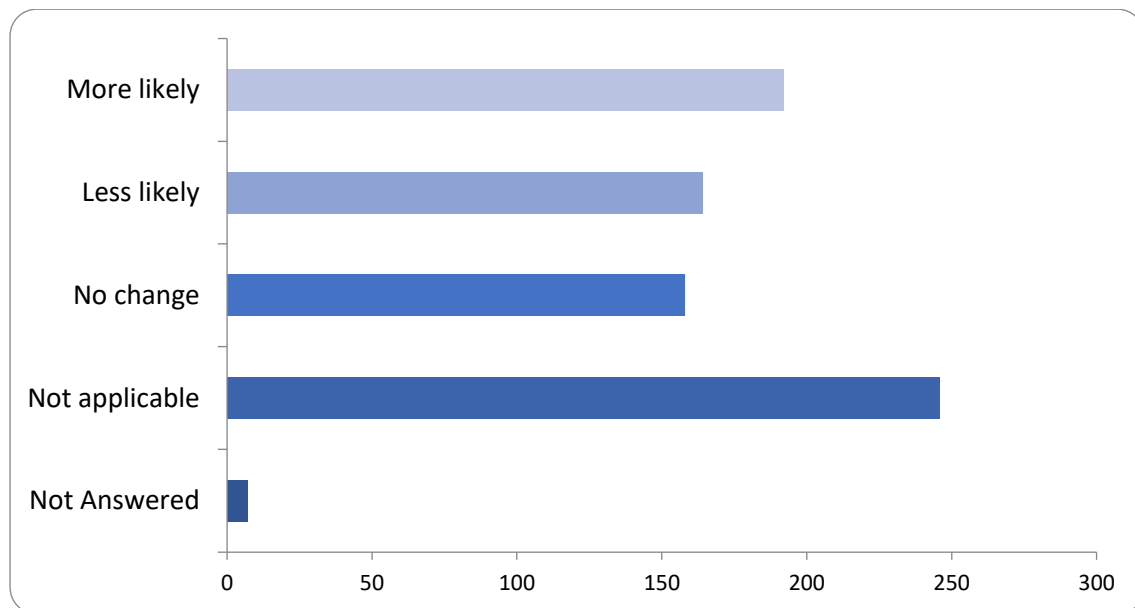
There is a strong relationship between the answer to this question and the support or opposition to the town centre proposals:

299 (=79%) of the people who oppose the Town centre proposals indicate that they are less likely to visit the shops, 20% of them don't expect a change to their behaviour

275 (=78%) of the people who support the Town centre proposals indicate that they are more likely to visit the shops, 21% of them don't expect a change to their behaviour

15: Would the proposed changes make it more or less likely that you or your family would walk, wheel or cycle to the local schools?

There were 760 responses to this part of the question.



Option	Total	Percent
More likely	192	25.03%
Less likely	164	21.38%
No change	158	20.60%
Not applicable	246	32.07%
Not Answered	7	0.91%

Graph/ Table 12: More or less likely to walk, wheel or cycle to local schools

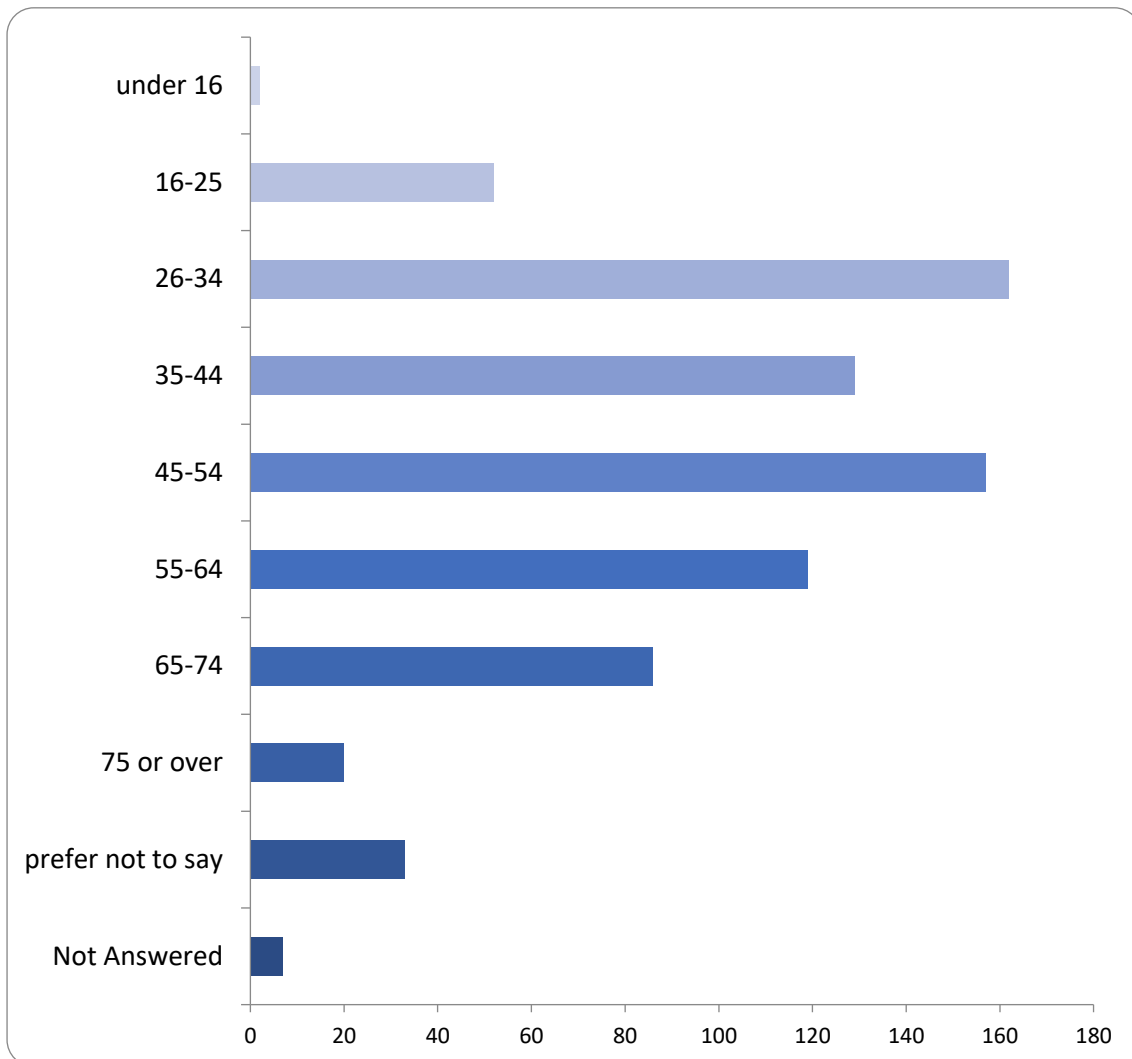
There is a strong correlation between respondents who support the town centre proposals, who are more likely to visit the shops and who are more likely to walk wheel and cycle to school. There is also a strong correlation between respondents who oppose the town centre proposals, who are less likely to visit the shops and who are less likely to walk wheel and cycle to school.

16: Is there anything else you would like to tell us about the design proposals?

There were 454 responses to this part of the question.
The responses are included in the comments above.

17: What age group do you belong to?

There were 760 responses to this part of the question.



