

# Corstorphine Connections

## Stage 2 – Engagement Report

City of Edinburgh Council

August 2021

## Quality information

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## Revision History

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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 2 engagement and activities that were undertaken during the second engagement stage of the project which ran from 4<sup>th</sup> June – 11<sup>th</sup> July 2021. This stage of engagement was aimed at gathering feedback from residents around the proposed concept designs for the LTN.

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:

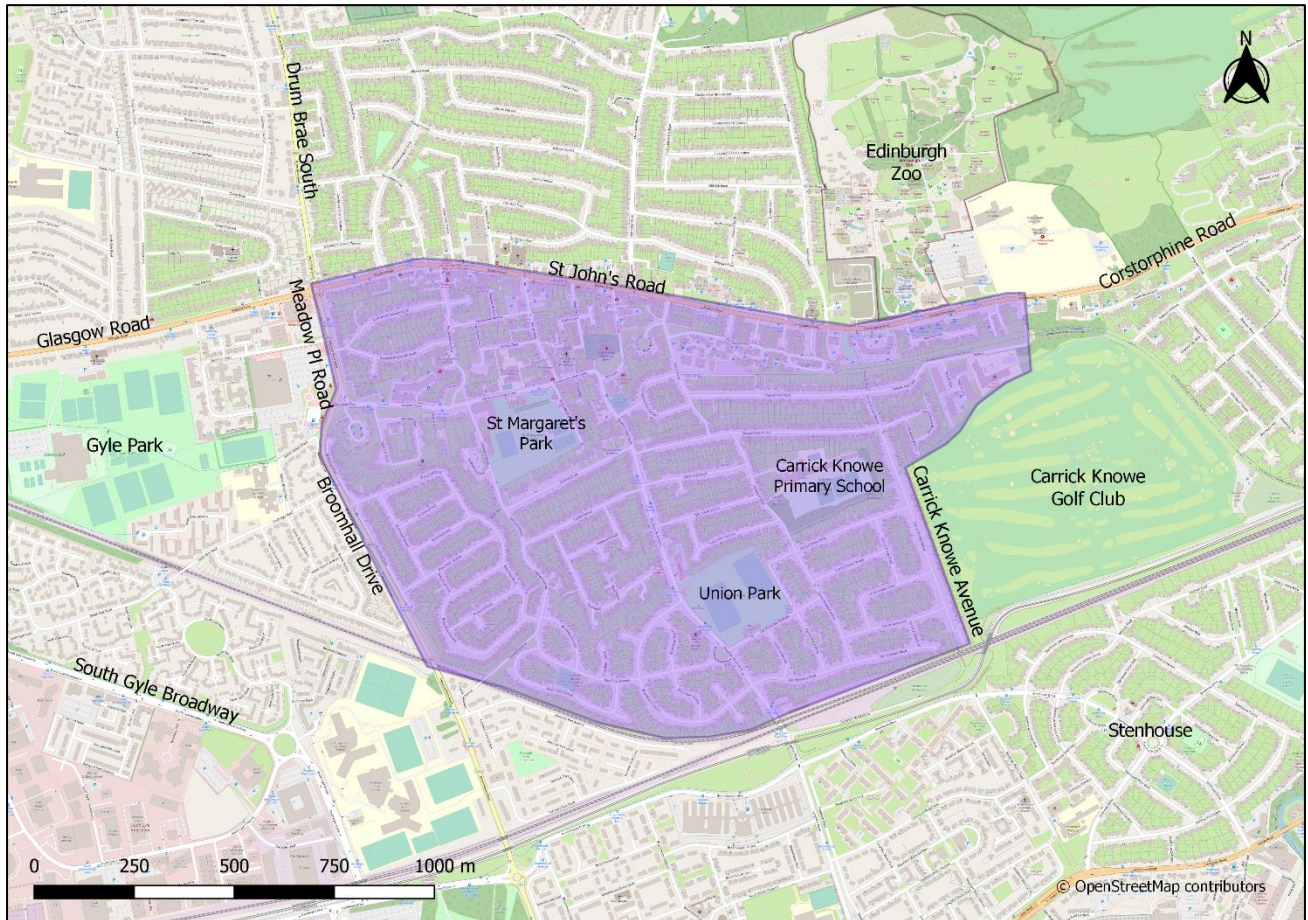
- Improve the safety of routes to schools in the area;
- Understand and address issues identified with speed and volume of traffic in residential streets;
- Improve walking and cycling routes and access in the area;
- Improve local air quality; and
- Facilitate placemaking improvements in the local area.

## 2. Proposals

This section discusses the proposed Concept Designs for the Corstorphine Low Traffic Neighbourhood that have been presented to the public. All proposed interventions are not final and are subject to change following this stage of engagement.

### 2.1 Scope

Figure 2-1 below shows the project area for the proposed Corstorphine LTN presented for public engagement. The scope of measures developed within this project area have been developed following feedback from the previous engagement activities.



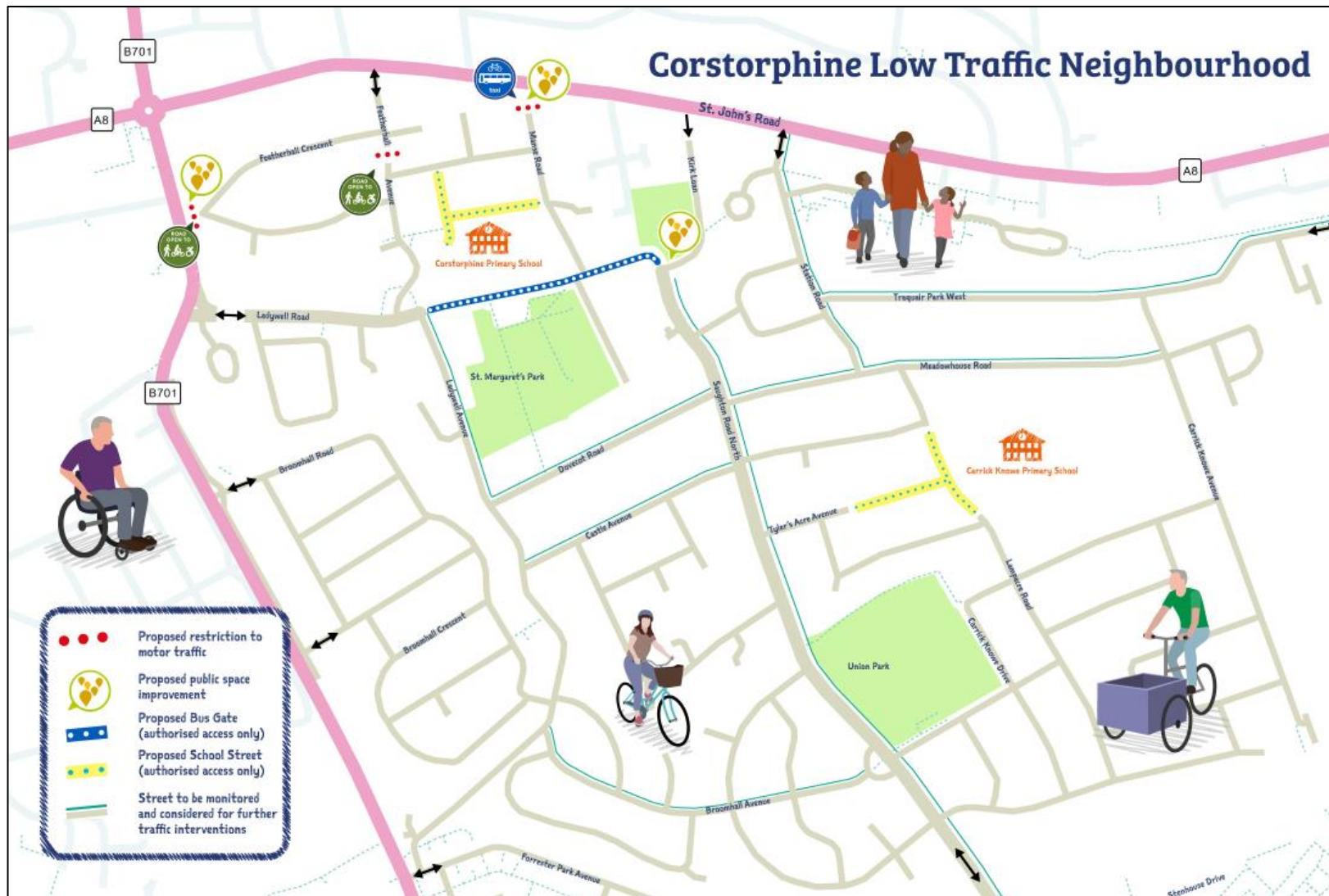
**Figure 2-1: Scope of the Corstorphine LTN**

### 2.2 Concept Design Proposals

The map below shows an overview of the proposed LTN measures which will tackle the issues that have been highlighted from traffic data, known concerns and the recent community engagement in the project area.

The following sub-sections of this chapter will provide a more detailed review of each proposed intervention.





### Figure 2-2: Overview of Proposals

### 2.2.1 Corstorphine High Street

Feedback from our last stage of community engagement, highlighted issues with the High Street as an area of concern over traffic and the need to improve this further for pedestrians and cyclists.

Two options have been proposed with varying impacts on traffic and opportunities on enhancing the High Street.

#### **1. Option A - Continue with traffic calming on High Street (as per current February 2021 Spaces for People temporary layout and operation)**

The current traffic calming measures associated with Spaces for People have been delivered in a way that looks and feels like road works. With the opportunity for trialling the interventions for a longer period it may be possible to improve these and create a higher quality space in a way that is easily removable after the trial.

See Figure 2-3 and Figure 2-5 for more detail.

#### **2. Option B - Bus gate on High Street from Ladywell Avenue to Kirk Loan including additional footway extensions.**

This would prevent general traffic from travelling on this section of street, reducing traffic levels and create more space for people walking and cycling.

Alongside buses, local access to properties by vehicle, waste collection, emergency service and taxi access would be permitted. The proposals include relocating the on-street loading for businesses approximately 50m west, to accommodate significant additional footway widening.

Through these changes we will be able to create a High Street space that puts people first and makes the most of the charming historic character, shops and amenities along the street. This will further enhance a great local destination for residents to gather and relax.

The current narrowing of the junction at Kirk Loan leaves space open which could be improved and become a small space to rest. By constructing the improvements with bolt-in kerbs and a tarmacked pavement laid on a sand bed in the gap, the space can become fully accessible while still being removable after the trial period.

See Figure 2-4 and Figure 2-6 for more detail.



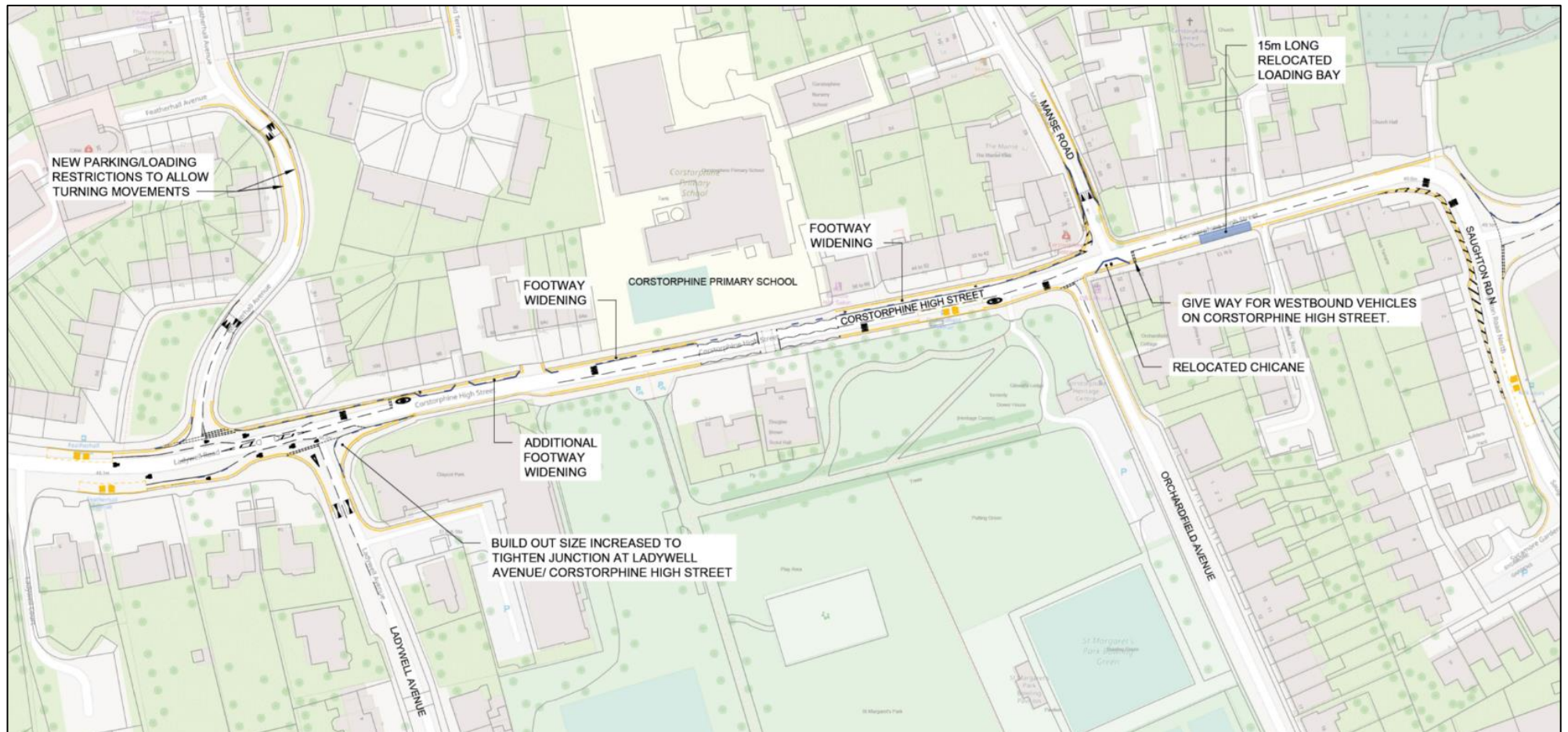


Figure 2-3: Corstorphine High Street - Option A

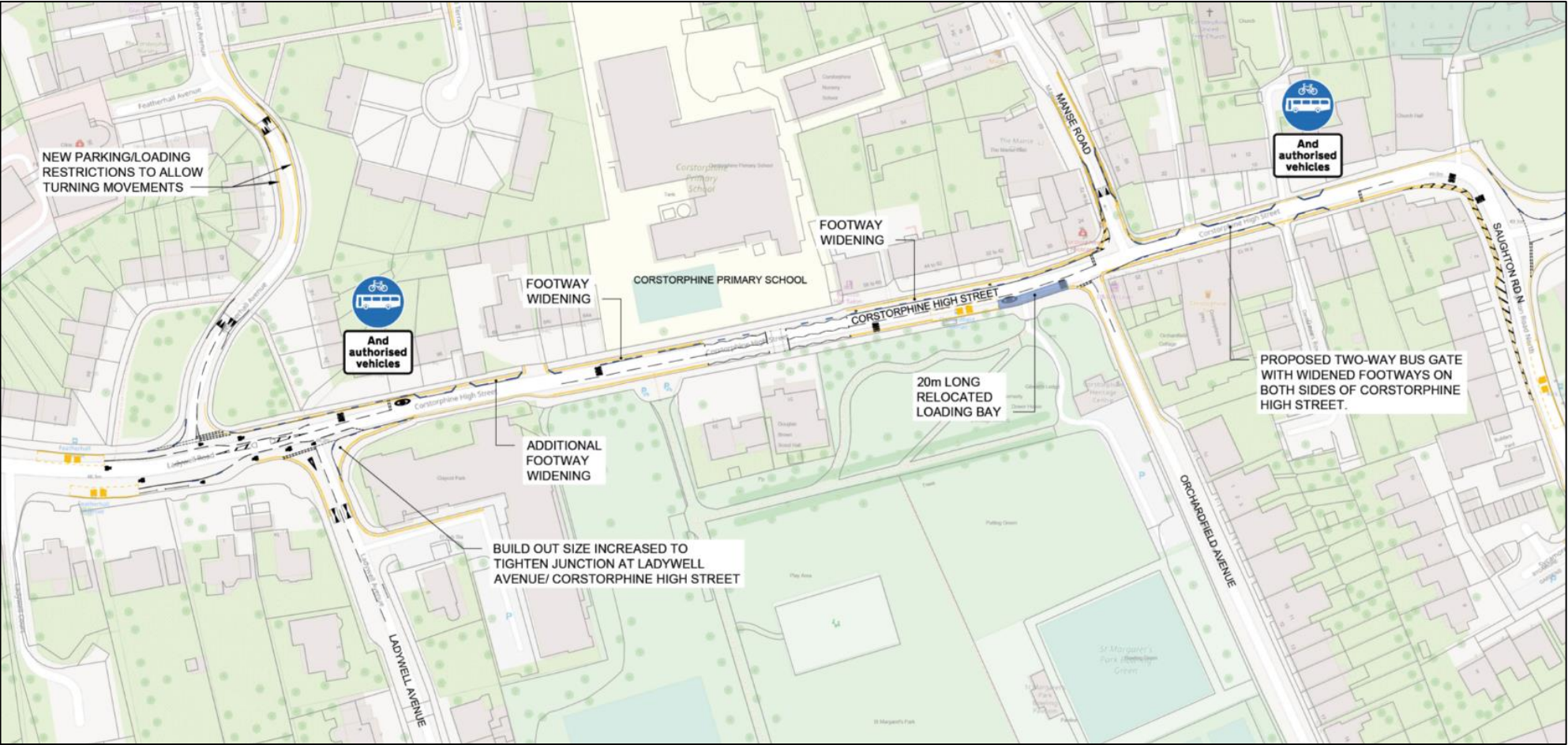


Figure 2-4: Corstorphine High Street - Option B





Figure 2-5: Placemaking - Corstorphine High Street



Figure 2-6: Placemaking - Kirk Loan



### 2.2.2 Manse Road

Manse Road was identified as a popular route for through traffic and the need to improve this for pedestrian accessibility. As such, a bus gate is proposed at St. Johns Road to maintain access for the number 68 service, whilst restricting all other through traffic exiting northbound.

The redesign of this junction will also include an opportunity to improve the public space here (see Figure 2-7). Closing one lane of Manse Road would leave the space open for improvements to the urban realm. This would make crossing easier and safer and could also add colour and life to the street and create a place to gather and rest slightly removed from the main road.

Local access would be maintained to Manse Road via Corstorphine High Street and Featherhall Terrace.



**Figure 2-7: Placemaking - Manse Road**

### 2.2.3 Featherhall Crescent

Feedback from the previous survey and traffic data has identified some problems with through traffic on Featherhall Crescent and Featherhall Avenue. We are proposing to restrict through vehicle access on each of these streets.

Local access will be maintained via St. Johns Road, Corstorphine High Street and Featherhall Avenue.

The closure at Featherhall Crescent would be focused on providing a green space (an urban nursery, see Figure 2-8) while also providing an additional 4 parking spaces on Featherhall Crescent.



**Figure 2-8: Placemaking - Featherhall Crescent**

### **2.2.4 Featherhall Avenue**

Feedback from the previous survey and traffic data has identified some problems with through traffic on Featherhall Crescent and Featherhall Avenue. We are proposing to restrict through vehicle access on each of these streets.

Local access will be maintained via St. Johns Road, Corstorphine High Street and Featherhall Avenue.

### **2.2.5 School Streets**

During the covid-19 pandemic, a number of traffic restrictions were implemented on the streets around Corstorphine and Carrick Knowe Primary schools as part of the Council's pandemic response.

These restrictions affect how traffic moves through the area and have been supported since implementation. The LTN proposes to include these school restrictions as part of the Experimental Traffic Regulation Order (ETRO) 18-month trial period.

#### **2.2.5.1 Corstorphine Primary School**

There are currently vehicle access restrictions around Corstorphine Primary School at Featherhall Road and Manse Street. It is proposed these restrictions are retained as part of the LTN scheme to continue to improve road safety and accessibility. These restrictions to motor traffic at local schools in the area reduce through traffic and make a safer, healthier and more pleasant environment.

We are also considering further features to improve the look and feel of the restrictions and traffic management on the street (Figure 2-9).





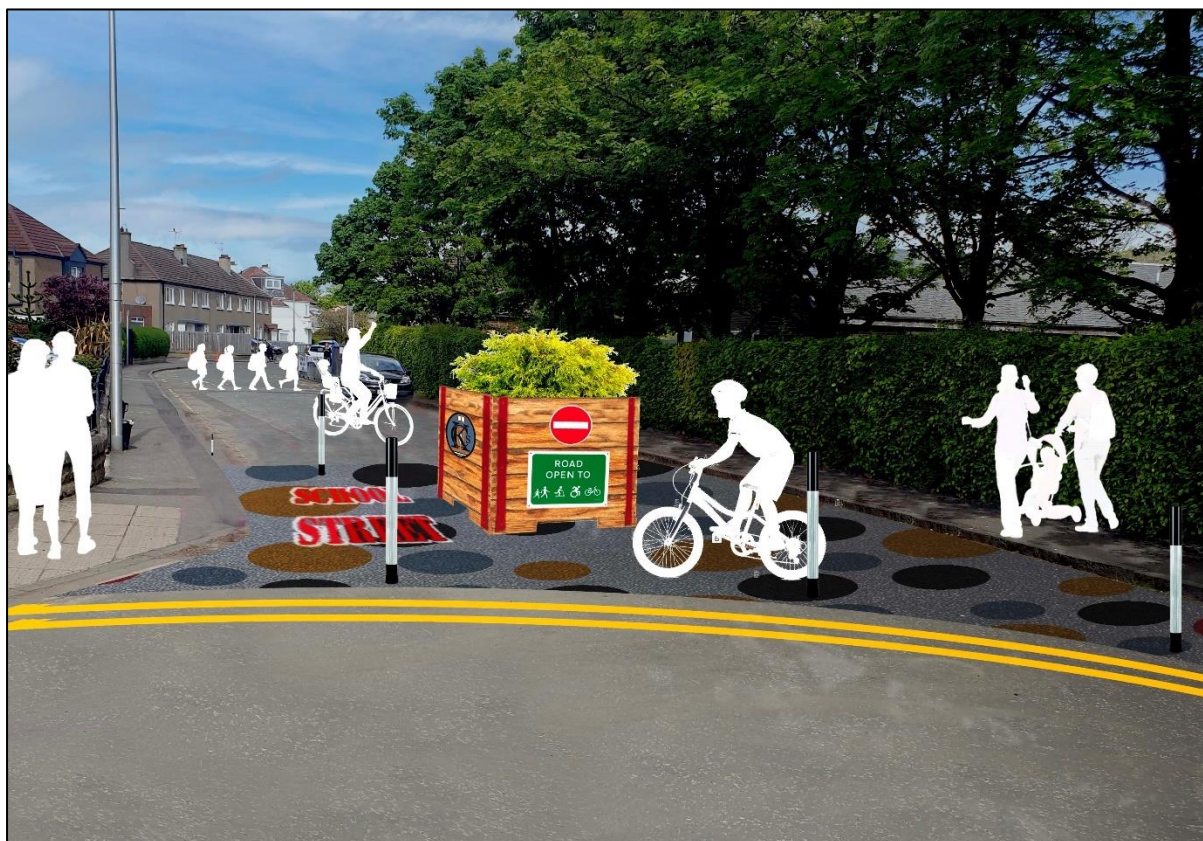
**Figure 2-9: Placemaking - Corstorphine Primary School**

#### **2.2.5.2 Carrick Knowe Primary School**

There are currently vehicle access restrictions around Carrick Knowe Primary School at: Lampacre Road, Carrick Knowe Crescent and Tyler's Acre Avenue. It is proposed these restrictions are retained as part of the LTN scheme to continue to improve road safety and accessibility. These restrictions to motor traffic at local schools in the area reduce through traffic and make a safer, healthier and more pleasant environment.

We are also considering further features to improve the look and feel of the restrictions and traffic management on the street (see Figure 2-10).





**Figure 2-10: Placemaking - Carrick Knowe Primary School**

## 2.3 Traffic Operations

The aim of the LTN is to reduce through traffic on residential streets in the project area whilst maintaining local access. Some routes and local access points using motor vehicles will change into certain streets; however, all streets are still accessible for local residents, deliveries, loading and emergency services.

## 2.4 Monitoring

We recognise that the changes and, in particular the bus gate associated with Option B, will affect how local and through traffic move through the area. We propose to monitor the impacts of potentially affected streets and consider additional traffic calming measures as mitigation. Streets proposed for monitoring include Station Road, Pinkhill, Ladywell Avenue, Saughton Road North, Broomhall Avenue, Meadowhouse Road, Dovecot Road and Castel Avenue.

### 3. Engagement Methods

The following forms of engagement have been used in Stage 2:

Launch week	✓	The public <b>launch of the second stage of engagement was on the 4<sup>th</sup> June</b> . This included a press release by the Council and social media posting. Further general and targeted social media posting and advertising was undertaken during the engagement period.
Engagement promotion*	✓	Over <b>4,000 leaflets</b> were distributed to residents and building occupiers within the project scope area.
E-mail engagement	✓	<b>Email notifications</b> were issued to all stakeholders and mailing list at the start of the engagement period. This was to raise awareness of this stage of the project. The mailing list included those who registered interest from the previous stage of engagement.
Community Reference Group meetings	✓	A <b>Community Reference Group meeting</b> was held on the 14 <sup>th</sup> June to raise awareness of the proposed Concept Designs and gather initial feedback.
Business 'drop-in'	✓	<b>Additional leafleting</b> with a focus on businesses was carried out by the project team on 14 <sup>th</sup> June to further engage with businesses in the area.
Online survey	✓	A total of <b>794 completed surveys</b> 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.
Co-design workshop	✓	A total of <b>two co-design workshops</b> were held with the public so that the design team were able to closely explore design details in greater depth with the community. The workshops were set up via Eventbrite and advertised on the Council's Consultation Hub and hosted on Microsoft Teams.
Access Panel	✓	A total of <b>2 meetings</b> were arranged with the Access Panel on the 3 <sup>rd</sup> of June and 1 <sup>st</sup> of July.
Emergency Services	✓	The project team liaised with a representative from Police Scotland and Scottish Fire and Rescue Service regarding the Concept Design proposals.

*\* A copy of the leaflet can be found in Appendix A. Note that the project deadline was extended until the 11<sup>th</sup> of July which was decided post leafleting and email and social media updates were used to notify this extension.*

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

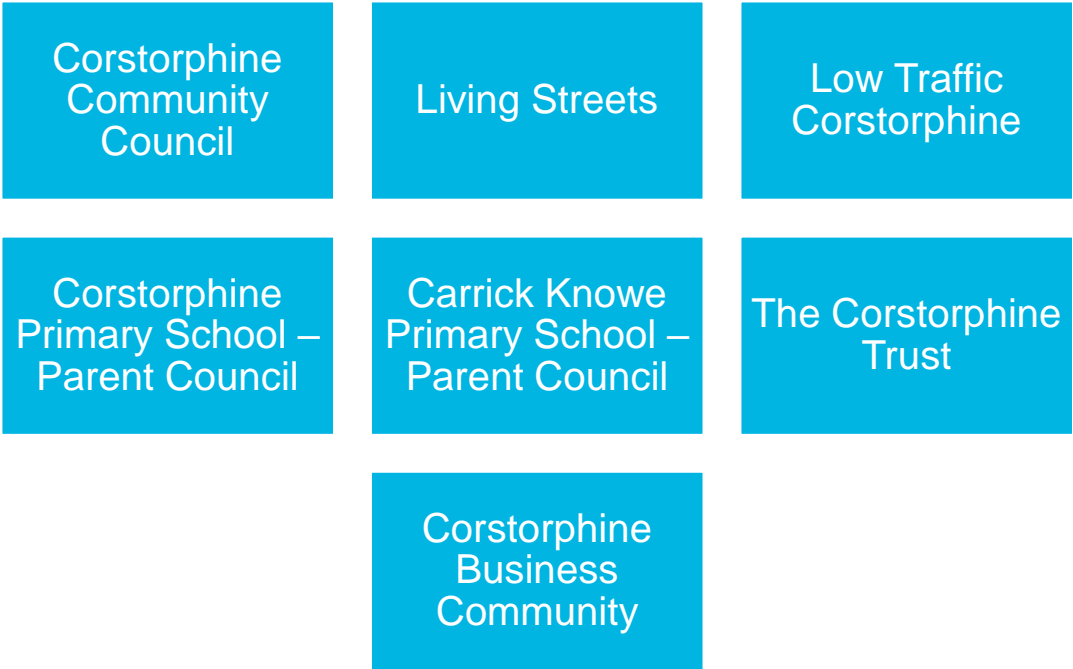
This section gathers and summarises all feedback from the engagement period with the Community Reference Group, Online Public Co-Design Workshops and any other organisation feedback and individual comments that have been received in response. This does not capture the online survey feedback as this will 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 an additional way for the community to provide their views on the area and provide local knowledge as the project advances.

This group is made up of representatives from local organisations 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. Two previous meetings have taken place at earlier stages in the project.

The third CRG meeting was held on the 14<sup>th</sup> June from 7pm-8.30pm via a Microsoft Teams meeting. The purpose of this meeting was to present the proposed LTN Concept Designs and gather feedback on them from the group. The organisations/groups that attended this meeting are shown in the image below.



### 4.2 Online Public Co-Design Workshops

Two co-design workshops were held with the public so that the design team were able to closely explore design details in greater depth with the community. The workshops were set up via Eventbrite and advertised on the Council's Consultation Hub and hosted on Microsoft Teams. The workshops were held on the 22<sup>nd</sup> June and 30<sup>th</sup> June between 6.30pm – 8pm. Spaces were limited to 50 people per workshop so that they were able to function well. 5 members of the project team (City of Edinburgh Council, AECOM and Sustrans) facilitated each workshop. A participant information pack was sent out prior to each meeting along with call-in details to everyone that registered interest in the events.

During each workshop, participants were run through a presentation which outlined the background to the project along with information gathered to date from traffic data and the

previous engagement stage earlier in the year. Participants were then divided into smaller groups and put into breakout rooms which was facilitated by at least one of the project team. During this time, the Concept Designs were discussed in more detail and participants were able to provide comment and ask questions. All sessions were recorded.

Summary notes for each workshop can be found in Appendix B.

## 4.3 Organisation One-to-ones

### 4.3.1 Corstorphine Business Community

The project team presented to the Corstorphine Business Community during one of their evening meetings on the 2<sup>nd</sup> of June just before the launch of the second stage of engagement. High level feedback from this meeting has been summarised below:

- There is not enough parking in the area to visit shops
- Enforcement of parking is vital
- Work closely with businesses so that loading can be properly planned
- Some short stay parking required. Practical solutions required to help businesses
- Cycling on St John's is less safe because cyclists are squeezed by the footway build outs
- No need for more public space as we have parks. Just focus on improving these
- Concerns about more traffic on main roads
- Scope of LTN – expand to the Northern area of Corstorphine as this is steeper and less public transport options
- LTN is important to help people move around by bike and walking. It will reduce traffic levels in the long term
- Don't promise alternatives in the future. People need complementary measures to help less car use – e.g. electric bus. Car club, electric bikes

### 4.3.2 Access Panel

A member of the project team attended and presented to the Edinburgh Access Panel on the 3<sup>rd</sup> of June and 1<sup>st</sup> of July. Key points from these meetings have been summarised below:

- Engagement feedback/consideration should be focused on local residents
- Segregation of any cycle way important in temporary situation
- Bollards on coloured backgrounds would cause issues for visually impaired
- Coloured carriageway/ footway would cause issues for visually impaired and people with dementia
- Blue badge parking should be maintained by any measures introduced
- Blue badge parking provision concerns have been raised around Ladywell Road Medical Centre Spaces for People measures. These should be looked at and improved if not before then as part of these proposals

### 4.3.3 Corstorphine Rotary Club

The project team conducted a meeting on the 15<sup>th</sup> June at the Corstorphine Rotary Club. Key points from this have been summarised below:

- It was felt the current SfP traffic calming has been successful in slowing down traffic speeds.
- Concerns with the proposals and how local access is maintained to St. John's Road.
- Concerns with knock-on effects of traffic re-routing on wider road network from Manse Road bus gate.
- The current conditions on St. John's Road could be worsened in terms of traffic levels, safety, air quality.
- Noted the proposed development site on Manse Road and this needs to be accommodated by any proposals.
- Concerns of impacts of traffic on Dovecot and Castle Ave.
- Some areas of the current footways are in poor condition and need improved.

### 4.3.4 Corstorphine Community Council

The project team attended the Community Councils monthly meeting on the 17<sup>th</sup> of June. Key points from this meeting have been summarised below:

- How can disabled people access the Dower House (Corstorphine Heritage Centre) from the High Street if there is a bus gate?
- The Bus Gate option on the High Street will divert too much traffic on to Dovecot Road and Castle Avenue
- Just closing Manse Road is sufficient to reduce rat running; no other closures required
- The Bus Gate option would help make the High Street safer for all school and nursery children, especially those using the graveyard area at Kirk Loan
- Cutback hedges on High Street & Manse Road as part of the LTN
- Maintenance of footways/dropped kerbs to be included in the LTN
- Footway widening is fundamental to making the streets safer, not just hedge trimming
- Featherhall Avenue - expect local residents to push back as they have previously stated that they would prefer a one-way system
- Enforcement of illegal parking is important
- Hard to see around parked cars when crossing Saughton Road North
- Crossing points/ build outs of Saughton Road North are required:
  - Near to library
  - Further down near speed camera or shops
  - Dovecot Rd to Meadowhouse Road, Quiet Route 9
  - Hard to see around parked cars when crossing Saughton Road North
- Fix speed indicator on Saughton Road North
- Add 20mph speed roundels on Saughton Road North especially nr school
- Extend the LTN to north Corstorphine area



### 4.3.5 Emergency Services

The project team liaised with a representative from Police Scotland and Scottish Fire and Rescue Service regarding the Concept Design proposals. Key points from these meetings have been summarised below:

- Police have clear preference for traffic calming option if bus gate cannot be camera enforced. If no camera, then enforcement becomes a police issue
- Traffic calming should take account of width of vehicles, angles etc for large fire appliances
- Provided contact for local community police person

## 4.4 Individual Responses

A number of individuals reached out to respond to the engagement. The details of the feedback received from each of them, although not discussed publicly here, will be used to inform the development of the design. Key suggested actions/points from these organisations are as follows:

- There is a need to reduce the speed and volume of traffic through and across the Corstorphine South LTN proposal area.
- Concerns of displaced traffic to quieter residential streets of Dovecot Road and Castle Avenue.
- Concerns about the Quiet Route 9 (QR9) which runs from Broomhall Road via Ladiebridge, along Dovecot Road and across the busy Saughton Road North to Meadowhouse Road (and on toward the city). Some placemaking measures at this junction would be welcomed to make it more visible and safer to cross for the many cyclists and pedestrians who regularly use this route.
- Reconsider the inclusion of modal filtering on Dovecot Rd and Castle Avenue and/or Ladywell Avenue (adjacent to St Margaret's Park) to ensure the displacement of traffic is prevented from the outset of the intervention.
- Strong preference for option B, with additional filtering on Dovecot Road and Castle Avenue.
- The intention to monitor possible displacement routes with the option to add new ETRO features to the LTN space should it be proven necessary over time is welcomed.

## 5. Online Survey Responses

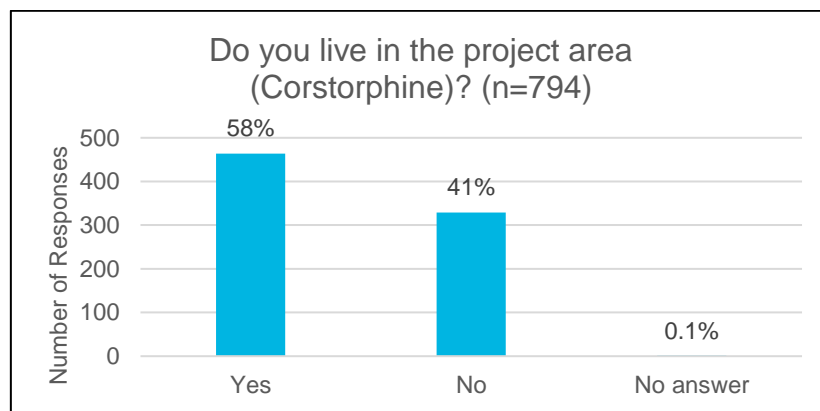
There was a total of 794 completed responses to the online survey which was live for over 5 weeks between 4<sup>th</sup> June – 11<sup>th</sup> July 2021. A copy of the online survey is shown in Appendix C.

*Note: All percentages are calculated against the total number of responses or total number of comments per question. This is indicated on each graph as n=.*

Section 5.1 considers All Respondents and further detailed analysis is presented in Sections 5.2 to 5.6 for the following types of respondent: Residents Only, 16-24 Year Olds, 25-34 Year Olds, Businesses and Respondents with Disabilities

### 5.1 All Respondents Analysis

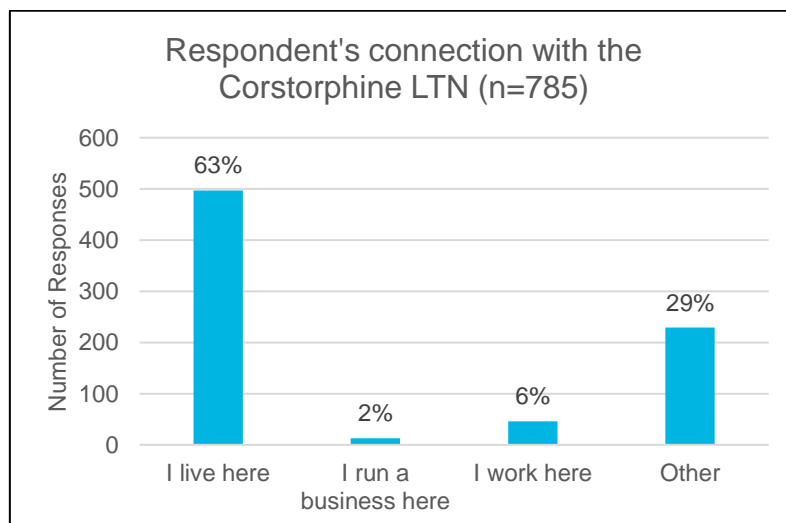
#### Q1 – Do you live in the project area (Corstorphine)?



**Figure 5:1 – Location of survey participants**

**Figure 5:1** shows that most respondents to the survey live within Corstorphine's project area. However, the survey was also completed by 329 (41%) of people who live out with of this area.

#### Q2 - What is your connection with the Corstorphine LTN?

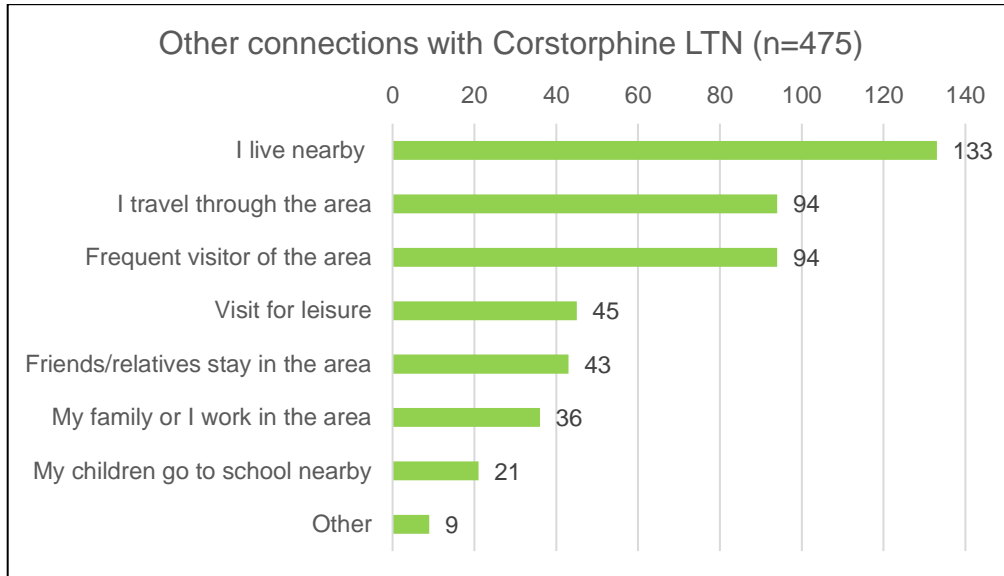


**Figure 5:2 – Connection to Corstorphine LTN**

This question aimed to identify the respondent's connection with the project area. **Figure 5:2** shows that 497 of respondents (63%) live within the Corstorphine LTN. 13 respondents (2%)

run a business within the project area with another 46 respondents (6%) stating that they work in the area. 229 respondents (29%) made comments under the option of 'other'. These are summarised in figure 5:3.

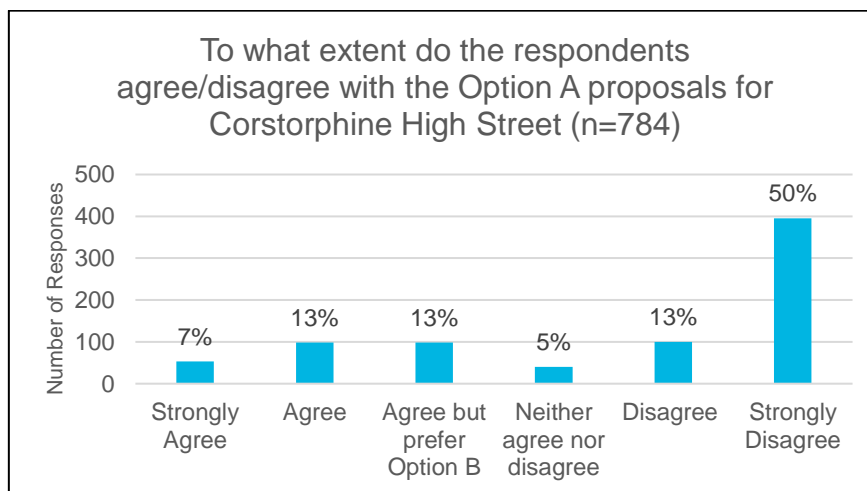
## Q2 – If 'other', please expand



**Figure 5:3 – Further connections provided with the project area**

The above chart highlights the variety of different connections that the survey respondents have with the project area in Corstorphine. The most common response was from 133 individuals (28%) who live out with the specified project area but live nearby and are therefore still impacted. 94 participants (20%) stated that their connection was there typical travel routes, which pass through the LTN.

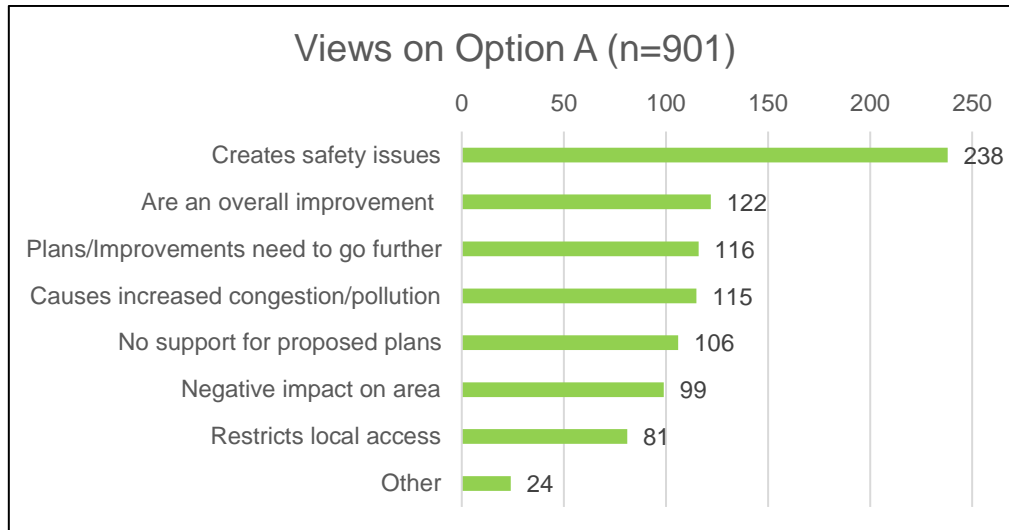
**Q3a - To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:4 – Opinion on option A for Corstorphine High Street**

495 respondents (63%) stated that they either strongly disagree or disagree with the Option A proposal for Corstorphine High Street. **Figure 5:4** shows that 5% neither agreed nor disagreed and 13% agreed with the proposal but prefer option B. 20% of respondents answered that they either agree or strongly agree with the outlined proposal.

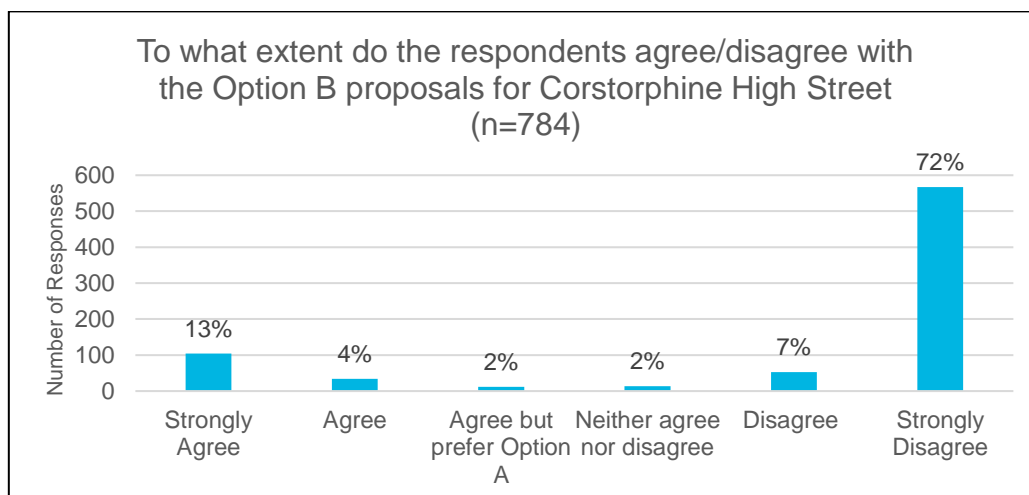
### Q3b – Could you briefly explain your view?



**Figure 5:5 – Respondent's views on option A**

**Figure 5:5** shows the categories of responses given for question 3b. There were 238 comments (26%) which stated that the implementation of this proposal would create safety issues. Respondents stated that this proposal would be an overall improvement for the area in 122 comments (14%). Another concern raised was that option A will create more congestion and pollution in the area, raised in 115 comments (13%).

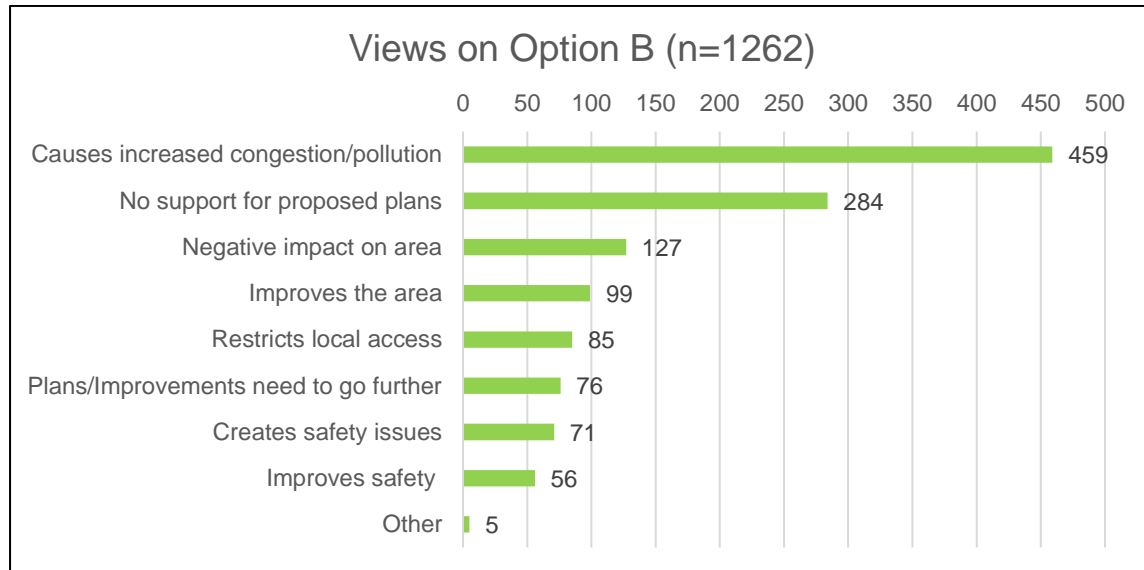
### Q4a - To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?