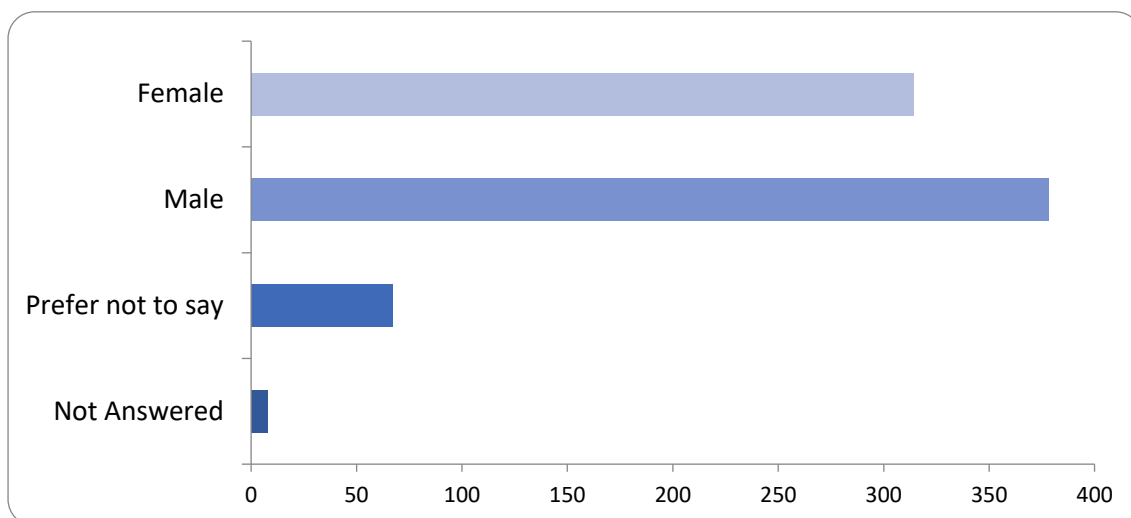
Option	Total	Percent
under 16	2	0.26%
16-25	52	6.78%
26-34	162	21.12%
35-44	129	16.82%
45-54	157	20.47%
55-64	119	15.51%
65-74	86	11.21%
75 or over	20	2.61%
prefer not to say	33	4.30%
Not Answered	7	0.91%

Graph/ Table 13: Age groups

There is a good spread of ages among the respondents. More information about support etc. after question 6 above

18: What is your sex?

There were 759 responses to this part of the question.



Option	Total	Percent
Female	314	40.94%
Male	378	49.28%
Prefer not to say	67	8.74%
Not Answered	8	1.04%

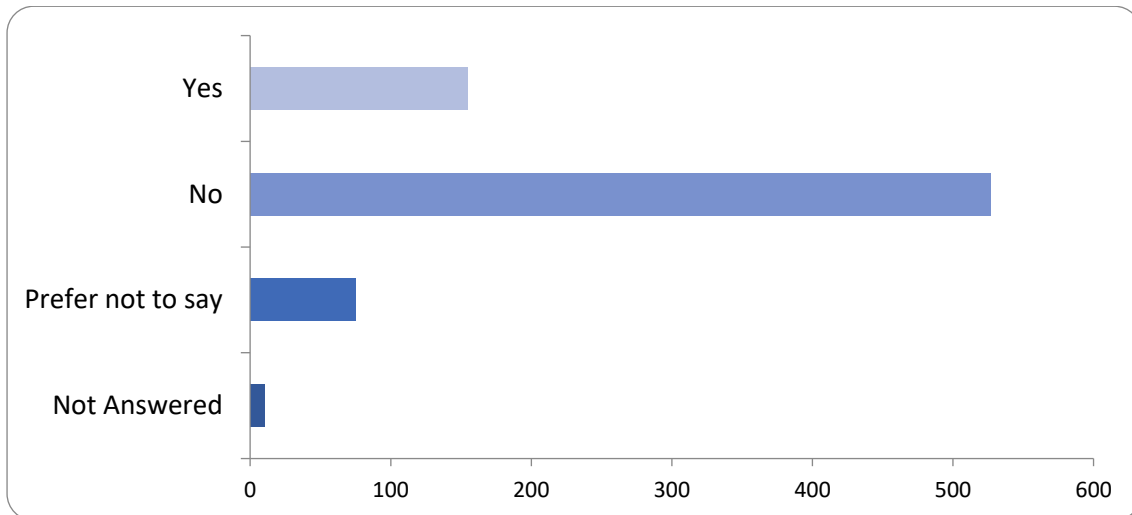
Graph/ Table 14: Sex

There is quite a good gender mix among the respondents. More information about support etc. after question 6 above

19: Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Health condition

There were 757 responses to this part of the question.



Option	Total	Percent
Yes	155	20.21%
No	527	68.71%
Prefer not to say	75	9.78%
Not Answered	10	1.30%

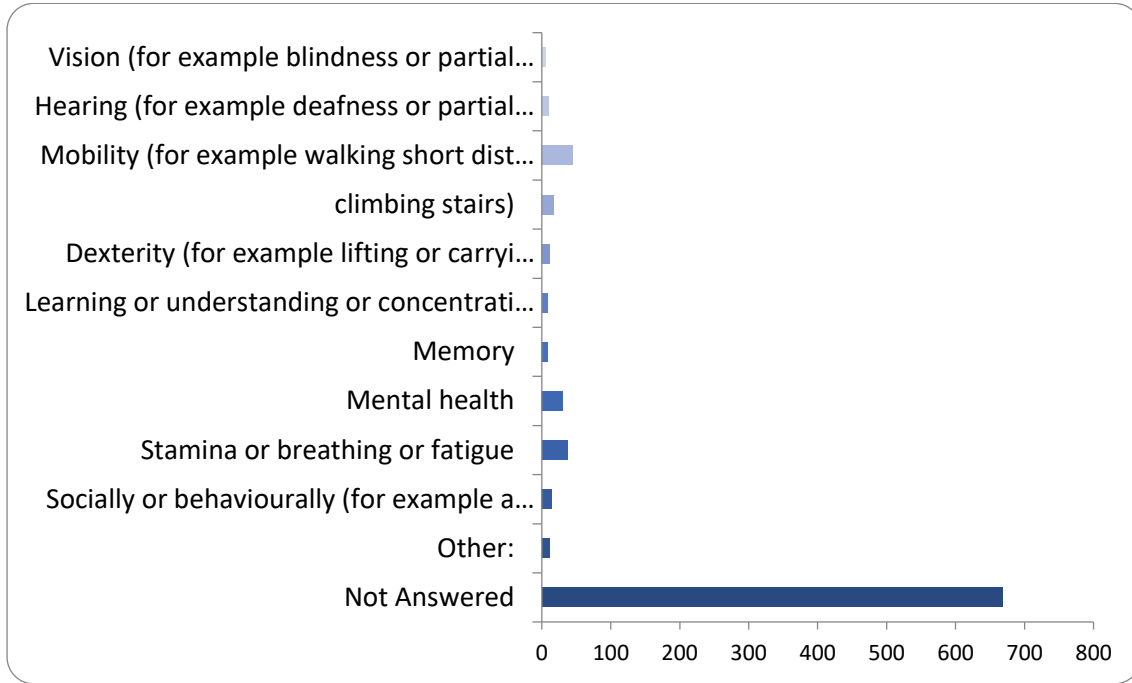
Graph/ Table 15: Physical or mental health conditions

See details below. More information about support etc. after question 6 above

20: If answer 'Yes' (do you have a physical or mental health condition or illness lasting or expected to last 12 months or more):

Do any of these conditions or illnesses affect you in any of the following areas?

There were 99 responses to this part of the question.