**Figure 5:6 – Opinion on option B for Corstorphine High Street**

**Figure 5:6** outlines the respondent's opinions on the option B proposal for Corstorphine High Street. A total of 620 respondents (79%) stated that they either disagree or strongly disagree with the option B proposal. 138 respondents (17%) stated that they agree or strongly agree with the proposal.

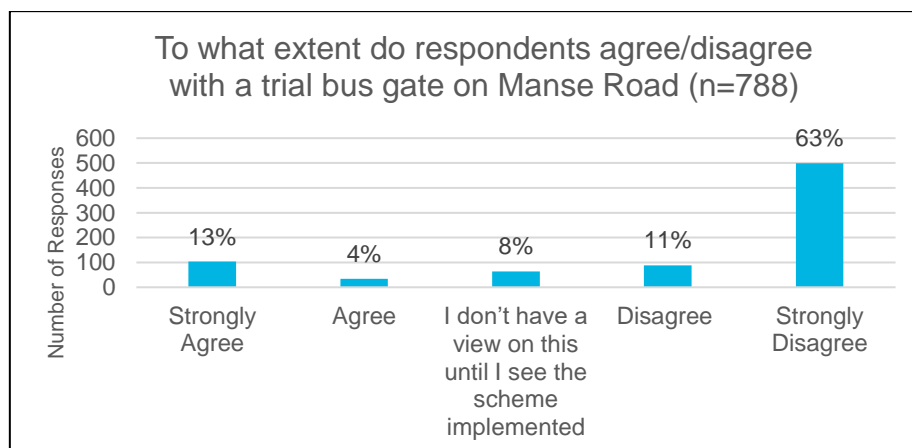
#### Q4b – Could you briefly explain your view?



**Figure 5:7 – Respondent's views on option B**

The summarised views of respondents when asked about option B is shown in **figure 5:7**. The most common view taken from the survey analysis was that option B will cause an increase in congestion and pollution, with 459 comments (36%). Respondents suggested that they did not support the plans to implement this proposal through 284 comments (23%).

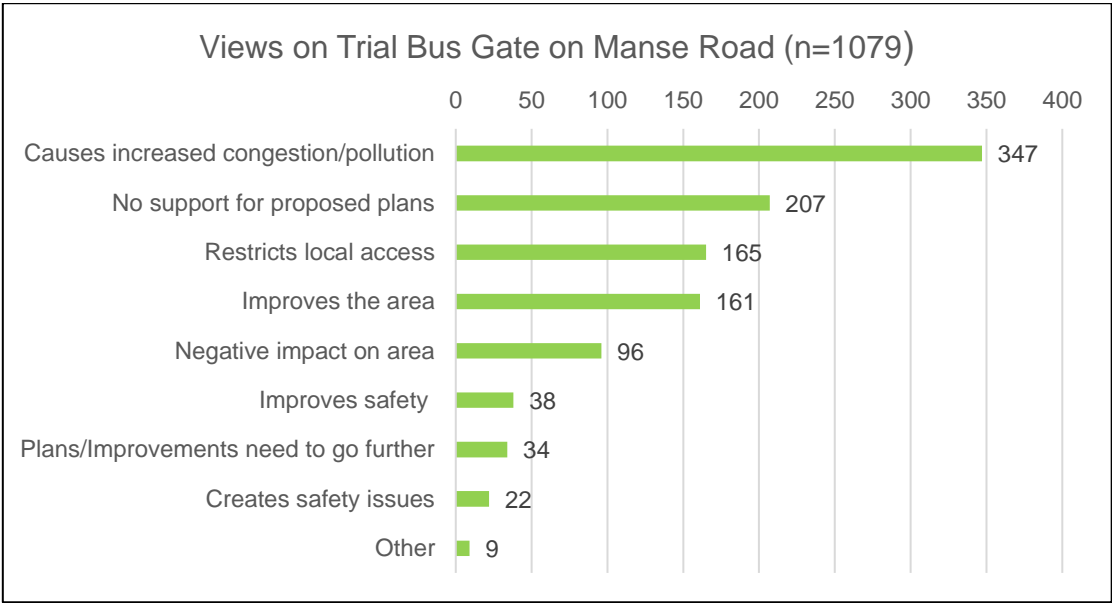
#### Q5a - To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?



**Figure 5:8 – Opinion on trial bus gate on Manse Road**

**Figure 5.8** shows the respondent's opinion on the proposed trial bus gate on Manse Road at the junction with St. John's Road. 587 respondents (74%) stated that they disagree or strongly disagree with the trial of a bus gate on Manse Road. 64 people (8%) could not provide an opinion until they see the proposal implemented. 137 respondents (17%) agree or strongly agree with the proposal outlined.

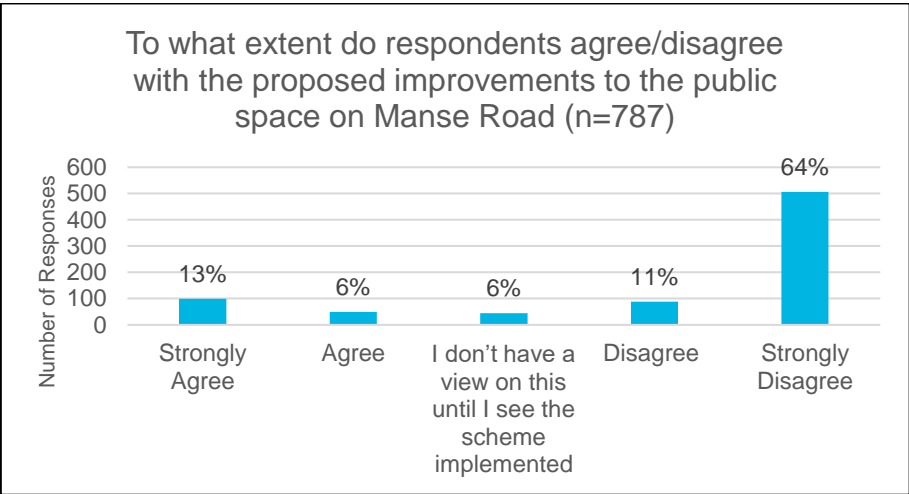
**Q5b - Could you briefly explain your view?**



**Figure 5:9 – Respondent’s view on trial bus gate on Manse Road**

The views of respondents on the trial bus gate on Manse Road is shown in **figure 5:9**. The creation of more congestion and pollution was the most common theme raised with 347 comments (32%). Concerns of this proposal restricting local access were also suggested with 165 comments (15%).

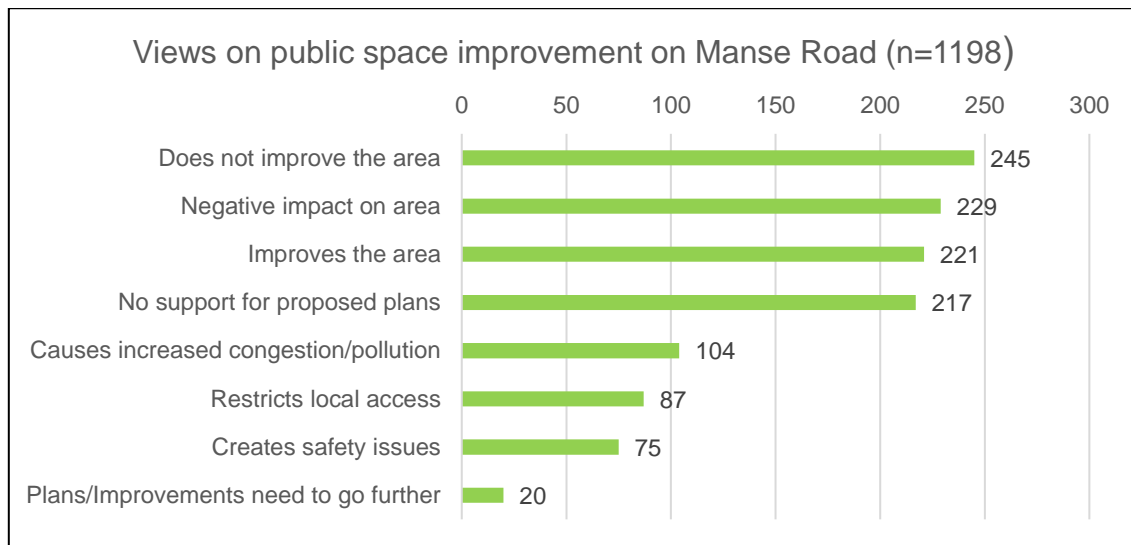
**Q6a - To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John’s Road?**



**Figure 5:10 – Opinion of proposed improvements to the public space on Manse Road**

**Figure 5:10** presents the public’s opinion on the proposed improvements to the public space on Manse Road at the junction with St. John’s Road. 594 respondents (75%) stated that they disagree or strongly disagree with the proposed improvements while 45 people (6%) do not have a view on it until they can see it implemented.

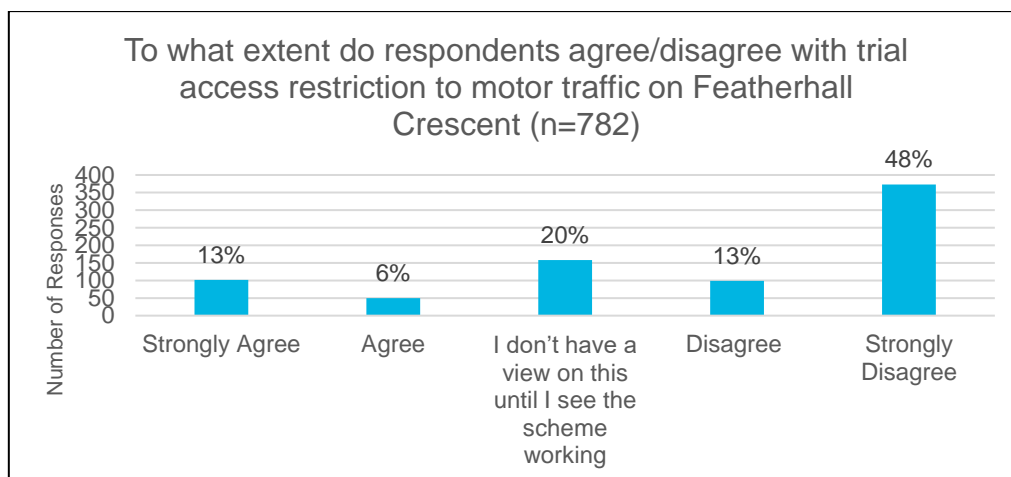


**Q6b - Could you briefly explain your view?**

**Figure 5:11 – Views on the proposed improvements to the public space on Manse Road**

When asked to provide their view on the proposal, respondents provided 1198 comments over various categorized themes, shown in **figure 5:11**. The most frequent view was that the proposal to improve the public space would not be an improvement to the area as a whole, with 245 comments (20%). However, there was a substantial amount of comments (221 / 18%) which suggested the proposal would improve the area. Another common view from survey participants was that the implementation of the public space improvements would have a negative impact on the area with 229 comments (19%).

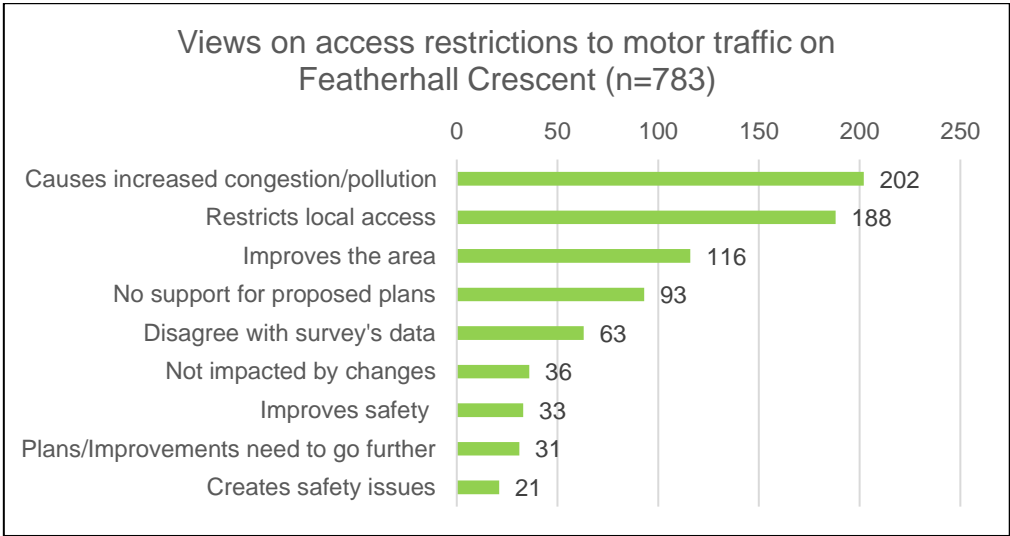
**Q7a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?**



**Figure 5:12 – Opinion on the trial access restrictions to motor traffic on Featherhall Crescent**

**Figure 5:12** shows the opinion of respondents when asked about a proposed trial access restriction to motor traffic on Featherhall Crescent. Most responses disagree or strongly disagree with the proposal with 472 respondents (61%). 152 people (19%) agree or strongly agree with the implementation of the proposal. No opinion was showed by 158 people (20%) as they would need to wait and see the scheme working before making their judgement.

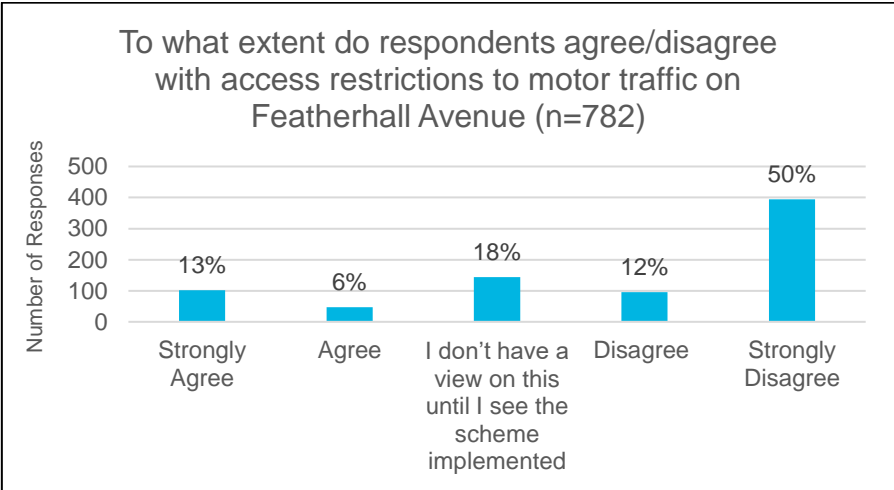
**Q7b - Could you briefly explain your view?**



**Figure 5:13 – Views on the trial access restrictions to motor traffic on Featherhall Crescent**

The view which was mentioned the most by survey participants was concern over an increase in congestion and pollution caused by imposing these motor traffic restrictions with 202 comments (26%) made on this. Another big concern is with the restrictions this will place on access for locals, raised 188 times (24%). Positive comments were made on the proposal, with 116 respondents (15%) stating it the restrictions to traffic would improve the area.

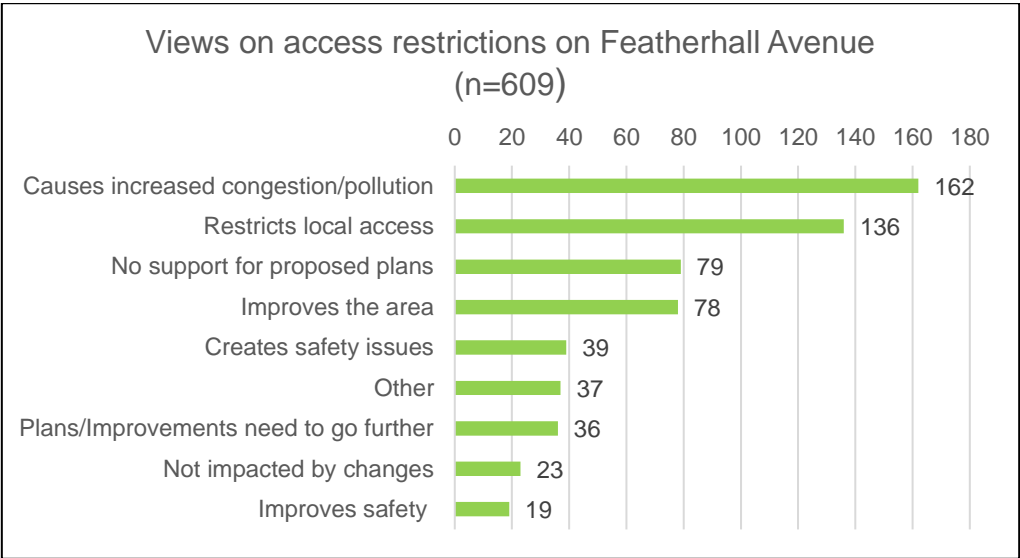
**Q8a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?**



**Figure 5:14 – Response to trial access restrictions to motor traffic on Featherhall Avenue**

**Figure 5:14** shows the survey respondent's opinions on the proposal to restrict motor traffic on Featherhall Avenue. 489 respondents (62%) disagree or strongly disagree with this proposal. 144 people selected not to share their opinion as they would want to wait and see the scheme implemented before making their decision. 149 respondents agree or strongly agree with the plans to restrict traffic on Featherhall Avenue.

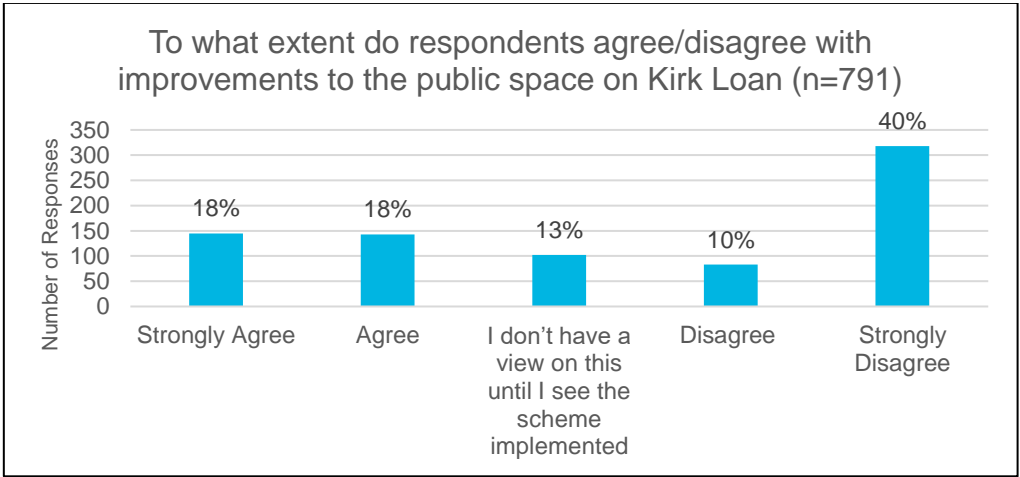
**Q8b - Could you briefly explain your view?**



**Figure 5:15 – Views on trial access restrictions on Featherhall Avenue**

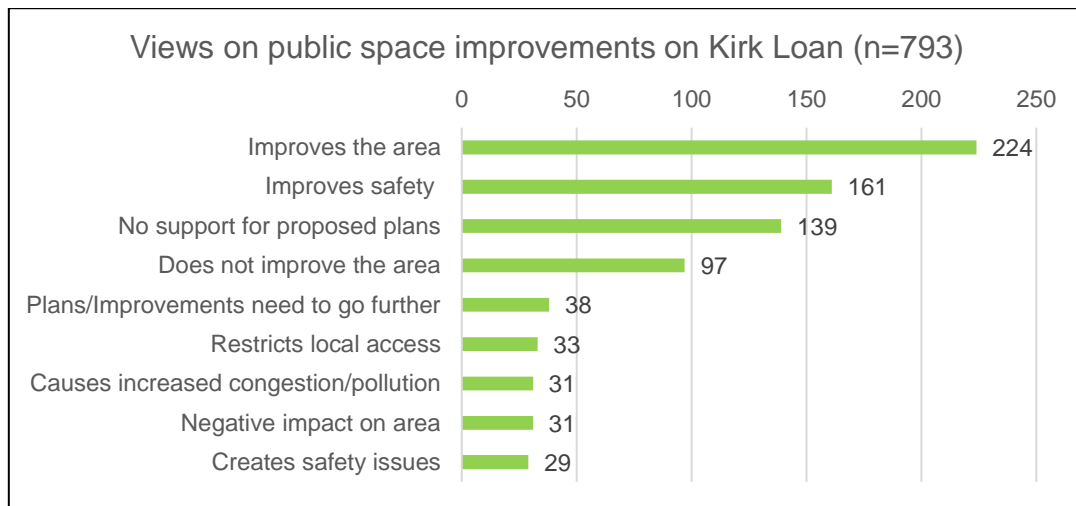
This shows the summarised views of the survey participants relating to the restrictions on Featherhall Avenue. The most common view is concern of increased congestion and pollution levels caused by the traffic restrictions, raised in 162 comments (27%). The survey results also suggest that participants are not welcome to restricting local access surrounding Featherhall Avenue, with 136 comments (22%). Another notable theme was concerns over safety risks caused by the proposal, with 39 comments (6%).

**Q9a - To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?**

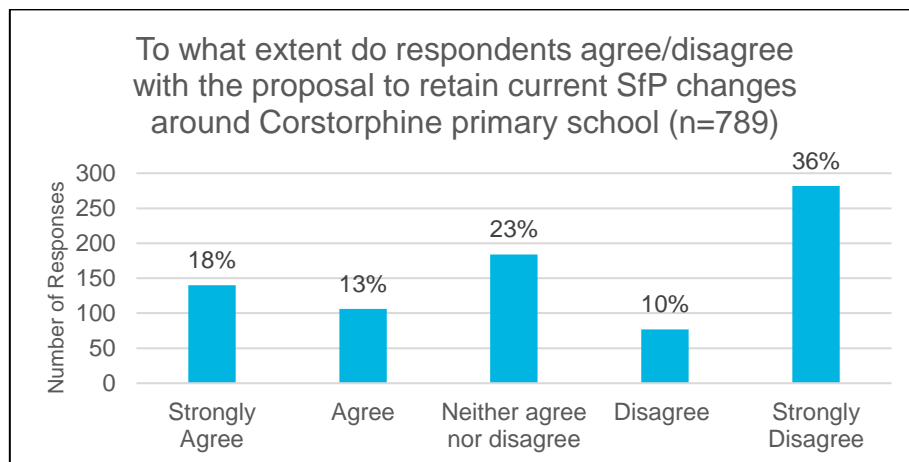


**Figure 5:16 – Opinion on the proposed improvements to the public space on Kirk Loan**

**Figure 5:16** highlights the views of respondents when asked about the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North. 401 respondents shared that they disagree or strongly disagree with this proposal. 288 people stated that they agree or strongly agree with the need for its implementation. 102 individuals do not have a view on it until they can see it implemented.

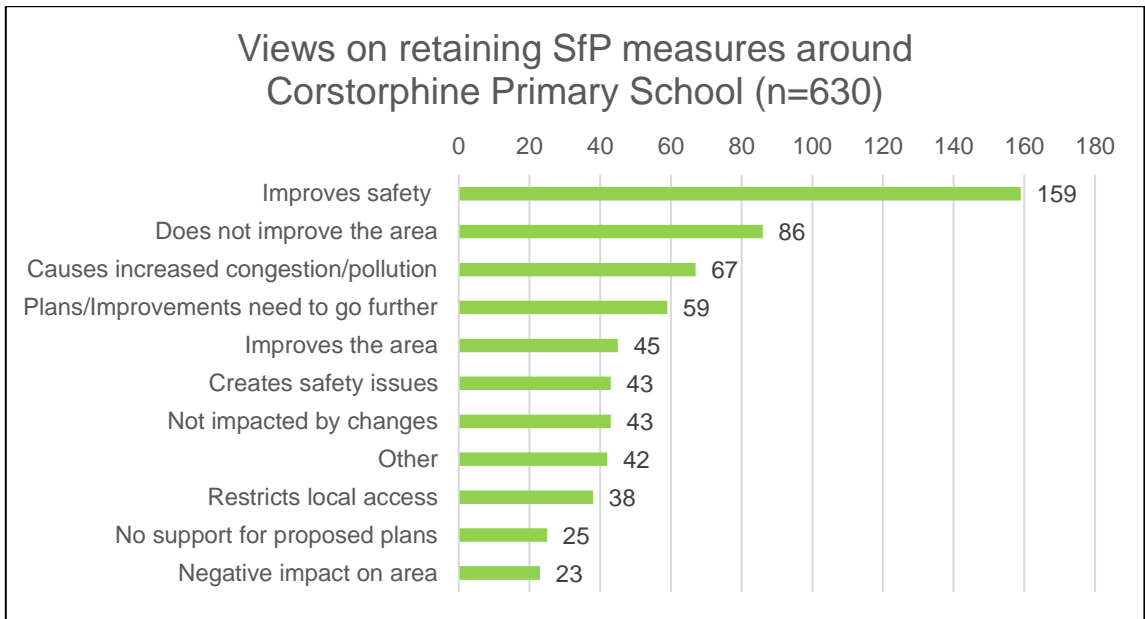
**Q9b - Could you briefly explain your view?****Figure 5:17 – Views on the proposed public space improvements on Kirk Loan**

The most common view on the public space improvement on Kirk Loan is that this proposal will improve the area, with 224 comments (28%). The survey participants also highlighted that the proposal would improve safety in 161 comments (20%).

**Q10a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?****Figure 5:18 – Opinion on plans to retain current SfP changes around Corstorphine Primary School**

**Figure 5:18** shows the survey respondent's views on the proposal to retain current Spaces for People measures around Corstorphine Primary School. 359 participants (46%) noted that they either disagree or strongly disagree with the above proposal for the primary school. 246 people agree or strongly agree with the retention of current measures whilst 184 respondents neither agree nor disagree.

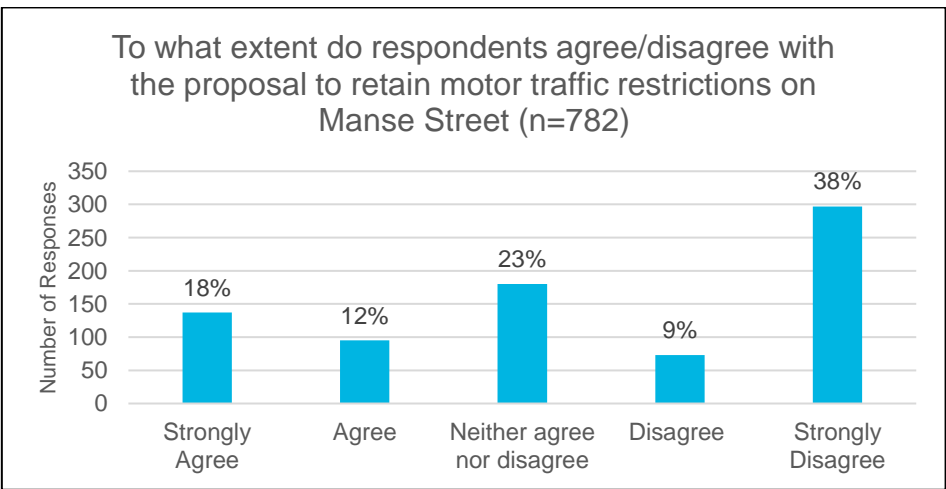
**Q10b - Could you briefly explain your view?**



**Figure 5:19 – Views on the retention of current measures around Corstorphine Primary School**

**Figure 5:19** shows summarised views made by participants of the survey. The most common response for this proposal suggests that it will improve safety around Corstorphine Primary School with 159 related comments (25%). However, some respondents do not believe the proposal will improve the area, commented 86 times (14%). Another notable theme was the concern that retaining the measures would increase congestion and pollution around the primary school.

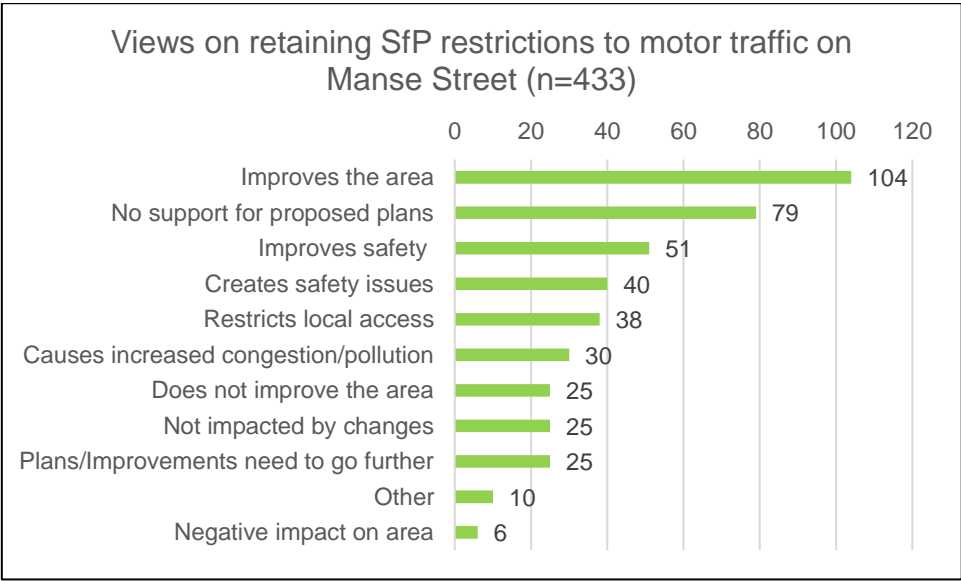
**Q11a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?**



**Figure 5:20 – Opinion on proposal to retain SfP measures to restrict motor traffic on Manse Street**

This indicates the survey participant's opinion on the proposal to retain the current restrictions to motor traffic on Manse Street. From the 782 responses, 370 people disagree or strongly disagree with the plans outlined. 180 comments stated that they neither agree nor disagree with retaining the traffic measures.

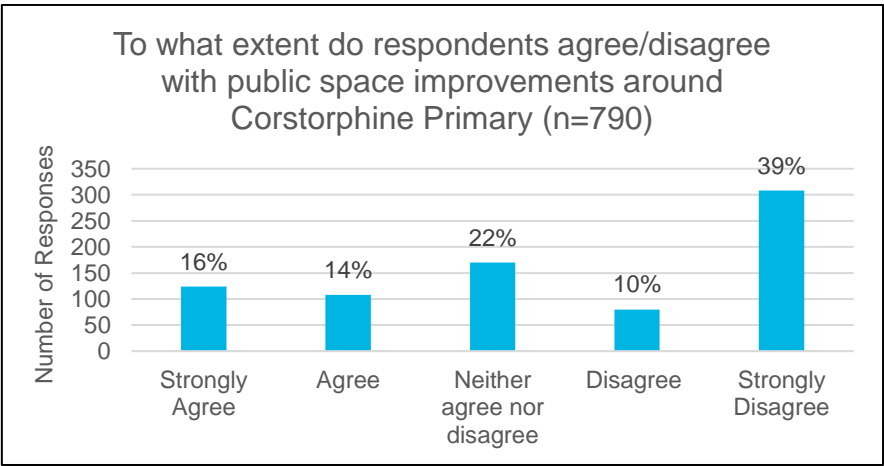
**Q11b - Could you briefly explain your view?**



**Figure 5:21 – Views on the retention of current measures to restrict motor traffic on Manse Street**

The views from the survey’s participants are shown in **Figure 5:21**. The most frequent comment from this question is that retaining the current measures would improve the surrounding area, with 104 mentions (24%). Participants had a mixed response with the proposal’s safety, 51 people (12%) believe that retaining the measures will improve safety. However, 40 comments (9%) stated that it would create safety issues.

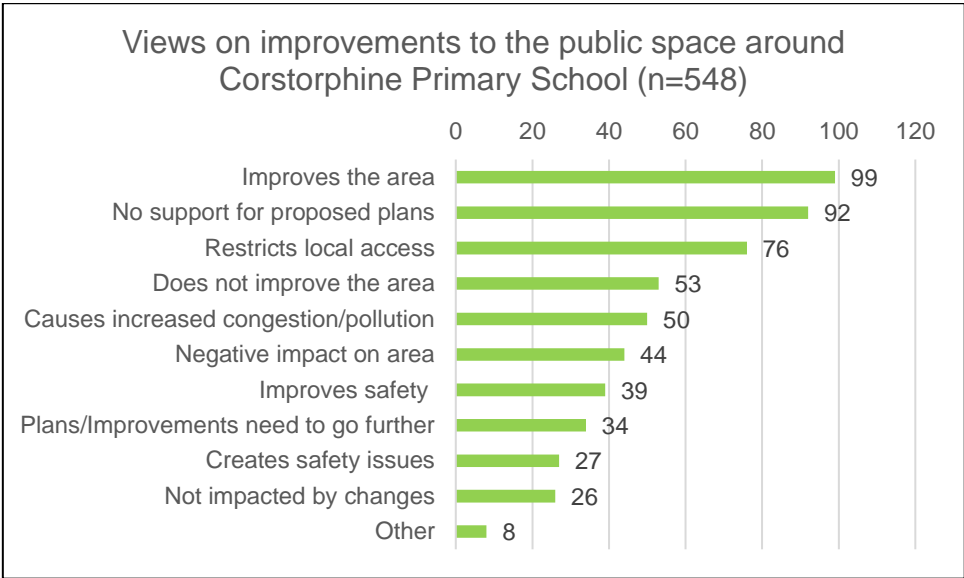
**Q12a - To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?**



**Figure 5:22 – Opinion on proposal to improve public space around Corstorphine Primary School**

**Figure 5:22** shows the response of participants in relation to the proposed improvements to the public space near Corstorphine Primary School. 232 people answered that they either agree or strongly agree with the plans. However, 388 individuals stated that they disagree or strongly disagree with the plans, the most frequent response. 170 respondents (22%) answered that they neither agree nor disagree with the proposal.

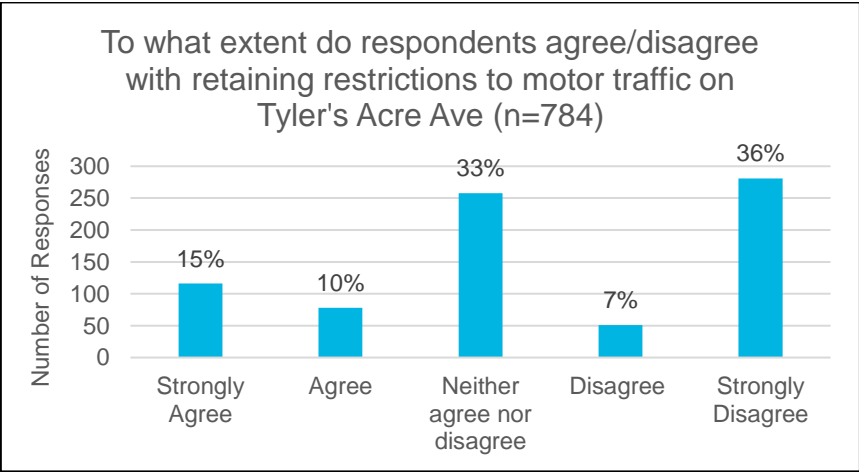
**Q12b - Could you briefly explain your view?**



**Figure 5:23 – Views on the improvements to public space around Corstorphine Primary School**

The view of participants which was highlighted the most during the survey was that the improvements to public space around Corstorphine Primary School, mentioned 99 times (18%). However, concerns were raised that these improvements would restrict local access for locals, visitors and emergency services, this was brought up 76 times (14%). Figure 5:23 also shows that 50 people (9%) believe that the improvements would increase congestion and pollution.

**Q13a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?**

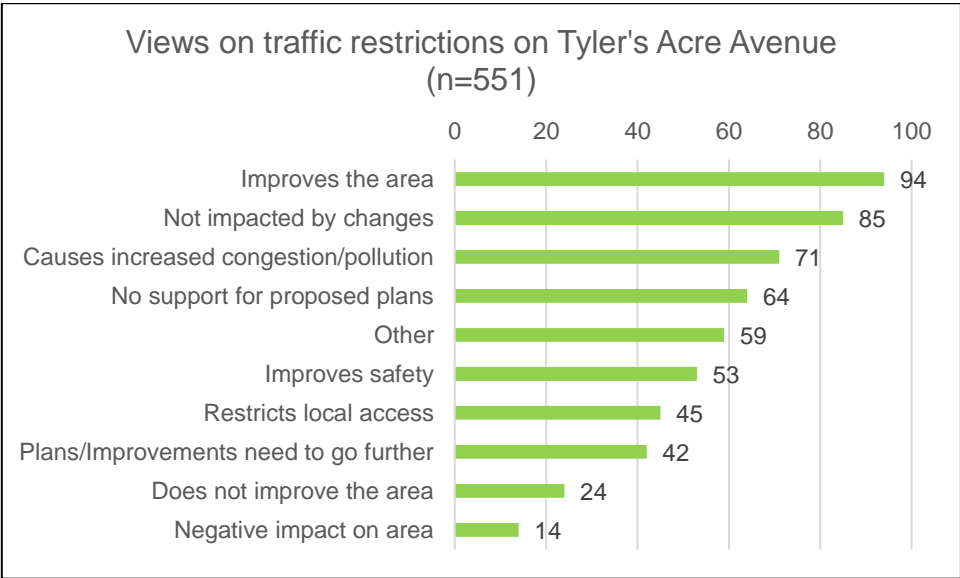


**Figure 5:24 – Opinion on retaining current SfP restrictions to motor traffic on Tyler's Acre Avenue**

**Figure 5:24** indicates the public's opinion to the proposal to retain current traffic restrictions on Tyler's Acre Avenue. From the 784 responses, 332 people (43%) answered that they disagree or strongly disagree with these plans. 258 answers (33%) indicate that the participant does not agree nor disagree. Finally, 194 respondents (25%) stated that they do agree or strongly agree with the need to retain such measures.



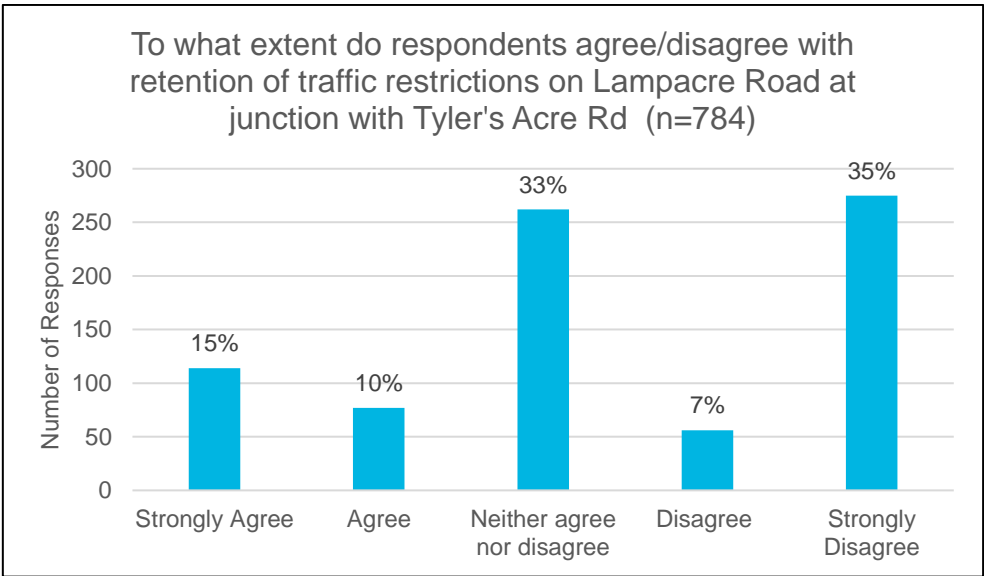
**Q13b - Could you briefly explain your view?**



**Figure 5:25 – Views on retaining current traffic restrictions on Tyler’s Acre Avenue**

The comments from participants neither agreed nor disagreed with the proposal can be understood from **figure 5:25**. 85 people (15%) answered that they were not impacted by the proposed retention of restrictions on Tyler’s Acre Avenue. The most frequent view for this proposal is that it will improve the area nearby, mentioned 94 times (17%). 64 people (12%) commented that they simply do not support the plans being suggested.

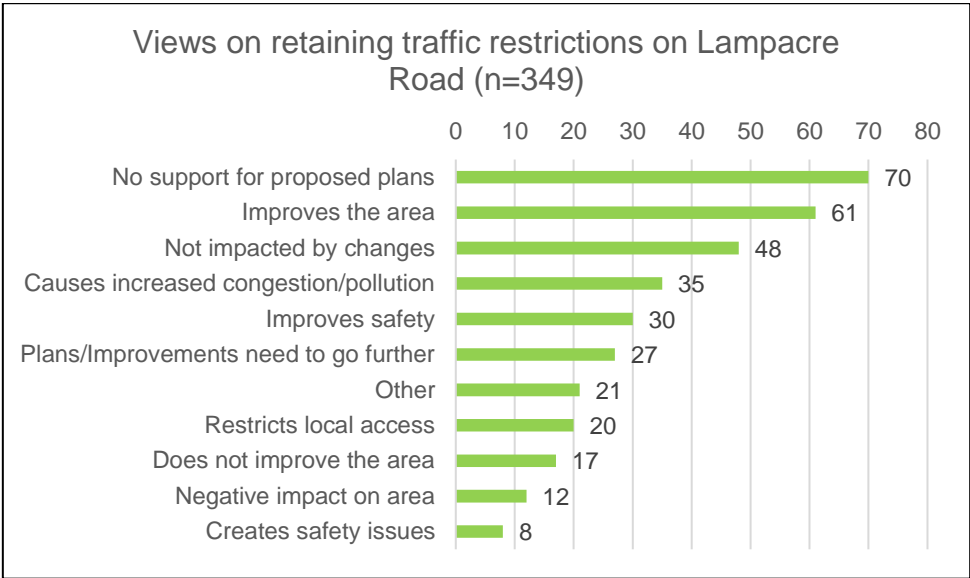
**Q14a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler’s Acre Road?**



**Figure 5:26 – Opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Road**

This graph illustrates the public’s opinion on retaining the current traffic measures in place on Lampacre Road at the junction with Tyler’s Acre Road. 331 respondents (42%) answered that they disagree or strongly disagree with the plans outlined. 262 people (33%) stated that they neither agree nor disagree with the plans for Lampacre Road at the junction with Tyler’s Acre Road.

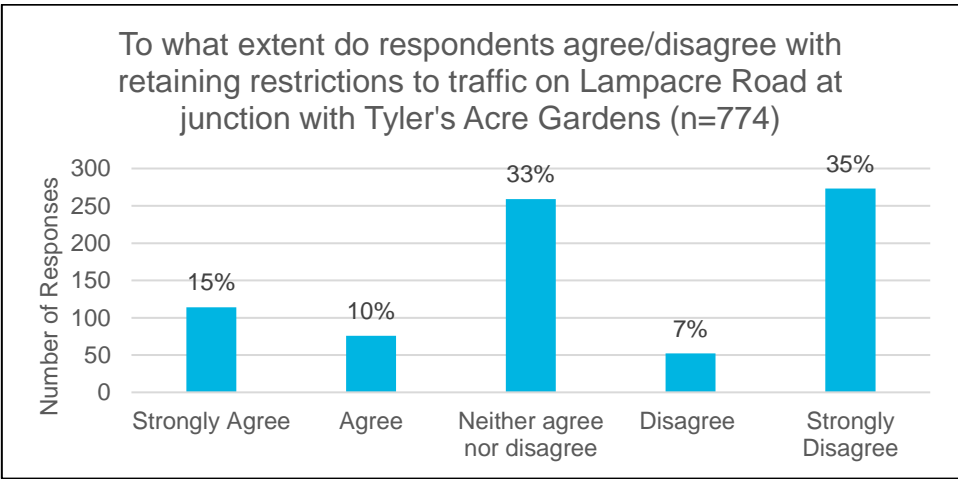
**Q14b - Could you briefly explain your view?**



**Figure 5:27 – Views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Road**

**Figure 5:27** outlines the summarised views of people in relation to the retention of traffic restrictions on Lampacre road at the junction with Tyler’s Acre Road. The most frequent theme was that there was no support for the plans to limit traffic, with 70 comments (20%). Another common response was more positive, stating that retaining such measures would continue to improve this area, mentioned 61 times (17%).