Option	Total	Percent
Mobility (for example walking short distances or	45	5.87%
Stamina or breathing or fatigue	37	4.82%
Mental health	31	4.04%
climbing stairs)	17	2.22%
Socially or behaviourally (for example associated with autism spectrum disorder (ASD) which includes Asperger's, or attention deficit hyperactivity disorder (ADHD))	15	1.96%
Dexterity (for example lifting or carrying objects, using a keyboard)	12	1.56%
Hearing (for example deafness or partial hearing)	10	1.30%
Memory	9	1.17%
Learning or understanding or concentrating	8	1.04%
Vision (for example blindness or partial sight)	6	0.78%
Other:	11	1.43%
Not Answered	668	87.09%

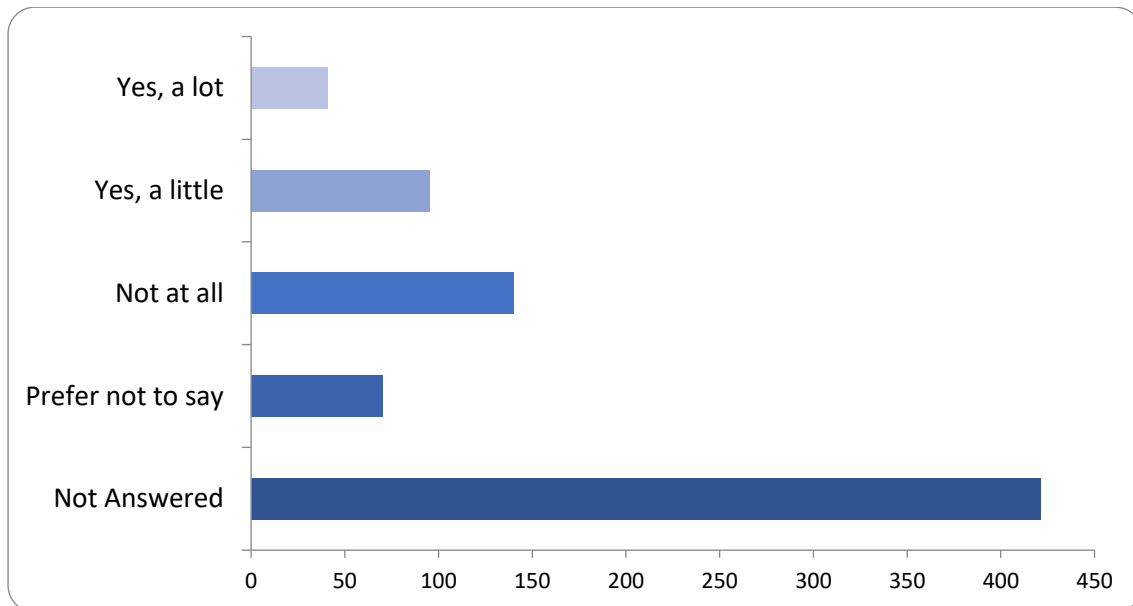
Graph/ Table 16: Type of physical or mental health conditions

Other health condition

There were 34 responses to this part of the question.

21: Does your condition or illness/do any of your conditions or illnesses reduce your ability to carry-out day-to-day activities?

There were 346 responses to this part of the question.

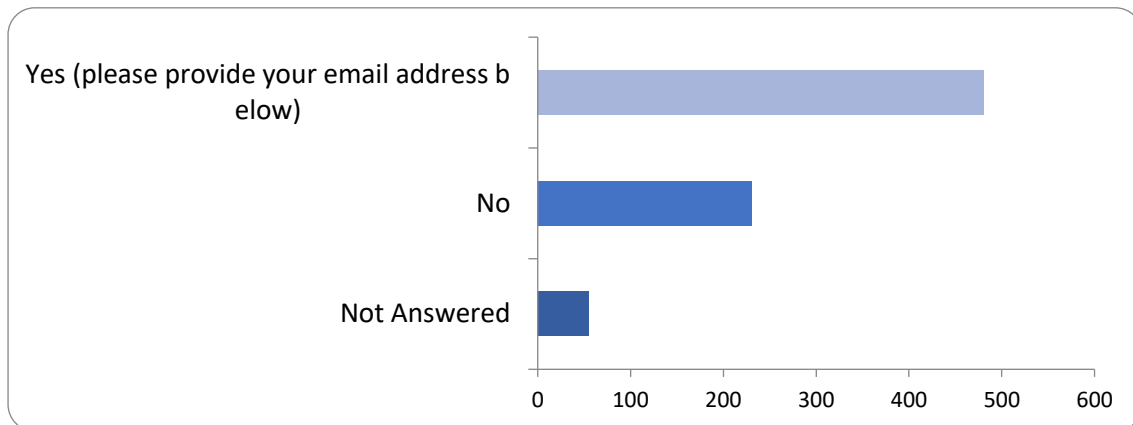


Option	Total	Percent
Not at all	140	18.25%
Yes, a little	95	12.39%
Yes, a lot	41	5.35%
Prefer not to say	70	9.13%
Not Answered	421	54.89%

Graph/ Table 17: Reduced ability to carry out day-to-day activities

22: Would you like to be kept up to date on this project?

There were 712 responses to this part of the question.



Option	Total	Percent
Yes (please provide your email address below)	481	62.71%
No	231	30.12%
Not Answered	55	7.17%

Graph/ Table 18: Project update

email address

There were 457 responses to this part of the question.

Appendix A – Proposals

This appendix presents the Concept Design proposals for Dalry – Living Well Locally that were presented to the public during this stage of engagement. These proposals are at the 'Concept Design' stage and therefore may change in response to this engagement and to factors influencing design in the following stages.

A1 Scope

Figure 1 shows the Dalry – Living Well Locally project area. It includes the whole of Dalry Road, the northern section of Gorgie Road and the junction between the two. The scope includes improvements to the town centre, side streets, access to local schools and other destinations, and active travel links with neighbouring areas.



Fig.A1 Map of the project area

A2 Concept Design proposals

The key features of the Concept Design are:

- A town centre with attractive public realm with more green, wider pavements and cycling on the main road
- To facilitate the changes described above, it is proposed to implement a traffic filter at Haymarket to reduce through-traffic.

- Buses, taxis, emergency services and bicycles would be allowed through at all times, but access for general traffic would be restricted. All homes and businesses would still be accessible by car, while through-traffic to and from the city centre would use other routes such as the West Approach Road.
- Continuous footways across side streets and more pedestrian crossings to support safe and comfortable walking and wheeling
- More one-way streets to make side streets easier and safer to cross and to create more space for green and seating
- A protected junction providing improved safety for pedestrians and cyclists
- One-way protected cycle tracks, connecting the town centre with important destinations like schools, train station, active travel routes etc.
- Bus stop bypasses to improve cycle safety and create more space at bus stops on this busy bus corridor (up to 28 buses per hours in each direction)

The proposals are presented below, using the concept design drawings that were shown as part of the engagement process. Visualisations of the proposals can be found in Appendix B.

A2.1 McLeod Street to Gorgie Dalry junction

The figure below shows improvements that are propose around Tynecastle Highschool and Gorgie Road:

- One-way traffic (with contraflow cycling) will reduce vehicle traffic and provide safer crossing opportunities on McLeod Street beside the high school. The reduced road width around the school entrance will also support safe crossing.
- Pedestrian crossing moved to the east of McLeod Street to help students cross safely when coming from the west bound bus stop or from the south west
- Placemaking improvements and a potential area for local markets in front of the high school
- Slightly moved eastbound bus stop to provide more space for people walking and waiting
- Protected cycle tracks with bus stop bypasses to improve cycle safety