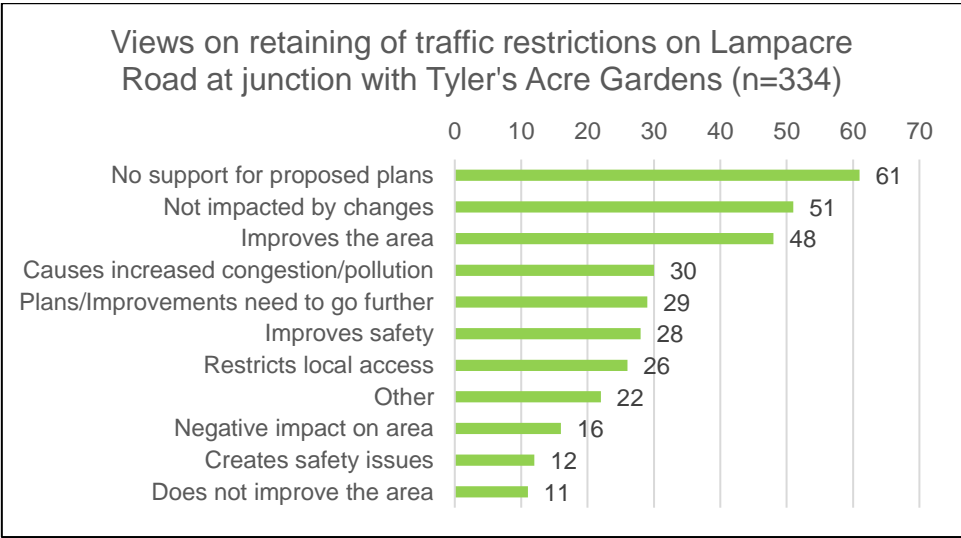
**Q15a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler’s Acre Gardens?**



**Figure 5:28 - Opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

**Figure 5:28** shows the survey participant’s response on the proposal to keep the current traffic restrictions on Lampacre Road at the junction with Tyler’s Acre Gardens. The most common result was that 325 people (42%) stated they disagree or strongly disagree with the plans outlined. A large portion of responses also indicated that the participant neither agrees nor disagrees, with 259 mentions (33%)

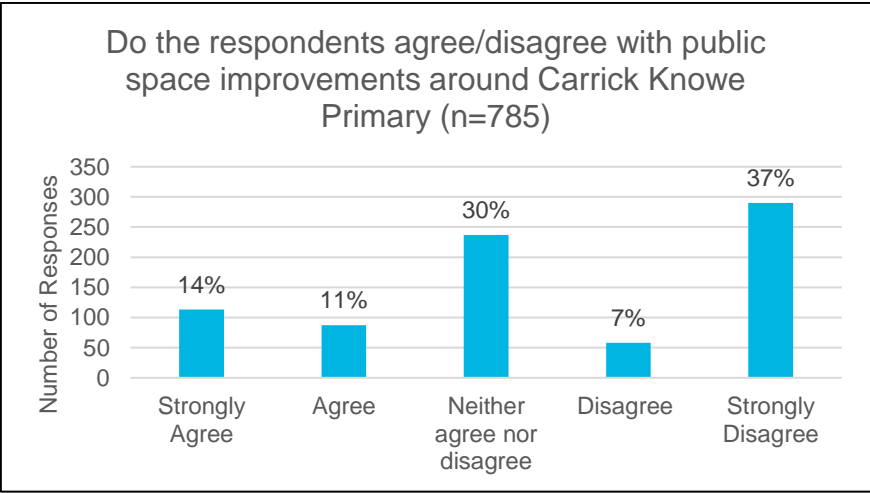
**Q15b - Could you briefly explain your view?**



**Figure 5:29 – Views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

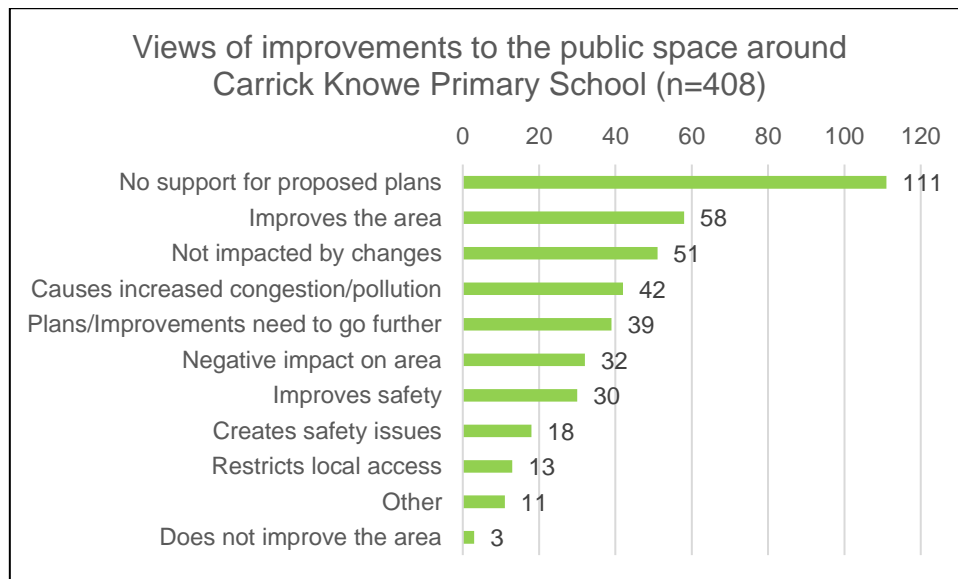
The most mentioned view from the survey was that the participant did not support the plans to keep the current measures on Lampacre Road, stated on 61 occasions (18%). However, 48 respondents (14%) answered that they believe retaining such measures will improve the area. Like the other question for this area, many responses stated that they would not be impacted by the proposals, 51 mentions (15%).

**Q16a - Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?**



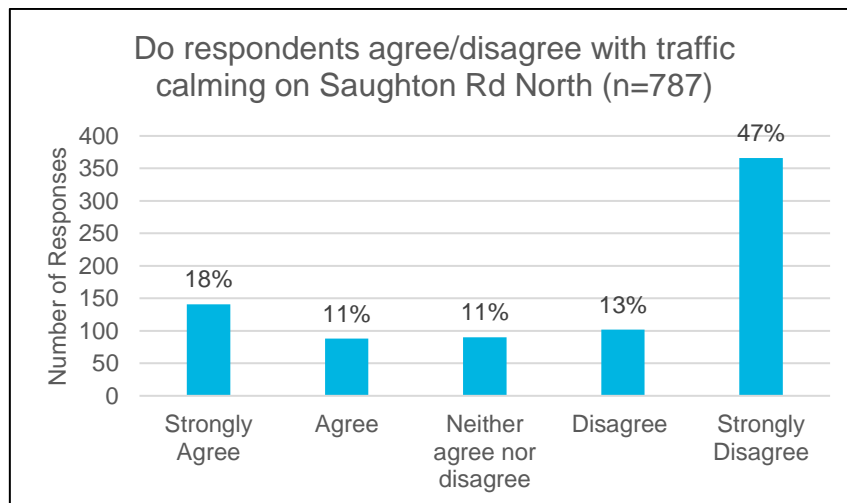
**Figure 5:30 – Opinions on proposed public space improvements around Carrick Knowe Primary**

From the 785 responses for this question, 348 people (44%) disagree or strongly disagree with the proposals outlined. 200 respondents (25%) stated that they agree or strongly agree with the public space improvements. 237 people (30%) answered that they neither agree nor disagree with the plans.

**Q16b - Could you briefly explain your view?**

**Figure 5:31 – Views of the proposal to improve public space improvement around Carrick Knowe Primary School**

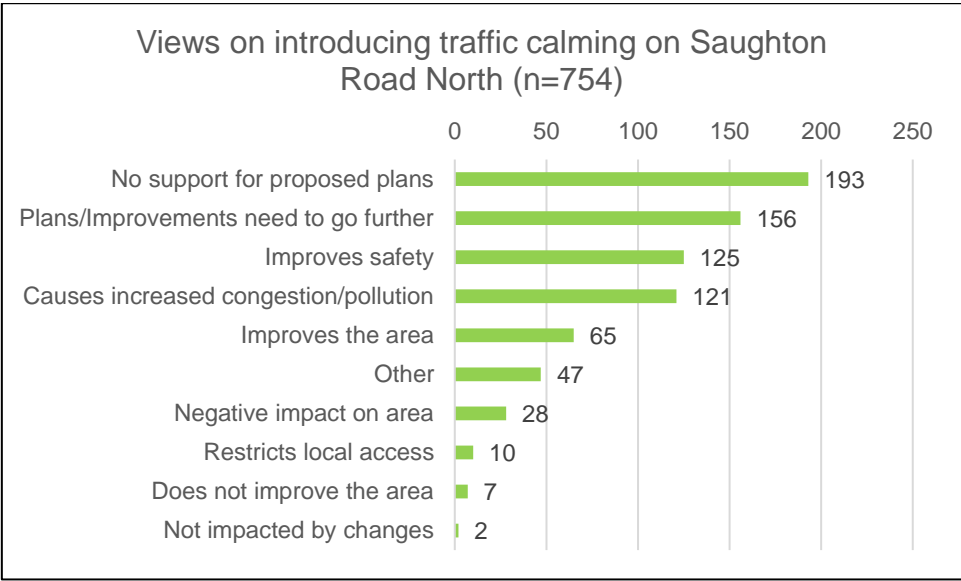
**Figure 5:31** highlights the public's view on the improvements suggested to public space around Carrick Knowe Primary. A significant number of responses from the survey stated there was no support for these plans, mentioned 111 times (27%). However, there was some positive views on the plans, 58 people (14%) believe that they will improve the area. Also, 30 respondents (7%) see the plans improving safety for people.

**Q17a - To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?**

**Figure 5:32 – Opinions on introducing traffic calming on Saughton Road North**

When asked to provide their opinion on introducing traffic calming to Saughton Road North, 468 people (60%) answered that they disagree or strongly disagree with the plans. 229 respondents (29%) agree or strongly agree with the need to introduce such measure and 90 people (11%) neither agree nor disagree.

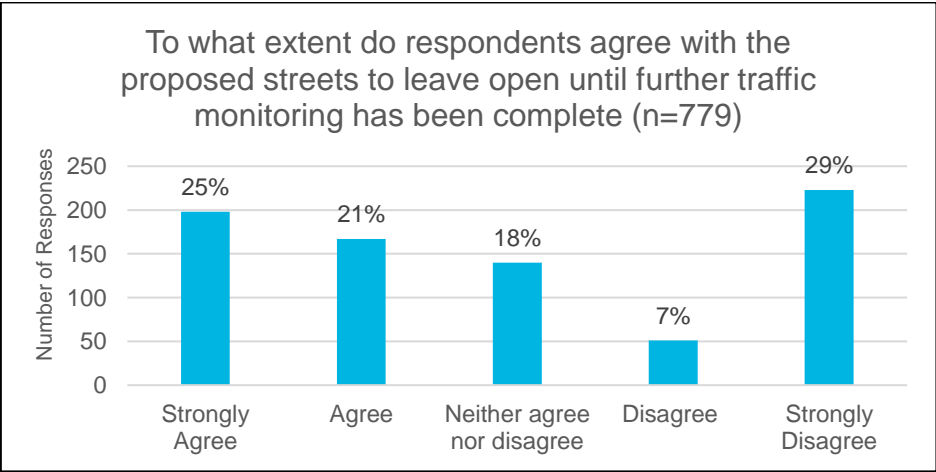
**Q17b - Could you briefly explain your view?**



**Figure 5:33 – Views on the introduction of traffic calming on Saughton Road North**

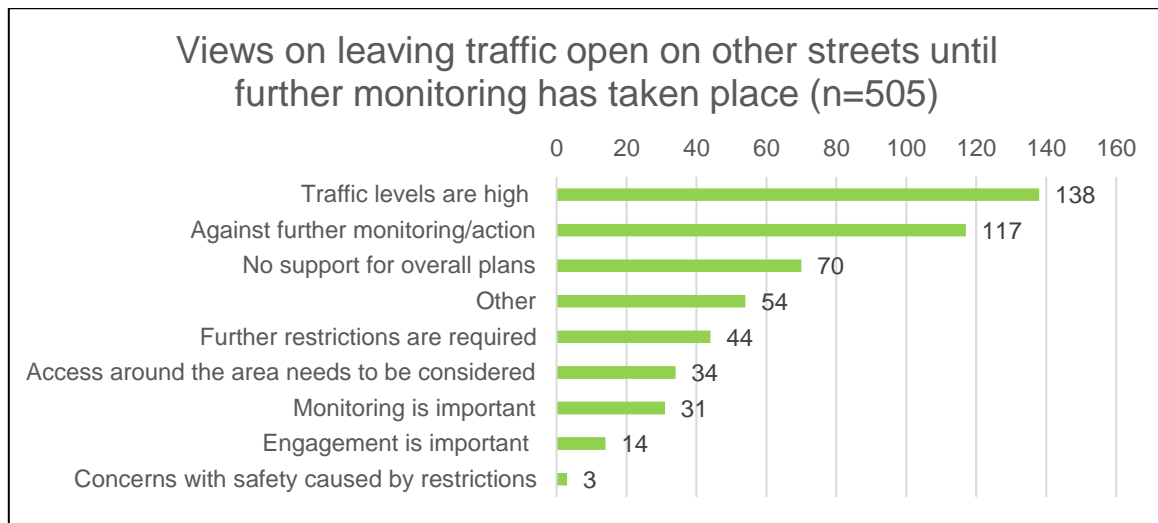
This illustrates the views from the public on the proposed plans, following the opinions of people from **Figure 5:33**, the most common view is that there is no support for the implementation of traffic calming on this road, mentioned 193 times (26%). 156 respondents (21%) believe that the plans need to go further or change from what is outlined in the survey. Comments on this view were related to road and pavement quality and enforcement on traffic measures. Other notable views are that the plans will improve safety, 125 comments (17%) and that the plans will lead to increased congestion and pollution, 121 comments (16%).

**Q18a - To what extent do you agreed with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?**



**Figure 5:34 – Opinions on leaving streets open until further traffic monitoring has occurred**

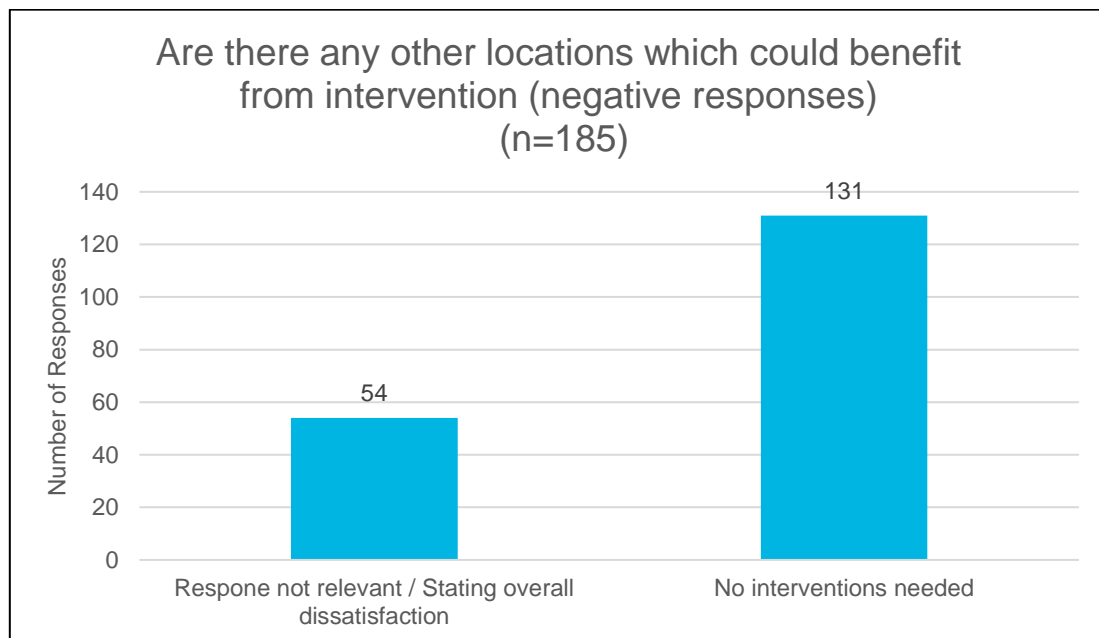
265 people (46%) answered that they agree or strongly agree with streets being left open until further traffic monitoring has been conducted. 140 answered that they neither agree nor disagree with the proposal. Finally, 274 respondents (36%) disagree or strongly disagree with the plan to keep these streets open to traffic.

**Q18b - Could you briefly explain your view?**

**Figure 5:35 – Views on leaving streets open until further traffic monitoring has taken place**

The views of survey participants on this question are shown in **Figure 5:35**, the most frequent view was that traffic levels in the area are high, commented 138 times (27%). 117 people (23%) advised they are against any further monitoring or action being taken in the area. Consideration for access around the area was another common view from the public, mentioned 34 times (7%). People do believe that further restrictions are required in the area, 44 comments (9%).

**Q19 - Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention? Please give details below:**



**Figure 5:36 – Opinion from respondents whether there are any other locations which require intervention**

**Figure 5:36** shows a breakdown of the unsupportive responses received when asked about other locations which require intervention. 131 respondents advised they do not believe there is any further interventions required. 54 of the answers were either not relevant to further interventions or negative response to the overall LTN plans

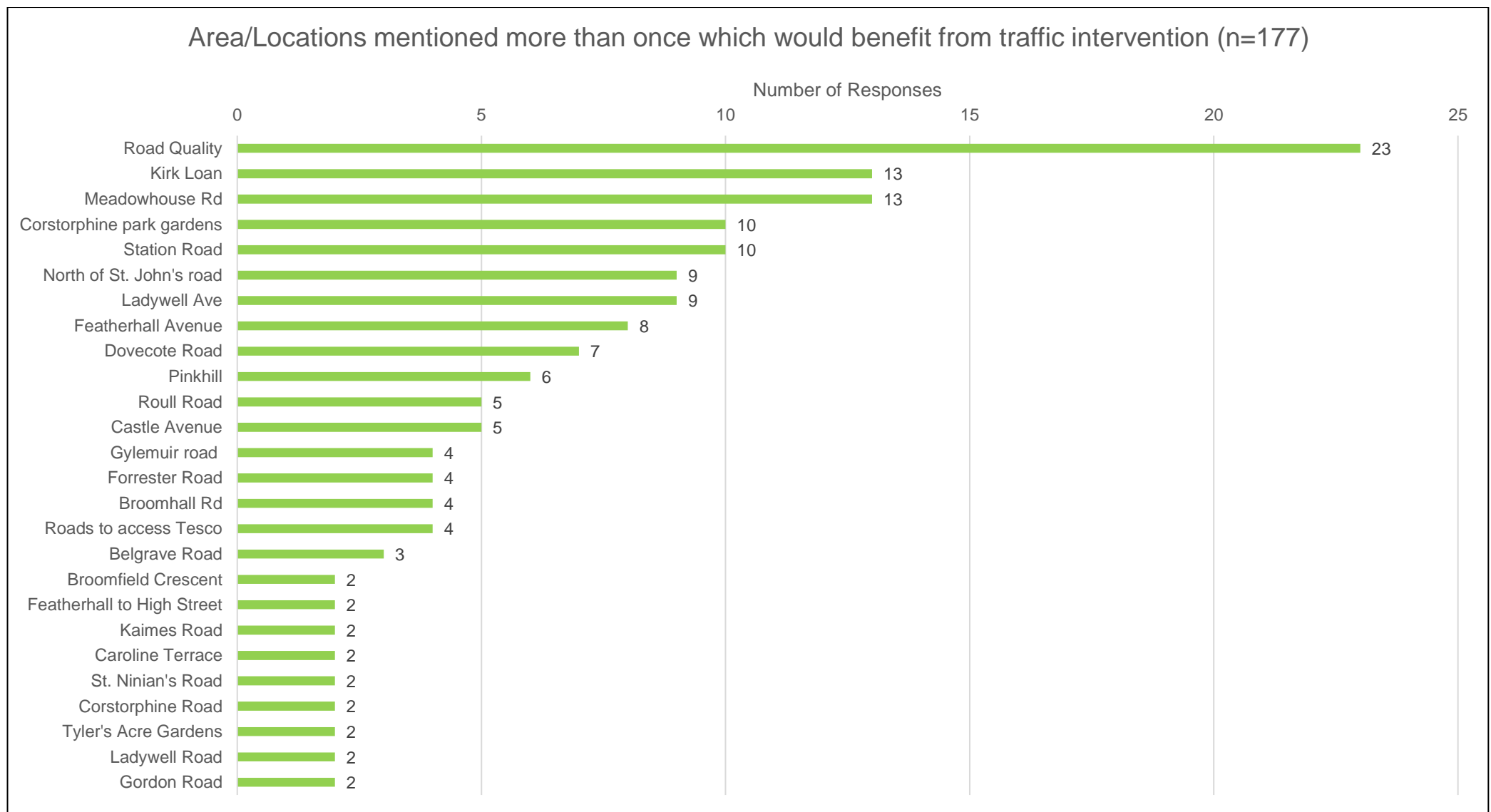


Figure 5:37 - Areas/Locations participants believe would benefit from traffic intervention

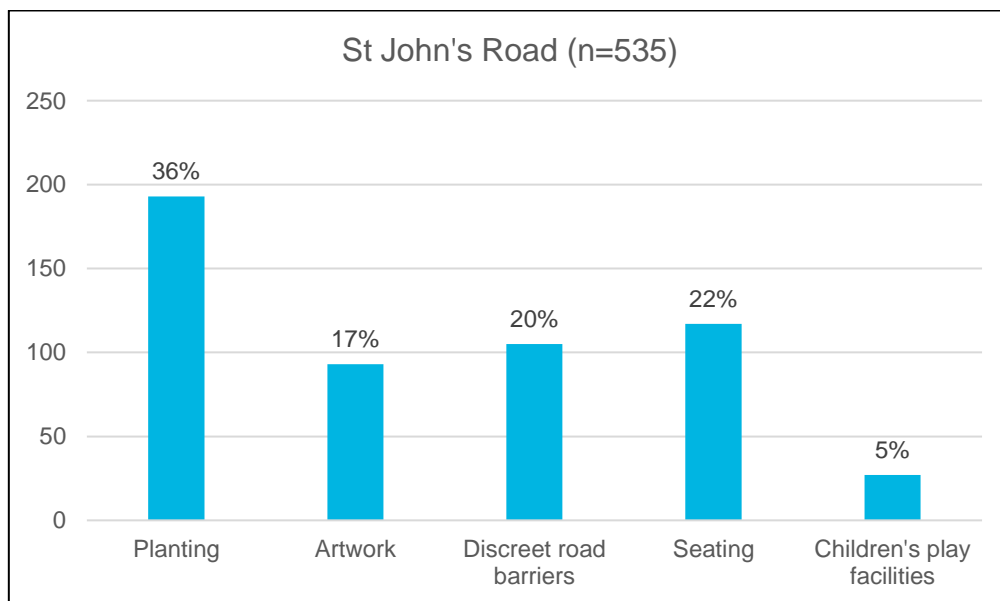


**Figure 5:37** shows all the suggestions made by the survey's participants on areas or locations which would benefit from traffic intervention. The road quality in the area was mentioned most frequently as requiring intervention with 23 comments. Other frequent areas raised were Kirk Loan and Meadowhouse Road both with 13 responses each. This graph only highlights the areas or locations which were mentioned on more than 1 occasion during the survey.

<u>Location / Area</u>	
Wester Broom	Roseburn
Broomhall Drive	Route to Hermiston Gate via Sighthill
Carrick Knowe Drive	Clermiston Hills
Carrick Knowe Parkway	Balgreen Road
Segregated Cycle Lanes	Ladywell Court
Junction between Broomhall Ave and Ladywell Ave	Clermiston Road
Glasgow Road	Glebe Road
Pinkie Road	Sycamore Road
Carrick Knowe Road	West Edinburgh
Carrick Knowe Gardens	Templeland Drive
Corstorphine Bank Drive	Sycamore Terrace

**Table 5:1 – Locations / Areas only mentioned once in survey**

**Q20 - Please tell us which potential elements of a new public space would be most important to you in each area?**



**Figure 5:38 – Important elements for public space at St. John's Road**

The most important element to respondents at the public space at St. John's Road is planting with 193 comments (36%) supporting its inclusion. Another important element is seating which was mentioned 117 times (22%). The least desirable addition to the public space is children's play facilities with only 27 responses (5%).

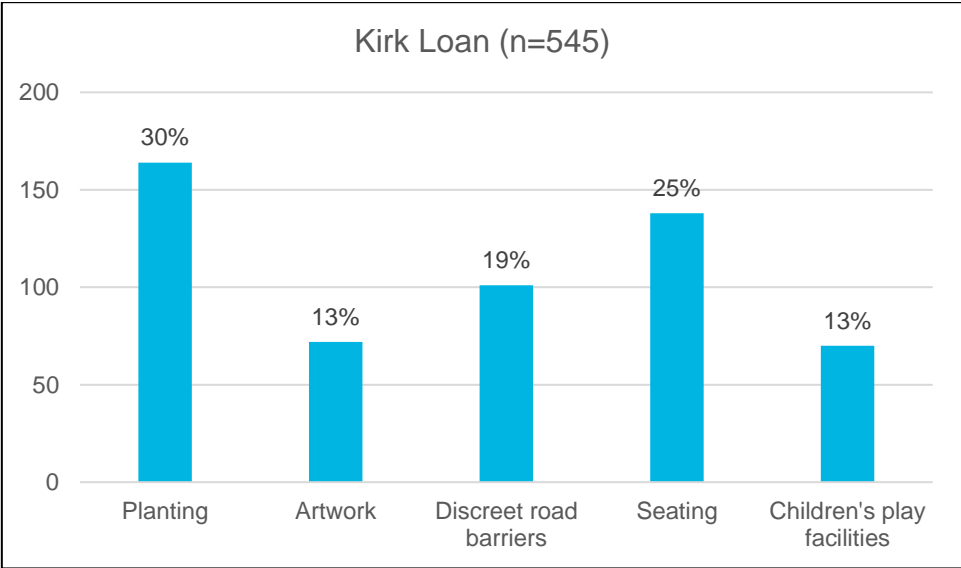


Figure 5:39 Important elements for public space at Kirk Loan

Planting was again chosen the most during the survey for public space improvements at Kirk Loan with 164 comments (30%). Seating was also frequently mentioned as an important element in any improvement, commented 138 times (25%). Artwork and Children's play facilities are the least desirable improvements to public space in the area with 72 (13%) and 70 (13%) comments respectively.

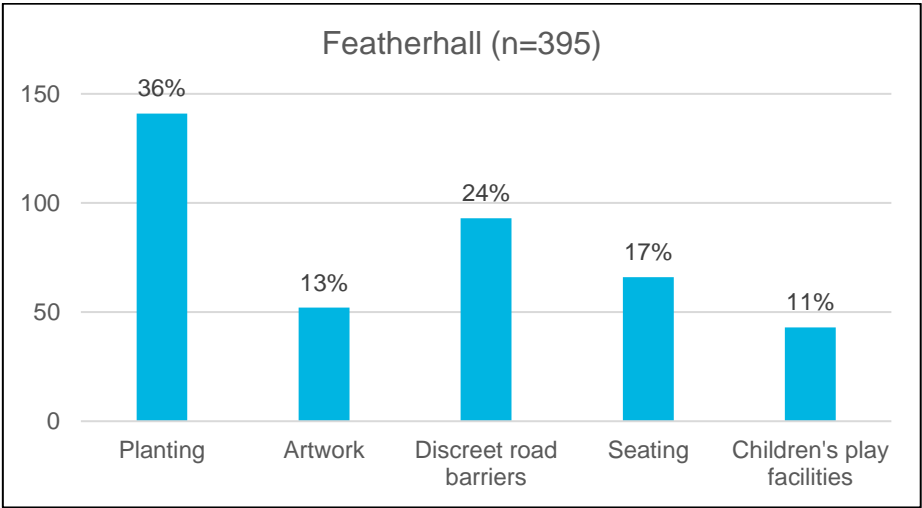


Figure 5:40 – Important elements for public space at Featherhall

Figure 5:40 shows the most important factors that should be included in any improvements to the public space at Featherhall. 141 responses (36%) were for planting to be included in the plans. Another important aspect is discreet road barriers to be installed, chosen 93 times (24%). Children's play facilities were seen as the least necessary feature, selected 43 times (11%).

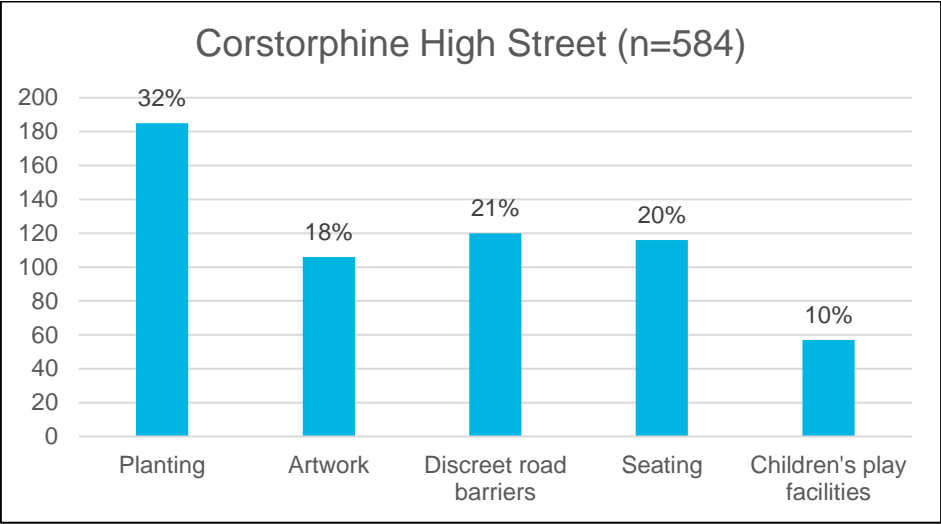


Figure 5:41 – Important elements for public space at Corstorphine High Street

Similarly to the other proposals, planting was selected as the most important element to public space improvements on Corstorphine High Street, chosen 185 times (32%). Discreet road barriers were also seen as an important feature with 120 selections (21%). Equally as important to the public is the inclusion of seating in any improvements, chosen 116 times (20%).

Q20b – If other, please specify

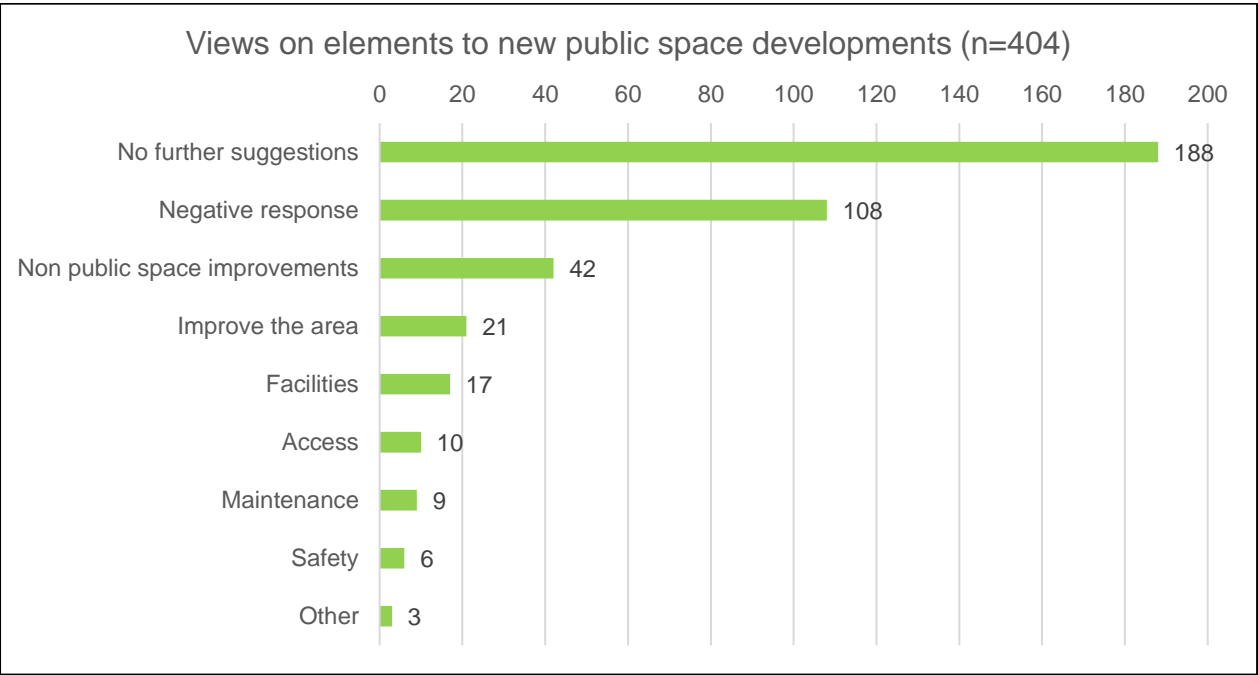
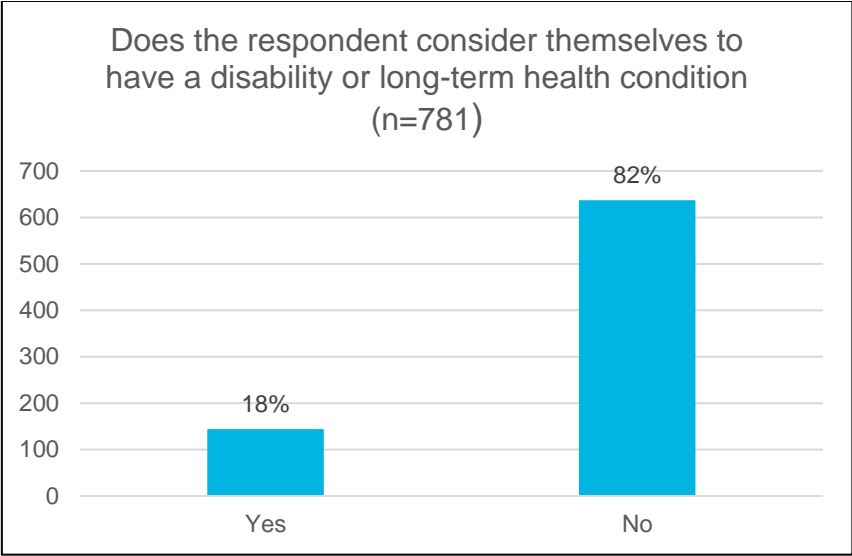


Figure 5:42 – Suggestions of elements for public space plans

Figure 5:42 indicates other suggestions and comments which were made. Negative responses were made throughout, 108 times (27%), which stated that public spaces were not necessary in the area and the money could be used more effectively elsewhere. Suggestions were made to improve the facilities near to these public spaces to make them useable for all, including bike parking and more cycle lanes, mentioned 17 times (4%).

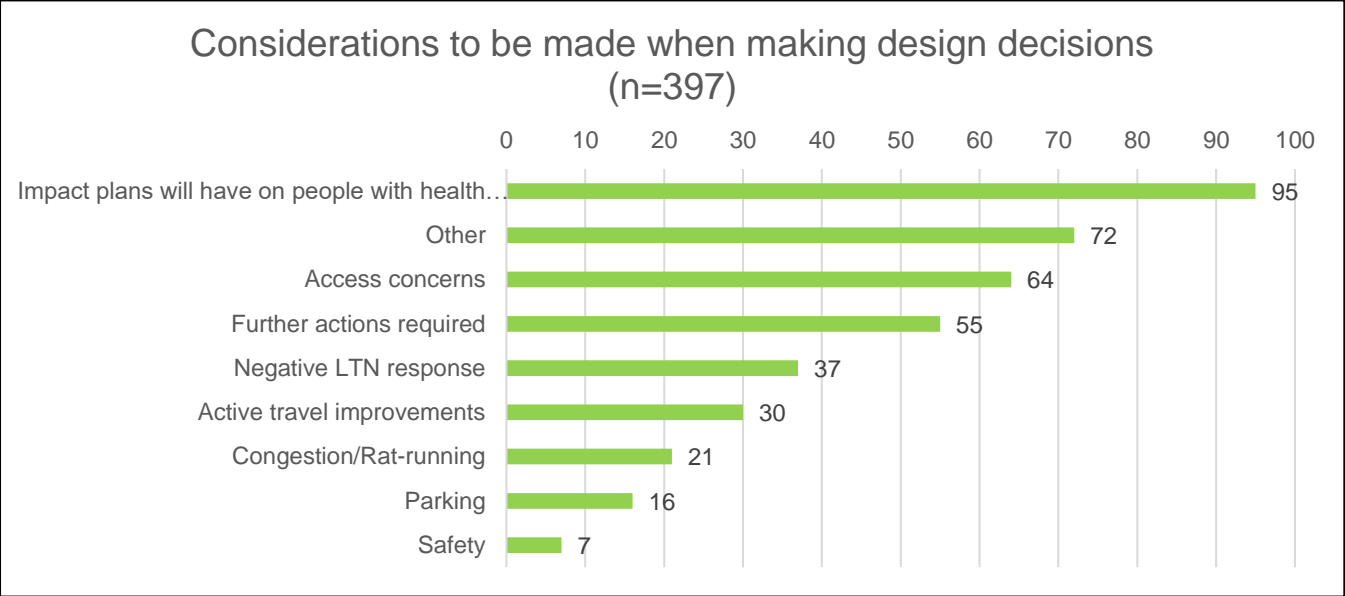
**Q21 - Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:43 – Disability statistics**

**Figure 5:43** highlights the number of survey participants who consider themselves to have a disability or long-term health condition. From the 781 responses, 144 people (18%) answered yes to this whilst 637 people answered no (82%).

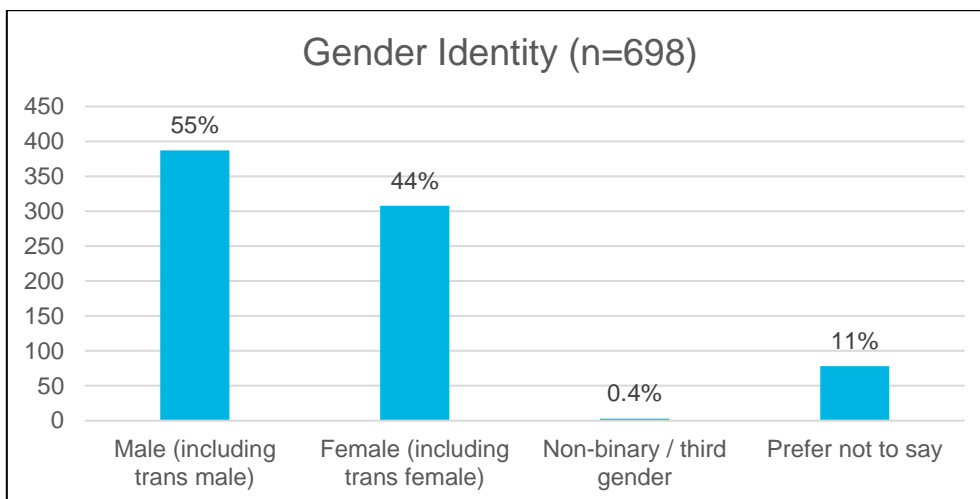
**Q22 - Please provide details you would like us to consider from your perspective to inform our design decisions**



**Figure 5:44 – Participants views on design decisions**

This question asked respondents for their views on what they would like to be considered during the design decisions. The view which was identified the most was the impact these changes would have on people with health conditions, mentioned 95 times (24%). Participants also raised concerns around access in the area due to the proposed limitations of traffic through multiple streets, this was mentioned 64 times (16%). This question was also used to reinforce additional locations which require intervention and other area improvements, commented 55 times (14%).

**Q23: Please tell us your gender identity**

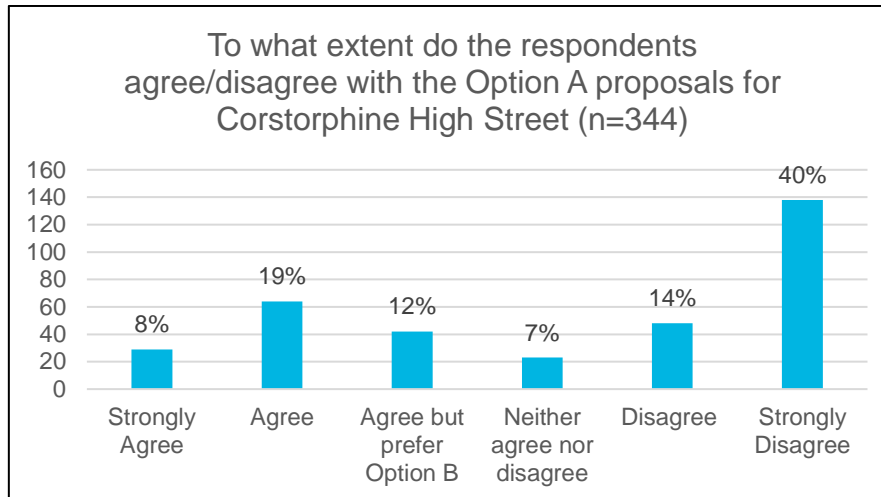


**Figure 5:45 – Gender of survey participants**

## 5.2 Residents Only Analysis

The following analysis considers those respondents who provided home postcodes which were within the study area only.

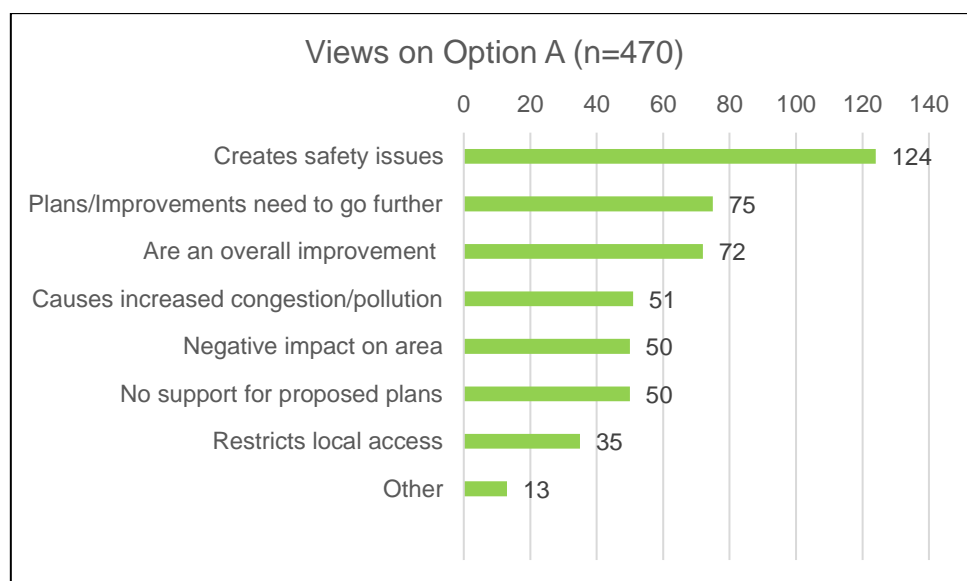
**Q3a - To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:46 – Resident’s opinion on option A for Corstorphine High Street**

186 respondents (54%) stated that they either strongly disagree or disagree with the Option A proposal for Corstorphine High Street which is lower than the overall proportion of respondents at 63%. **Figure 5:46** shows that 7% neither agreed nor disagreed and 12% agreed with the proposal but prefer option B. 27% of respondents answered that they either agree or strongly agree with the outlined proposal.

**Q3b – Could you briefly explain your view?**

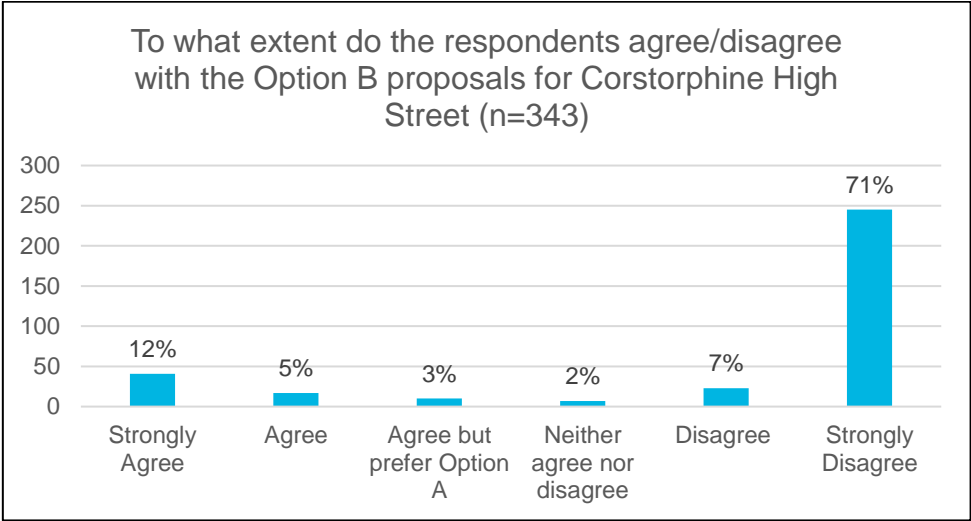


**Figure 5:47 - Resident’s views on Option A**

**Figure 5:47** shows the categories of responses given for question 3b. There were 124 comments (26%) which stated that the implementation of this proposal would create safety issues. Respondents stated that this proposal would be an overall improvement for the area

in 72 comments (15%). Another concern raised was that option A will create more congestion and pollution in the area, raised in 51 comments (11%).

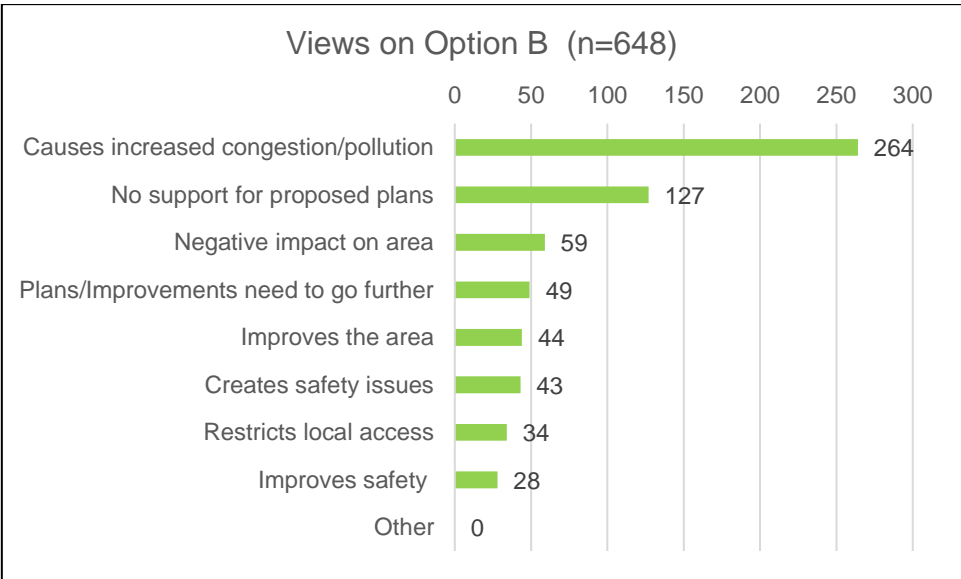
**Q4a - To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:48- Resident’s opinion on option B for Corstorphine High Street**

**Figure 5:48** outlines the respondent’s opinions on the option B proposal for Corstorphine High Street. A total of 268 respondents (78%) stated that they either disagree or strongly disagree with the option B proposal which matches that of the overall responses. 58 respondents (17%) stated that they agree or strongly agree with the proposal.

**Q4b – Could you briefly explain your view?**



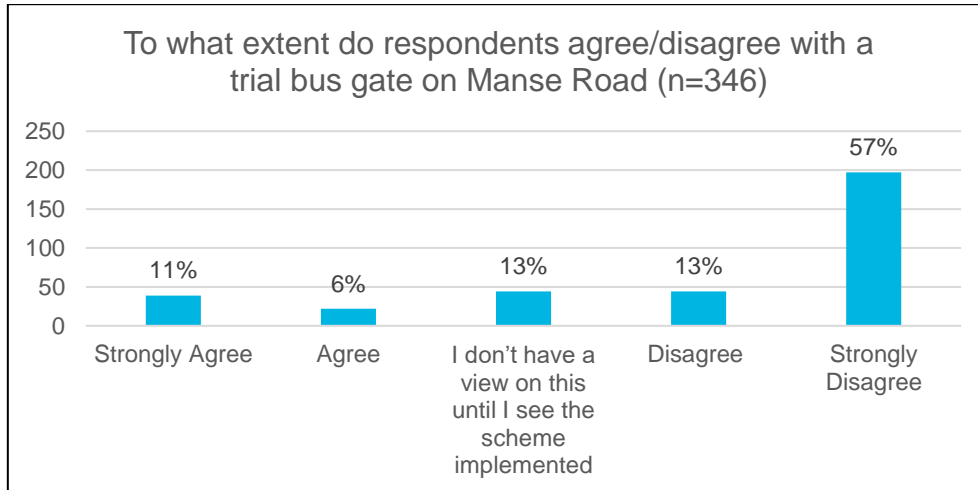
**Figure 5:49 - Resident’s views on Option B**

The summarised views of respondents when asked about option B is shown in **Figure 5:49**. The most common view taken from the survey analysis was that option B will cause an



increase in congestion and pollution, with 264 comments (41%). Respondents suggested that they did not support the plans to implement this proposal through 127 comments (20%).