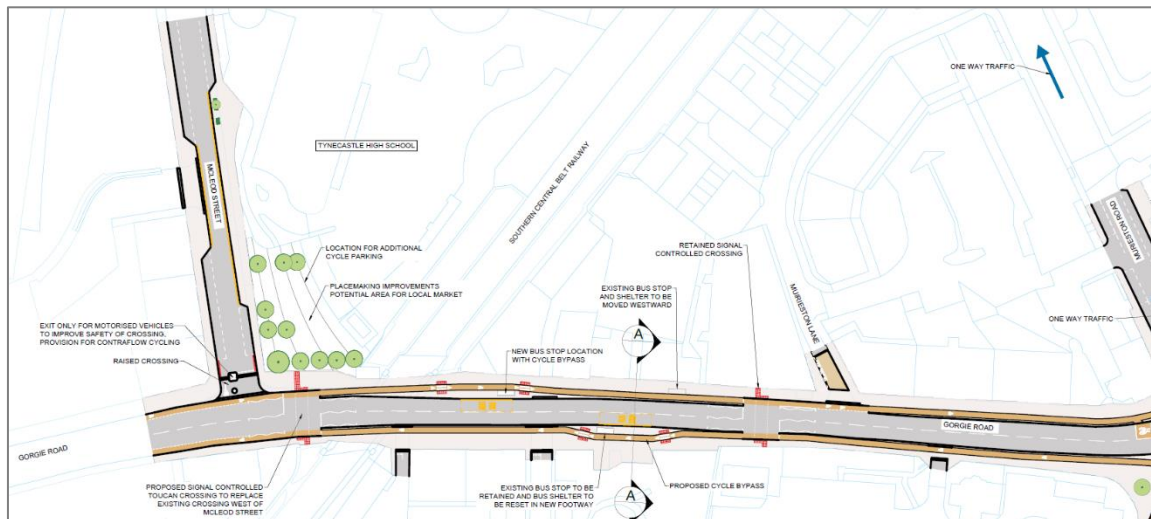


Fig.A2 McLeod Street to Gorgie Dalry junction

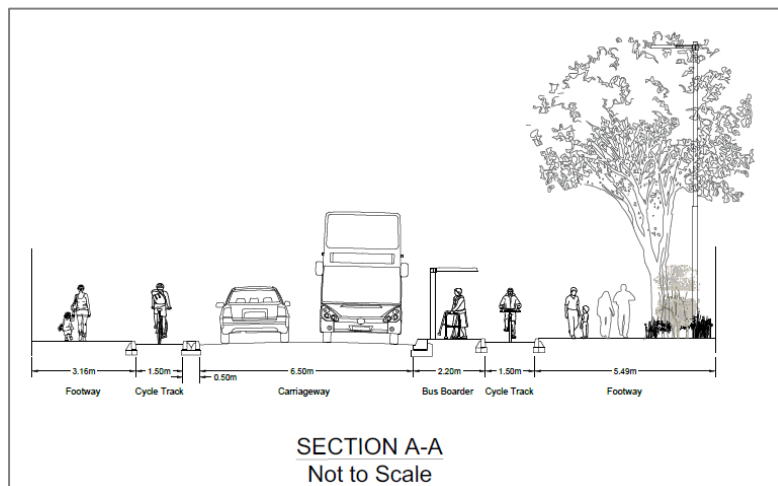


Fig.A3 Section AA (westbound Gorgie Farm bus stop)

A2.2 Gorgie Dalry junction to West Approach Road bridge

The proposals show a safer junction for pedestrians and cyclists, and a continuation of the protected cycle tracks in the area that connects Gorgie's town centre with Dalry's town centre:

- Protected junction with pedestrian and cycle signals at each arm and a separate green stage for pedestrians and cyclists
- Protected cycle tracks with bus stop bypasses to improve cycle safety and create more space at bus stops
- Current pavement widths remain the same and will be widened where possible (widening opportunities are limited on this corridor)
- Murieston Crescent will change to one-way out (with contraflow cycling) to make crossing safer and reduce traffic problems in this residential area
- Continuous footways at quiet side street and cemetery entrance

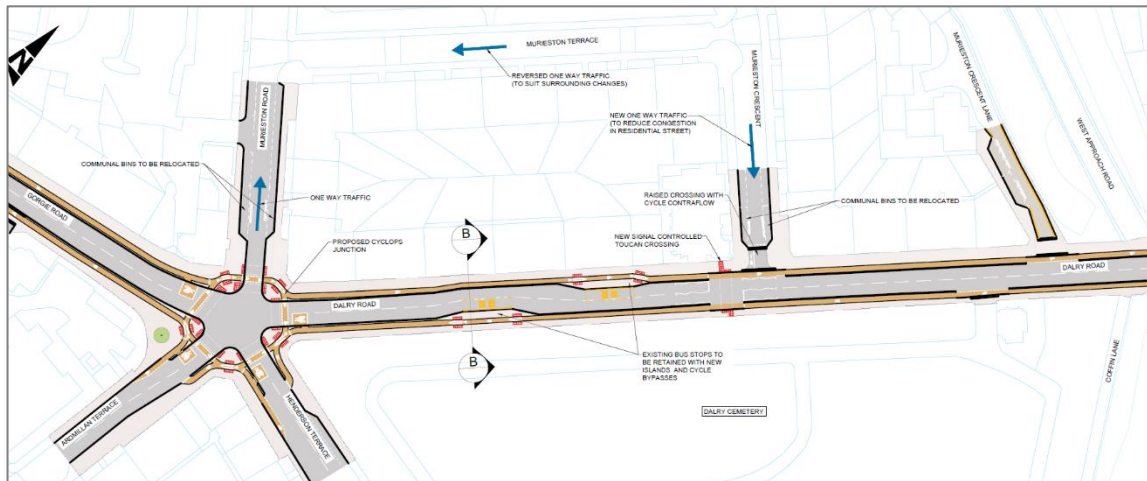


Fig.A4 Gorgie Dalry junction to West Approach Road bridge

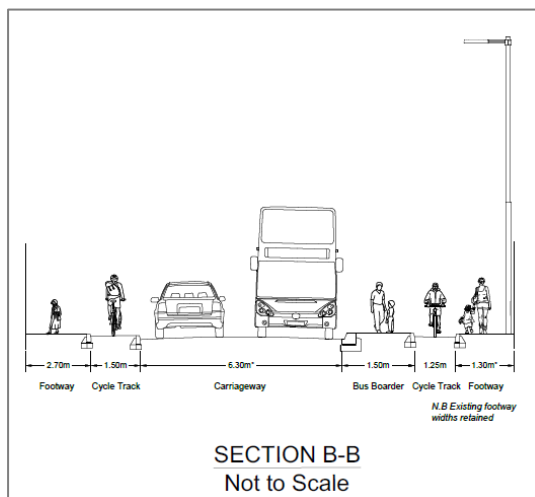


Fig.A5 Section BB (westbound Murieston Crescent bus stop)

A2.3 West Approach Road bridge to Co-op

This area currently has relatively wide pavements. Dalry's town centre starts at the east end of this section.

- Protected cycle tracks with bus stop bypasses to improve cycle safety
- Springwell Place and Cathcart Place will change to one-way out (with contraflow cycling) to make crossing to the Primary School safer
- Continuous footways at side streets to make crossing safer and more comfortable
- Change-over from protected cycle tracks to cycling with traffic in the town centre to create more space for walking, wheeling and improved public realm