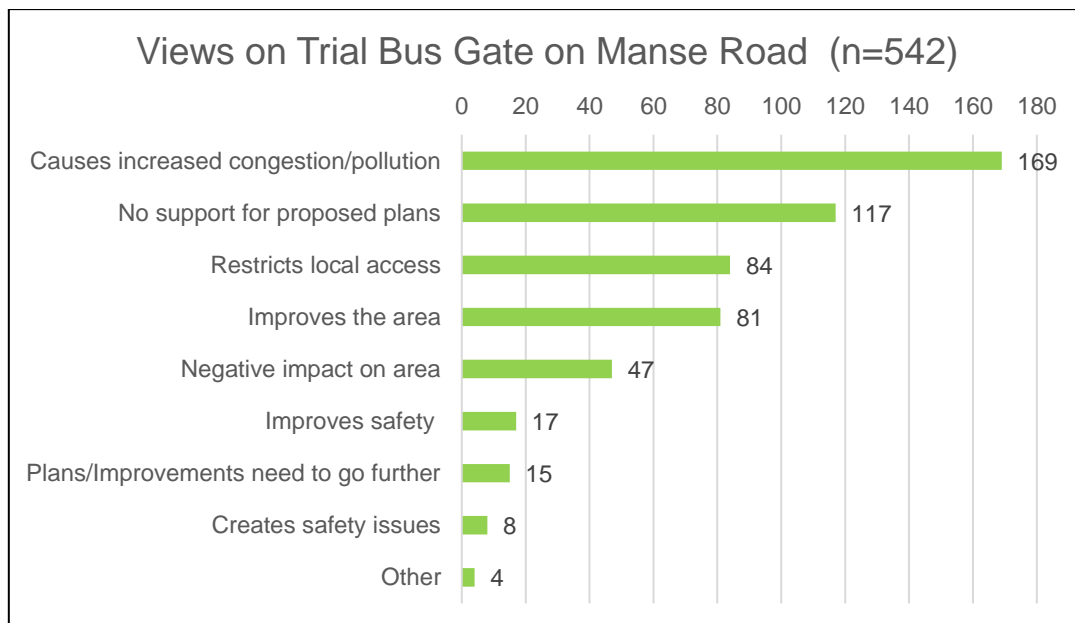
**Q5a - To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?**



**Figure 5:50 – Resident's opinion on trial bus gate on Manse Road**

**Figure 5:50** shows the respondent's opinion on the proposed trial bus gate on Manse Road at the junction with St. John's Road. 241 respondents (70%) stated that they disagree or strongly disagree with the trial of a bus gate on Manse Road which is slightly lower than the overall responses at 74%. 44 people (13%) could not provide an opinion until they see the proposal implemented. 61 respondents (17%) agree or strongly agree with the proposal outlined.

**Q5b - Could you briefly explain your view?**

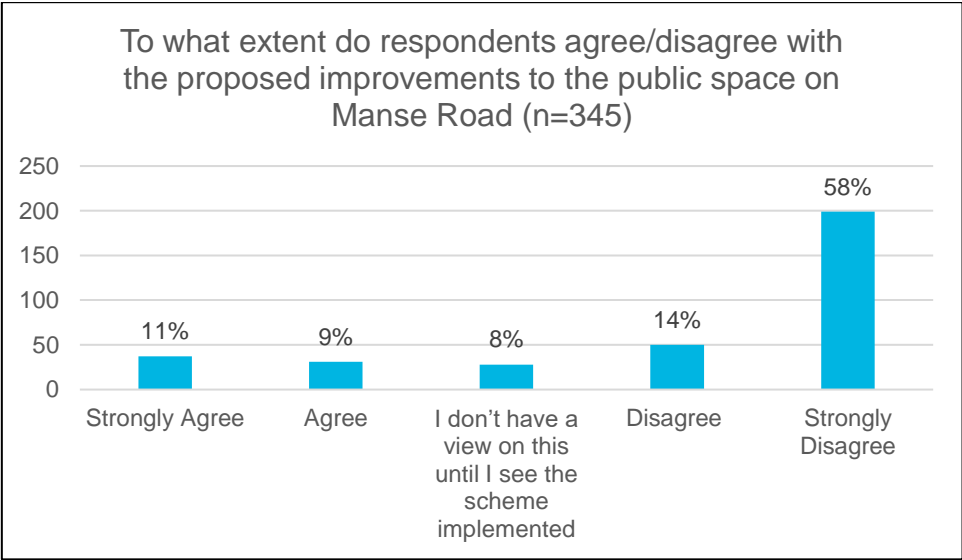


**Figure 5:51 - Resident's view on trial bus gate on Manse Road**

The views of respondents on the trial bus gate on Manse Road is shown in **Figure 5:51**. The creation of more congestion and pollution was the most common theme raised with 169

comments (31%). Concerns of this proposal restricting local access were also suggested with 84 comments (15%).

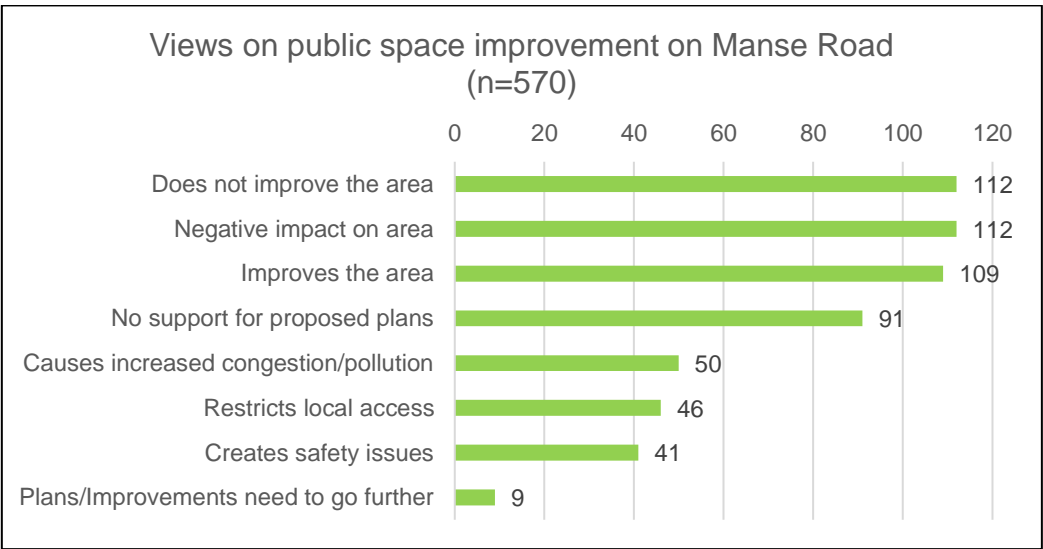
**Q6a - To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John’s Road?**



**Figure 5:52 - Resident’s opinion of proposed improvements to the public space on Manse Road**

**Figure 5:52** presents the public’s opinion on the proposed improvements to the public space on Manse Road at the junction with St. John’s Road. 249 respondents (72%) stated that they disagree or strongly disagree with the proposed improvements while 28 people (8%) do not have a view on it until they can see it implemented.

**Q6b - Could you briefly explain your view?**

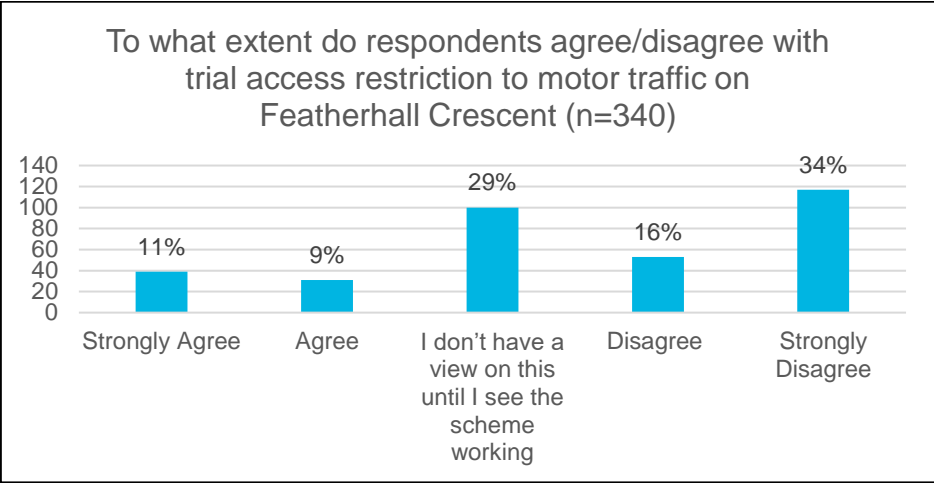


**Figure 5:53 - Resident’s views on the proposed improvements to the public space on Manse Road**

When asked to provide their view on the proposal, respondents provided 570 comments over various categorized themes, shown in **Figure 5:53**. The most frequent view was that the proposal to improve the public space would not be an improvement to the area, with 112

comments (20%) while another 112 comments (20%) viewed the proposed improvements as impacting negatively on the area. However, there was a substantial amount of comments (109 / 19%) which suggested the proposal would improve the area.

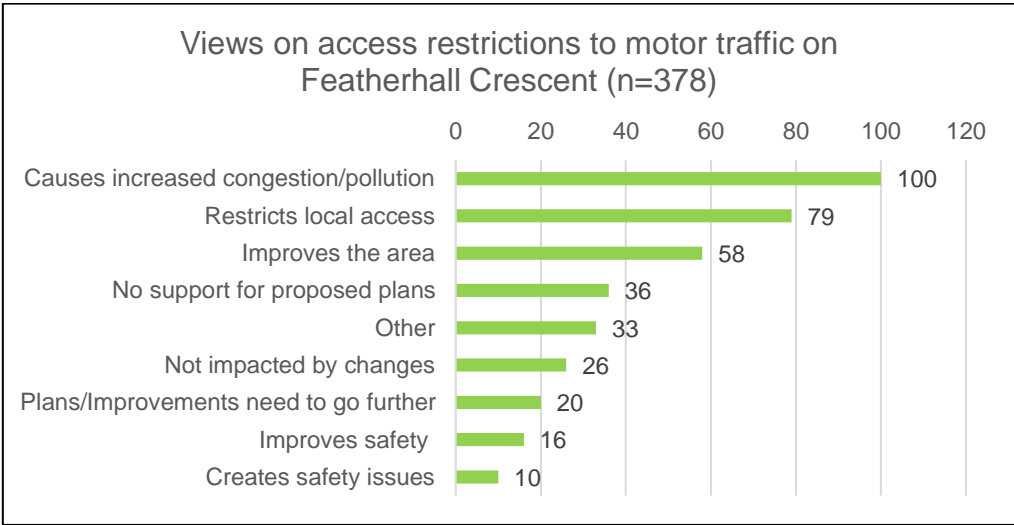
**Q7a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?**



**Figure 5:54 - Resident's opinion on the trial access restrictions to motor traffic on Featherhall Crescent**

**Figure 5:54** shows the resident's opinions when asked about a proposed trial access restriction to motor traffic on Featherhall Crescent. Most responses disagree or strongly disagree with the proposal with 170 respondents (50%). 70 people (21%) agree or strongly agree with the implementation of the proposal. No opinion was showed by 100 people (29%) as they would need to wait and see the scheme working before making their judgement.

**Q7b - Could you briefly explain your view?**

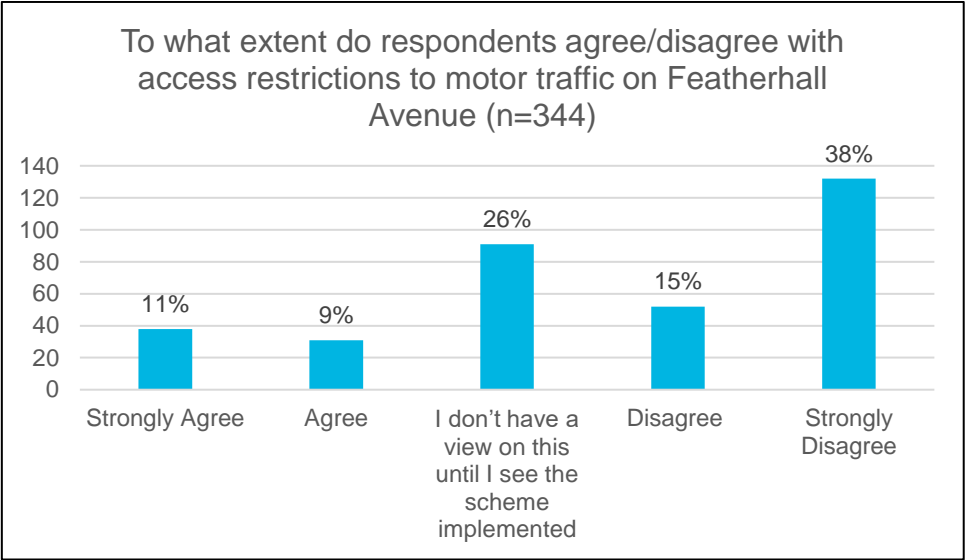


**Figure 5:55 - Resident's views on the trial access restrictions to motor traffic on Featherhall Crescent**

The view which was mentioned the most by residents was concern over an increase in congestion and pollution caused by imposing these motor traffic restrictions with 100 comments (26%) made on this. Another big concern is with the restrictions this will place on

access for locals, raised 79 times (21%). Positive comments were made on the proposal, with 58 respondents (15%) stating it the restrictions to traffic would improve the area.

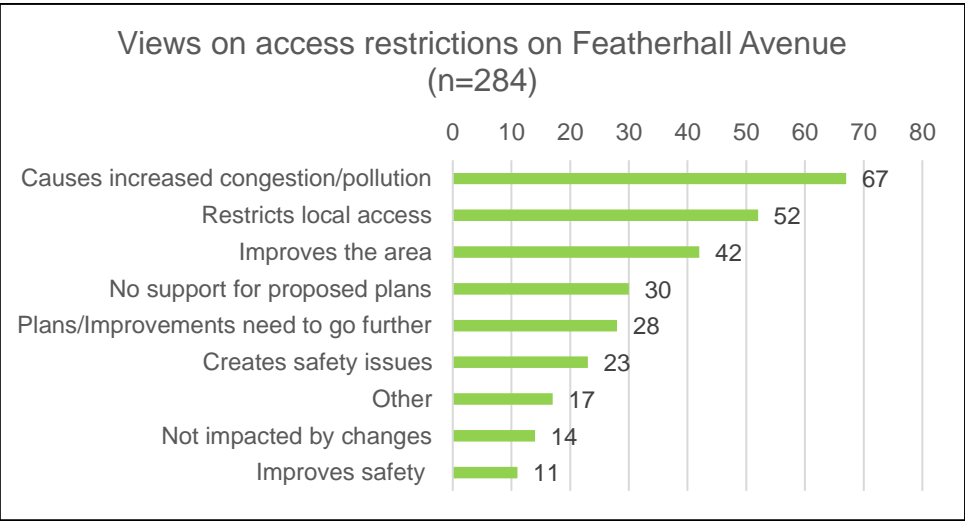
**Q8a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?**



**Figure 5:56 - Resident's response to trial access restrictions to motor traffic on Featherhall Avenue**

**Figure 5:56** shows the survey respondent's opinions on the proposal to restrict motor traffic on Featherhall Avenue. 184 residents (53%) disagree or strongly disagree with this proposal. 91 people selected not to share their opinion as they would want to wait and see the scheme implemented before making their decision. 69 respondents agree or strongly agree with the plans to restrict traffic on Featherhall Avenue.

**Q8b - Could you briefly explain your view?**



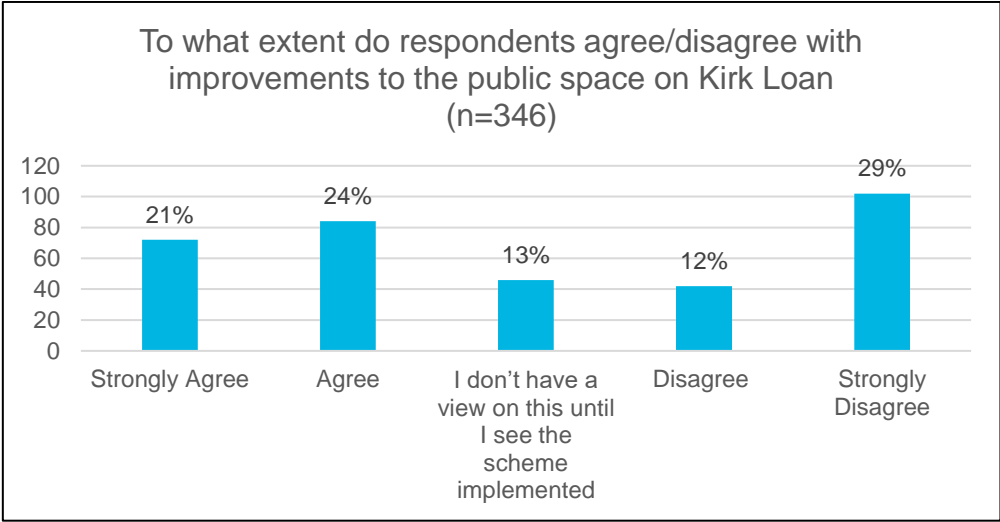
**Figure 5:57 - Resident's views on trial access restrictions on Featherhall Avenue**

This shows the summarised views of the survey participants relating to the restrictions on Featherhall Avenue. The most common view is concern of increased congestion and pollution levels caused by the traffic restrictions, raised in 67 comments (24%). The survey results also



suggest that residents are not welcome to restricting local access surrounding Featherhall Avenue, with 52 comments (18%). Another notable theme was concerns over safety risks caused by the proposal, with 23 comments (8%).

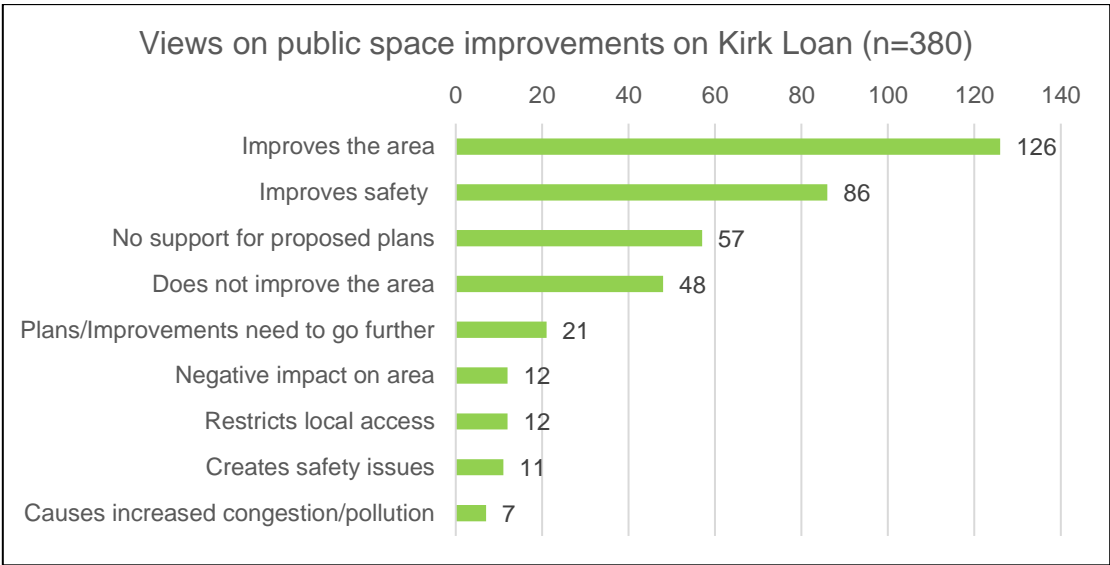
**Q9a - To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?**



**Figure 5:58 – Resident’s opinion on the proposed improvements to the public space on Kirk Loan**

156 residents (45%) answered that they agree or strongly agree with the proposed improvements to the public space on Kirk Loan. 46 people (13%) do not have a view on the proposal until they see the scheme implemented. 144 respondents (41%) stated that they disagree or strongly disagree with the plans outlined in the survey for Kirk Loan.

**Q9b – Could you briefly explain your view?**

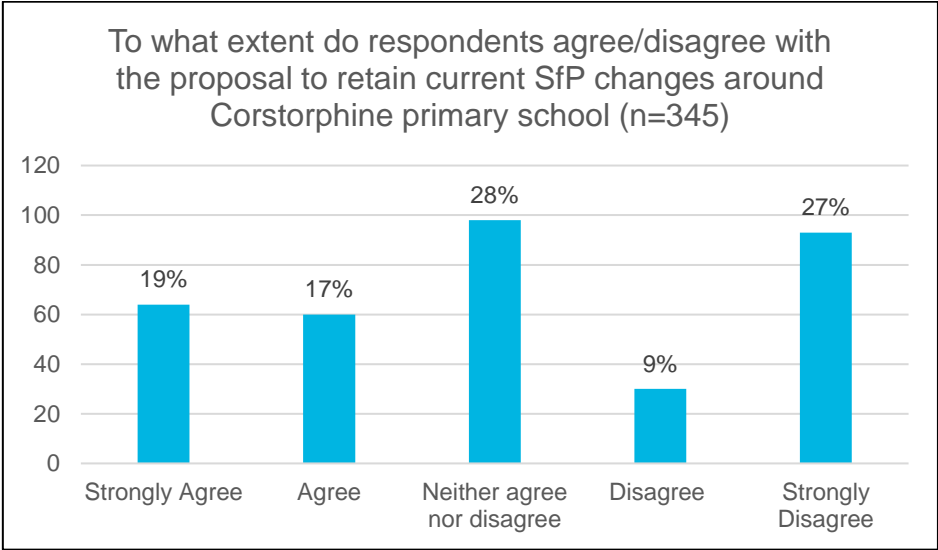


**Figure 5:59 – Resident’s views on the proposed public space improvements on Kirk Loan**

The large volume of positive opinions for the plans shown in **figure 5:58** is verified when looking at the survey participant’s views in **figure 5:59**. 126 residents (33%) believe that moving forward with the public space improvements will improve the overall area. Another

common view on the plans is that it will improve safety, mentioned 86 times by residents (23%). 57 residents (15%) stated that they do not support the plans outlined and there was a further 48 comments (13%) which suggested the plans will not improve the area.

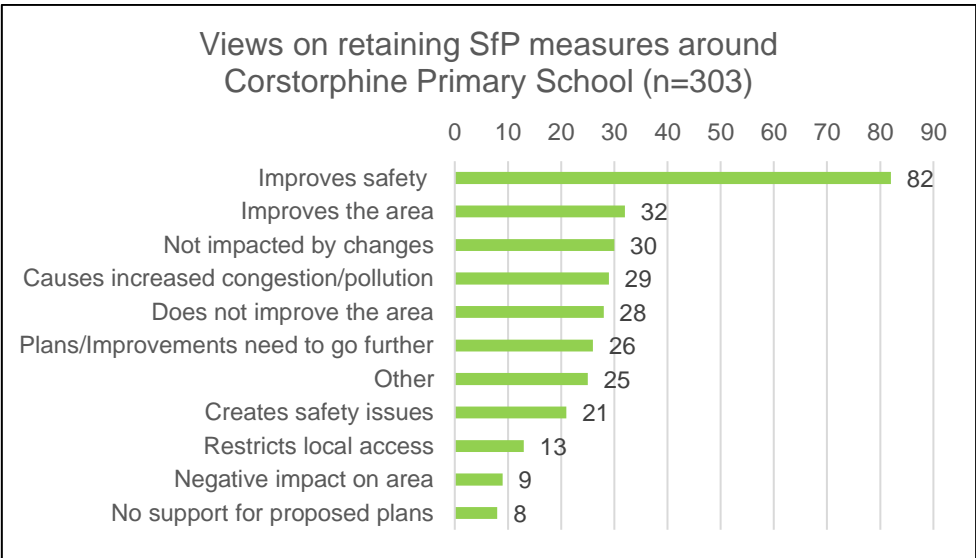
**Q10a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?**



**Figure 5:60 – Resident’s opinion on plans to retain current SfP changes around Corstorphine Primary School**

**Figure 5:60** illustrates resident’s opinions on retaining the current Spaces for People measures around Corstorphine Primary School. From the 345 responses, 124 people (36%) agree or strongly agree with the retention of these measures. 98 respondents (28%) neither agree nor disagree with the plans and 123 people (36%) disagree or strongly disagree.

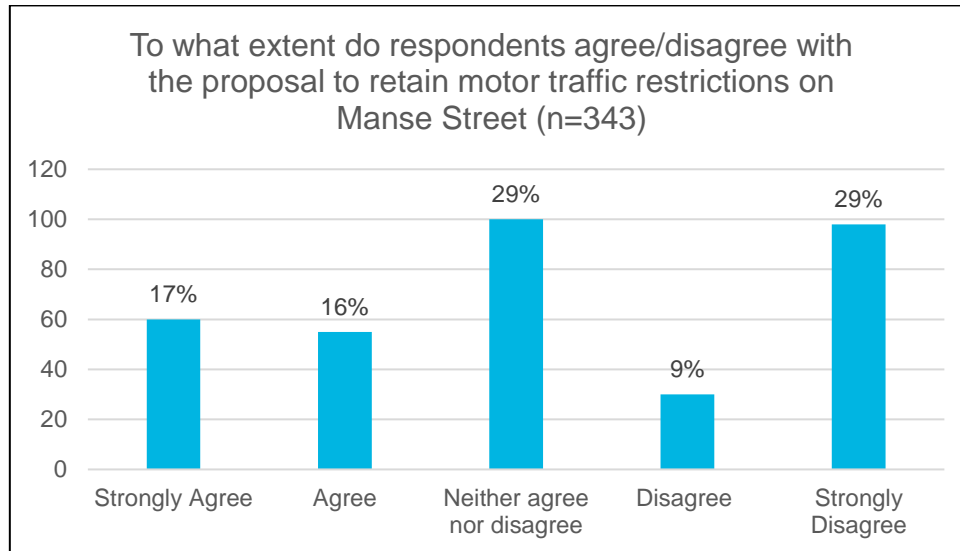
**Q10b - Could you briefly explain your view?**



**Figure 5:61 – Resident’s views on the retention of current measures around Corstorphine Primary School**

The most common view of residents on these plans is that it will improve safety around the primary school with 82 comments (27%). 32 people (11%) believe that retaining the existing measures will improve the area. However, 29 residents (10%) mentioned that these measures will increase local congestion and therefore pollution in the area. 26 people (9%) suggested that these plans need to be improved and go further.

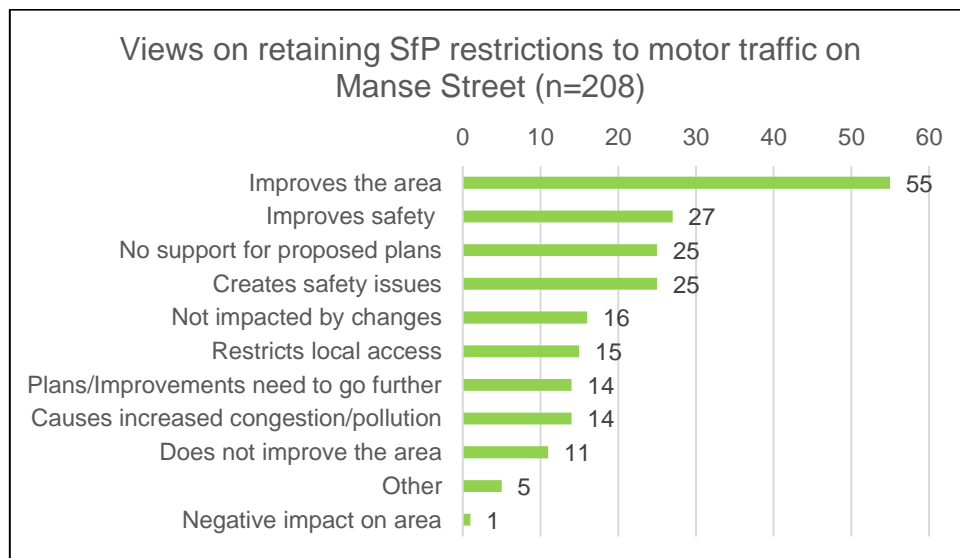
**Q11a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?**



**Figure 5:62 – Resident's opinion on proposal to retain SfP measures to restrict motor traffic on Manse Street**

**Figure 5:62** outlines the opinions on retaining the current measures on Manse Street. 128 residents (38%) disagree or strongly disagree with the proposal. 100 people (29%) neither agree nor disagree with them and 115 respondents (33%) agree or strongly agree with the need to retain the current measures.

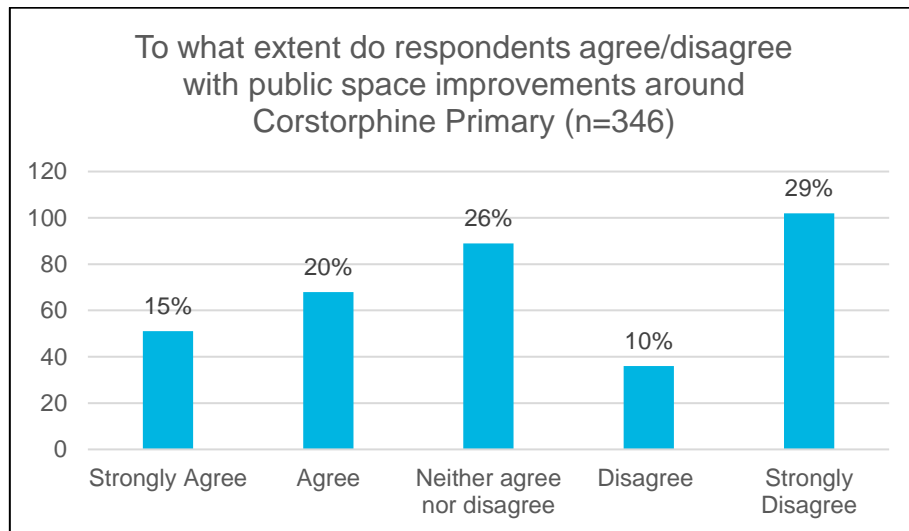
**Q11b - Could you briefly explain your view?**



**Figure 5:63 – Resident's views on the retention of current measures to restrict motor traffic on Manse Street**

The most frequently mentioned view from residents on retaining the current measures is that it will improve the area with 55 comments (26%). 27 people (13%) also think that they will improve safety. Despite this, 25 people (12%) have stated that they do not support the retention of traffic restrictions on Manse Street. Also, a further 25 comments (12%) were made suggesting that keeping these measures will create safety issues.

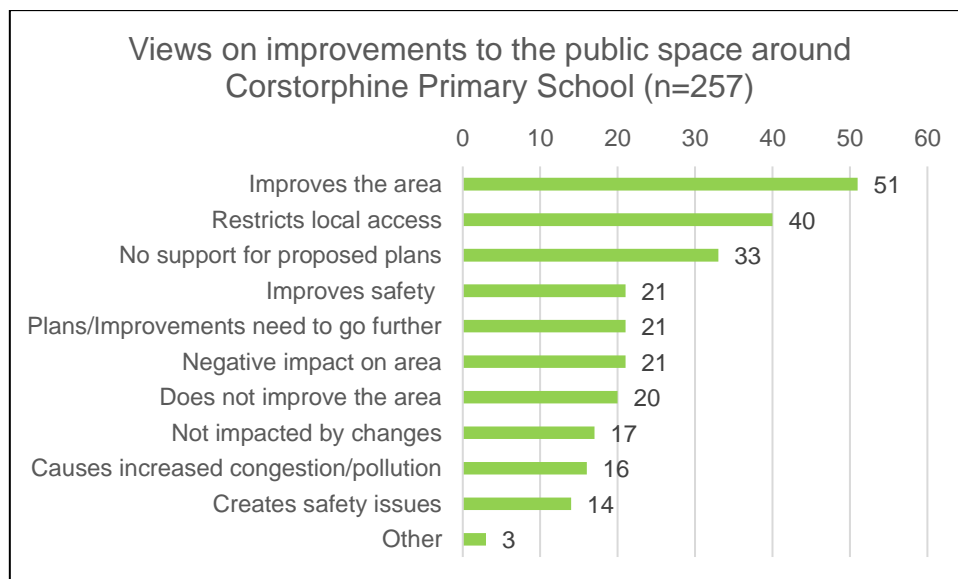
**Q12a – To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?**



**Figure 5:64 – Resident's opinion on proposal to improve public space around Corstorphine Primary School**

138 residents (39%) answered that they disagree or strongly disagree with the proposed improvements to the public space. 89 answered that they neither agree nor disagree with the plans and 119 residents (35%) agree or strongly agree.

**Q12b - Could you briefly explain your view?**

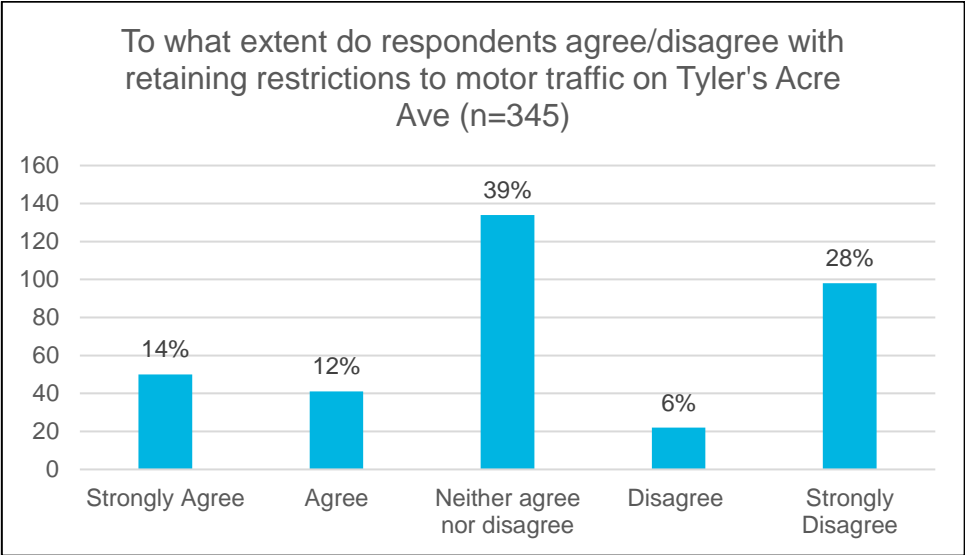


**Figure 5:65 – Resident's views on the improvements to public space around Corstorphine Primary School**

From the 257 residents who provided their view on the plans, 51 people (20%) believe that the public space upgrades will improve the area. However, another frequently mentioned view is that the improvements will restrict local access with 40 comments (16%) on this. Another 33

comments (13%) were made by residents stating that they do not support the proposed plans. 21 residents (8%) think that it will improve safety in the local area by implementing these improvements.

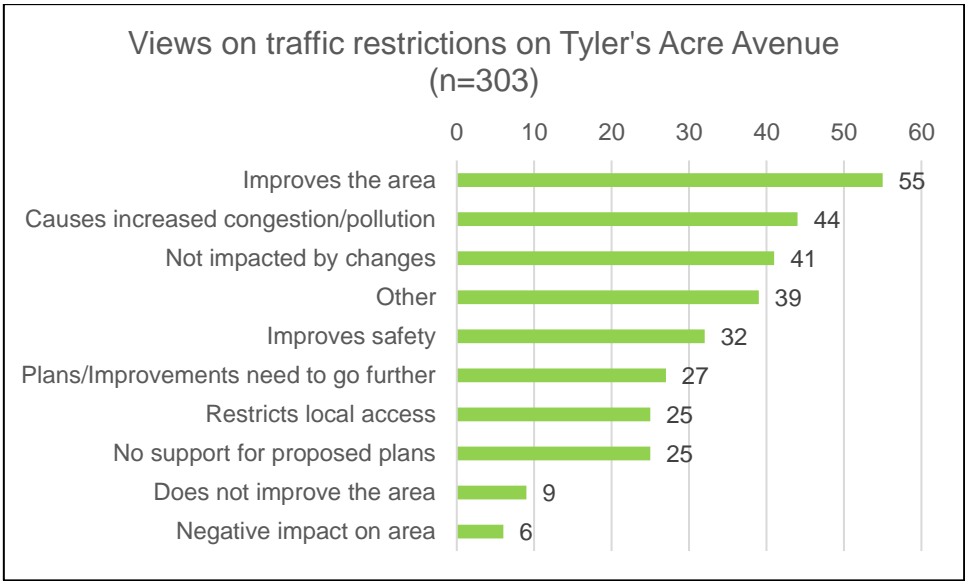
**Q13a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?**



**Figure 5:66 – Resident’s opinion on retaining current SfP restrictions to motor traffic on Tyler’s Acre Avenue**

134 residents (39%) answered that they neither agree nor disagree with retaining the current motor traffic restrictions on Tyler’s Acre Avenue. 91 people stated that they agree or strongly agree with the plans and 120 residents disagree or strongly disagree with them.

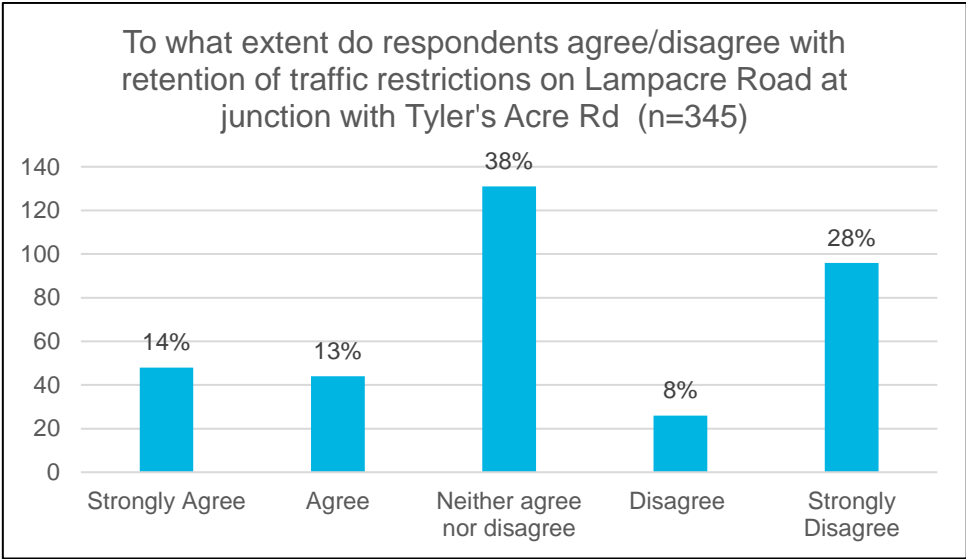
**Q13b - Could you briefly explain your view?**



**Figure 5:67 – Resident’s views on retaining current traffic restrictions on Tyler’s Acre Avenue**

When asked to provide their views on the proposal for Tyler’s Acre Avenue, residents gave the responses shown in **Figure 5:67**. The most frequent comment suggests residents believe the plans will improve the area with 55 mentions (18%). However, another common view is that restricting traffic in this street will restrict local access and create problems for residents, mentioned on 44 occasions (15%). Another notable view is that restricting traffic at this junction will improve safety for residents, this was mentioned 32 times (11%).

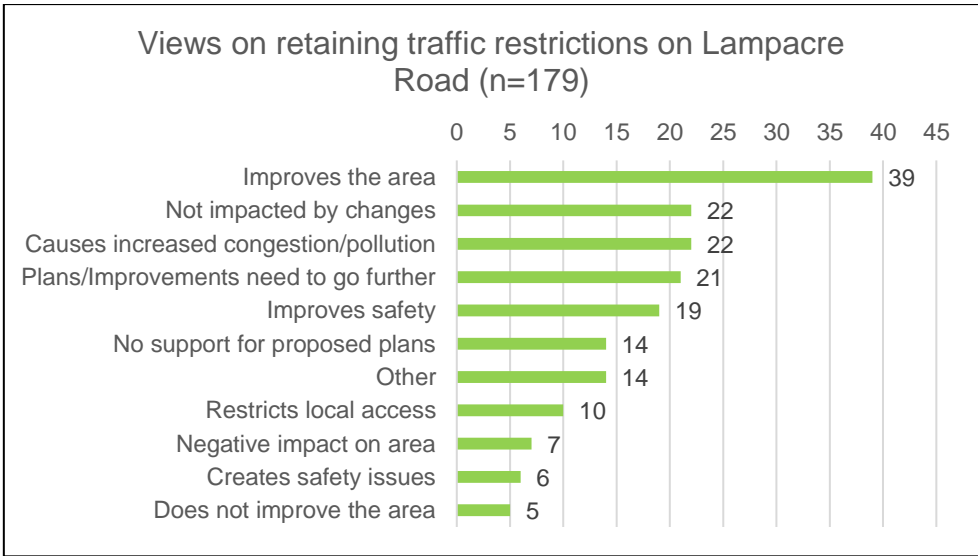
**Q14a – To what extent do you agree/disagree with the proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler’s Acre Road?**



**Figure 5:68 – Resident’s opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Road**

From the residents who completed this question, 92 people (27%) agree or strongly agree with retaining current measures on this road but 122 respondents (36%) stated they disagree or strongly disagree with the plans.

**Q14b - Could you briefly explain your view?**

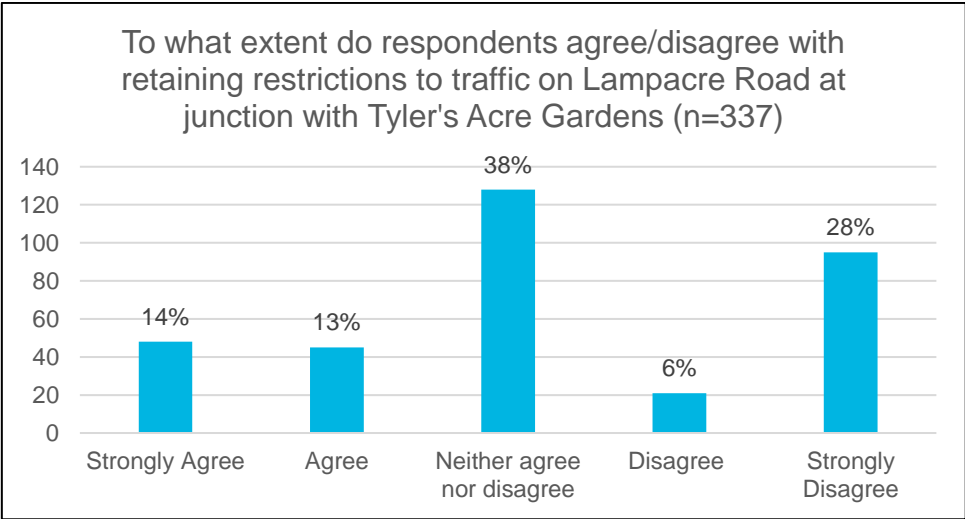


**Figure 5:69 – Resident’s views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Road**



**Figure 5:69** shows the views of residents on the proposed retention of traffic restrictions on Lampacre Road at the junction with Tyler’s Acre Road. The most frequent view, with 39 comments (22%), is that the plans will improve the local area. 22 people (12%) have stated that this proposal will increase congestion and pollution. 21 comments (12%) were made that suggested the plans needed to be improved or go further, this was mainly from residents stating that restrictions for 365 days a year would be unnecessary for school access.

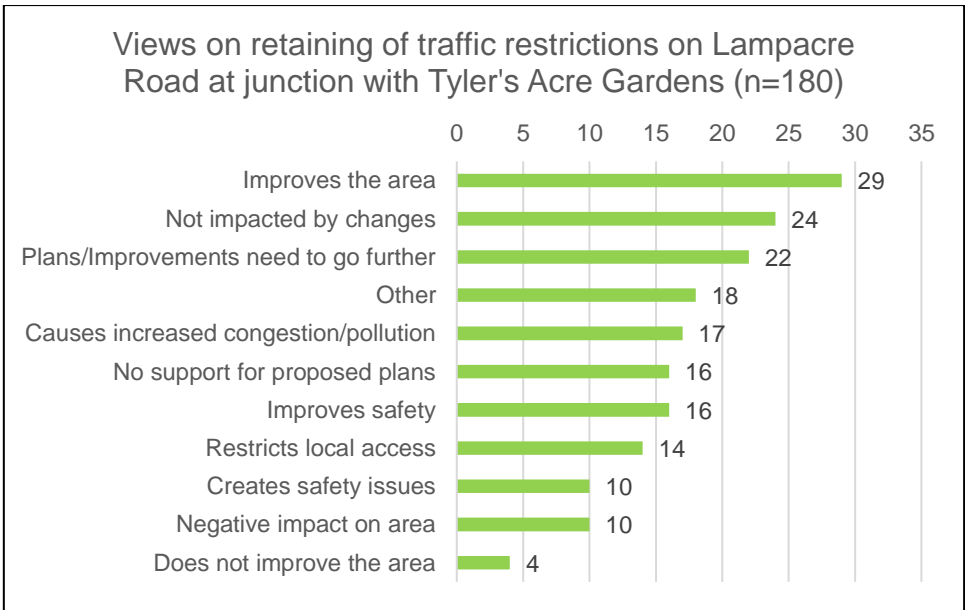
**Q15a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler’s Acre Gardens?**



**Figure 5:70 – Resident’s opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

128 respondents (38%) answered that they neither agree nor disagree with the plans to retain restrictions on Lampacre Road at the junction with Tyler’s Acre Gardens. 93 residents (27%) agree or strongly agree with the plans on this road and 116 people (34%) disagree or strongly disagree with them.

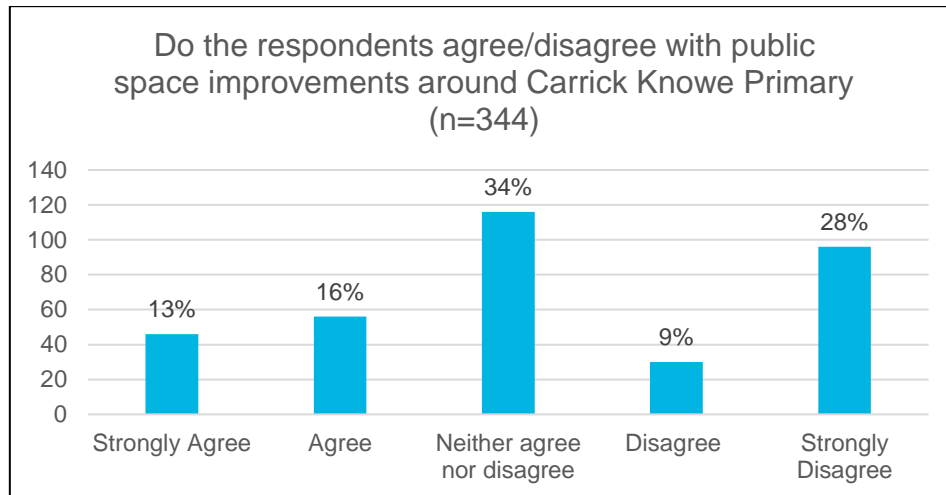
**Q15b - Could you briefly explain your view?**



**Figure 5:71 – Resident’s views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

The most common view from residents on these plans is that they will improve the area, mentioned 29 times (16%). The need for improvements on these plans was raised again with 22 comments (12%), these comments were focused on the need for enforcement and stating that temporary restrictions during school hours would be more beneficial and practical for residents. 16 people (9%) stated they do not support the implementation of the plans for Lampacre Road.

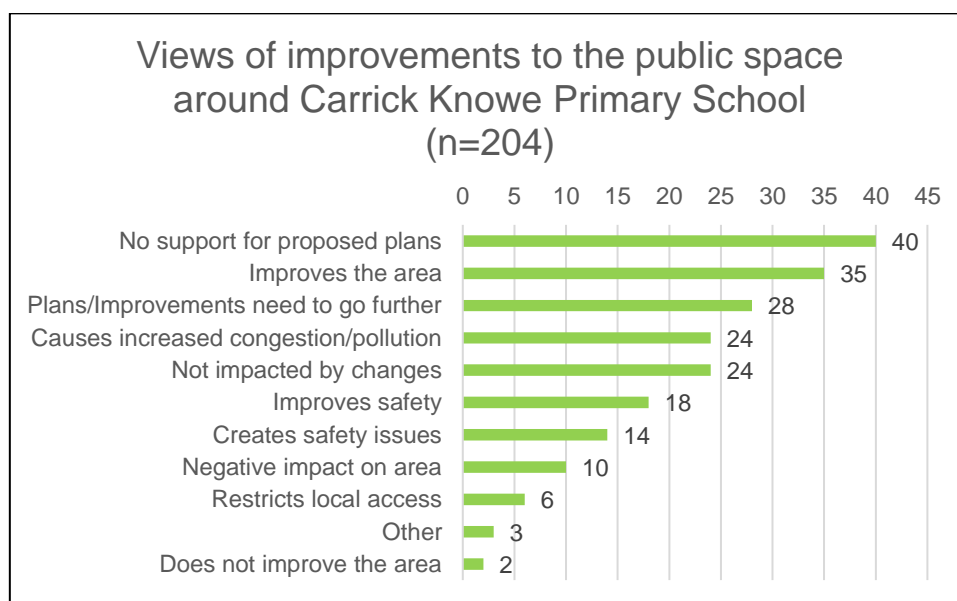
**Q16a - Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?**



**Figure 5:72 – Resident's opinions on proposed public space improvements around Carrick Knowe Primary**

From the 344 residents who responded to this question, 102 people agree or strongly agree with the plans for improved public space around Carrick Knowe Primary School. However, 126 respondents stated that they disagree or strongly disagree with the plans and 116 answered that they neither agree nor disagree.

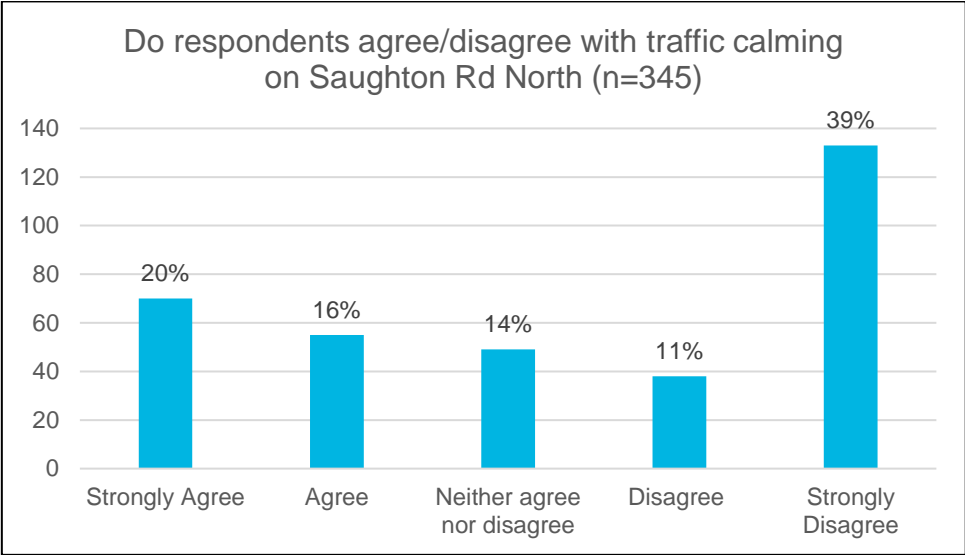
**Q16b - Could you briefly explain your view?**



**Figure 5:73 – Views of the proposal to improve public space improvement around Carrick Knowe Primary School**

204 residents explained their view on these public space improvements, 40 people (20%) stated that they do not support the plans outlined. This contrasts with another common view from residents which stated that the plans will improve the area, mentioned 35 times (17%). 24 residents (12%) believe that the public space improvements will cause increased congestion and pollution throughout the area.

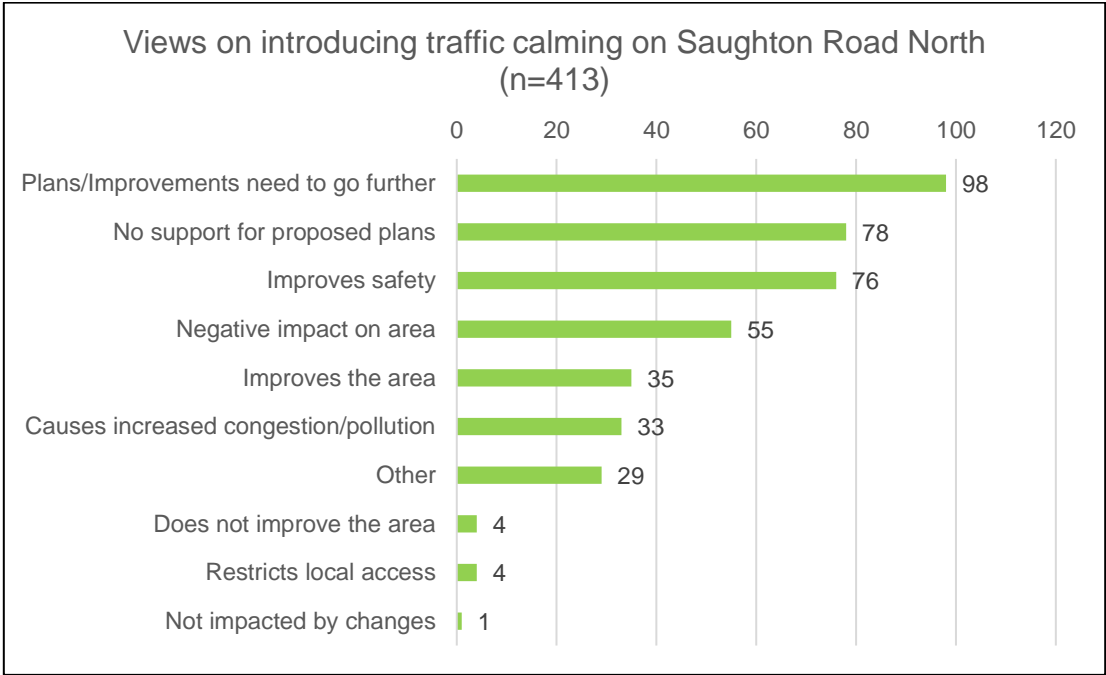
**Q17a - To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?**



**Figure 5:74 – Resident's opinions on introducing traffic calming on Saughton Road North**

171 residents (50%) stated that they disagree or strongly disagree with plans to introduce more traffic calming on Saughton Road North. 125 respondents agree or strongly agree with the need to introduce such measures and 49 people neither agree nor disagree.

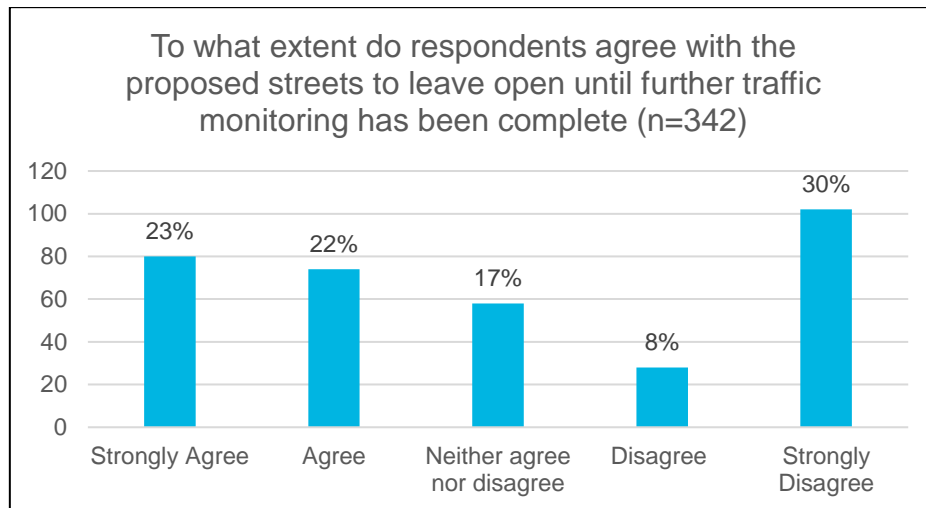
**Q17b - Could you briefly explain your view?**



**Figure 5:75 – Resident's views on the introduction of traffic calming on Saughton Road North**

With 98 mentions (24%), the need for plans on this street to be improved or go further was most common view from residents. This included road and pavement quality improvements and enforcement on current speed limit. 78 respondents (19%) stated that they do not support the proposed plans for further calming. Residents do believe that introducing further calming will improve their safety on this road, mentioned 76 times (18%).

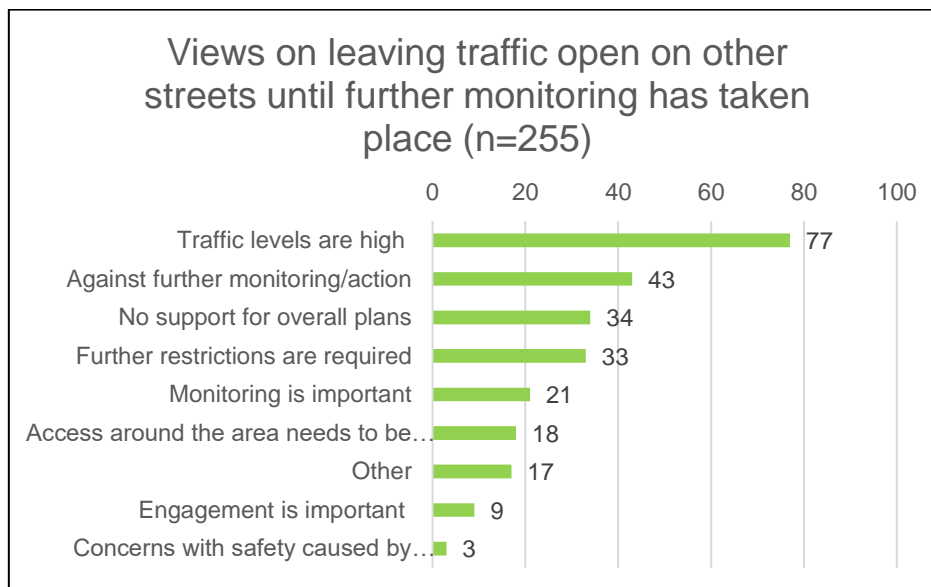
**Q18a - To what extent do you agree with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?**



**Figure 5:76 – Resident's opinions on leaving streets open until further traffic monitoring has occurred**

Of the 342 responses from residents, 154 people (45%) agree or strongly agree with leaving the proposed streets open until further monitoring has been conducted. 58 residents neither agree nor disagree with this statement and 130 disagree or strongly disagree with these plans.

**Q18b - Could you briefly explain your view?**

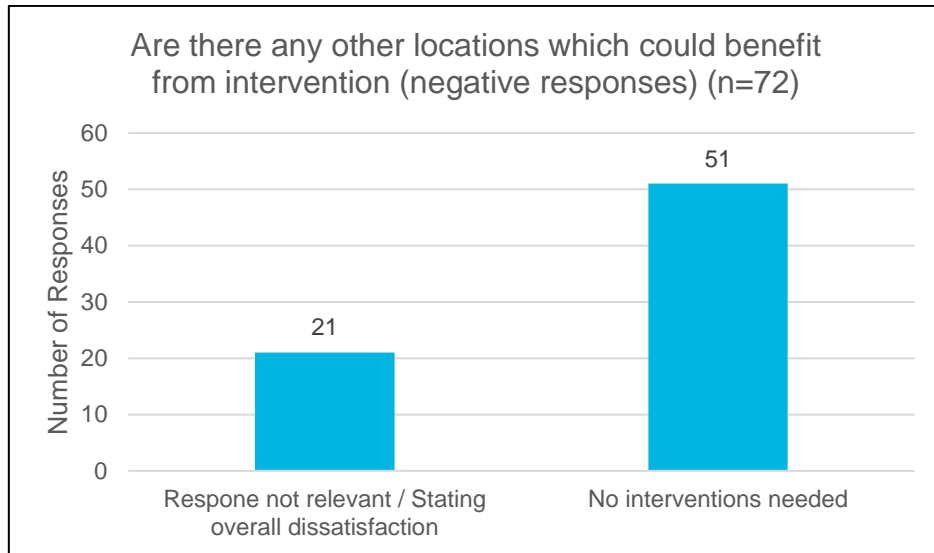


**Figure 5:77 – Resident's views on leaving streets open until further traffic monitoring has taken place**

The most common view from this question is that current traffic levels are too high, which was mentioned 77 times (30%). 43 residents (17%) said that they were against any further

monitoring or action being taken on the local streets. The view on traffic levels being high was supported by the 33 comments (13%) which stated further restrictions in the area are required.

**Q19 - Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention?**



**Figure 5:78 – Breakdown of residents who gave negative response on whether there are any other locations which require intervention**

This shows the opinion of residents who did not have any locations or areas which require intervention. From the 72 people who answered, 51 of them believe that there is no need for any further interventions in the area. 21 people stated their dissatisfaction for the overall LTN plans.

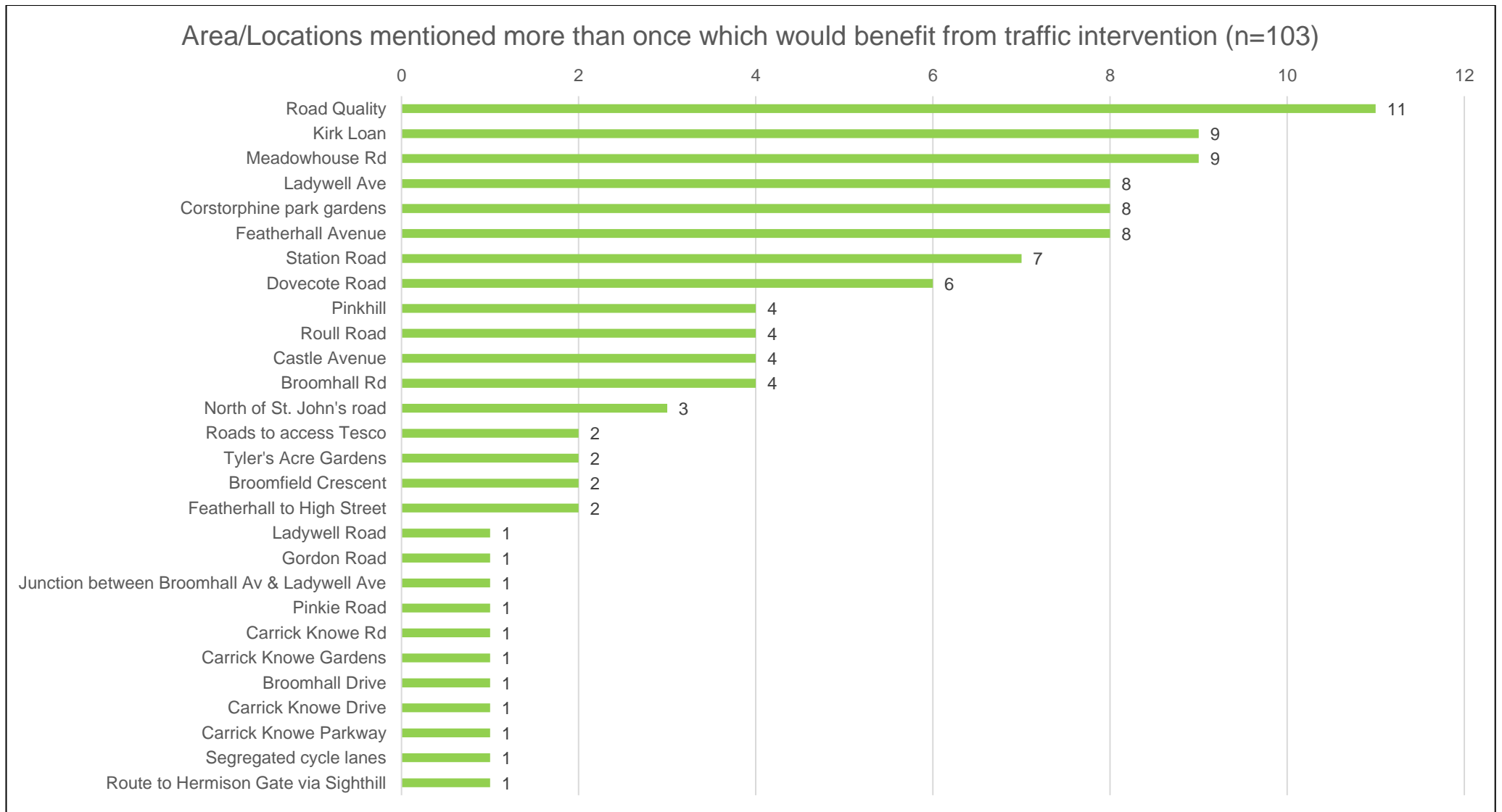
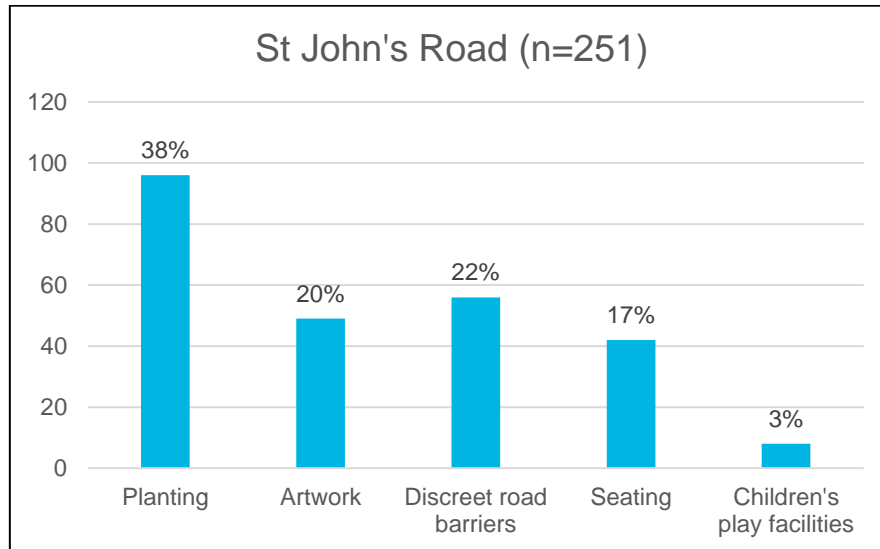


Figure 5:79 – Areas/locations residents believe would benefit from traffic intervention



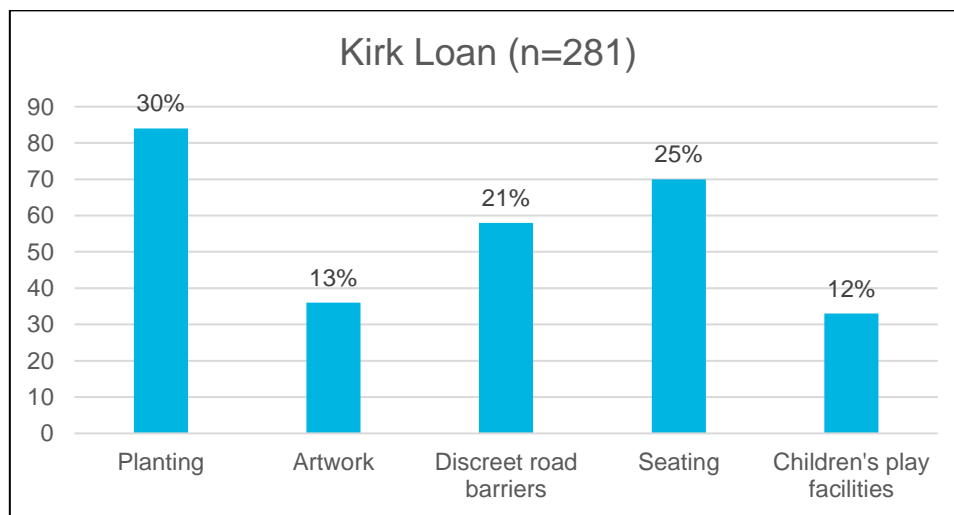
**Figure 5:79** illustrates the suggestions made by residents on areas which require traffic intervention. The most common response was that the road quality in the area required attention, mentioned 11 times. Kirk Loan and Meadowhouse Road were locations which were raised frequently by residents, both raised on 9 occasions.

**Q20 - Please tell us which potential elements of a new public space would be most important to you in each area?**



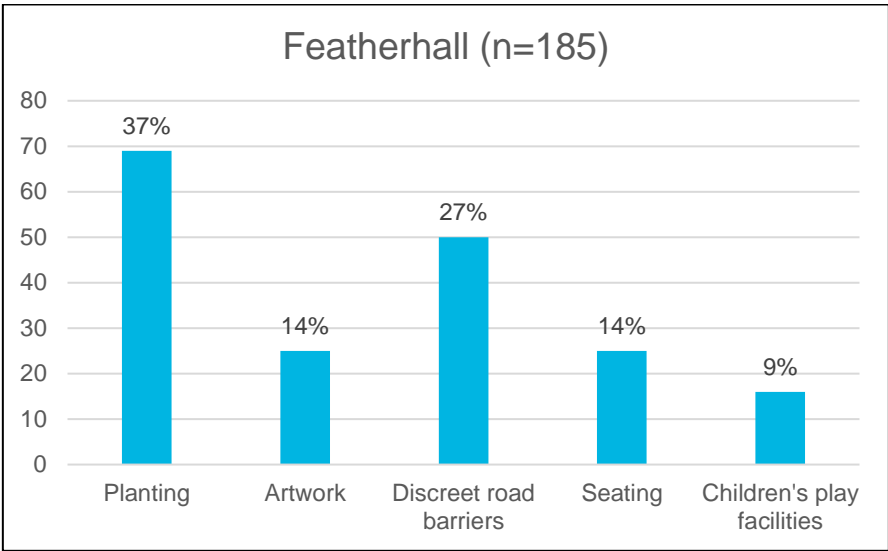
**Figure 5:80 – Important elements for public space at St. John's Road**

Residents see planting as the most important element to public space improvements on St. John's Road with 96 responses (38%). The least desirable addition for residents is children's play facilities with only 8 responses (3%).



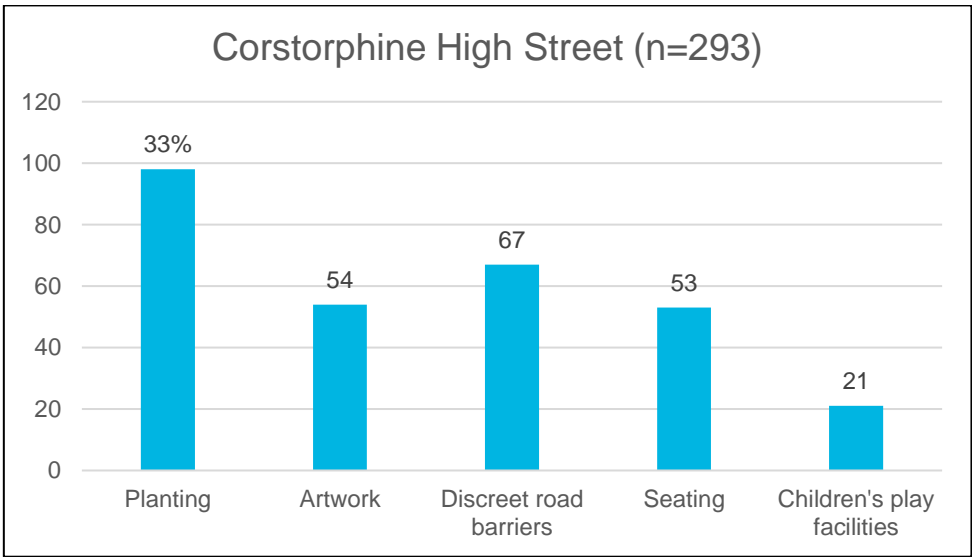
**Figure 5:81 Important elements for public space at Kirk Loan**

Planting was chosen as the most important element to public space on Kirk Loan with 84 people (30%) supporting this. 70 respondents (25%) thought seating would improve Kirk Loan. Artwork and children's play facilities are seen as the least important additions with 36 (13%) and 33 (12%) respondents choosing these options.



**Figure 5:82 – Important elements for public space at Featherhall**

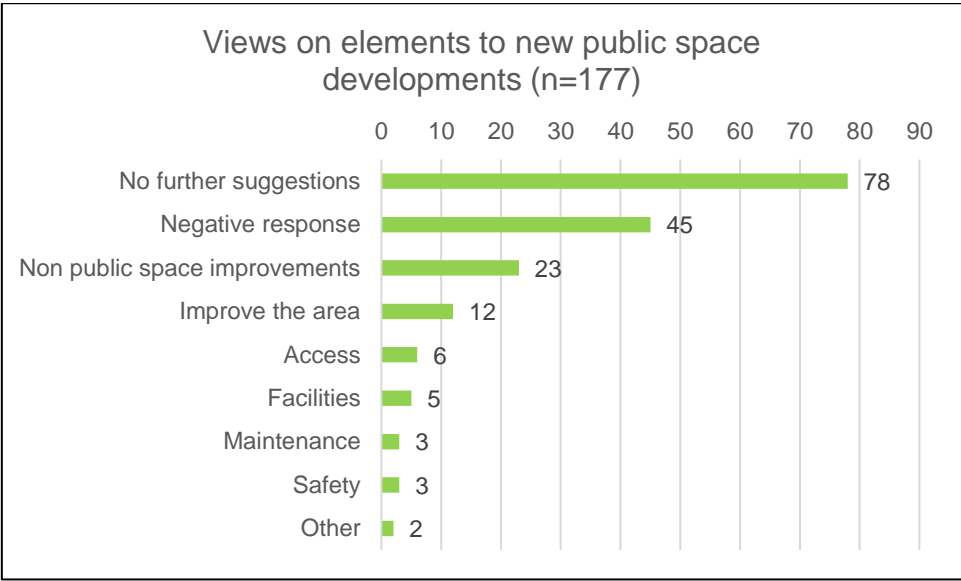
In Featherhall, planting and discreet road barriers are the most important public space elements by residents, chosen 69 (37%) and 50 (27%) times respectively. The least selected element was children’s play facilities with 16 responses (9%).



**Figure 5:83 – Important elements for public space at Corstorphine High Street**

From the 293 respondents for this question, 98 residents (33%) believe that planting is an important element to any upgrades. Discreet road barriers were selected by 67 people (23%). 21 people supported the addition of children’s play facilities in the improvements.

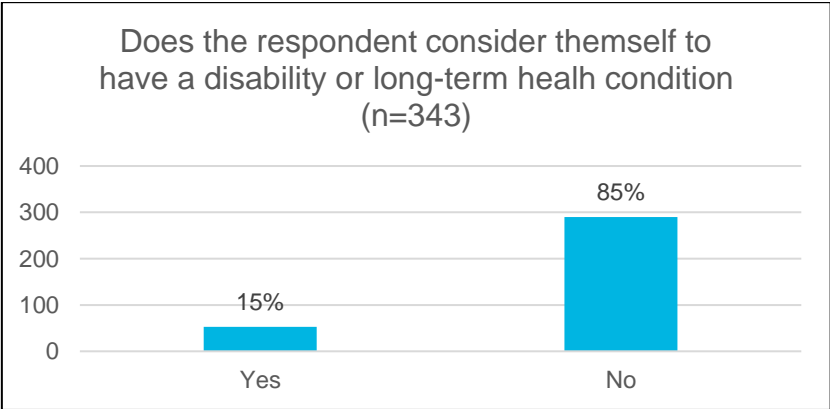
**Q20b – If other, please specify**



**Figure 5:84 – Resident's suggestions for public space elements**

78 residents (44%) answered this question stating that they had no further suggestions to make. Negative comments on the introduction or improvement of public spaces were made 45 times (25%). 23 responses (13%) focused on improvements which were unrelated to the public spaces outlined, these included suggestions such as road and pavement improvements.

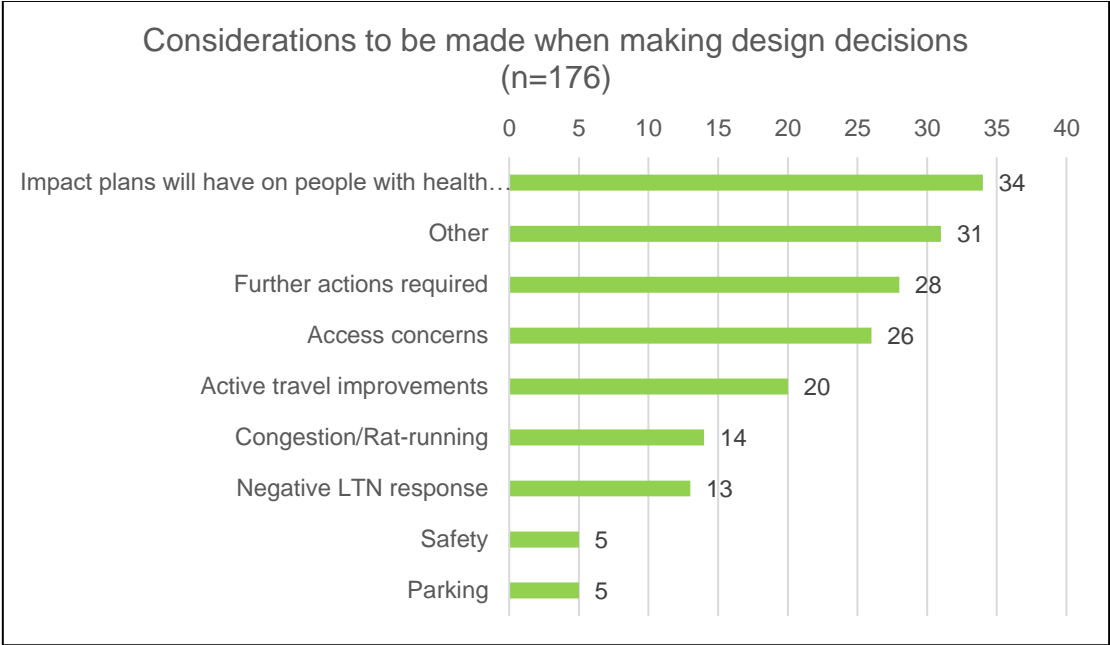
**Q21 - Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:85 – Resident's disability and health condition**

This indicates the number of residents who consider themselves to have a disability or health condition. 53 residents (15%) answered yes whilst 290 (85%) do not consider themselves to have either condition.

**Q22 - Please provide details you would like us to consider from your perspective to inform our design decisions**



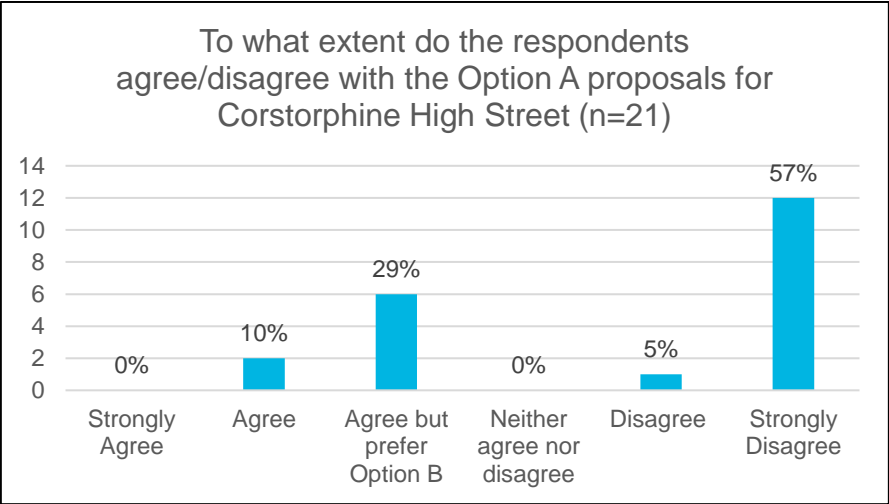
**Figure 5:86 – Resident’s views on design decisions**

The most important consideration that residents would like considered is the impact these plans will have on people with health conditions or disabilities which was commented 34 times (19%). 28 residents (16%) stated that further actions were required than what has already been outlined. Another concern raised frequently was over restricting local access and how people residents will move around the area if they drive, this was mentioned 26 times (15%).

### 5.3 16-24 Year Olds

This section considers the responses of respondents who identified themselves as within the 16-24-year-old age category.

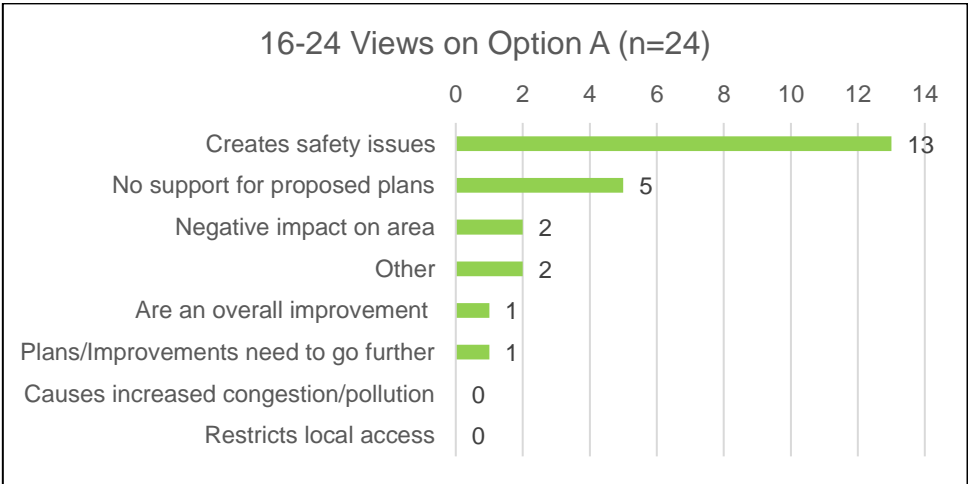
**Q3a - To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:87 – 16-24 year old’s opinion on option A for Corstorphine High Street**

13 (62%) of the 16-24 year olds who participated in the survey stated that they disagree or strongly disagree with the option A proposal which is consistent with the overall trend. 6 people agree with the proposal but prefer option B and only 2 agree with these plans for the High Street.

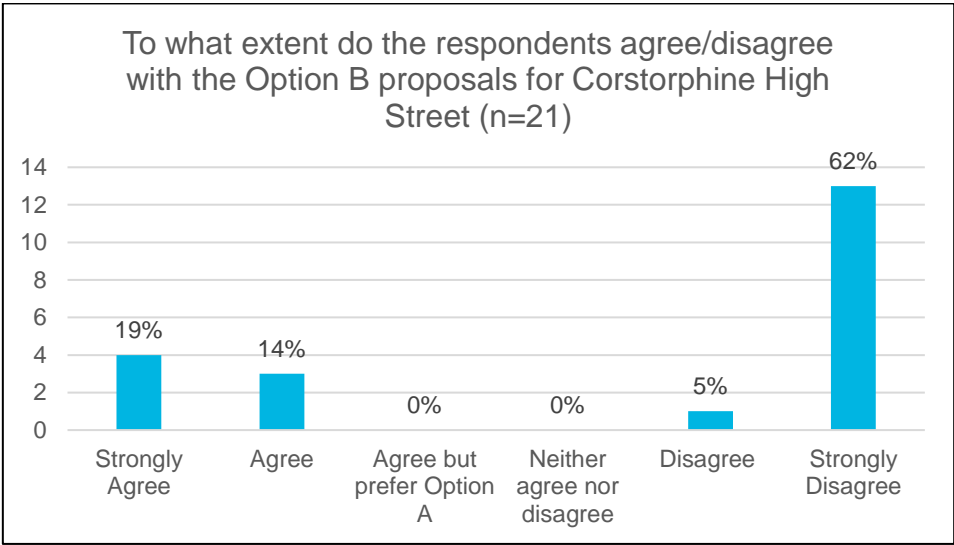
**Q3b – Could you briefly explain your view?**



**Figure 5:88 – 16-24 year old’s views on option A**

The most common view by 16-24 years olds is that option A will create safety issues, this was commented by 13 respondents (54%). 5 people (21%) stated that they do not support these plans outlined for Corstorphine High Street.

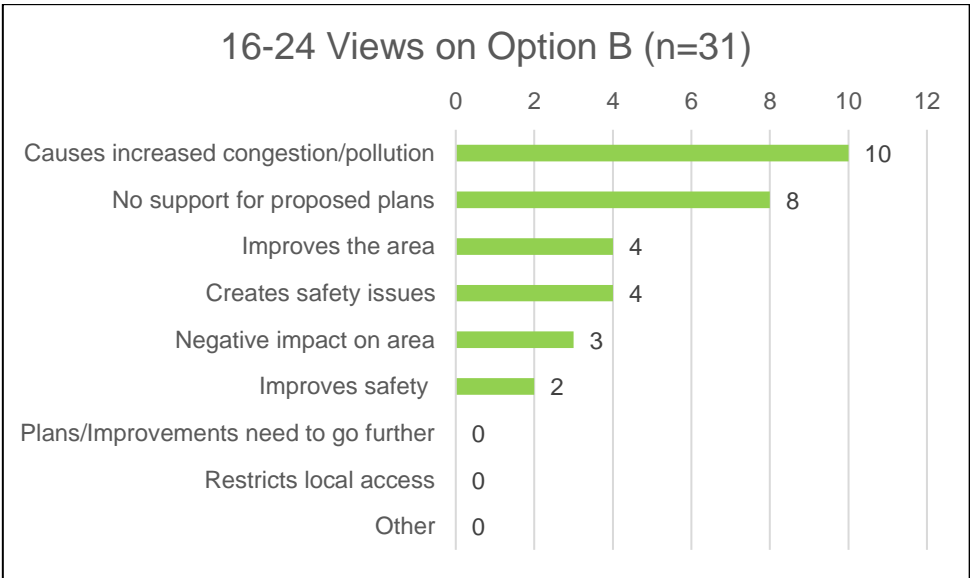
**Q4a - To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:89 – 16-24 year old’s opinion on option B for Corstorphine High Street**

Most respondents within this age group, 14 people (67%) disagree or strongly disagree with the option B proposals which is slightly lower than the overall trend. The remaining 7 participants (33%) agree or strongly agree with the plans outlined.

**Q4b – Could you briefly explain your view?**

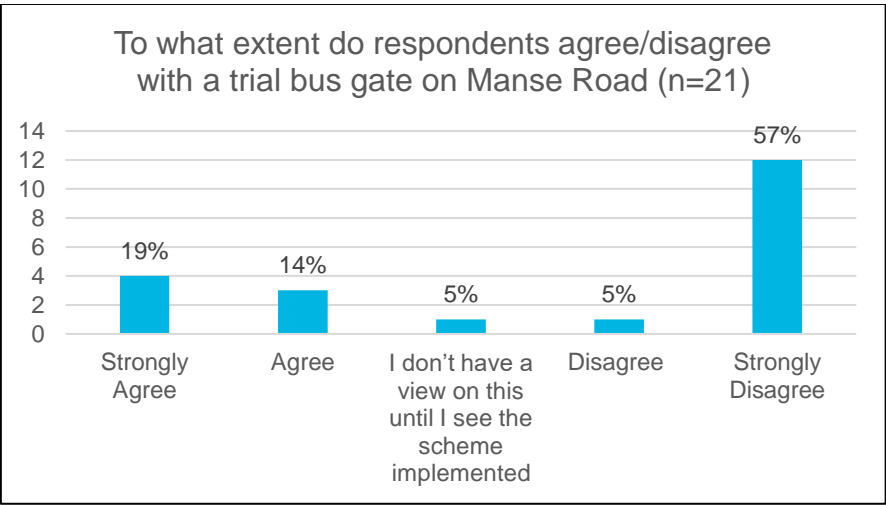


**Figure 5:90 – 16-24 year old’s views on option B**

From the 31 responses provided for this question, 10 people believe that its implementation will create increased congestion and pollution in the surrounding area. Another frequent comment from this age group was to state the respondent did not support the plans shown for Corstorphine High Street, commented on 8 occasions (26%). However, 4 people (13%) do believe that option B would improve the area.



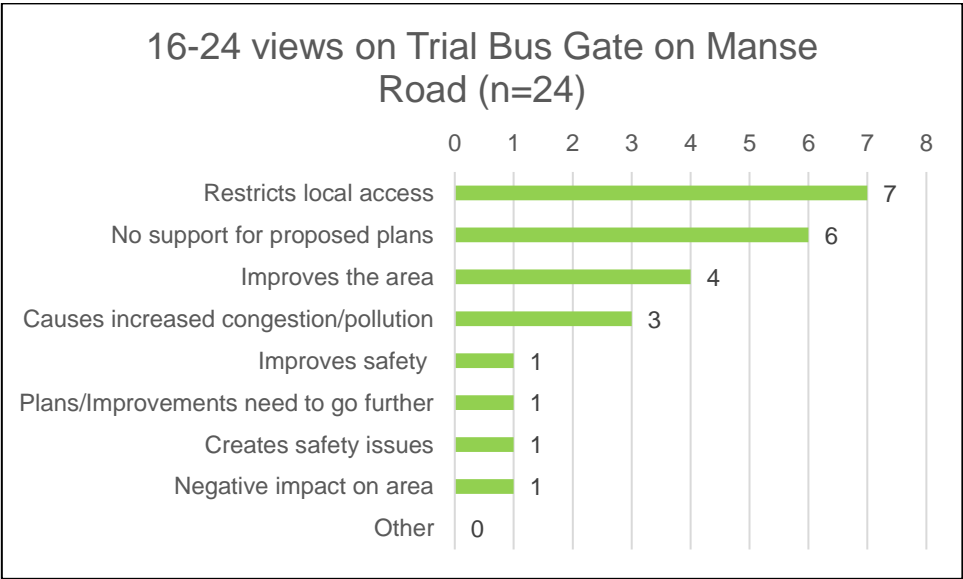
**Q5a - To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?**



**Figure 5:91 – 16-24 year old's opinion on trial bus gate on Manse Road**

**Figure 5:91** shows the categorized responses from the 16-24 age group when asked about a trial bus gate on Manse Road. 13 responses said they disagree or strongly disagree; 1 person does not have an opinion on the scheme until it's been implemented, and 7 people agree or strongly agree with the plans set out.

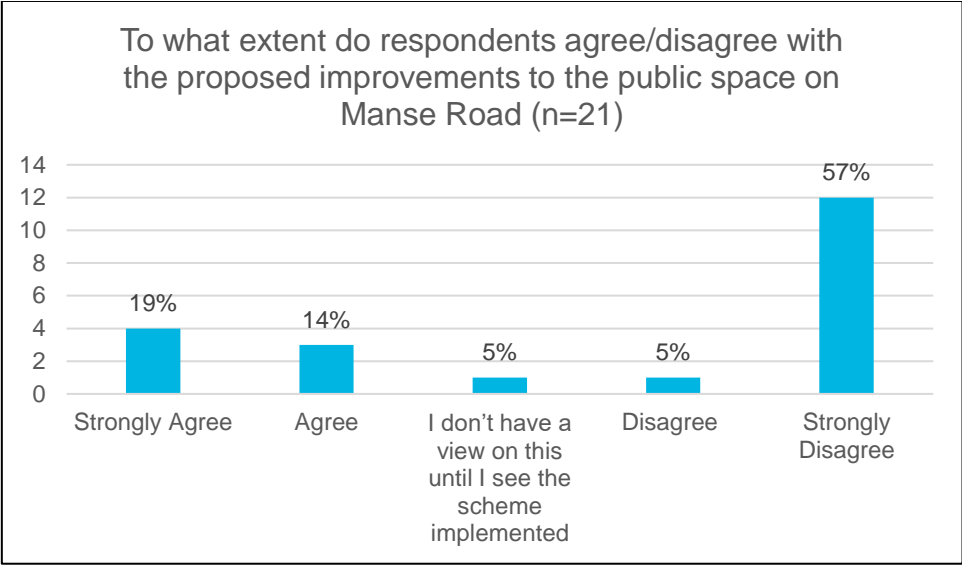
**Q5b – Could you briefly explain your view?**



**Figure 5:92 – 16-24 year old's view on trial bus gate on Manse Road**

7 respondents (29%) within this age group think that installing a bus gate on Manse Road will restrict local access and create problems for locals. Another concern raised is that moving forward with these plans will increase congestion and pollution in nearby streets, mentioned 3 times (13%). However, 4 responses advised that they believe that the bus gate would improve the area for locals.

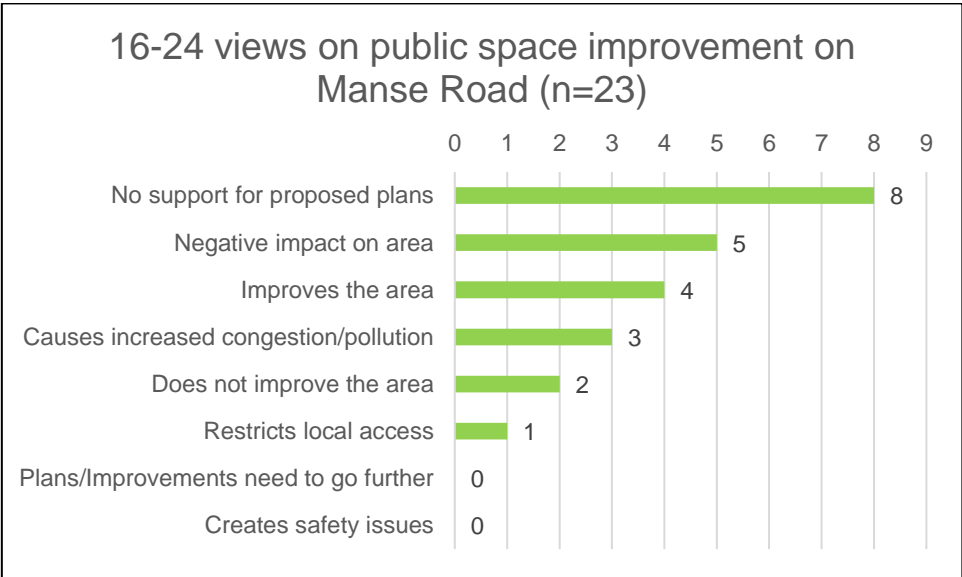
**Q6a - To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John's Road?**



**Figure 5:93 – 16-24 year old's opinion of proposed improvements to the public space on Manse Road**

7 participants (33%) within this age group support the plans and agree or strongly agree with public space improvements. However, 13 people (62%) answered that they disagree or strongly disagree with the proposed changes.

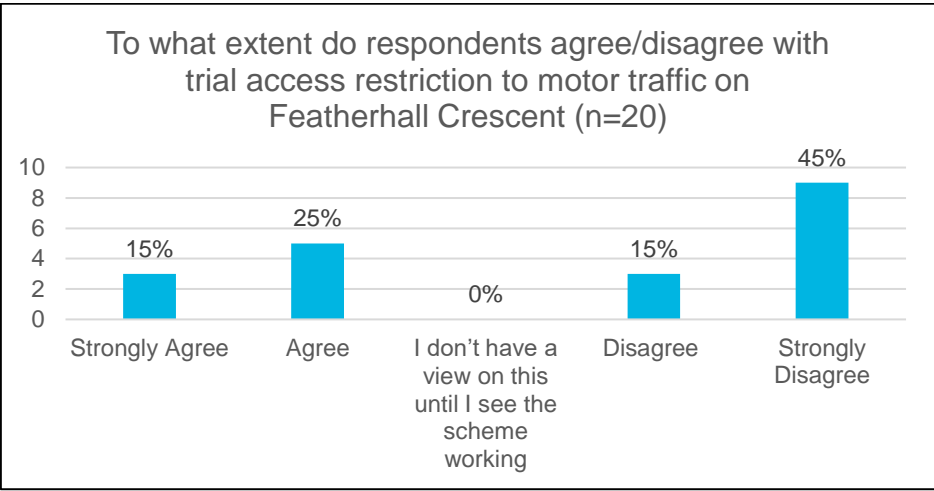
**Q6b – Could you briefly explain your view?**



**Figure 5:94 – 16-24 year old's views on the proposed improvements to the public space on Manse Road**

8 respondents (35%) stated that their view is that they do not support the implementation of these plans. 5 people (22%) answered that they believe the public space improvements would have a negative impact on the area. This is contrasted by the 4 individuals (17%) who believe that these plans would improve the area.