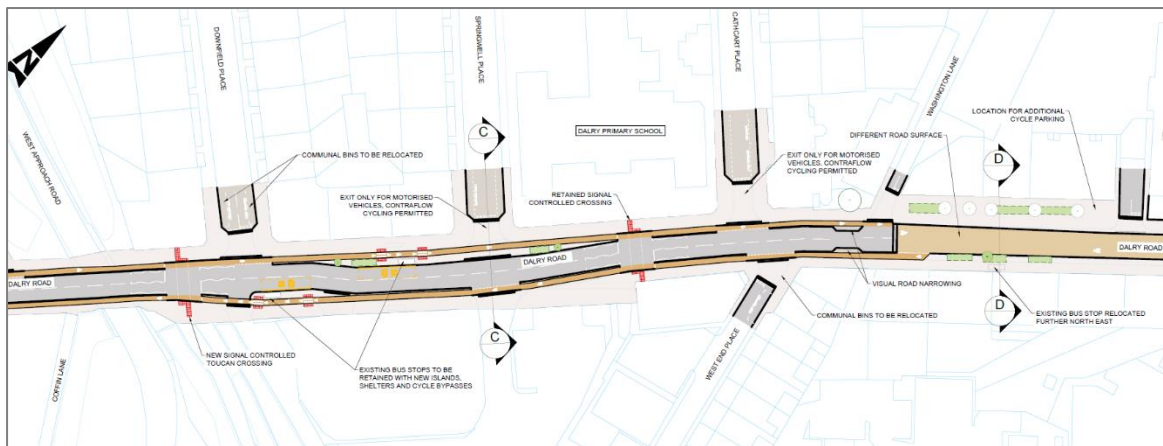


Fig.A6 West Approach Road bridge to Co-op

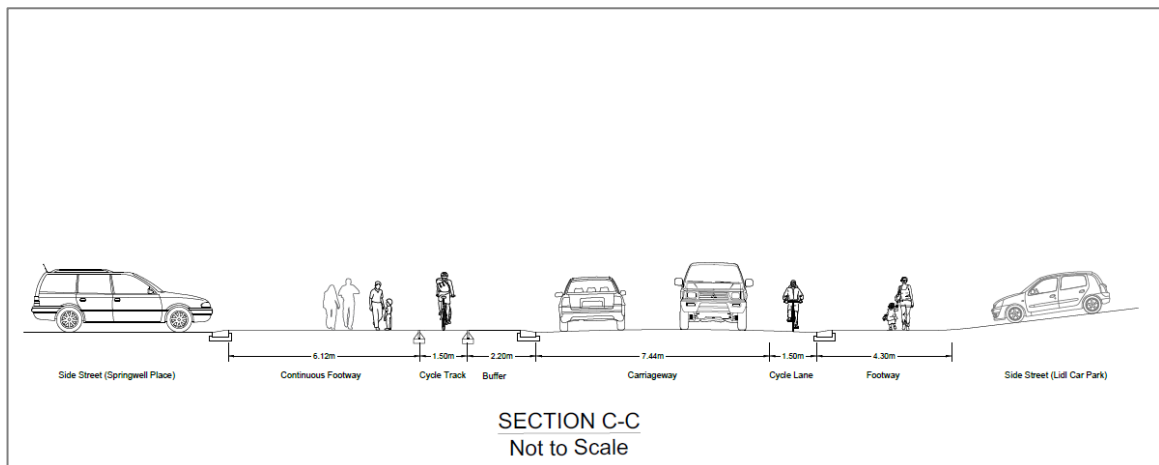


Fig.A7 Section CC (Springwell Place)

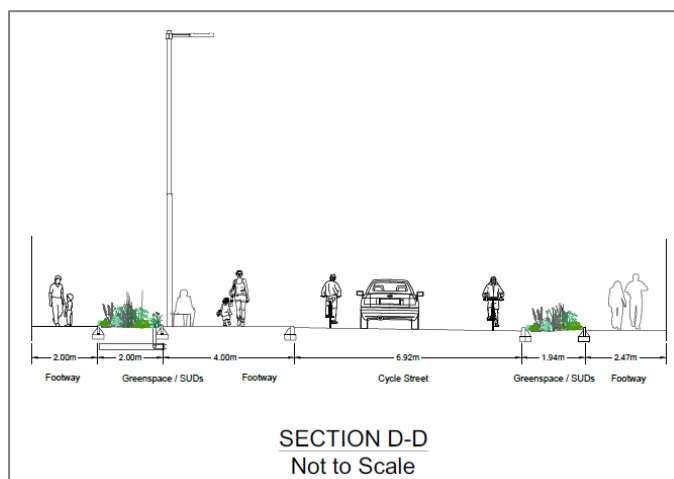


Fig.A8 Section DD (Locavore)

A2.4 Co-op to Richmond Terrace

This area has great opportunities to improve the public realm: east of the Co-op and on the corners of the side streets.

- Wider pavements and space for green and seating
- One-way side streets with continuous footways that will be safer and easier to cross and will provide space to improve public realm (contraflow cycling on one-way side streets)
- More pedestrian crossings, and crossings moved to pedestrian desire lines
- Change from cycling with the traffic to protected cycling north of Caledonian Place

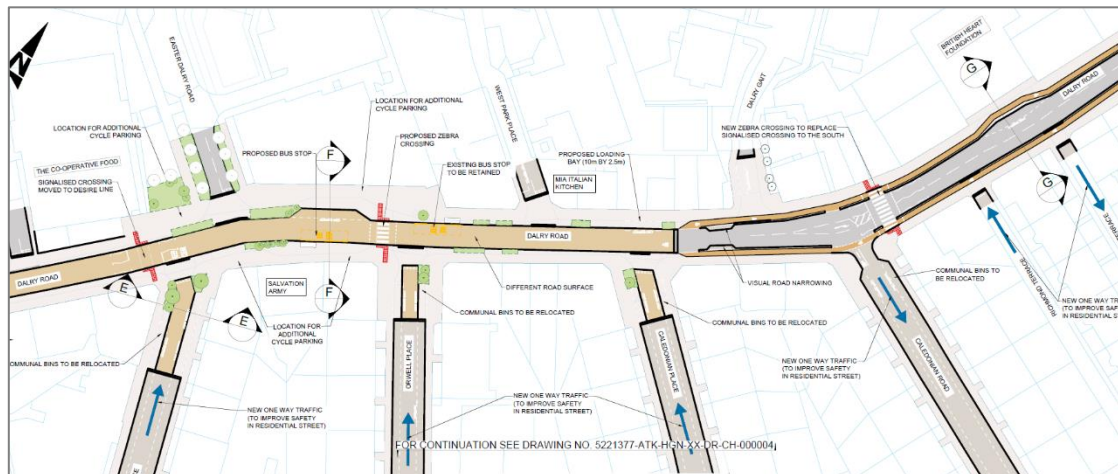


Fig.A9 Co-op to Richmond Terrace

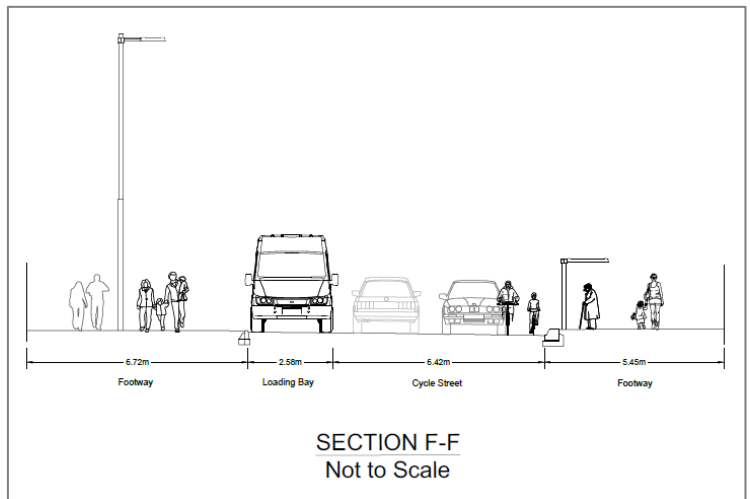
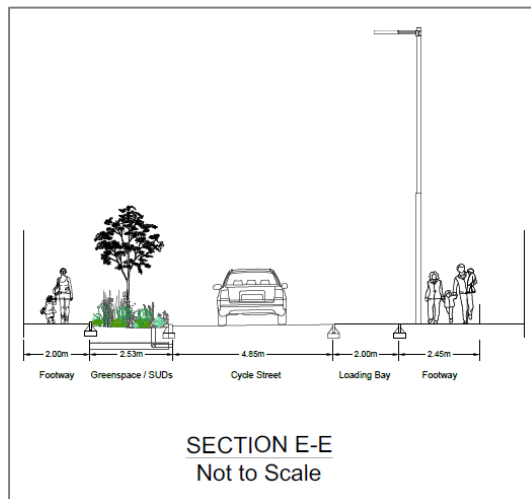


Fig.A10 Section FF (Caledonian Village bus stop - eastbound)

A2.5 Richmond Terrace to Haymarket

Bustling area with restaurants and connections to Fountainbridge and Haymarket Station

- Pavement widths kept to current width and widened where possible
- Protected cycle lanes with bus stop bypasses
- Combined pedestrian and cycle crossing at Dalry Place, supporting walking and cycling on this popular link to Fountainbridge
- Implementation of trees and more green around the entrance to Dalry Place