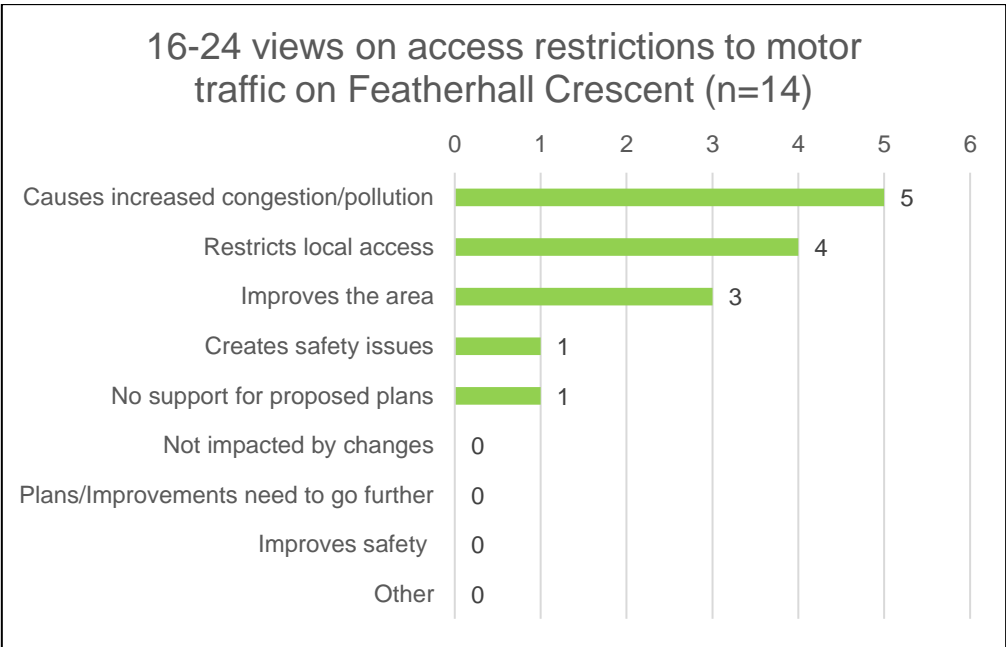
**Q7a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?**



**Figure 5:95 – 16-24 year old’s opinion on the trial access restrictions to motor traffic on Featherhall Crescent**

When asked about the plans for trial traffic restrictions on Featherhall Crescent, 8 of the 16-24 year olds answered that they agree or strongly agree with this proposal. The other 12 respondents stated that they disagree or strongly disagree with these plans.

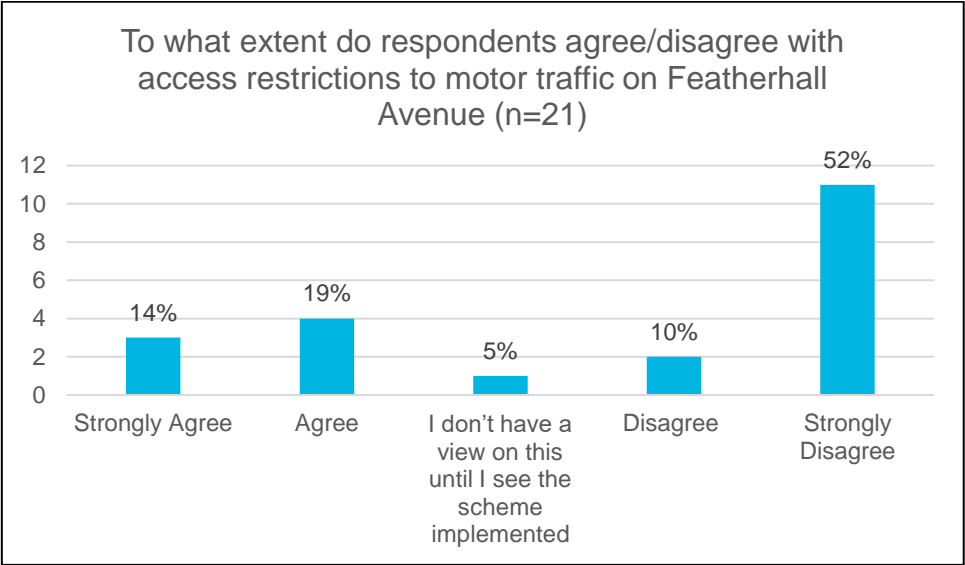
**Q7b – Could you briefly explain your view?**



**Figure 5:96 – 16-24 year old’s views on the trial access restrictions to motor traffic on Featherhall Crescent**

The most frequent view raised during the analysis for this question is the concern of increased congestion and pollution which may be caused by restricting traffic on Featherhall Crescent, this was raised by 5 people (36%). Concerns over access were also raised with 4 individuals (29%) raising concerns that these plans would restrict local access. Support for the plans was given by 3 people who shared their view that these plans would improve the area by reducing motor traffic.

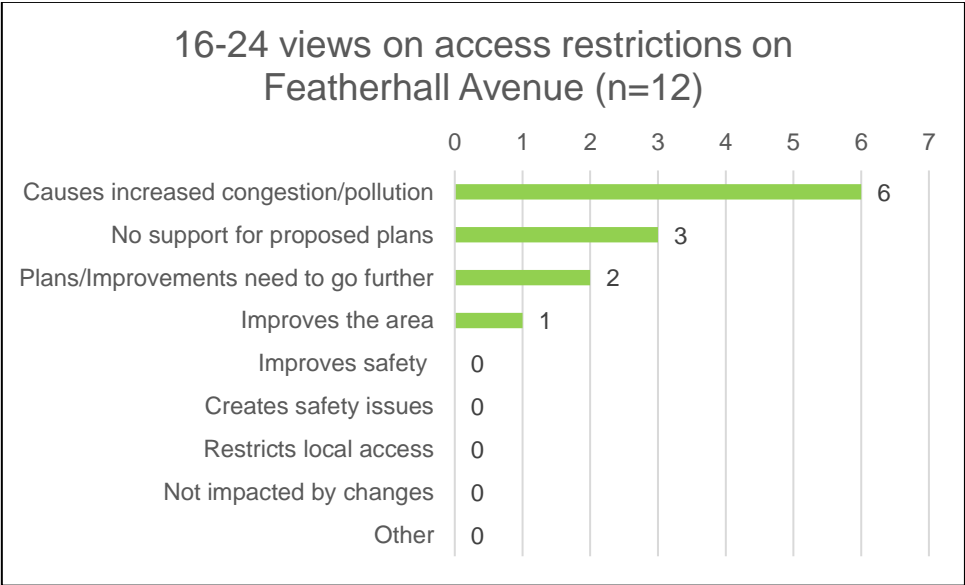
**Q8a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?**



**Figure 5:97 – 16-24 year old’s response to trial access restrictions to motor traffic on Featherhall Avenue**

Of the 21 responses to this question, 7 people answered that they agree or strongly agree with the trial access restrictions and 1 person stated that they do not have a view on the scheme until it has been implemented. A total of 13 individuals within this age group disagree or strongly disagree with the plans outlined.

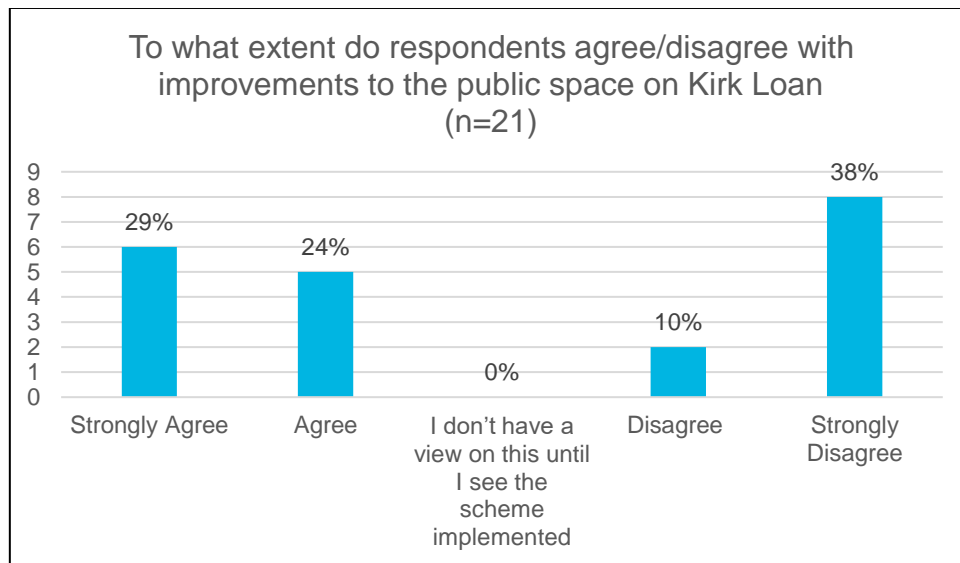
**Q8b – Could you briefly explain your view?**



**Figure 5:98 – 16-24 year old’s views on trial access restrictions on Featherhall Avenue**

6 respondents (50%) think that this proposal will create an increase in congestion and pollution in the area due to the normal traffic being pushed into nearby streets. A further 3 individuals (25%) in this age group stated that they do not support the plans outlined for Featherhall Avenue.

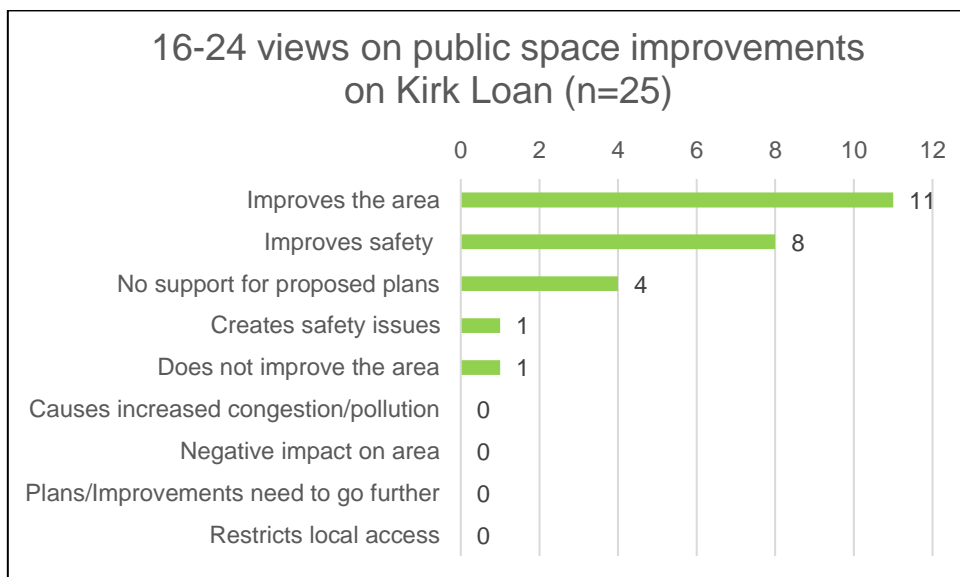
**Q9a - To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?**



**Figure 5:99 – 16-24 year old's opinion on the proposed improvements to the public space on Kirk Loan**

11 respondents (53%) answered that they agree or strongly agree with the public space improvements. The remaining 10 people answered that they disagree or strongly disagree with the proposals set out.

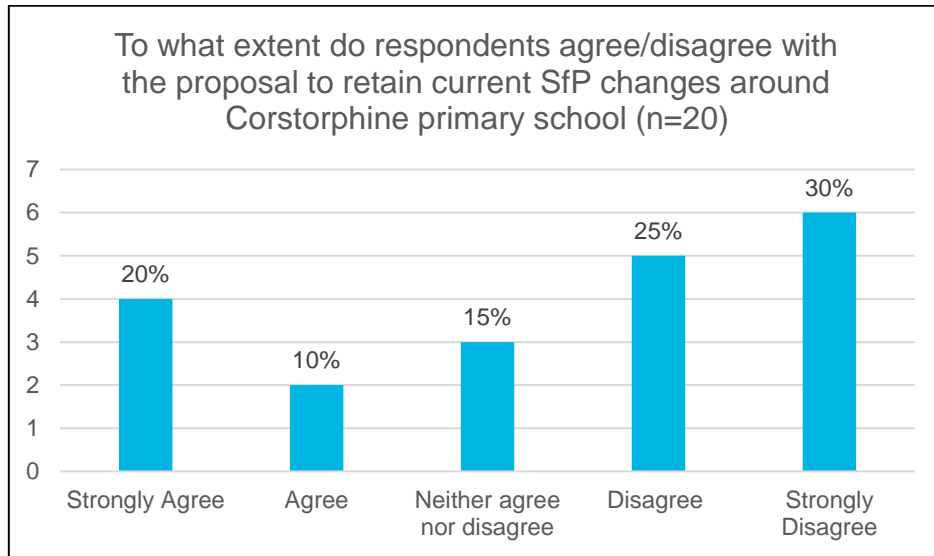
**Q9b - Could you briefly explain your view?**



**Figure 5:100 – 16-24 year old's views on the proposed public space improvements on Kirk Loan**

From the 14 responses provided for this question, 11 people (44%) believe that these public space improvements on Kirk Loan will improve the area for them and other locals. More support was shown by 8 comments (32%) that the changes will improve safety for people in the area. 4 respondents (16%) shared their view that they do not support the proposals.

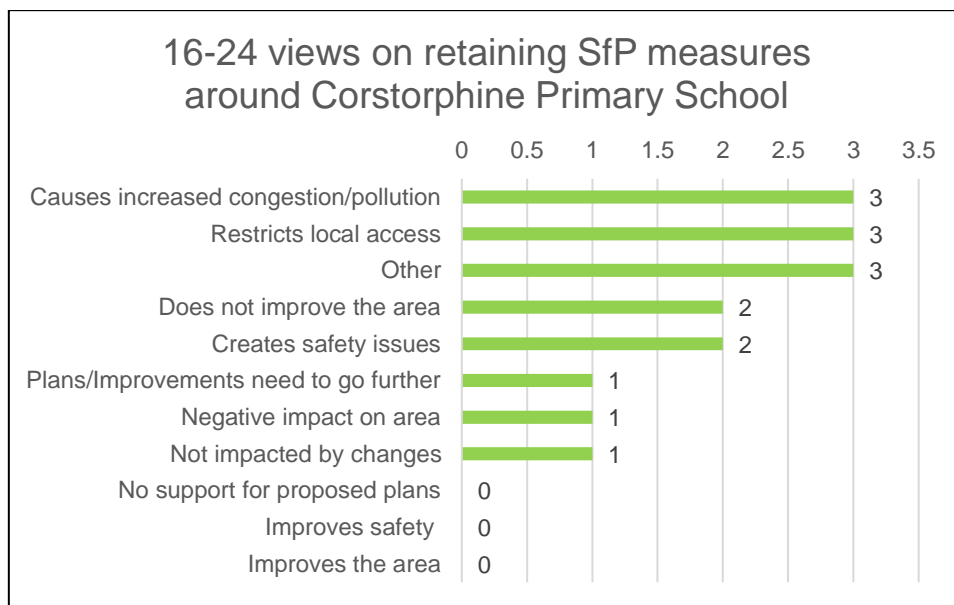
**Q10a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?**



**Figure 5:101 – 16-24 year old's opinion on plans to retain current SfP changes around Corstorphine Primary School**

Most of the respondents who answered this question disagree or strongly disagree with retaining the current measures with 11 people (55%). 3 responses were for neither agree nor disagree and 6 people agree or strongly agree with the plans.

**Q10b – Could you briefly explain your view?**

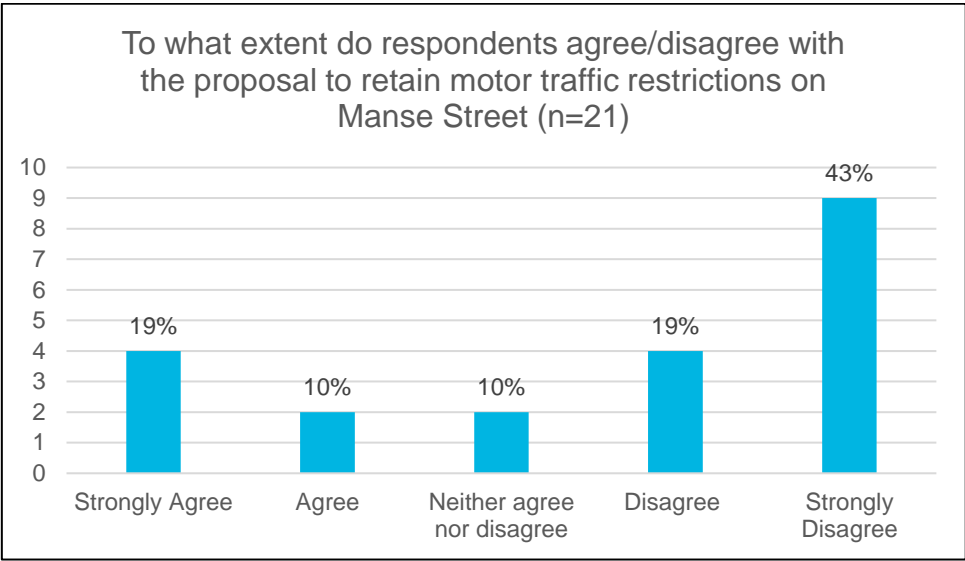


**Figure 5:101 – 16-24 year old's views on the retention of current measures around Corstorphine Primary School**

One of the most frequent views given was that retaining these measures would move traffic elsewhere and cause congestion and pollution in streets nearby the primary school, this was raised 3 times (19%). Another view raised by 3 respondents (19%) was that these plans near the Corstorphine Primary would restrict local access, mainly in the streets that parents would use instead of Featherhall Road.



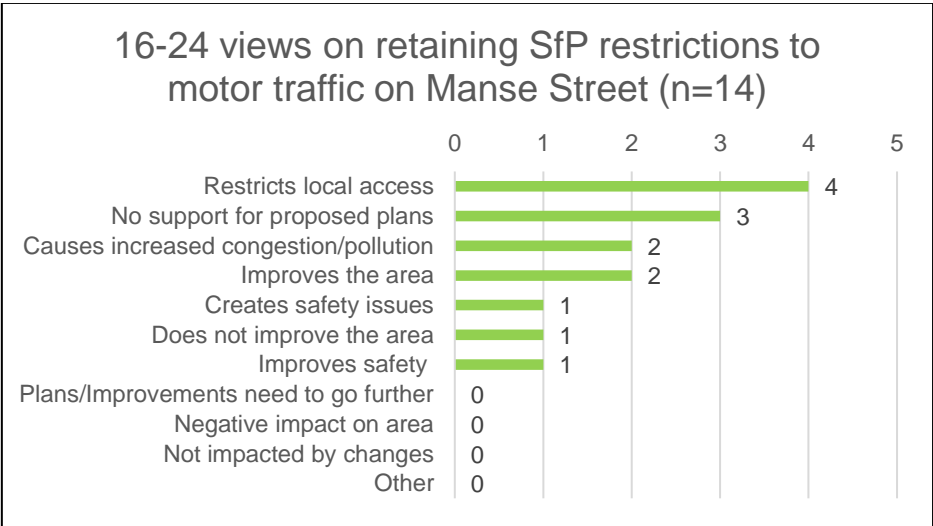
**Q11a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?**



**Figure 5:102 – 16-24 year old’s opinion on proposal to retain SfP measures to restrict motor traffic on Manse Street**

This illustrates the answers given by 16-24 year olds when asked to their opinion on retaining traffic restrictions on Manse Street. 6 respondents (29%) answered that they agree or strongly agree with the plans and 2 (10%) said that they neither agree nor disagree with the proposal. Many respondents, 13 people (62%), answered that they disagree or strongly disagree.

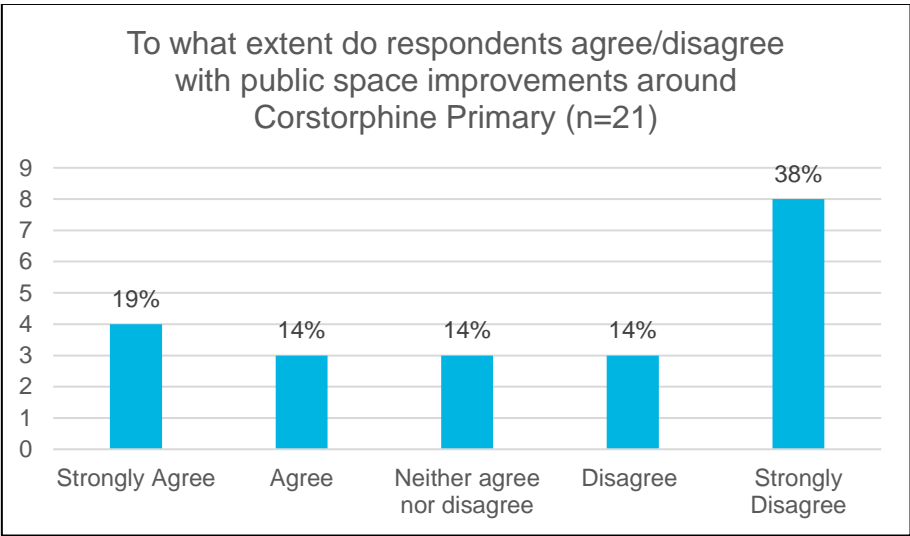
**Q11b – Could you briefly explain your view?**



**Figure 5:103 – 16-24 year old’s views on the retention of current measures to restrict motor traffic on Manse Street**

The most common view from this age group is that retaining such measures will continue to restrict local access for residents, visitors and emergency vehicles causing concerns for these individuals and leading to them not supporting the proposed plans, this was raised by 4 respondents (29%). Support was given by the 2 people (14%) who added that these measures improve the area by restricting traffic.

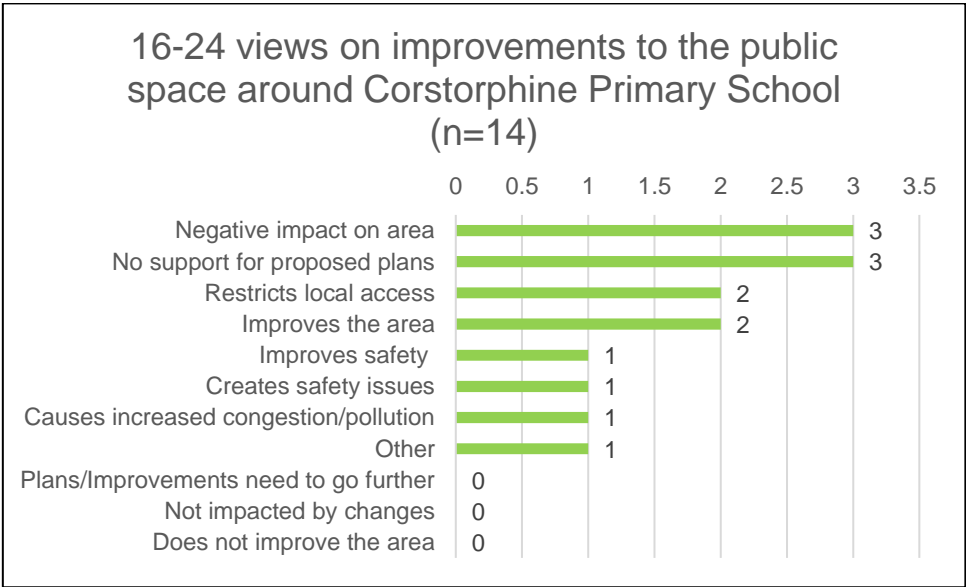
**Q12a - To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?**



**Figure 5:104 – 16-24 year old’s opinion on proposal to improve public space around Corstorphine Primary School**

From the 21 answers provided, 7 people (33%) agree or strongly agree with the public space improvements proposed. 3 respondents (14%) answered that they neither agree nor disagree, and 13 people (52%) disagree or strongly disagree with the plans outlined in the survey.

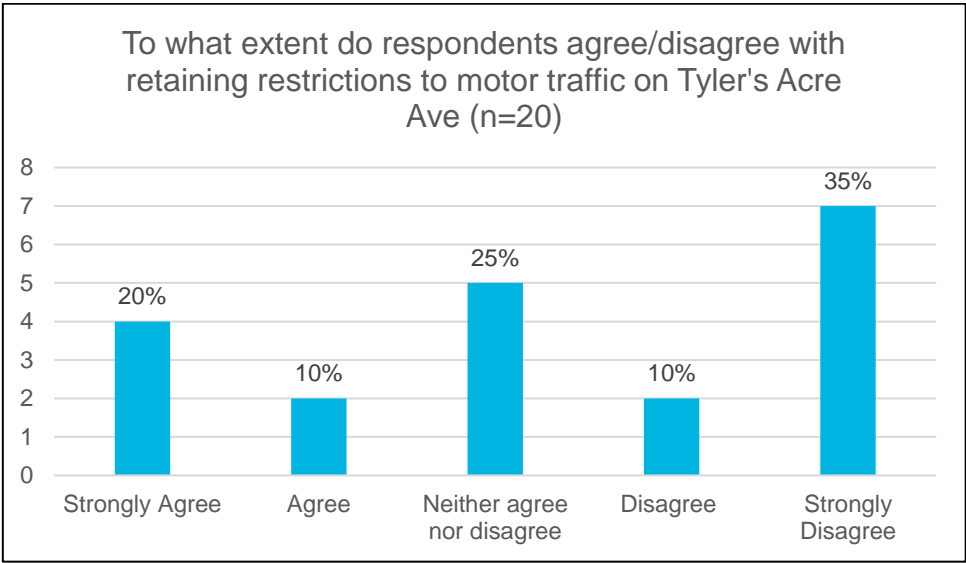
**Q12b - Could you briefly explain your view?**



**Figure 5:105 – 16-24 year old’s views on the improvements to public space around Corstorphine Primary School**

When asked to expand on their views, 3 people stated that the public space improvements would have a negative impact on the area. 3 comments were also made which stated a lack of support for the improvement plans set out.

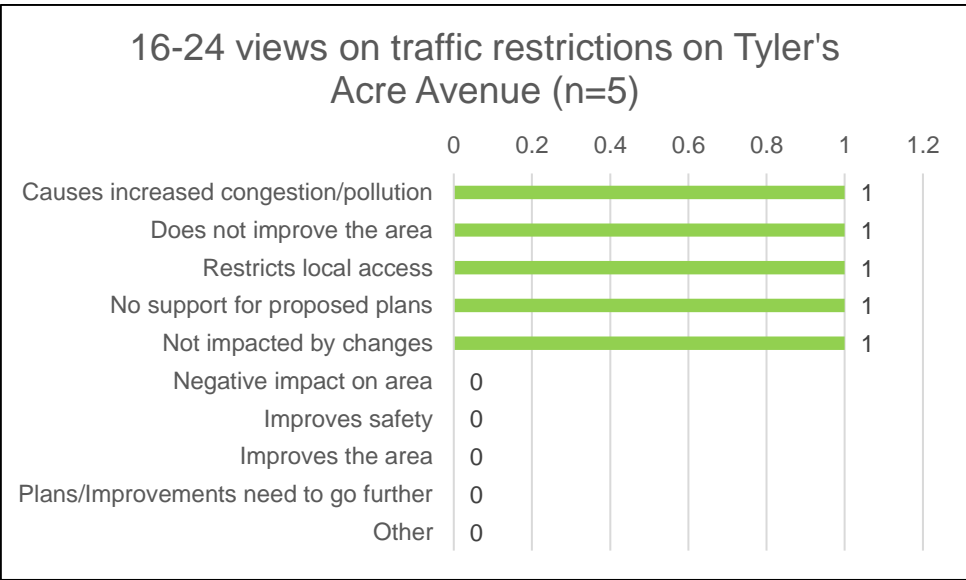
**Q13a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?**



**Figure 5:106 – 16-24 year old's opinion on retaining current SfP restrictions to motor traffic on Tyler's Acre Avenue**

6 respondents (30%) within this age group answered that they agree or strongly agree with the retention of measures on Tyler's Acre Avenue. 9 people (45%) answered that they disagree or strongly disagree with proposals and 5 individuals (25%) neither agree nor disagree with the plans.

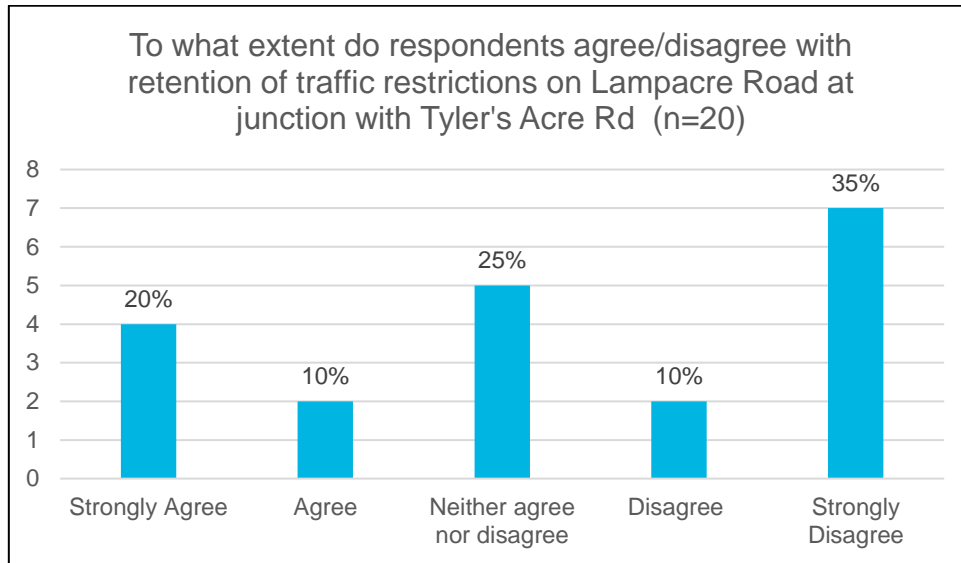
**Q13b - Could you briefly explain your view?**



**Figure 5:107 – 16-24 year old's views on retaining current traffic restrictions on Tyler's Acre Avenue**

From the 5 individuals who shared their view on this proposal, several concerns were raised. The first is that retaining such measures will increase congestion and pollution in the area and one individual raised that the plans will not improve the area. Another person shared their belief that the traffic restrictions on this street restrict local access to homes.

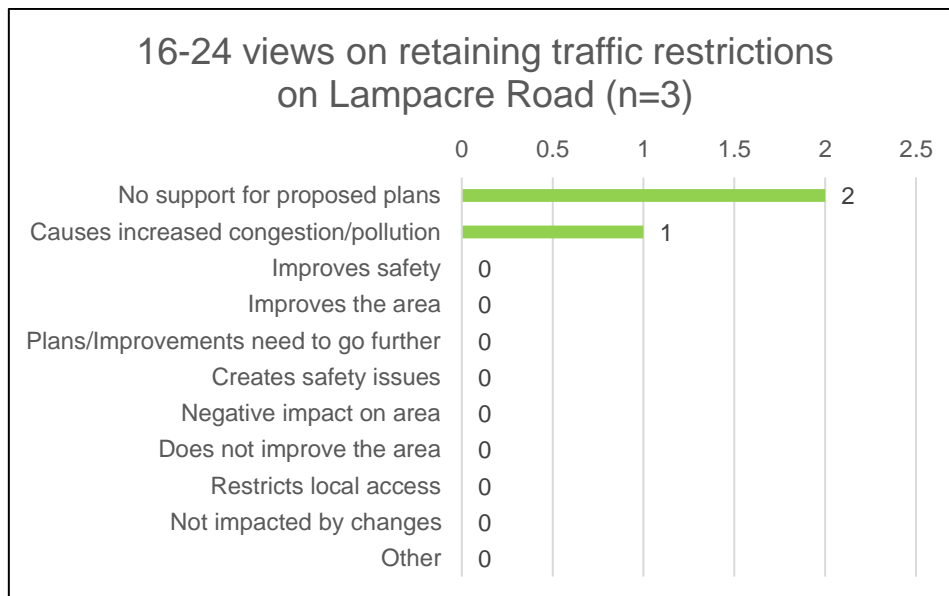
**Q14a - To what extent do you agree/disagree with the proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Road?**



**Figure 5:108 – 16-24 year old's opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler's Acre Road**

**Figure 5:108** shows the responses from 16-24 year olds who answered this survey question. 6 people (30%) answered that they agree or strongly agree with the proposals, 5 (25%) stated that they neither agree nor disagree, and 9 respondents (45%) disagree or strongly disagree with the proposed retention of traffic restrictions.

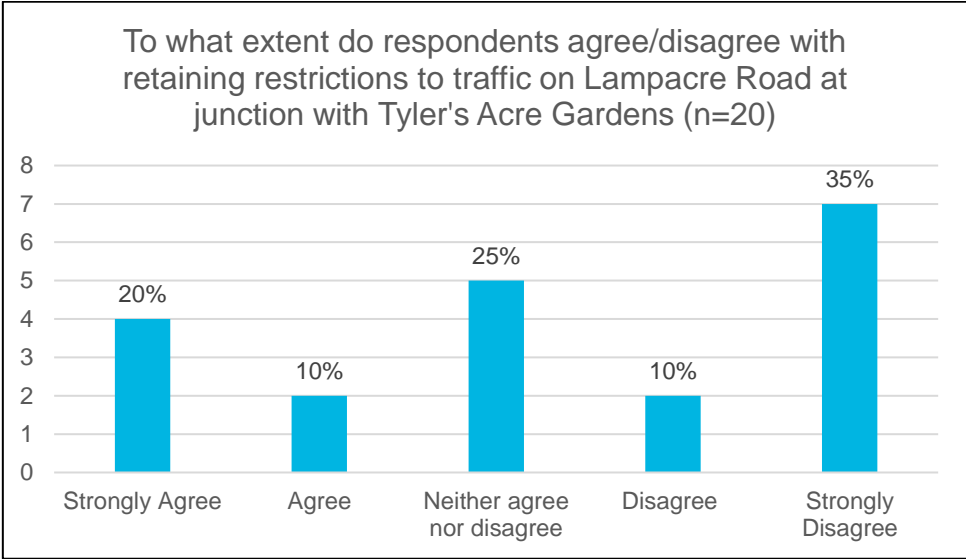
**Q14b - Could you briefly explain your view?**



**Figure 5:109 – 16-24 year old's views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler's Acre Road**

From the 3 respondents who explained their view, 2 of them stated that they do not support the plans for Lampacre Road at the junction with Tyler's Acre Road. The other respondent raised concerns on pollution and congestion in nearby streets by restricting this street.

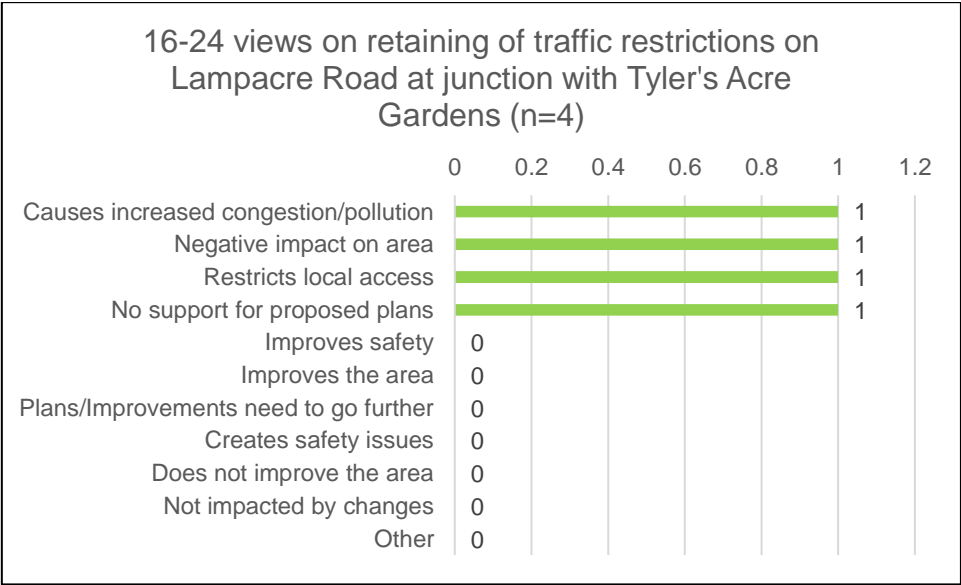
**Q15a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Gardens?**



**Figure 5:110 – 16-24 year old’s opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

6 respondents (30%) supported the plans by answering that they agree or strongly agree with them. 5 respondents (25%) neither agree or disagree and 9 people (45%) stated that they disagree or strongly disagree with the proposal.

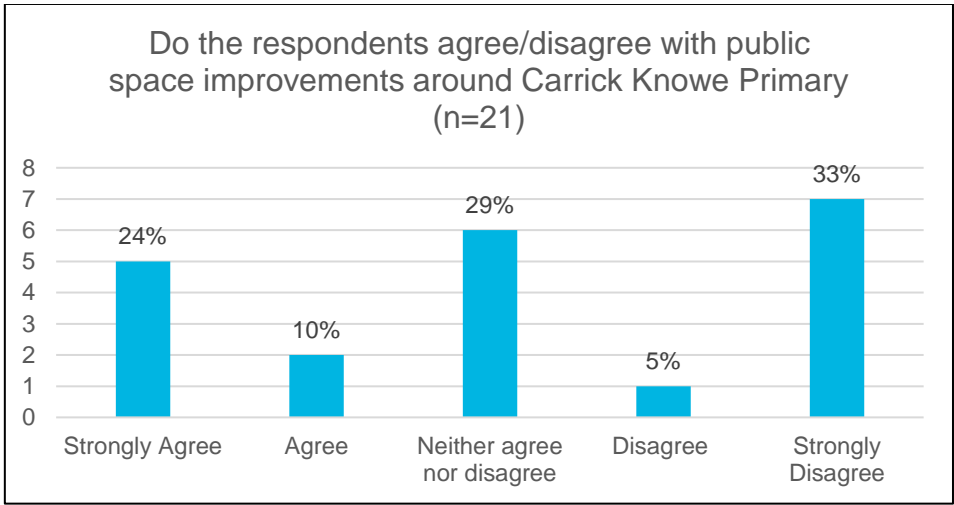
**Q15b – Could you briefly explain your view?**



**Figure 5:112 – 16-24 year old’s views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

4 respondents of this age group chose to explain their view on the above proposals. 1 person believes that retaining such measures will have a negative impact on the area and 1 respondent shared that they do not support the plans. The remaining 2 respondents shared two more concerns, that the plans will cause an increase pollution and congestion and they will restrict local access.

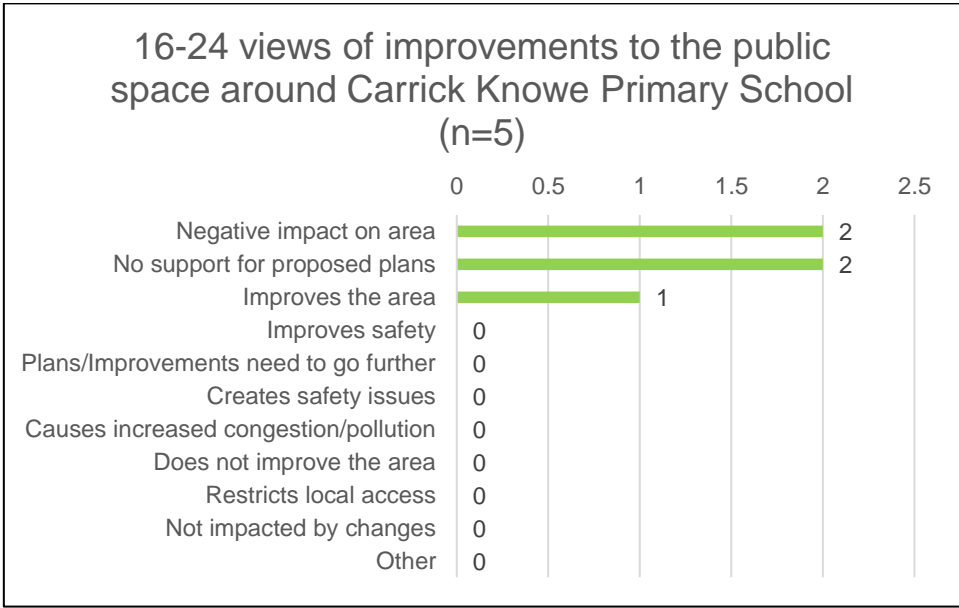
**Q16a - Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?**



**Figure 5:113 – 16-24 year old’s opinions on proposed public space improvements around Carrick Knowe Primary**

7 respondents (34%) answered that they agree or strongly agree with the improvement of public space around Carrick Knowe Primary School. 6 respondents (29%) answered that they neither agree nor disagree and 8 people (38%) disagree or strongly disagree with the plans.

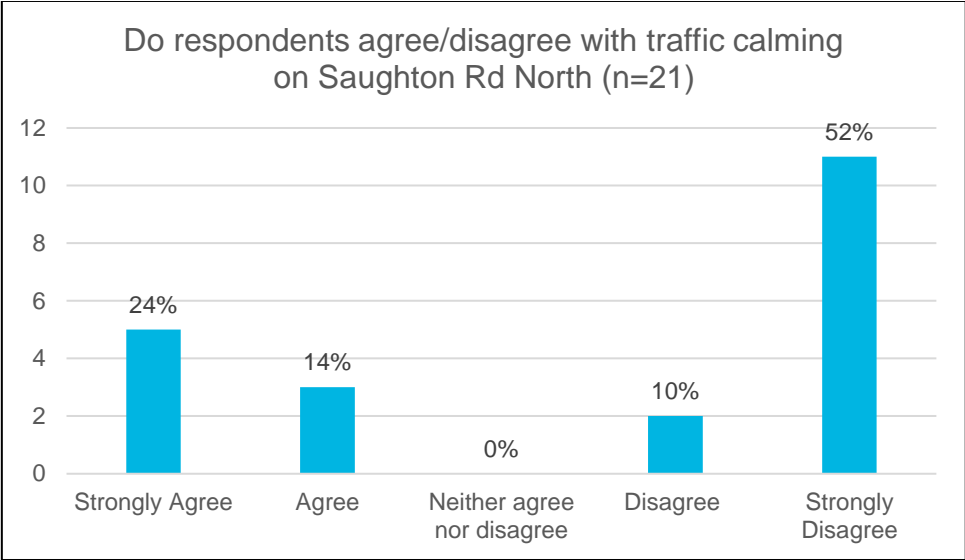
**Q16b - Could you briefly explain your view?**



**Figure 5:114 – 16-24 year old’s views of the proposal to improve public space improvement around Carrick Knowe Primary School**

2 people shared their belief that improving the public space at Carrick Knowe Primary School would have a negative impact on the area due to the restrictions this would cause. Another 2 respondents stated that they do not support such plans being implemented. However, 1 respondent explained that they do believe that these improvements who improve the area.

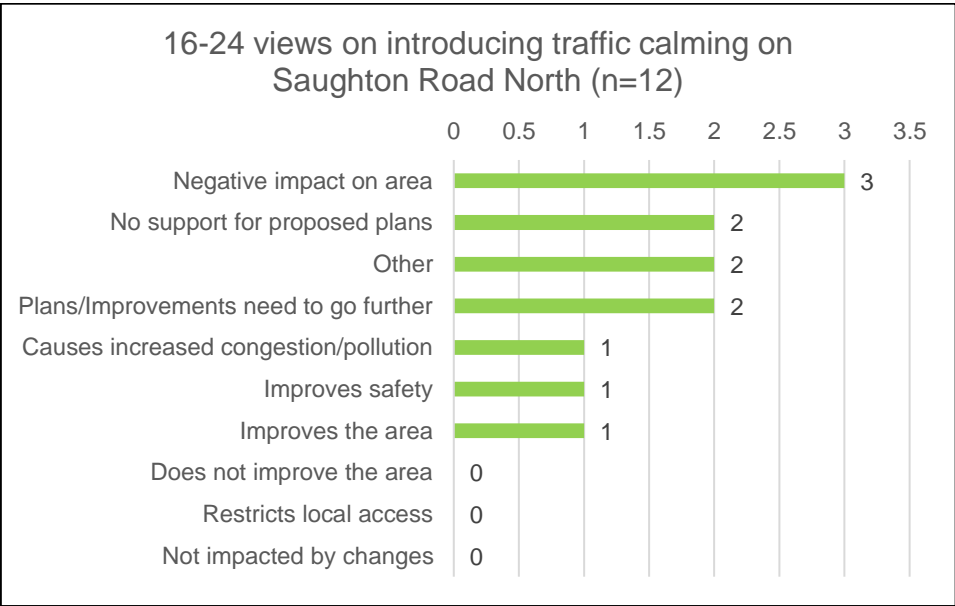
**Q17a – To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?**



**Figure 5:115 – 16-24 year old’s opinions on introducing traffic calming on Saughton Road North**

From the 21 respondents for this survey question, 8 people (38%) answered that they agree or strongly agree with the introduction of traffic calming on Saughton Road North. However, 13 respondents (62%) stated that they disagree or strongly disagree with these plans.

**Q17b - Could you briefly explain your view?**

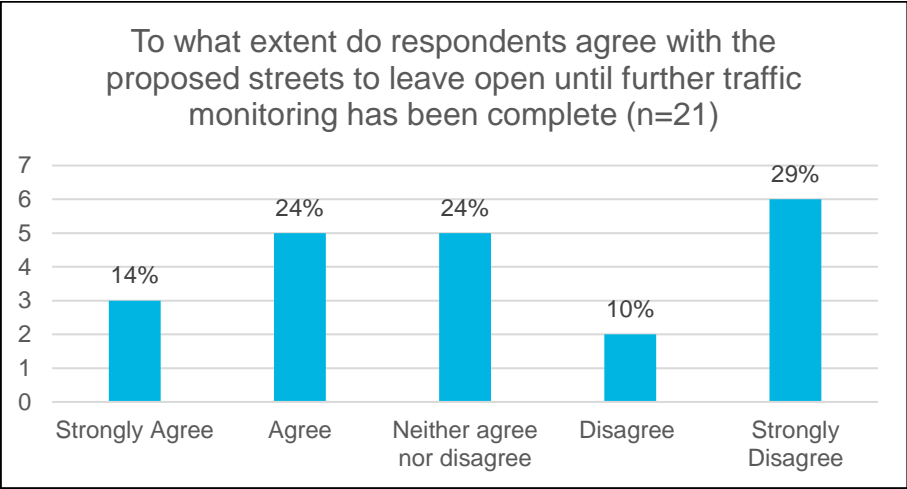


**Figure 5:116 – 16-24 year old’s views on the introduction of traffic calming on Saughton Road North**

The most frequently raised view from respondents of this age group was that these plans will have a negative impact on the area, mentioned 3 times. Another common answer to this question was from individuals who do not support the implementation of these plans, raised 2 times. Another 2 respondents raised that they believe the plans need to go further than what has originally been suggested, one of the suggestions was focused on road and pavement quality on this road.



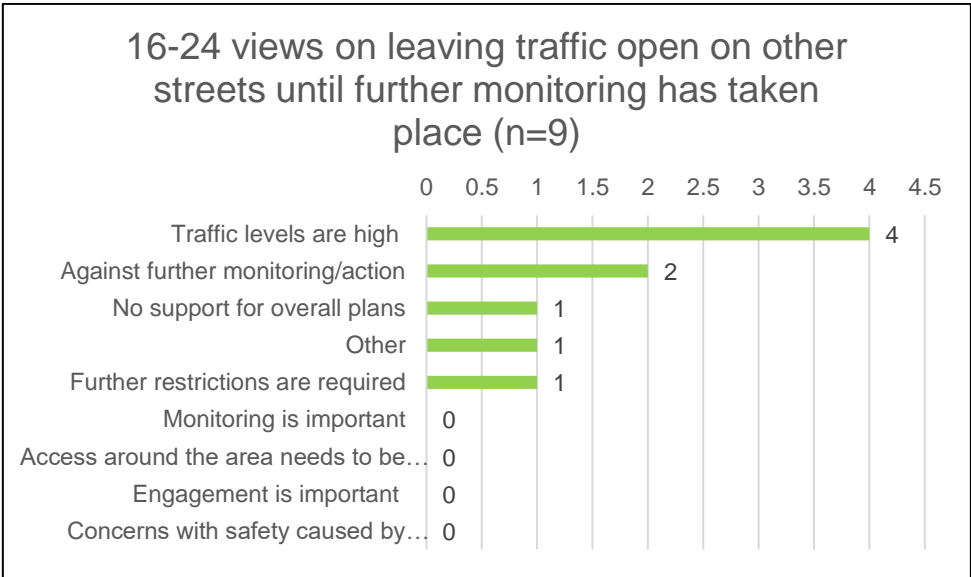
**Q18a - To what extent do you agreed with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?**



**Figure 5:117 – 16-24 year old's opinions on leaving streets open until further traffic monitoring has occurred**

8 respondents (38%) of this age group answered that they agree or strongly agree with the plans to leave some streets open until further traffic monitoring has been conducted. 5 people (24%) answered that they neither agree nor disagree with this suggestion and 8 respondents (39%) answered that they disagree or strongly disagree with this proposal.

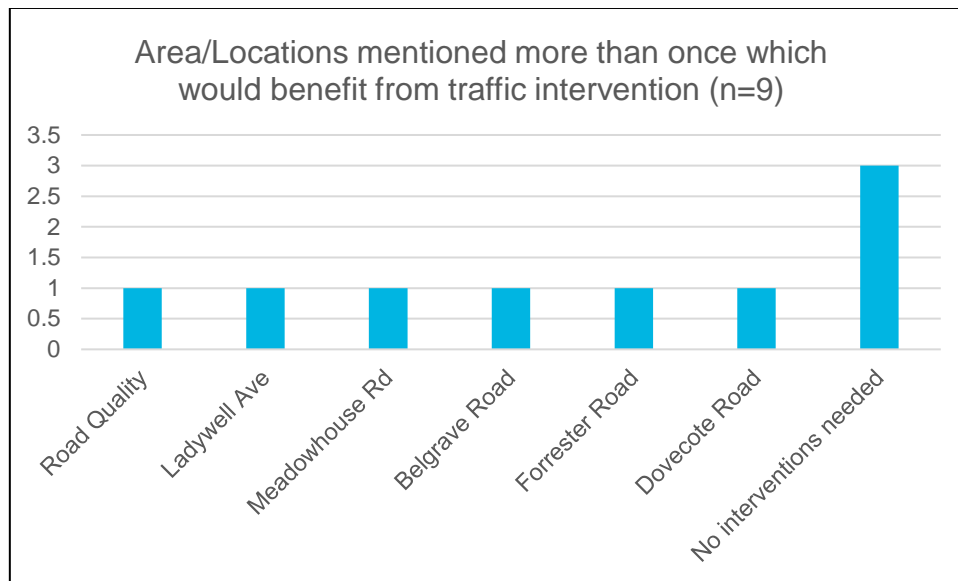
**Q18b - Could you briefly explain your view?**



**Figure 5:118 – 16-24 year old's views on leaving streets open until further traffic monitoring has taken place**

The most common view from the respondents is that current traffic levels are high throughout the area and this needs to be resolved, mentioned 4 times. This was supported by the person who stated that further actions are required in the area. 2 respondents answered that they are against further monitoring and action being taken on the nearby streets.

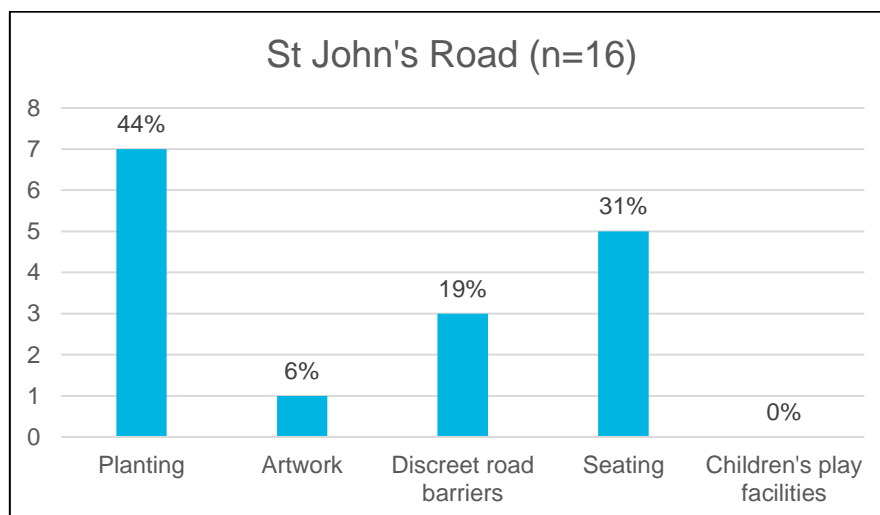
**Q19 - Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention?**



**Figure 5:119 - Areas/Locations 16-24 year olds believe would benefit from traffic intervention**

This shows the areas that the survey respondents believe would benefit from traffic intervention. 3 people answered that they do not believe any further interventions are required in the area to further calm traffic. 5 different streets or roads were raised once by the 16-24 year old respondents and the quality of the roads within the area was also raised on 1 occasion as an area that would benefit from intervention/improvement.

**Q20 - Please tell us which potential elements of a new public space would be most important to you in each area?**



**Figure 5:120 – Important elements for public space at St. John's Road**

The most importance aspect of the public space improvements for St. John's Road is planting, selected 7 times (44%). Another important element is seating selected 5 times. The two least desirable elements for this public space are artwork and children's play facilities, selected once.

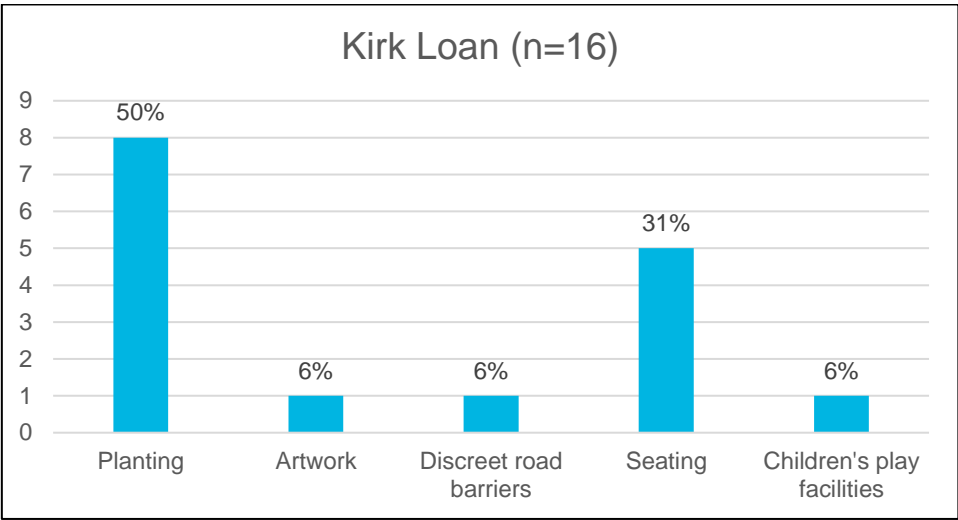


Figure 5:121 Important elements for public space at Kirk Loan

Of the 16 responses to this question, 8 people (50%) thought that planting was the most important element for the public space at Kirk Loan. Seating was again selected as another key feature to be implemented with 5 respondents (31%) choosing this option. The remaining three features all selected once.

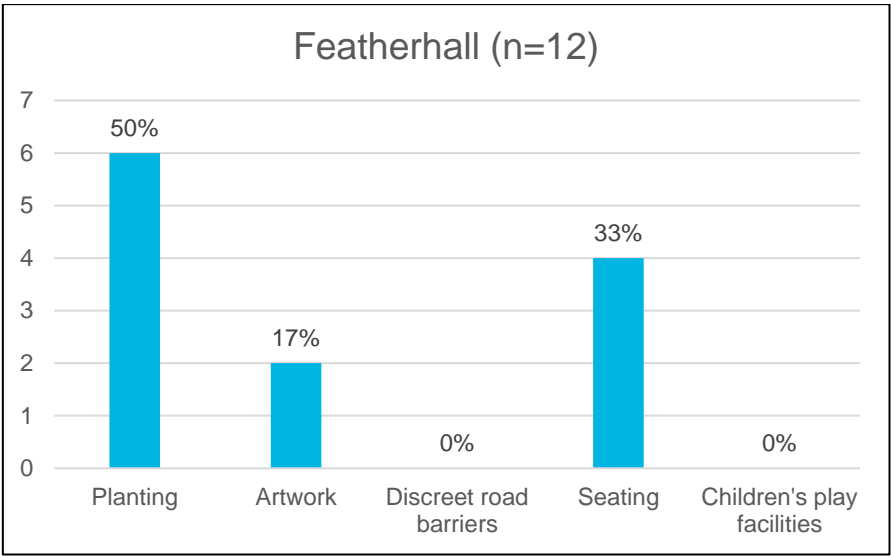
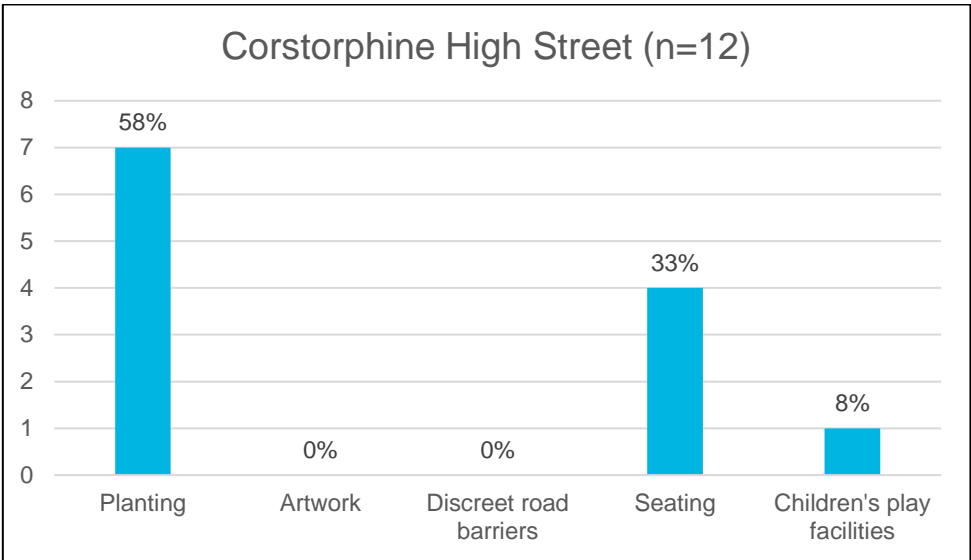


Figure 5:122 – Important elements for public space at Featherhall

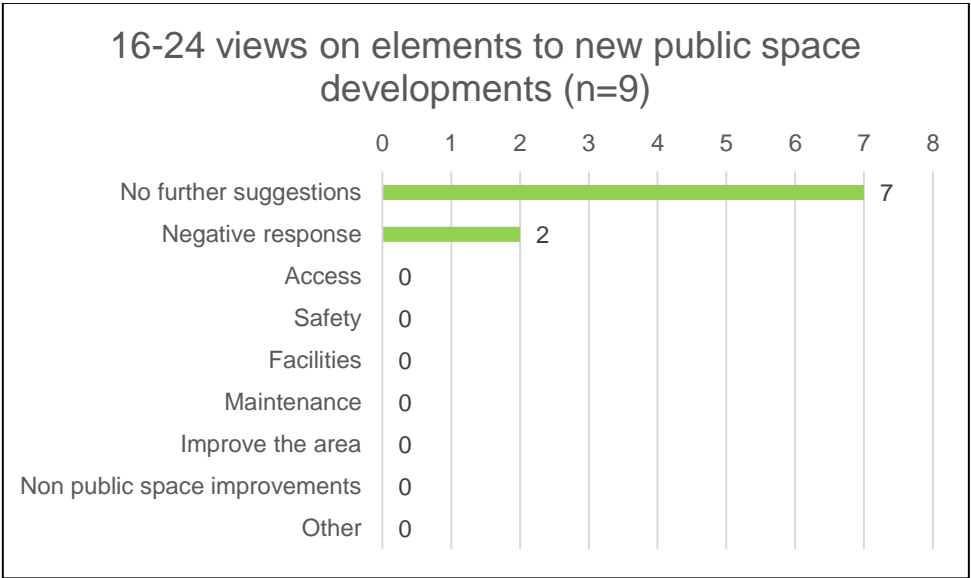
The important elements for the public space on Featherhall were again thought to be planting and seating, with 6 and 4 selections respectively. The least desirable elements at this location for this age group are discreet road barriers and children’s play facilities.



**Figure 5:123 – Important elements for public space at Corstorphine High Street**

7 respondents felt that planting is the most important element for the public space at Corstorphine High Street. Seating, selected 4 times, is also another key element. However, with no selection, artwork and discreet road barriers are the least desirable elements in this location.

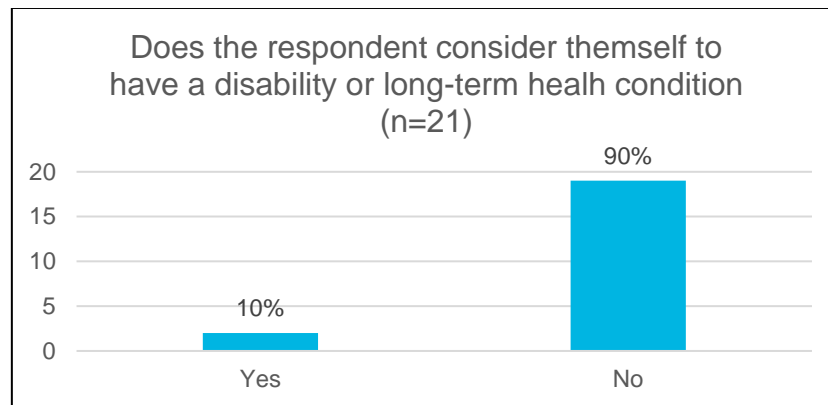
**Q20b – If other, please specify**



**Figure 5:124 – Suggestions of elements for public space plans**

7 of the respondents to this questioned simply stated that they did not have any further suggestions to make on top of the ones already outlined in part 'a'. The remaining 2 people shared their dissatisfaction with the general LTN plans

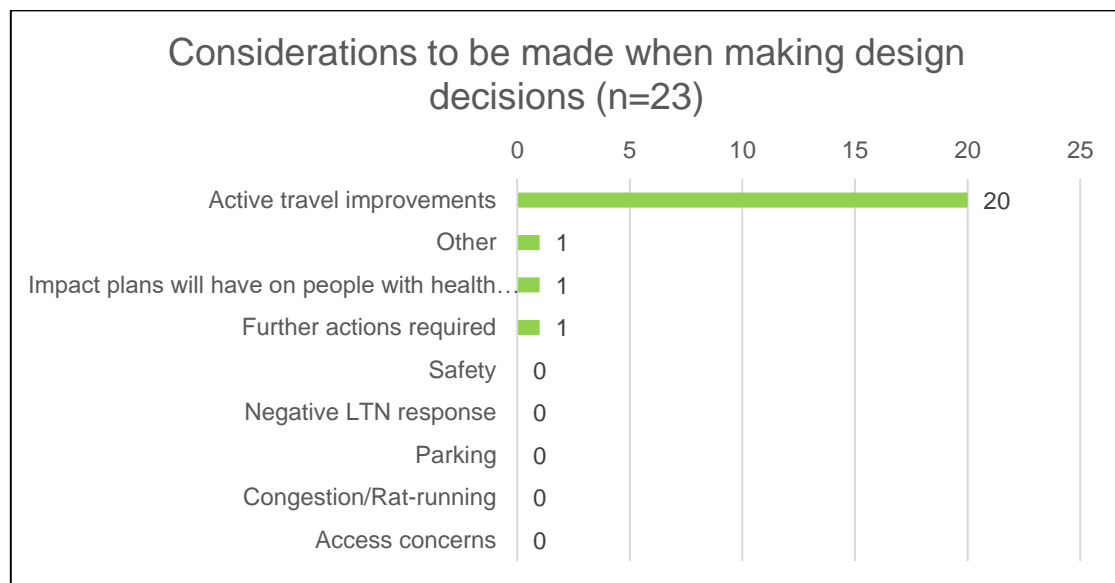
**Q21 - Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:125 – Disability statistics**

From the 21 responses to this question, 2 people (10%) shared that they consider themselves to have a disability or long-term health condition. The other 19 (90%) answered 'no' to the above question.

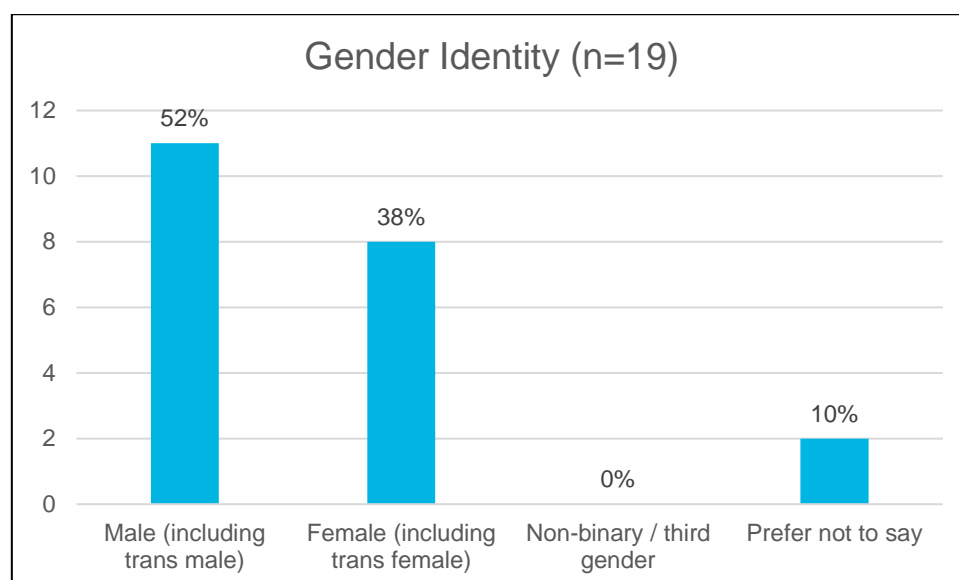
**Q22 - Please provide details you would like us to consider from your perspective to inform our design decisions**



**Figure 5:126 – 16-24 year old's views on design decisions**

The most requested design consideration made by people of this age group is active travel improvements. 20 respondents commented this during the survey, this is a desirable design feature for people of this age group due to their youth and fitness levels. 1 person also requested that consideration is made for those with health conditions and disabilities which may not allow them to use active travel features.

### Q23 – Please tell us your gender identity



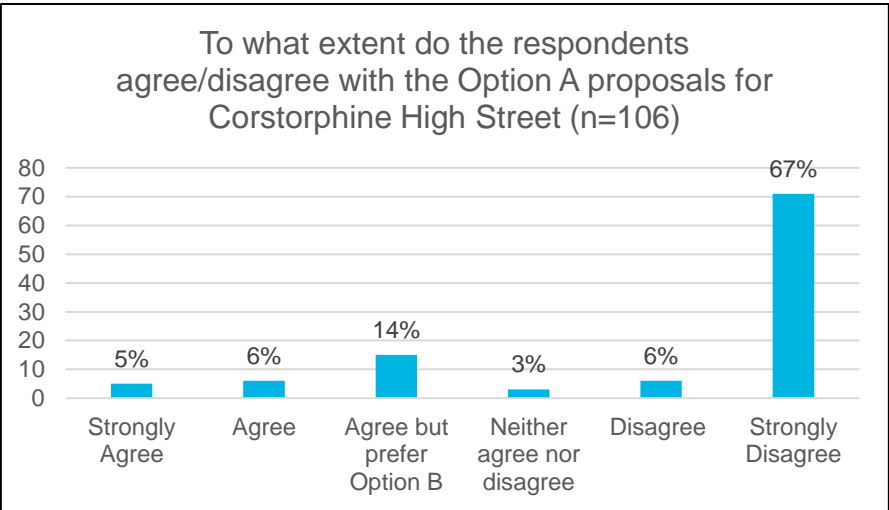
**Figure 5:127 – 16-24 Gender Identity**

From the 16-24 year olds who answered this question, 11 people identified as male, 8 identified as female and 2 preferred not to provide this information.

## 5.4 25 – 34 Year Olds

This section considers the responses of respondents who identified themselves as within the 25-34-year-old age category.

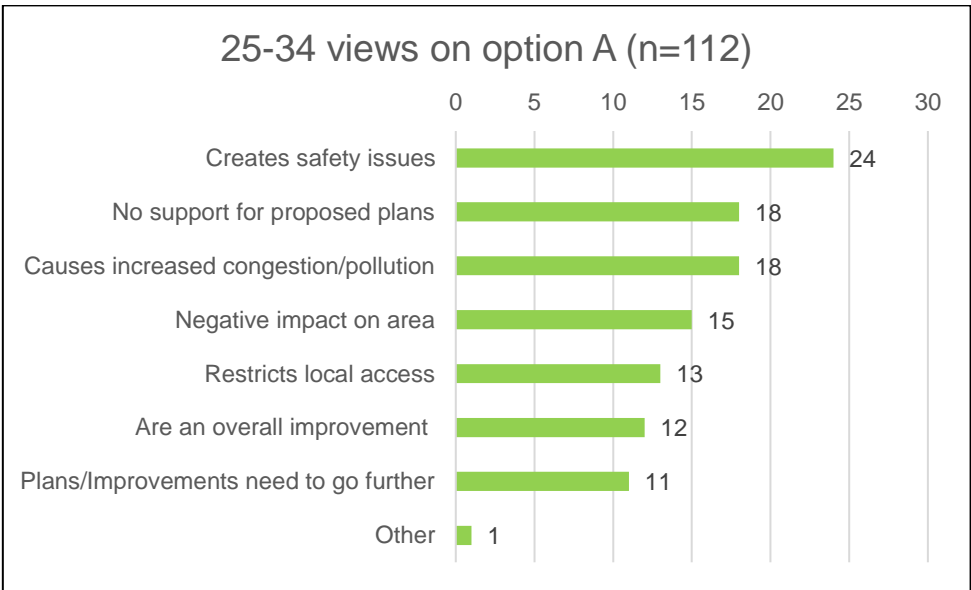
**Q3a - To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:128 – 25-34 year old's opinion on option A for Corstorphine High Street**

77 respondents (74%) of 25 – 34 year olds stated that they either strongly disagree or disagree with the Option A proposal for Corstorphine High Street. **Figure 5:128** shows that 3% neither agreed nor disagreed and 14% agreed with the proposal but prefer option B. 11% of respondents answered that they either agree or strongly agree with the outlined proposal.

**Q3b – Could you briefly explain your view?**



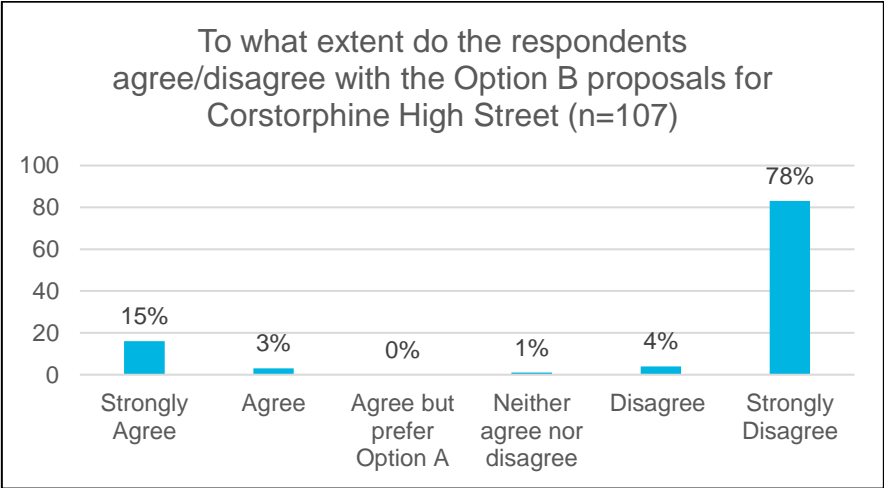
**Figure 5:129 – 25-34 year old's views on option A**

**Figure 5:129** shows the categories of responses given for question 3b. There were 24 comments (11%) which stated that the implementation of this proposal would create safety issues. Respondents stated that this proposal would be an overall improvement for the area



in 12 comments (15%). Another concern raised was that option A will create more congestion and pollution in the area, raised in 18 comments (16%).

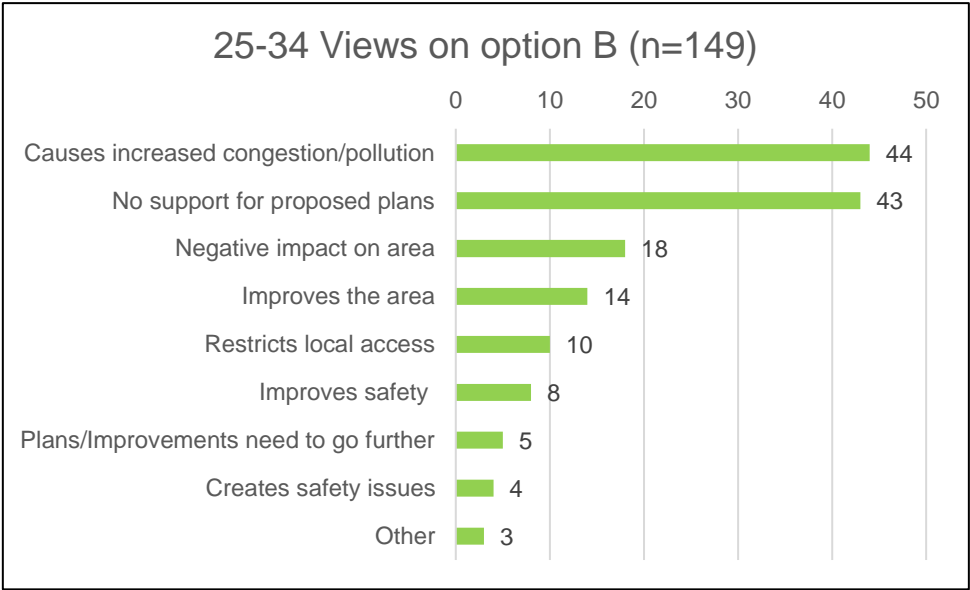
**Q4a - To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:130 – 25-34 year old’s opinion on option B for Corstorphine High Street**

**Figure 5:130** outlines the respondent’s opinions on the option B proposal for Corstorphine High Street. A total of 87 respondents (82%) stated that they either disagree or strongly disagree with the option B proposal which was higher than the overall respondents (74%). 19 respondents (18%) stated that they agree or strongly agree with the proposal.

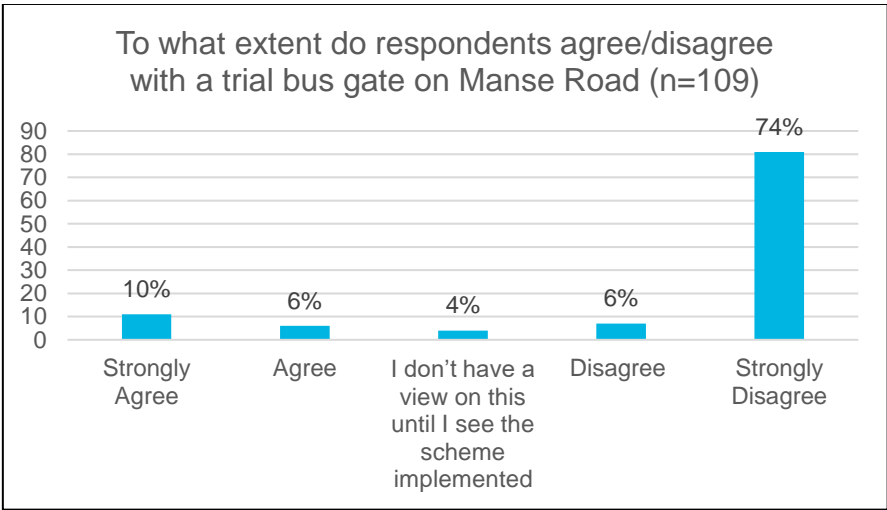
**Q4b – Could you briefly explain your view?**



**Figure 5:131 – 25-34 year old’s views on option B**

The summarised views of respondents when asked about option B is shown in **Figure 5:131**. The most common view taken from the survey analysis was that option B will cause an increase in congestion and pollution, with 44 comments (30%). Respondents suggested that they did not support the plans to implement this proposal through 43 comments (29%).

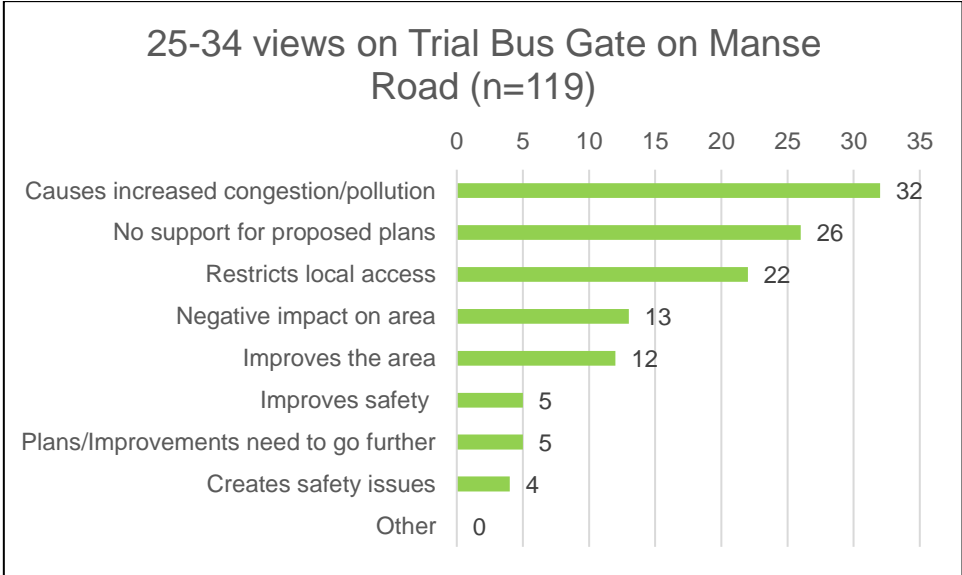
**Q5a - To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?**



**Figure 5:132 – 25-34 year old's opinion on trial bus gate on Manse Road**

**Figure 5:132** shows the respondent's opinion on the proposed trial bus gate on Manse Road at the junction with St. John's Road. 88 respondents (80%) stated that they disagree or strongly disagree with the trial of a bus gate on Manse Road. 4 people (4%) could not provide an opinion until they see the proposal implemented. 17 respondents (16%) agree or strongly agree with the proposal outlined.

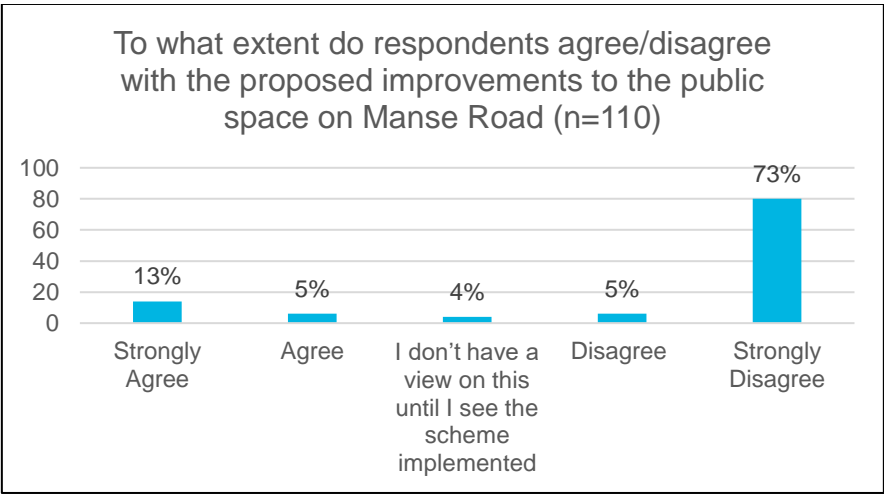
**Q5b - Could you briefly explain your view?**



**Figure 5:133 – 25-34 year old's view on trial bus gate on Manse Road**

The views of respondents on the trial bus gate on Manse Road is shown in **Figure 5:51**. The creation of more congestion and pollution was the most common theme raised with 32 comments (27%). Concerns of this proposal restricting local access were also suggested with 22 comments (18%). Respondents suggested that they did not support the plans to implement this proposal through 26 comments (22%).

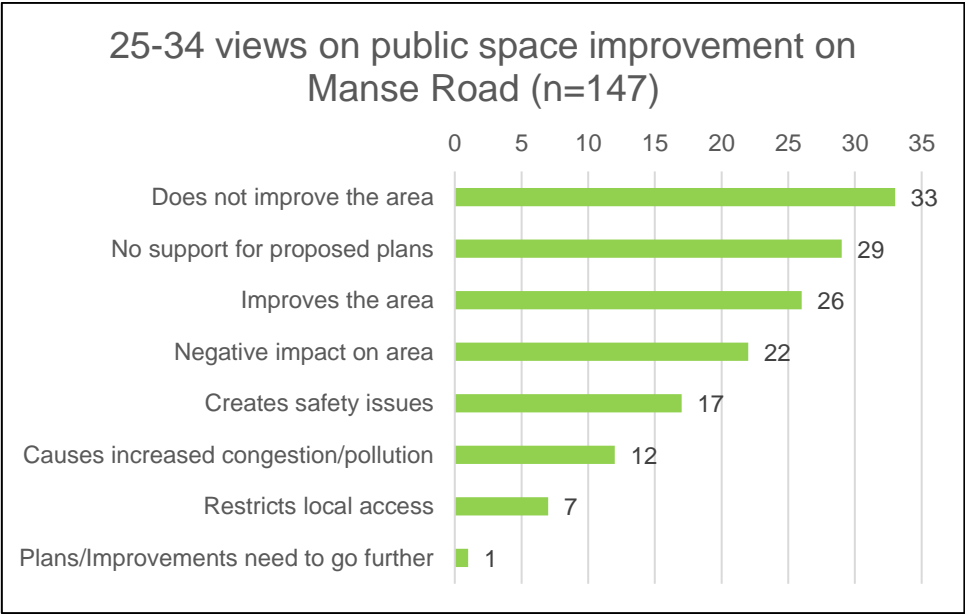
**Q6a - To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John's Road?**



**Figure 5:134 – 25-34 year old's opinion of proposed improvements to the public space on Manse Road**

**Figure 5:134** presents the public's opinion on the proposed improvements to the public space on Manse Road at the junction with St. John's Road. 86 respondents (78%) stated that they disagree or strongly disagree with the proposed improvements while 4 people (4%) do not have a view on it until they can see it implemented. 20 respondents (18%) agree or strongly agree with the proposal outlined.

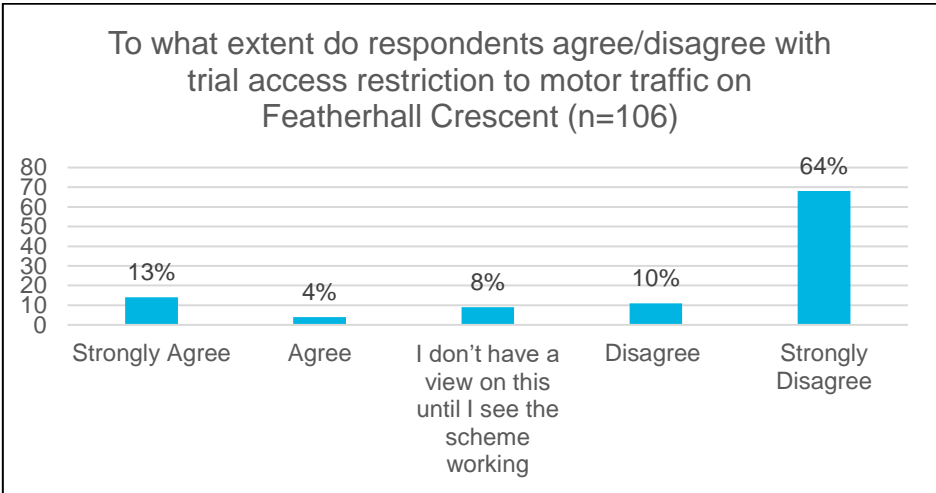
**Q6b - Could you briefly explain your view?**



**Figure 5:135 – 25-34 year old's views on the proposed improvements to the public space on Manse Road**

When asked to provide their view on the proposal, 25 – 34 year old respondents provided 147 comments over various categorized themes, shown in **Figure 5:135**. The most frequent view was that the proposal to improve the public space would not be an improvement to the area, with 33 comments (22%) while another 22 comments (15%) viewed the proposed improvements as impacting negatively on the area. However, there was a substantial amount of comments (26 / 18%) which suggested the proposal would improve the area

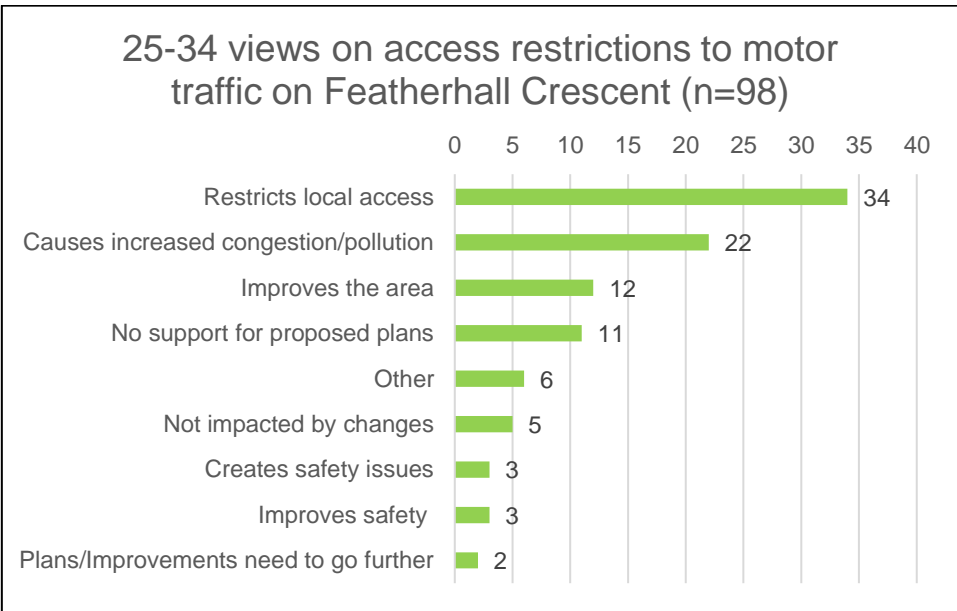
**Q7a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?**



**Figure 5:136 – 25-34 year old’s opinion on the trial access restrictions to motor traffic on Featherhall Crescent**

**Figure 5:136** shows the resident’s opinions when asked about a proposed trial access restriction to motor traffic on Featherhall Crescent. Most responses disagree or strongly disagree with the proposal with 79 respondents (74%). 18 people (17%) agree or strongly agree with the implementation of the proposal. No opinion was showed by 9 people (8%) as they would need to wait and see the scheme working before making their judgement.

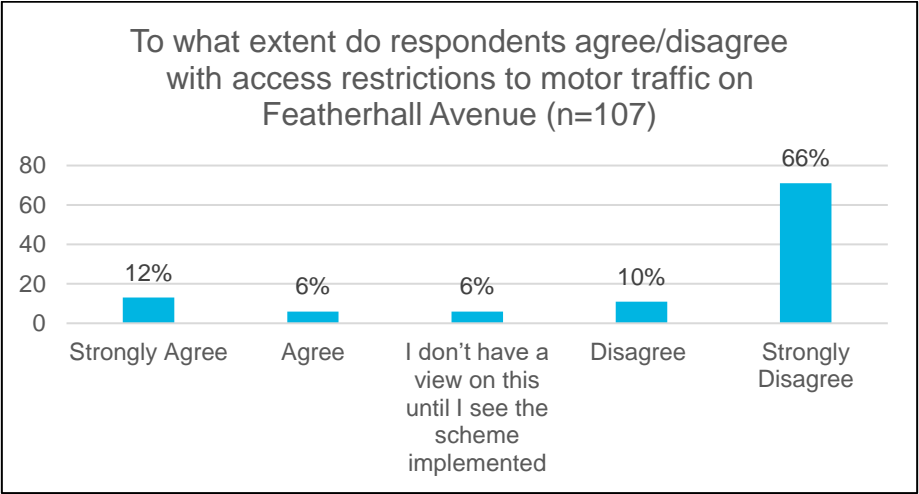
**Q7b - Could you briefly explain your view?**



**Figure 5:137 – 25-34 year old’s views on the trial access restrictions to motor traffic on Featherhall Crescent**

The view which was mentioned the most by 25 – 34 year old respondents was concern over restricting local access with 34 comments (35%) made on this. Another big concern is over increased pollution and congestion, raised 22 times (22%). Positive comments were made on the proposal, with 12 respondents (12%) stating it the restrictions to traffic would improve the area.

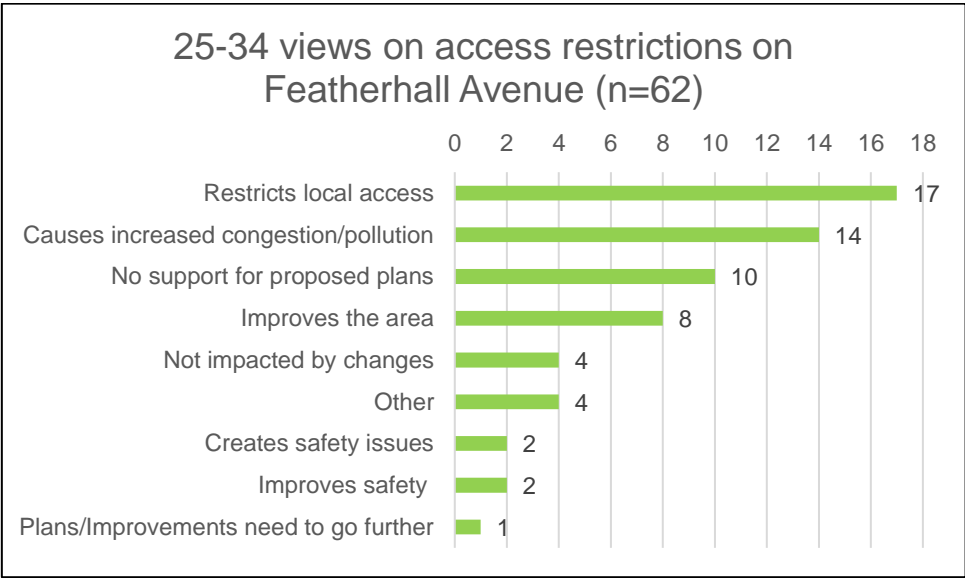
**Q8a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?**



**Figure 5:138 – 25-34 year old’s response to trial access restrictions to motor traffic on Featherhall Avenue**

**Figure 5:138** shows the survey respondent’s opinions on the proposal to restrict motor traffic on Featherhall Avenue. 82 respondents (76%) disagree or strongly disagree with this proposal. 6 people selected not to share their opinion as they would want to wait and see the scheme implemented before making their decision. 19 respondents agree or strongly agree with the plans to restrict traffic on Featherhall Avenue

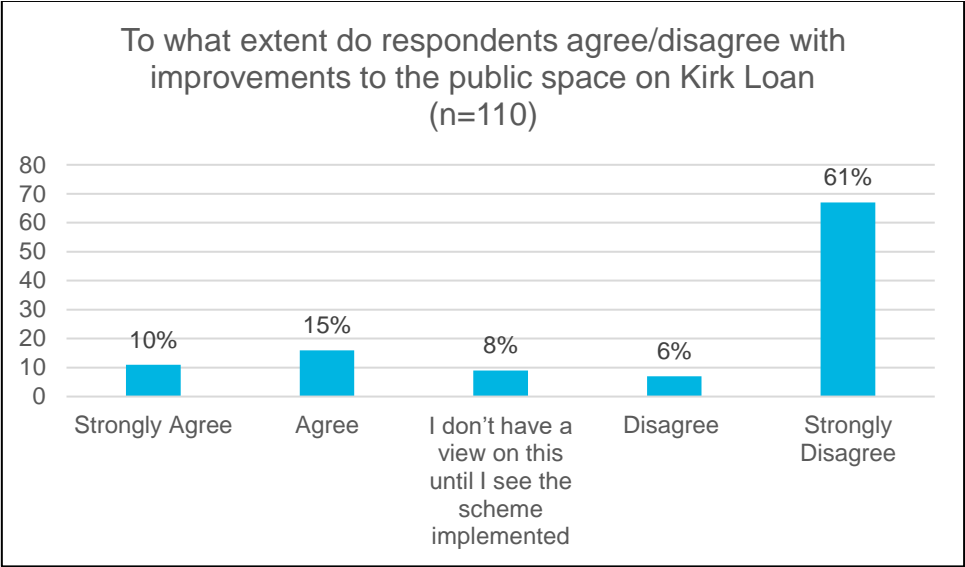
**Q8b - Could you briefly explain your view?**



**Figure 5:139 – 25-34 year old’s views on trial access restrictions on Featherhall Avenue**

This shows the summarised views of the survey participants relating to the restrictions on Featherhall Avenue. The most common view is concern of restricting access for locals, raised in 17 comments (27%). Another concern for respondents aged 25 – 34 is the increase of pollution and congestion, with 14 comments (13%). Another notable theme no support for the proposed plans, with 10 comments (16%).