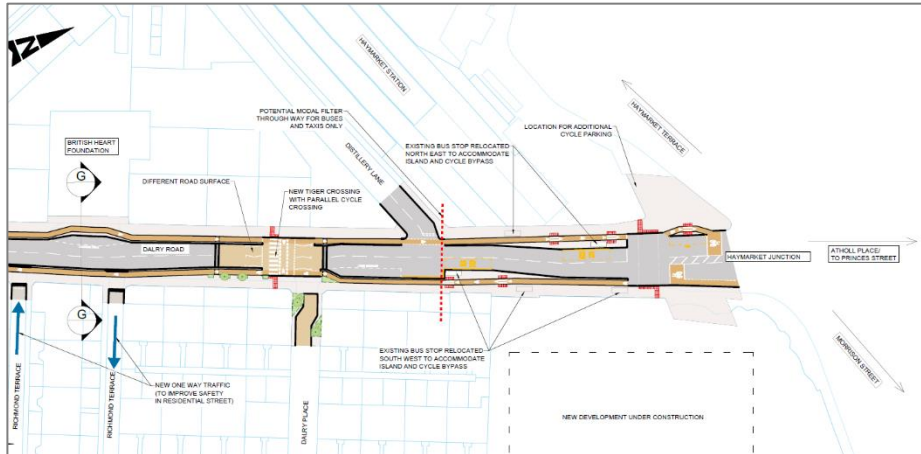


Fig.A12 Richmond Terrace to Haymarket

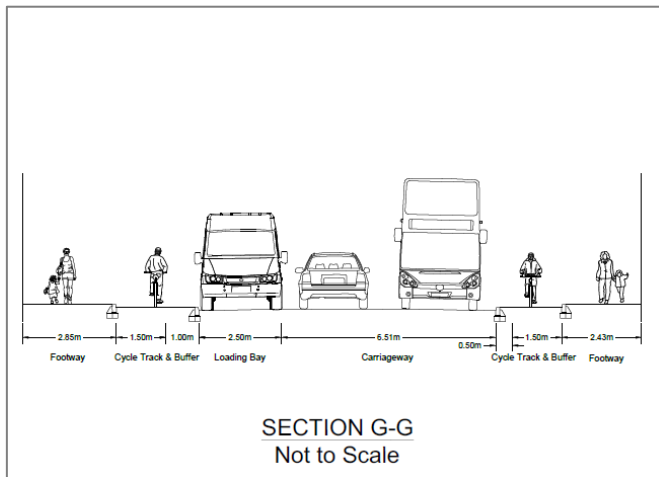


Fig.A13 Section GG (British Heart Foundation)

A2.6 Town Centre side streets: 'Caledonians and Orwells'

Town Centre side streets with tenements, generally busy with parked cars

- One-way side streets with continuous footways that will be safer and easier to cross and will provide space to improve public realm (contraflow cycling on one-way streets)
- Build-outs on street corners to make crossing on pedestrian desire line safer
- Build-out with trees and green at Dalry Swim Centre, a B-listed building

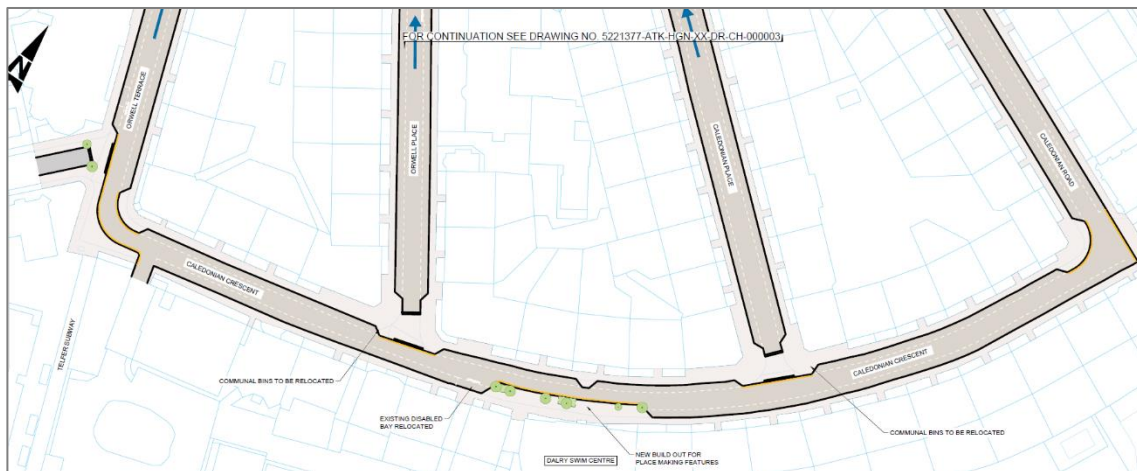


Fig.A14 Town Centre side streets: 'Caledonians' and 'Orwells'

Appendix B – Project Objectives Dalry – Living Well Locally

People

to improve health, wellbeing, and inclusion

Equal access

Provide better access to the area and its amenities for vulnerable user groups, especially people with mobility issues and visual impairments.

Improve perceptions of personal safety, especially for women, children, and young people.

Public health and wellbeing

Increase the share of people who choose to travel actively in Gorgie and Dalry.

Create attractive, inclusive spaces in the area that support social interaction and prevent isolation.

Feeling of influence

Involve residents and businesses in the design process to influence how we best deliver on the objectives of the project.

Place

to protect and enhance our environment

Public Realm

Increase the quality of the public realm, particularly Dalry Town centre and Orwell Terrace.

Increase the “stickiness” of Dalry town centre, recording higher footfall, and higher staying times for visitors.

Increase the attractiveness, accessibility, and visibility of local shops and services.

Economy

Enhance retail vitality in the corridor.

Increase the number of active commercial units in the corridor.

Increase satisfaction for people living in the local area, as measured in the Edinburgh’s People Survey

Environment

Reduce the greenhouse emissions associated with transport within the corridor.

Improve access to greenspaces that are attractive to dwell in, particularly:

- Pocket parks or street trees in the northern part of the project area.
- Murieston Park in the southern end
- Dalry community park

Increase biodiversity in the corridor through, for example, street trees and/or green infrastructure in the corridor.

Maintain or improve levels of local air pollution in the corridor.

Movement

to reduce the dominance of cars

Walking/wheeling

Provide attractive and accessible routes for people walking/wheeling between Haymarket and Tynecastle High School with particular focus on improving the pedestrian experience in the Dalry Town Centre area.

Cycling

Provide cycle routes that would allow an unaccompanied 12-year-old to cycle to local destinations like the schools and the town centre

Provide high quality active travel infrastructure that meets Cycling by Design objectives of safety, comfort, attractiveness, coherence & directness.

Increase the share of people who cycle to and through Gorgie and Dalry.

Public Transport

Maintain or improve bus journey times on Gorgie/Dalry Road.

Improve the quality and accessibility of bus stops within the corridor.

Private motor vehicles

Ensure that blue badge parking is provided at the same, or higher, level of service as today.

Ensure that parking bays are available within reasonable distance of all properties and that motor vehicles are still able to access all residences –note that the route for private motor vehicles may not be the most direct or attractive option.

Ensure that businesses are able to continue their daily operations and that loading/parking can happen in a reasonable distance of commercial properties.

Facilitate change in business operations so sustainable logistics alternatives are known and feasible.

Reduce the number of children that travel to school by car.

Appendix C - Visualisations of the proposals



Figure C1 – Dalry Town Centre at Orwell Terrace



Figure C2 – Plan of Dalry Road – Orwell Terrace



Figure C3 – Dalry Road at Dalry Place



Figure C4 – Plan of Dalry Road – Dalry Place



Figure C5 – Caledonian Crescent at Dalry Swim Centre



Figure C6 – Dalry Road – Gorgie Road junction

Appendix D - Engagement materials

DALRY
Living Well Locally

We want to know your thoughts on our proposals to improve Dalry and its town centre to make it greener, healthier and thriving.

Our ideas will make it easier to access local shops, schools, services and public transport with wider pavements and better cycling provision. We also want to create a more attractive place to spend time, with trees, planting, public art and opportunities to rest.

Share your thoughts
Scan the QR code or go to www.edinburgh.gov.uk/DalryTownCentre

Paper copies of our survey are available for you to complete and submit at the St Brides Centre, Fountainbridge Library, Dalry Primary School and Tynecastle High School.

Meet us on the street
We will be at the St Brides Centre between 3-7pm on **Thursday 11 April** to discuss our ideas and listen to your views.

Contact us
dalrytowncentre@edinburgh.gov.uk

Scottish Government
Riaghaidhais na h-Alba
gov.scot

Places for Everyone

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HAPPY TO TRANSLATE

You can get this document on audio CD, in Braille or large print if you ask us. Please contact Interpretation and Translation Service (ITS) by email at its@edinburgh.gov.uk and quote reference number 24-9761. ITS can also give information on community language translations.

Figure D1 - A5 Flyer (door-to-door delivery in project area – 4750 residences and 150 businesses)

DALRY
Living Well Locally

We want to know your thoughts on our proposals to improve Dalry and its town centre and make it a greener, healthier and thriving local area. Our ideas include:

- more attractive places to spend time and use local services
- wider pavements and safer routes to local schools
- more green space, public art and opportunities to rest.

Share your thoughts
Scan the QR code or go to www.edinburgh.gov.uk/DalryTownCentre

Paper copies of our survey are available for you to complete and submit at the St Brides Centre, Fountainbridge Library, Dalry Primary School and Tynecastle High School.

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Figure D2 - A3 Poster (Fitted in schools, universities, community buildings, library and on local notice boards)

DALRY
Living Well Locally

DALRY
Living Well Locally

We want to make Dalry work better for everyone

Give your views on our proposals to make Dalry greener, healthier and thriving for everyone.

Find out more
www.edinburgh.gov.uk/DalryTownCentre

We want to make Dalry work better for everyone

Give your views on our proposals to make Dalry greener, healthier and thriving for everyone.

Find out more
www.edinburgh.gov.uk/DalryTownCentre

Figure D3 - Lamp post wrap (fitted in Dalry and Gorgie)

Appendix E – Survey

Dalry - Living Well Locally

Overview

The 'Dalry - Living Well Locally' project aims to improve Dalry and its town centre to make it greener, healthier and more thriving.

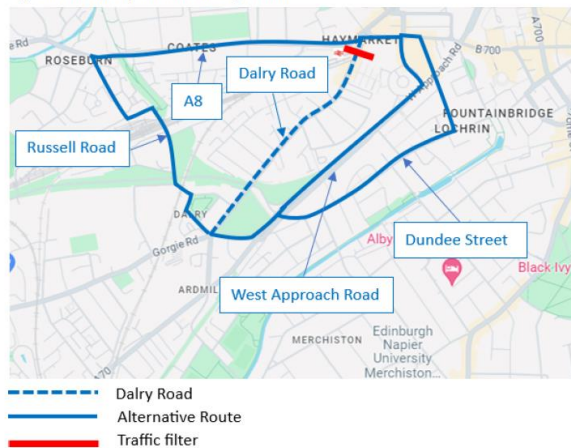
Fig.1 Map of the project area



Our ideas have been designed to make it easier to access local shops, schools, services and public transport, with wider pavements and better cycling provision. We also want to create a more attractive place to spend time, with trees, planting, public art and opportunities to rest.

To facilitate the changes it is proposed to implement a traffic filter at Haymarket to reduce through-traffic. Buses, taxis, emergency services and bicycles would be allowed through at all times, but access for general traffic would be restricted. All homes and businesses would still be accessible by car, while through-traffic to and from the city centre would use other routes such as the West Approach Road.

Fig.2 Alternative options for through-traffic



To minimise disruption to all users, planned resurfacing works to the main road will be scheduled to take place at the same time as we deliver this project.

This is one of the first projects that implements the **recently announced 'Our Future Streets' approach** <<https://www.edinburgh.gov.uk/news/article/13911/bold-plans-proposed-for-edinburgh-s-future-streets>> to provide a more connected, welcoming environment for everyone in Edinburgh's neighbourhoods and key travel corridors. This identifies Dalry Road as part of the primary cycle and public transport network.

The project also aligns with the Council's **20-minute Neighbourhood Strategy** <<https://www.edinburgh.gov.uk/future-council/need-20-minute-neighbourhoods>> .

About this questionnaire

The proposals are still being developed but build on initial feedback we received in early 2023.

Previous engagement feedback

From initial engagement in early 2023, we learnt that people would like to see the following:

- wider and better-quality pavements, especially at busy bus stops and around local shops
- more and safer pedestrian crossings, with shorter waiting times
- safer and more attractive access to the schools.
- more pleasant, greener streets and public spaces with more places to stop and rest.
- safer cycle provision along Dalry Road and Gorgie Road, and secure cycle storage
- the area should be less dominated by cars, but easy access needs to be retained for people with mobility issues and for deliveries to the shops and local businesses

More details can be found on the [Dalry town centre web page](https://www.edinburgh.gov.uk/20minutegorgiedalry) <<https://www.edinburgh.gov.uk/20minutegorgiedalry>> .

We now want to hear from you again so that you can help shape the plans.

For the questionnaire, we have split the project area into 4 sections:

1. Dalry Town centre - Haymarket to West End Place
2. Dalry Town centre - Side Streets
3. Dalry Swim Centre
4. West End Place to Tynecastle High School

For each area we provide a description of the proposed design and you can download a detailed drawing. This is followed by questions about each area.

ou an find dra in s of the desi n ro osa s at the end of the questionnaire.

The survey should take around 15 minutes to complete in full.



its@edinburgh.gov.uk
Reference 24-9755

You can also request a paper version of the survey by emailing us at dalrytowncentre@edinburgh.gov.uk.

Opening questions

Opening questions

1 What is your name?

2 What is your postcode?

(Required)

3 Are you responding on behalf of an organisation?

Please select only one item

- No
 Yes (please state below)

Organisation

4 What are the main reasons you usually visit the project area? (Select all that apply)

(Required)

Please select all that apply

- I live there
- Work
- School
- Shops, cafés or restaurants
- Park or play area
- I only pass through the area
- Visiting friends or family
- Other (please specify in box below)

5 How do you usually travel around Dalry?

Please select all that apply

- I occasionally walk or wheel
- I regularly walk or wheel
- I occasionally cycle
- I regularly cycle
- I occasionally use public transport
- I regularly use public transport
- I occasionally drive
- I regularly drive
- Not applicable

Dalry Town Centre - Haymarket to West End Place (1)

[View a detailed drawing of the Dalry Town centre proposals](#) at the end of the questionnaire

Fig. 3 View into Dalry at Orwell Terrace (proposed design)



Fig. 4 View into Dalry at Dalry Place (proposed design)



- Between Caledonian Road and West End Place there will be wider pavements and a 'Cycle Street' where cyclists share the road with other traffic.
- Additional or relocated pedestrian crossings, 'continuous footways' across side roads (see 'Further information' dropdown below) and more space for bus stops will make it easier to move around.
- The proposal includes improved public realm and seating around Dalry Place, Orwell Terrace and the Co-op, and more trees, planting and rain gardens.
- There will be more opportunities for businesses to use the public realm for seating.
- Protected cycle lanes will connect Haymarket Station to the core of Dalry town centre.
- 'Floating bus stops' (see 'Further information' dropdown below) will allow pedestrians and people on bicycles to pass safely, whilst providing space for bus users to wait.
- To create space for wider pavements and protected cycle lanes, most loading bays on Dalry Road will be moved to the nearby side streets. Distance from the bays to the businesses will be limited to around 50m.
- Blue badge holders will be able to park in the side streets and use some loading bays.
- To facilitate the changes above it is proposed to implement a traffic filter at Haymarket to reduce through-traffic. Buses, taxis, emergency services and bicycles would be allowed through at all times, but access for general traffic would be restricted. All homes and businesses would still be accessible by car, while through-traffic to and from the city centre would use other routes such as the West Approach Road.

See below for further details.

Fig. 5 Plan view of Dalry Road with Orwell Terrace to the southeast



Fig. 6 Plan view of Dalry Road with Dalry Place to the east



Further information

A 'continuous footway' is a junction design where the footway material is continuous across the junction and the roadway ramps up to footway level. This design reduces turning speeds of cars and gives priority to pedestrians (see also [Edinburgh Street Design Guidance G7](https://www.edinburgh.gov.uk/downloads/file/24969/g7-priority-junctions-version-1-1) <<https://www.edinburgh.gov.uk/downloads/file/24969/g7-priority-junctions-version-1-1>>).

At 'floating bus stops' passengers board and alight from an island between carriageway and cycle track (see also [Edinburgh Street Design Guidance C4](https://www.edinburgh.gov.uk/downloads/file/24958/c4-segregated-cycle-tracks-hard-segregation) <<https://www.edinburgh.gov.uk/downloads/file/24958/c4-segregated-cycle-tracks-hard-segregation>>)

Haymarket to Caledonian Road

- A traffic filter at Haymarket will reduce through-traffic during part of the day. Vehicles will be able to turn back at various places along the corridor.
- The taxi rank will be moved northward, providing easier access to the train station.
- Floating bus stops in the busy Haymarket Station area will allow pedestrians and cyclists to pass these busy bus stops safely, whilst providing space for bus users to wait. Protected cycle lanes will be implemented along this part of the project area.
- A new pedestrian and cycle crossing will help people cross the street at Dalry Place.
- Richmond Terrace will become a one-way street (clockwise).
- The crossing near Caledonian Road will be moved to the pedestrian desire line further east.
- Loading and blue badge bays will be located on the main road and in the side streets.

Caledonian Road to West End Place

- To create more space for walking, wheeling* and placemaking in this central area, cyclists will be guided onto the main road, which will be quieter as a result of the traffic filter at Haymarket. There will be a safe change-over for cyclists between protected cycle lanes and the 'Cycle street'.
- The surface material of the carriageway will indicate a difference between the 'Cycle street' and the rest of the corridor.
- One-way side streets will improve safety for walking, wheeling* and cycling and create space for green, seating and cycle parking on street corners.
- Crossings will be moved to pedestrian desire lines (Orwell Terrace and Caledonian Road) and we'll add a new crossing between the Caledonian Village bus stops.
- The southbound Caledonian Village bus stop will be moved to reduce the distance between stops and to match the northbound bus stop.

*"Wheeling" includes methods such as using a wheelchair.

Dalry Town Centre - Haymarket to West End Place (2)

6 To what extent do you support the proposals for Dalry town centre?

Please select only one item

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

7 If you want, you can explain your choice here:

8 We are considering implementing the traffic filter between 7am and 7pm, 7 days per week. What do you think of the proposal to have a traffic filter for buses, taxis, emergency services and bicycles at the Haymarket end of Dalry Road so that we can deliver the proposed improvements?

9 We are proposing to move loading and parking bays from Dalry Road to nearby side streets to create more space for walking, wheeling and cycling along Dalry Road. Do you have any comments regarding moving loading and parking bays to side streets?

Dalry Town Centre - Side Streets

[View a detailed drawing of Dalry Town centre's side street proposals at the end of the questionnaire](#)

We propose to change the side streets of Dalry's town centre to one-way streets to minimise conflict between cars and pedestrians and cyclists, and to create more space on street corners:

- Caledonian Road will be entry only from Dalry Road.
- Caledonian Place, Orwell Place and Orwell Terrace will be exit only to Dalry Road.
- Each of the side streets will allow 'contraflow cycling' (cycling in both directions).
- Some loading and blue badge parking will be relocated from Dalry Road to the nearby side streets. Where required, communal bins may be relocated.
- Caledonian Crescent will have continuous footways (see dropdown below) to improve this area for people of all ages who walk or wheel
- Where suitable, we will install seating and cycle parking on street corners and secure cycle storage in the side streets

10 To what extent do you support the proposal to introduce a one-way road system to the Dalry town centre side-streets (Caledonian Road, Caledonian Place, Orwell Place and Orwell Terrace)?

Please select only one item

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

11 If you want, you can explain your choice here:

Dalry Swim Centre

[View a detailed drawing of Dalry Town centre's side street proposals](#) at the end of the questionnaire

The area outside Dalry Swim Centre (a B-listed building) will be enhanced with more pedestrian space and seating opportunities, trees and cycle parking.

Fig.7 Dalry Swim Centre (proposed design)



Fig.8 View of Caledonian Crescent with Dalry Swim Centre



12 Is there anything you would like to tell us about our proposals to improve the area outside the Dalry Swim Centre?

West End Place to Tynecastle High School

[View a detailed drawing of the proposals for West End Place to Tynecastle Highschool](#) at the end of the questionnaire.

Fig. 9 Gorgie Dalry junction (proposed design)



- We propose to implement a protected junction with safe cycle lanes and a green stage for all pedestrians and cyclists at every arm of the junction.
- Various side streets will become one-way streets to make crossing the road safer for people who walk and wheel.
- Where suitable we will introduce continuous footways to make the area safer and friendlier for people who walk, wheel and cycle.
- To create space for protected cycle lanes, most loading bays will be moved to the nearby side streets. Distance from the bays to the businesses will be limited to around 50m.
- Protected cycle lanes will provide safer connections from residential areas to schools, shops, the new path to Roseburn and the Canal and to destinations in Gorgie. - - -
- Current pavement widths will remain in most areas, but where possible these will be widened.
- Bus stop bypasses will mean that bus users will not have to wait on the main pavement and allow pedestrians and cyclists to safely pass.
- The square in front of Tynecastle High School will be made more attractive with trees and seating. Consideration could be given to using this space for a local market or other activities.
- Extending the placemaking and movement improvements further along Gorgie Road will be considered in the future.

Further information

- The streets beside Dalry Primary school - Cathcart and Springwell Place- will become School Streets (closed for non-residential traffic around school start and end times) and will change to one-way (towards Dalry Road) to make crossing the road safer for pupils and parents.
- A Toucan crossing will provide a safe link to the new Roseburn to Union Canal path.
- Murieston Crescent will change to one-way towards Dalry Road (with contra-flow cycling) to improve safety for pedestrians and cyclists and reduce traffic issues in the area. To minimise detours, the one-way on Murieston Terrace will become north to south.
- Loading will happen from side streets. Loading bays are just round the corner from Dalry Road and Gorgie Road and a number of these can also be used by blue badge holders.
- The westbound Gorgie Farm bus stop will be moved further west, where there is more space.
- The pedestrian crossing west of McLeod Street will be moved to the desire line east of the junction.
- Footways around the school entrance will be widened and McLeod Street will change to exit-only to improve the safety of students walking and cycling to and from the school.

13 Is there anything you would like to tell us about the proposals for the area between West End Place and Tynecastle High School?

Further comments

14 Would the proposed changes make it more or less likely that you would visit Dalry's shops, restaurants and other services?

Please select only one item

- More likely
 Less likely
 No change

15 Would the proposed changes make it more or less likely that you or your family would walk, wheel or cycle to the local schools?

Please select only one item

- More likely
 Less likely
 No change
 Not applicable

16 Is there anything else you would like to tell us about the design proposals?

About you

We are asking the following questions to ensure we receive a comprehensive range of responses and to gain a better understanding of the different views of individuals.

Please note that you do not have to answer the questions below.

17 What age group do you belong to?

Please select only one item

- under 16
 16-25
 26-34
 35-44
 45-54
 55-64
 65-74
 75 or over
 prefer not to say

18 What is your sex?

Please select only one item

- Female
 Male
 Prefer not to say

19 Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Please select only one item

- Yes
 No
 Prefer not to say

20 If answer "Yes" (do you have a physical or mental health condition or illness lasting or expected to last 12 months or more): Do any of these conditions or illnesses affect you in any of the following areas?

Please select only one item

- Vision (for example blindness or partial sight)
- Hearing (for example deafness or partial hearing)
- Mobility (for example walking short distances or climbing stairs)
- Dexterity (for example lifting or carrying objects, using a keyboard)
- Learning or understanding or concentrating
- Memory
- Mental health
- Stamina or breathing or fatigue
- Socially or behaviourally (for example associated with autism spectrum disorder (ASD) which includes Asperger's, or attention deficit hyperactivity disorder (ADHD))
- Other:

21 Does your condition or illness/do any of your conditions or illnesses reduce your ability to carry-out day-to-day activities?

Please select only one item

- Yes, a lot
- Yes, a little
- Not at all
- Prefer not to say

22 Would you like to be kept up to date on this project?

Please select only one item

- Yes (please provide your email address below)
- No

You can leave your filled-out questionnaire in the collection box at:

- Fountainbridge Library
- St. Brides Centre
- Dalry Primary School
- Tynecastle High School

or email it to: dalrytowncentre@edinburgh.gov.uk

or post it to the following address:

Dalry Living Well Locally,
City of Edinburgh Council
Waverley Court, G4, 4 East Market Street
Edinburgh EH8 8BG