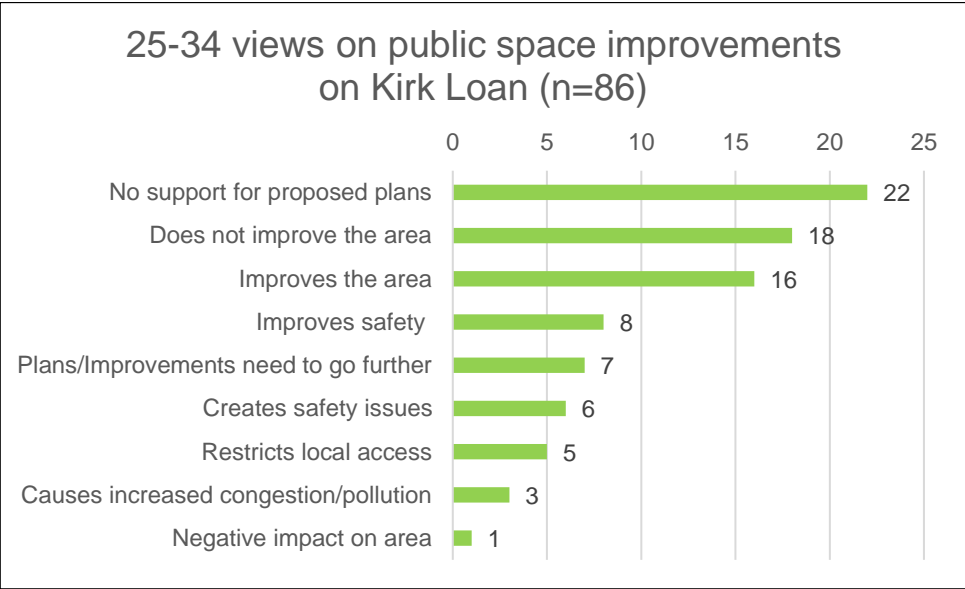
**Q9a - To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?**



**Figure 5:140 – 25-34 year old’s opinion on the proposed improvements to the public space on Kirk Loan**

27 respondents (25%) answered that they agree or strongly agree with the proposed improvements to the public space on Kirk Loan. 9 people (8%) do not have a view on the proposal until they see the scheme implemented. 74 respondents (61%) stated that they disagree or strongly disagree with the plans outlined in the survey for Kirk Loan

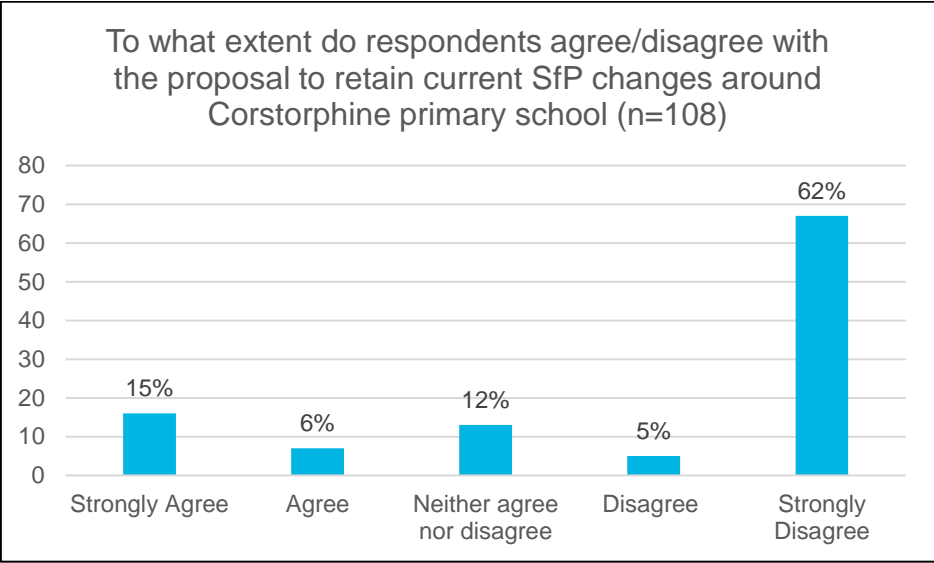
**Q9b - Could you briefly explain your view?**



**Figure 5:141 – 25-34 year old’s views on the proposed public space improvements on Kirk Loan**

22 (26%) respondents aged between 25 and 34 show no support for the proposed plans however, another common view on the plans is that it will improve the area, mentioned 16 times by respondents (19%). 18 respondents (21%) noted that the plans do not improve the area

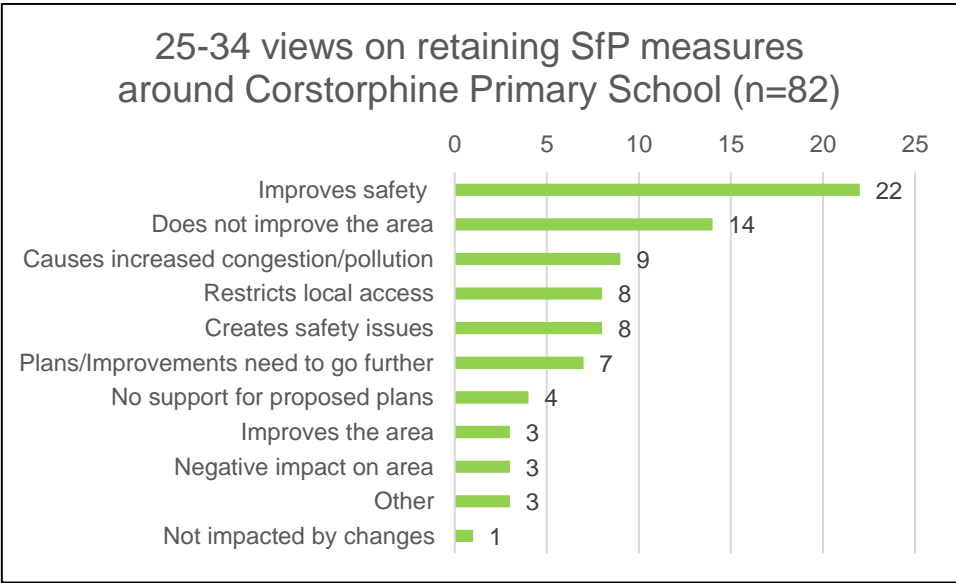
**Q10a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?**



**Figure 5:142 – 25-34 year old’s opinion on plans to retain current SfP changes around Corstorphine Primary School**

**Figure 5:142** illustrates resident’s opinions on retaining the current Spaces for People measures around Corstorphine Primary School. From the 108 responses, 23 people (21%) agree or strongly agree with the retention of these measures. 13 respondents (12%) neither agree nor disagree with the plans and 72 people (67%) disagree or strongly disagree

**Q10b - Could you briefly explain your view?**

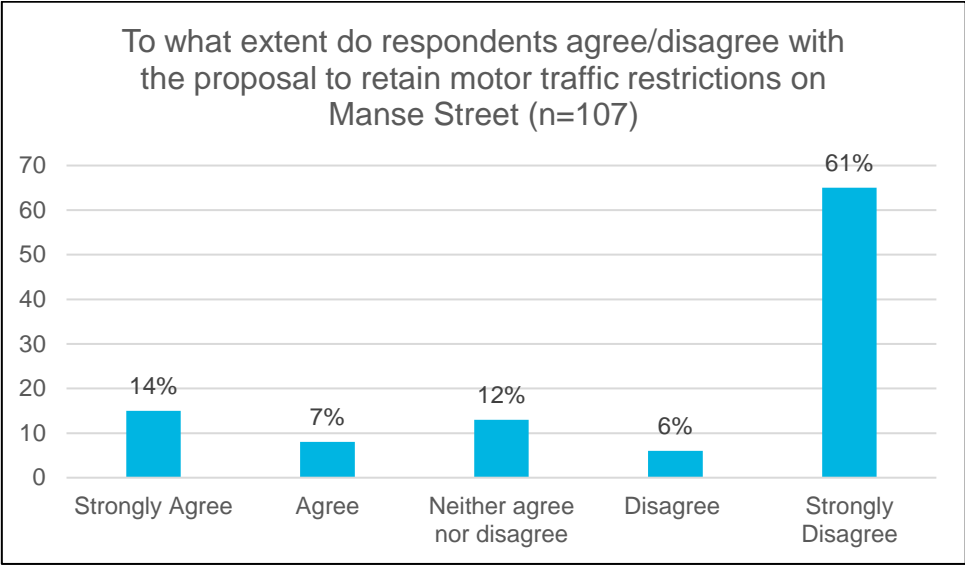


**Figure 5:143 – 25-34 year old’s views on the retention of current measures around Corstorphine Primary School**

The most common view of respondents aged between 25 and 34 on these plans is that it will improve safety around the primary school with 22 comments (27%). 14 people (17%) believe that retaining the existing measures will not improve the area. 9 respondents (11%) mentioned that these measures will increase local congestion and therefore pollution in the area.



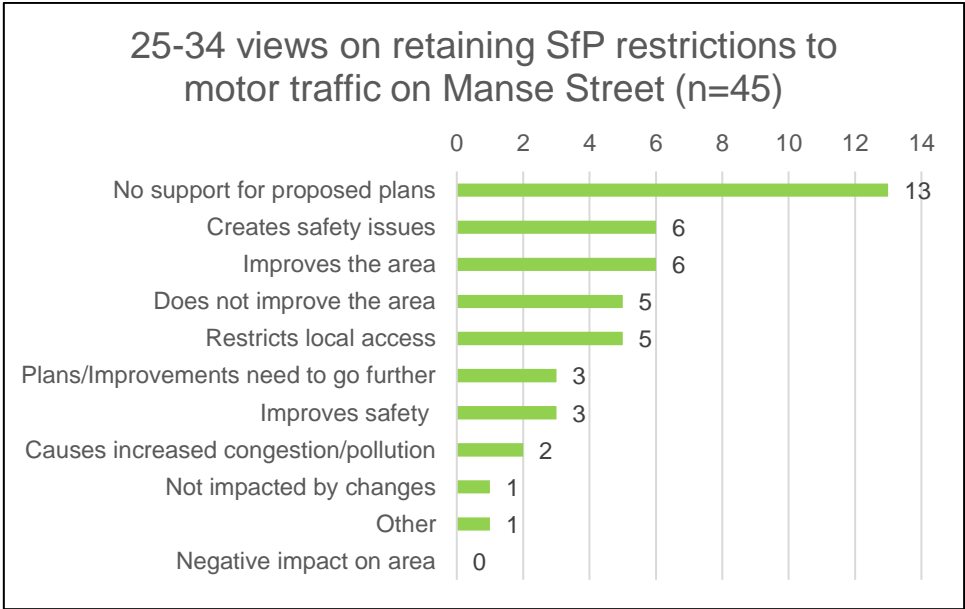
**Q11a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?**



**Figure 5:144 – 25-34 year old’s opinion on proposal to retain SfP measures to restrict motor traffic on Manse Street**

**Figure 5:144** outlines the opinions on retaining the current measures on Manse Street. 71 respondents (67%) disagree or strongly disagree with the proposal. 13 people (12%) neither agree nor disagree with them and 23 respondents (21%) agree or strongly agree with the need to retain the current measures

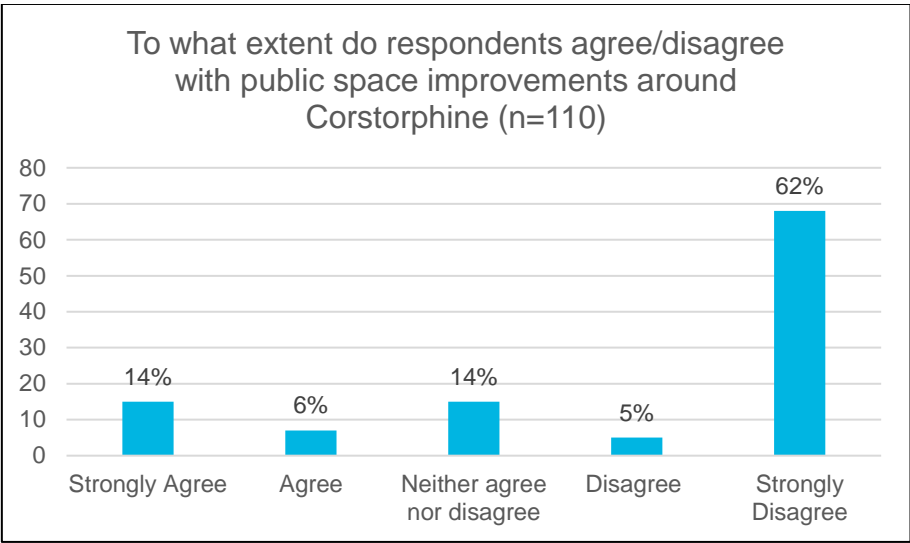
**Q11b - Could you briefly explain your view?**



**Figure 5:145 – 25-34 year old’s views on the retention of current measures to restrict motor traffic on Manse Street**

The most frequently mentioned view from respondents ages between 25 and 34 on retaining the current measures is that there is no support for the proposed plans (29%). 6 people (13%) also think that the plans will create safety issues. Despite this, 6 people (13%) have stated that they think the plans of traffic restrictions on Manse Street will improve safety in the area.

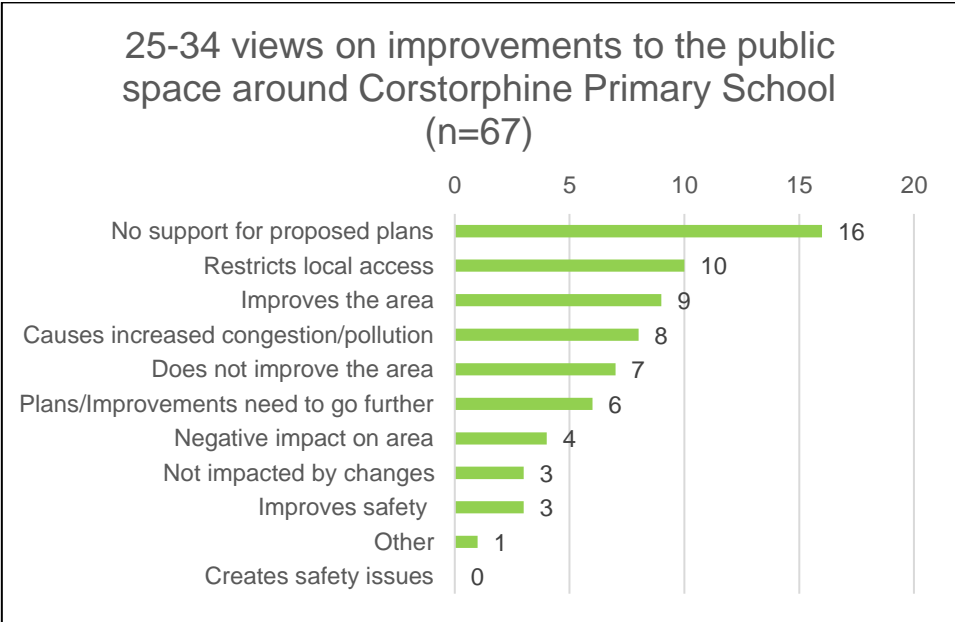
**Q12a - To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?**



**Figure 5:146 – 25-34 year old’s opinion on proposal to improve public space around Corstorphine Primary School**

73 respondents (67%) aged between 25 and 34 answered that they disagree or strongly disagree with the proposed improvements to the public space. 15 answered that they neither agree nor disagree with the plans and 22 respondents (20%) agree or strongly agree

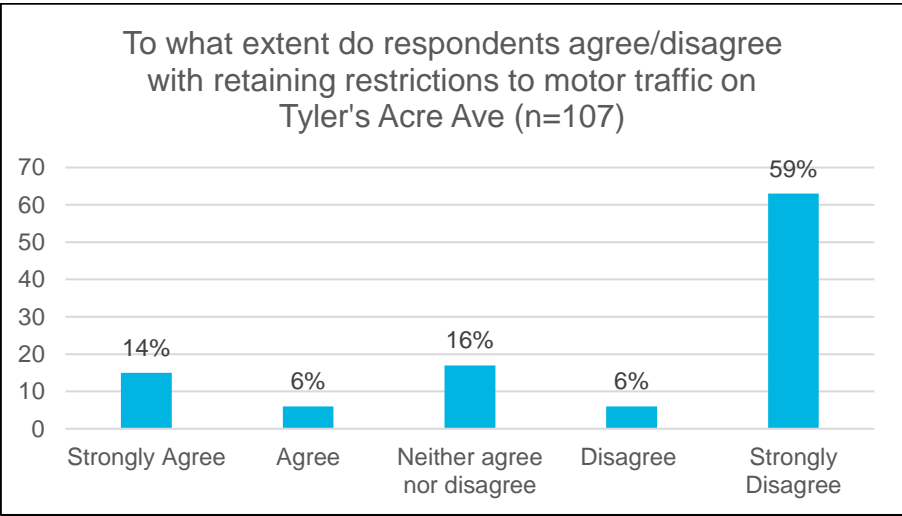
**Q12b - Could you briefly explain your view?**



**Figure 5:147 – 25-34 year old’s views on the improvements to public space around Corstorphine Primary School**

From the 67 respondents who provided their view on the plans, 16 people (24%) made comments stating that they do not support the proposed plans. However, another frequently mentioned view is that the improvements will restrict local access with 10 comments (15%) on this. Another 9 comments (13%) were made by respondents stating that they think the plans will improve the area, while another 8 respondents (12%) think the restrictions will cause an increase in congestion and pollution.

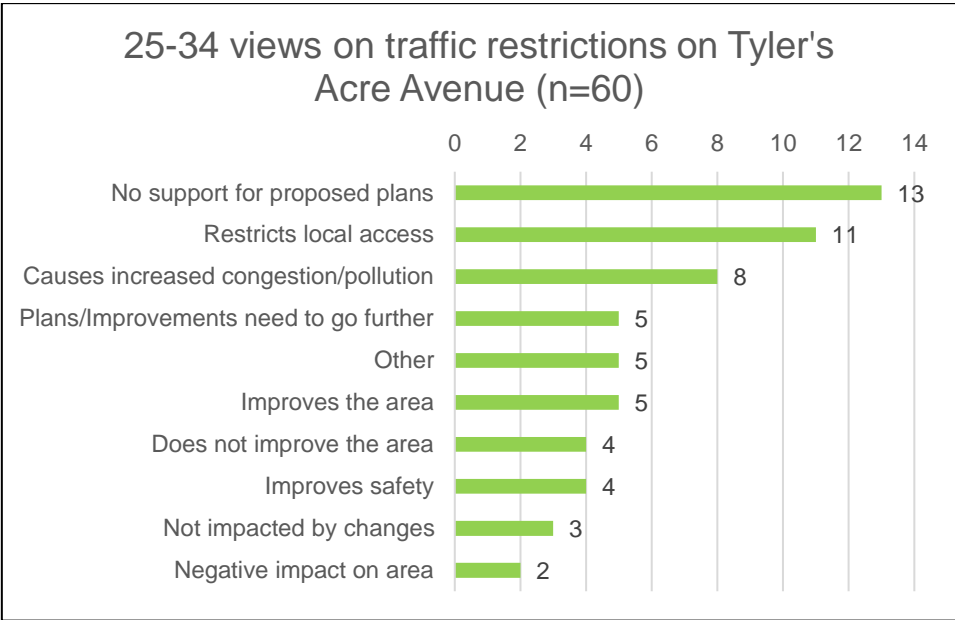
**Q13a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?**



**Figure 5:148 – 25-34 year old’s opinion on retaining current SfP restrictions to motor traffic on Tyler’s Acre Avenue**

17 respondents (16%) answered that they neither agree nor disagree with retaining the current motor traffic restrictions on Tyler’s Acre Avenue. 21 people stated that they agree or strongly agree with the plans and 69 respondents disagree or strongly disagree with them.

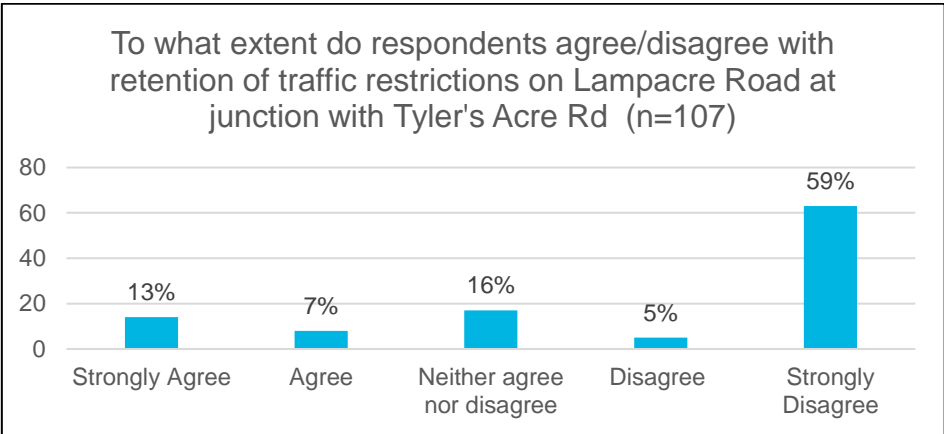
**Q13b - Could you briefly explain your view?**



**Figure 5:149 – 25-34 year old’s views on retaining current traffic restrictions on Tyler’s Acre Avenue**

When asked to provide their views on the proposal for Tyler’s Acre Avenue, respondents gave the responses shown in **Figure 5:149**. The most frequent comment suggests respondents show no support for the proposed plans with 13 mentions (22%). Another common view is that restricting traffic in this street will restrict local access and create problems for respondents, mentioned on 11 occasions (18%). Another notable view is that restricting traffic at this junction will cause an increase in congestion and pollution, mentioned 8 times (13%).

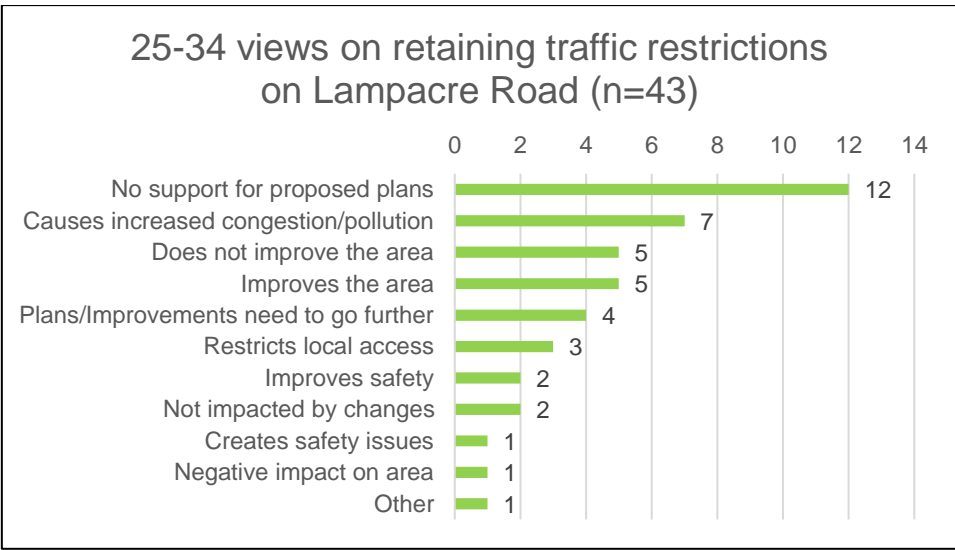
**Q14a - To what extent do you agree/disagree with the proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Road?**



**Figure 5:150 – 25-34 year old’s opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Road**

From the respondents who completed this question, 22 people (20%) agree or strongly agree with retaining current measures on this road but 68 respondents (64%) stated they disagree or strongly disagree with the plans

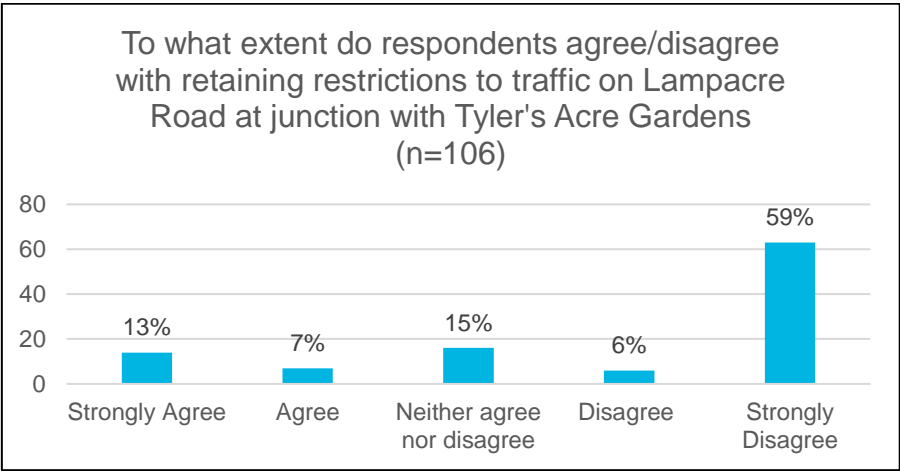
**Q14b - Could you briefly explain your view?**



**Figure 5:151 – 25-34 year old’s views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Road**

**Figure 5:151** shows the views of respondents on the proposed retention of traffic restrictions on Lampacre Road at the junction with Tyler’s Acre Road. The most frequent view, with 12 comments (28%), is that there is no support for the proposed plans. 7 people (16%) have stated that this proposal will increase congestion and pollution. 5 comments (12%) were made that suggested the plans will improve the area and another 5 comments (12%) noted that the plans will not improve the area.

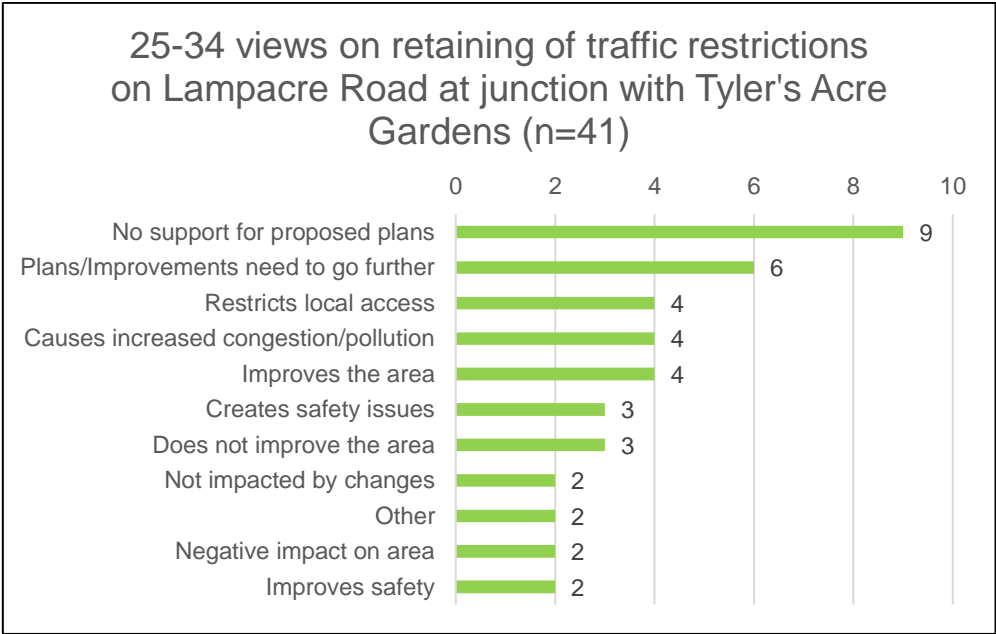
**Q15a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Gardens?**



**Figure 5:152 – 25-34 year old’s opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

16 respondents (15%) answered that they neither agree nor disagree with the plans to retain restrictions on Lampacre Road at the junction with Tyler’s Acre Gardens. 21 respondents (20%) agree or strongly agree with the plans on this road and 69 people (65%) disagree or strongly disagree with them

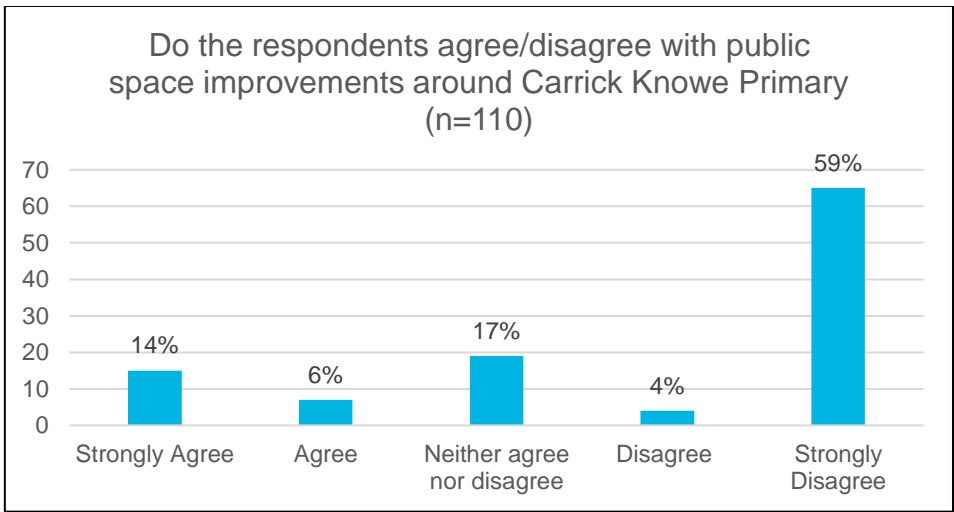
**Q15b - Could you briefly explain your view?**



**Figure 5:153 – 25-34 year old’s views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

The most common view from respondents on these plans is that they do not support the plans, mentioned 9 times (22%). The need for improvements on these plans was raised again with 6 comments (15%), these comments were focused on the need for enforcement and stating that temporary restrictions during school hours would be more beneficial and practical for respondents

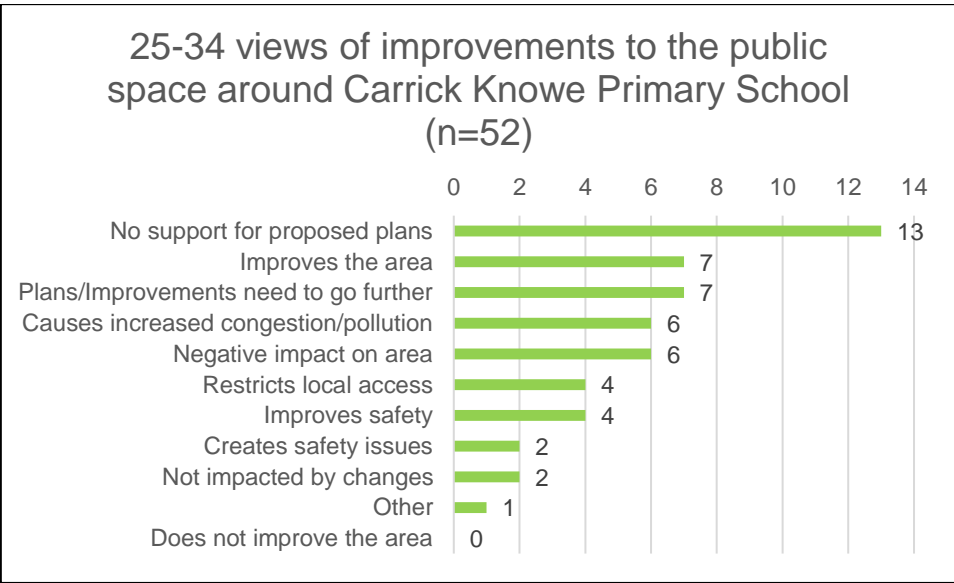
**Q16a - Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?**



**Figure 5:154 – 25-34 year old’s opinions on proposed public space improvements around Carrick Knowe Primary**

From the 110 respondents who responded to this question, 22 people agree or strongly agree with the plans for improved public space around Carrick Knowe Primary School. However, 69 respondents stated that they disagree or strongly disagree with the plans and 19 answered that they neither agree nor disagree.

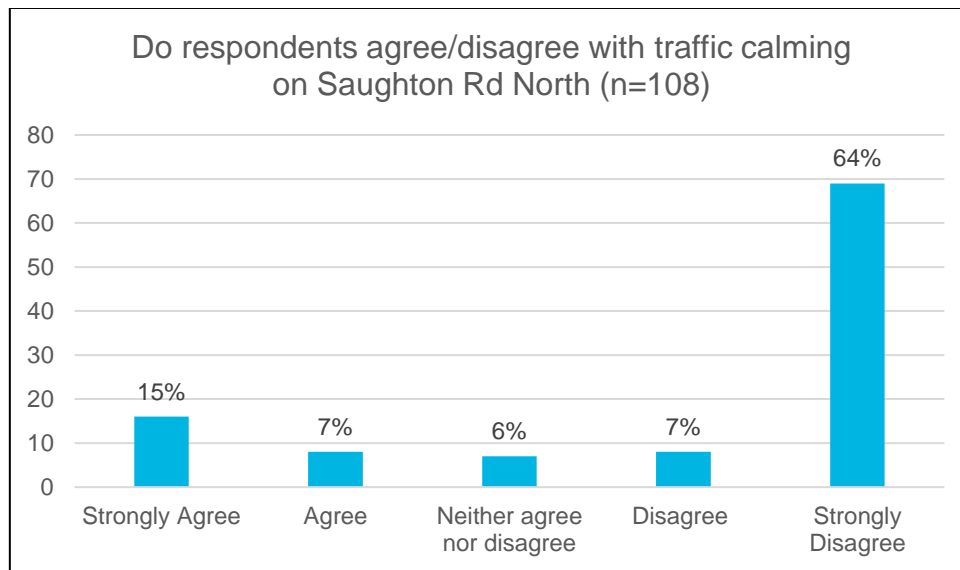
**Q16b - Could you briefly explain your view?**



**Figure 5:155 – 25-34 year old’s views of the proposal to improve public space improvement around Carrick Knowe Primary School**

52 respondents explained their view on these public space improvements, 13 people (25%) stated that they do not support the plans outlined. This contrasts with another common view from respondents which stated that the plans will improve the area, mentioned 7 times (13%). Another 7 respondents (13%) think the plans need to go further.

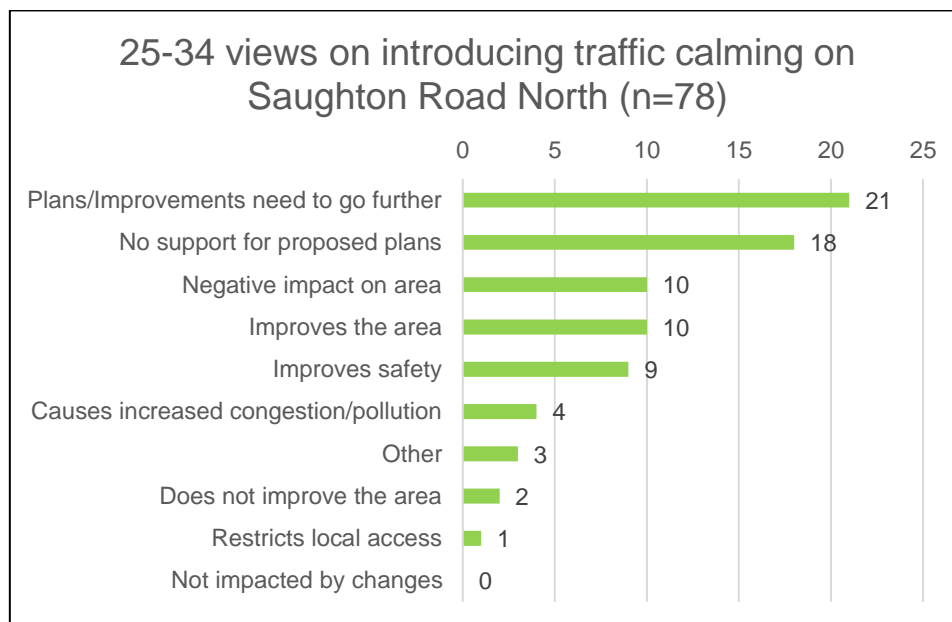
**Q17a - To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?**



**Figure 5:156 – 25-34 year old's opinions on introducing traffic calming on Saughton Road North**

77 respondents (71%) stated that they disagree or strongly disagree with plans to introduce more traffic calming on Saughton Road North. 24 respondents agree or strongly agree with the need to introduce such measures and 7 people neither agree nor disagree.

**Q17b - Could you briefly explain your view?**

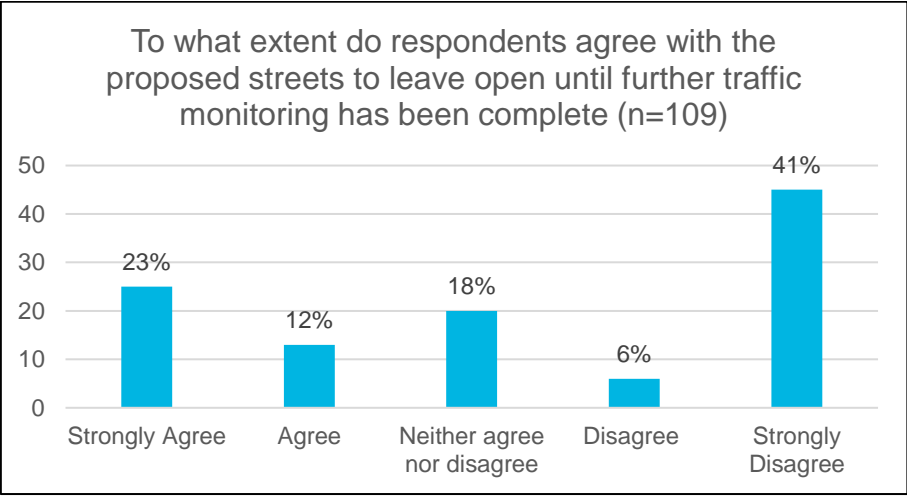


**Figure 5:157 – 25-34 year old's views on the introduction of traffic calming on Saughton Road North**

With 21 mentions (27%), the need for plans on this street to be improved or go further was most common view from respondents. This included road and pavement quality improvements and enforcement on current speed limit. 18 respondents (23%) stated that they do not support the proposed plans for further calming. Respondents do believe that introducing further calming will improve their safety on this road, mentioned 9 times (12%).



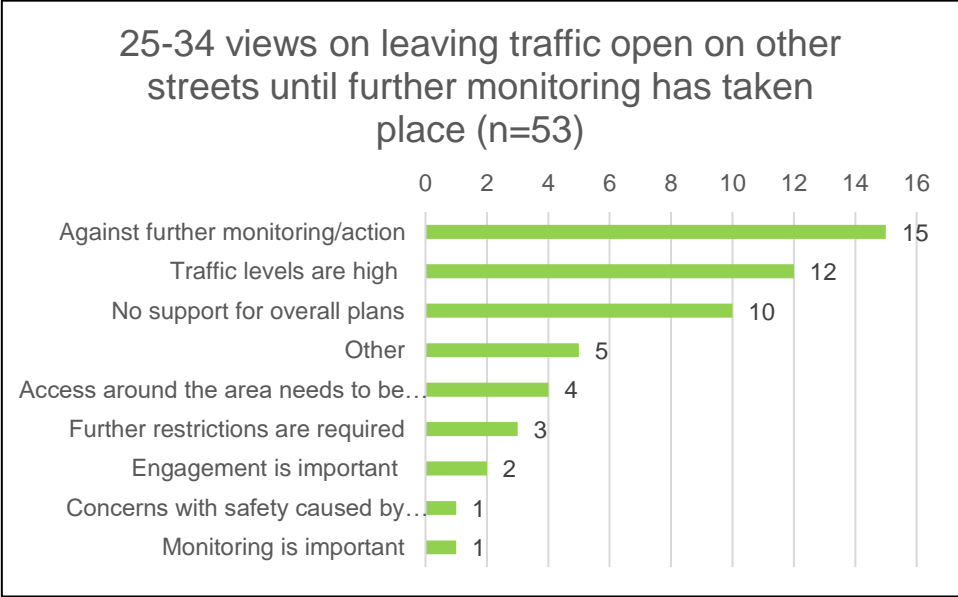
**Q18a - To what extent do you agreed with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?**



**Figure 5:158 – 25-34 year old’s opinions on leaving streets open until further traffic monitoring has occurred**

Of the 109 responses from 25 – 34 year olds, 38 people (35%) agree or strongly agree with leaving the proposed streets open until further monitoring has been conducted. 20 respondents neither agree nor disagree with this statement and 51 (47%) disagree or strongly disagree with these plans.

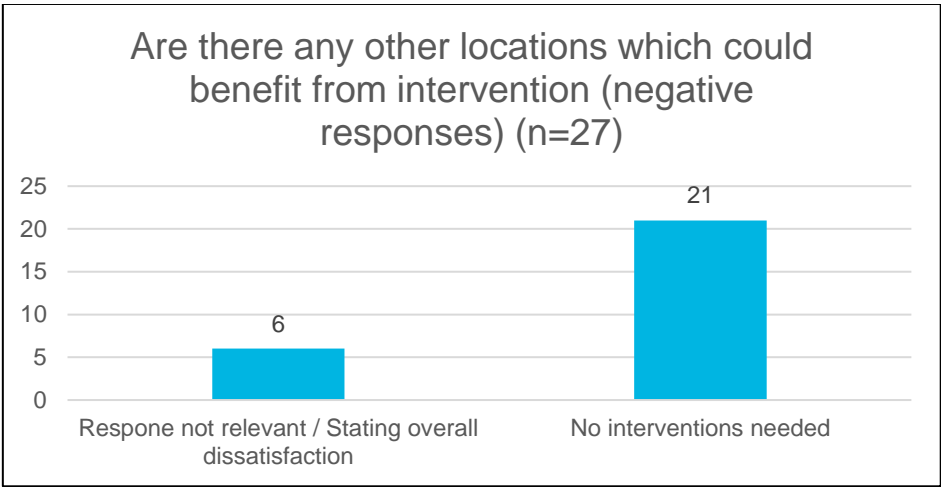
**Q18b - Could you briefly explain your view?**



**Figure 5:159 – 25-34 year old’s views on leaving streets open until further traffic monitoring has taken place**

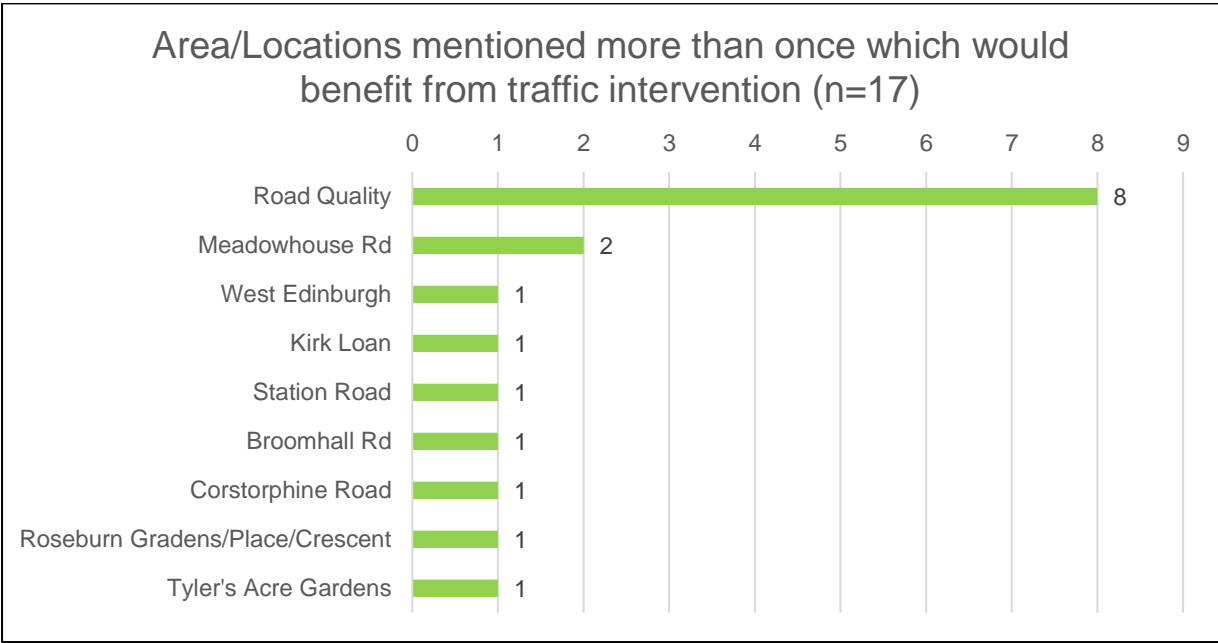
The most common view from this question is that respondents were against further monitoring or action being taken on the local streets, with 15 mentions (28%). The view on traffic levels being high was supported by the 12 comments (23%) which stated further restrictions in the area are required.

**Q19 - Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention?**



**Figure 5:160 – Opinion from 25-34 year olds whether there are any other locations which require intervention**

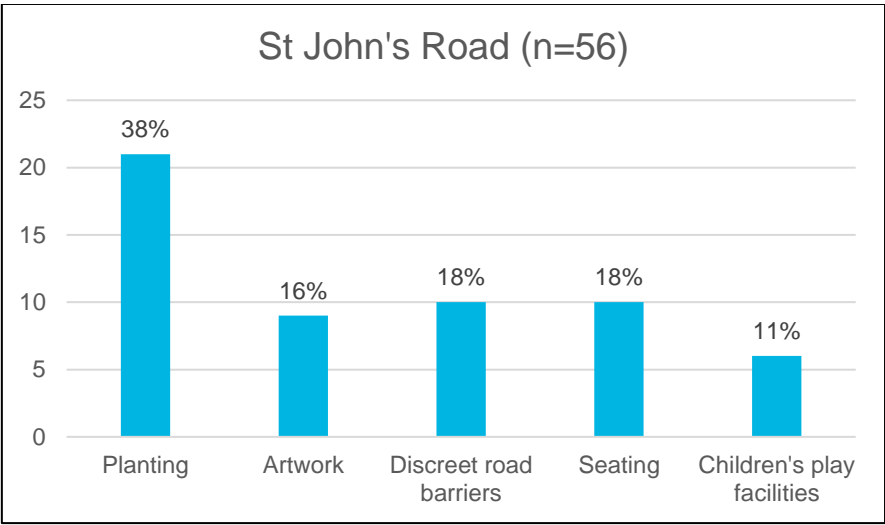
This shows the opinion of respondents who did not have any locations or areas which require intervention. From the 27 people who answered, 21 of them believe that there is no need for any further interventions in the area. 6 people stated their dissatisfaction for the overall LTN plans.



**Figure 5:161 - Areas/Locations 25-34 year olds believe would benefit from traffic intervention**

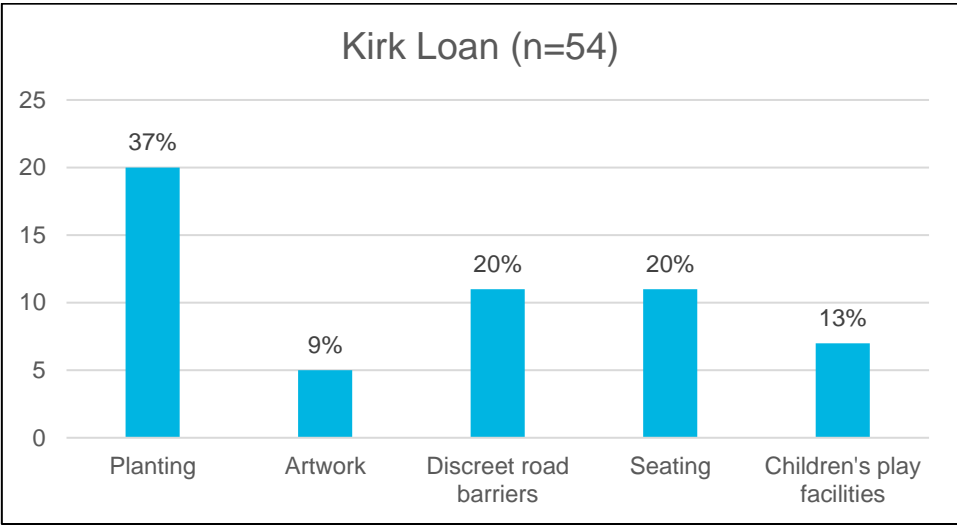
**Figure 5:161** illustrates the suggestions made by respondents on areas which require traffic intervention. The most common response was that the road quality in the area required attention, mentioned 8 times. Meadowhouse Road was raised by 2 respondents.

**Q20 - Please tell us which potential elements of a new public space would be most important to you in each area?**



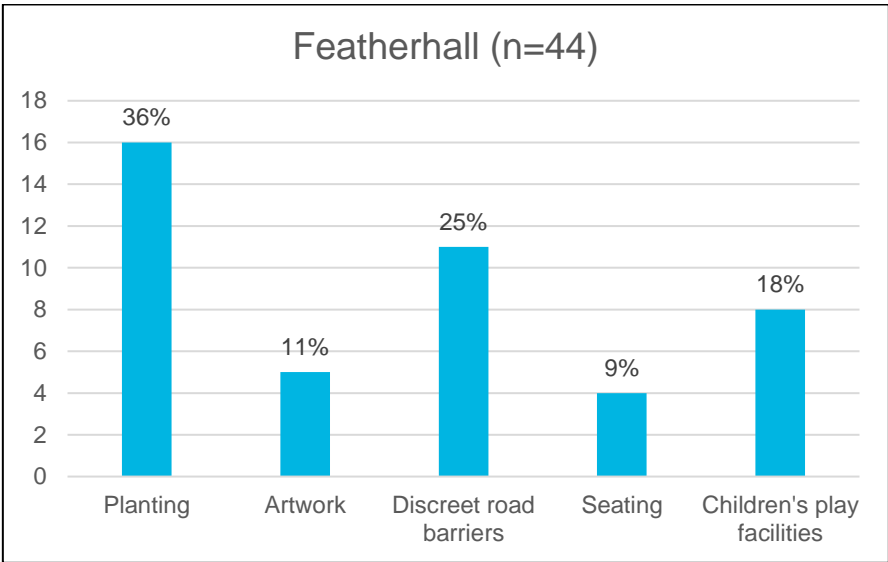
**Figure 5:162 – Important elements for public space at St. John’s Road**

Respondents see planting as the most important element to public space improvements on St. John’s Road with 21 responses (38%). The least desirable addition for respondents is children’s play facilities, selected 6 times (11%).



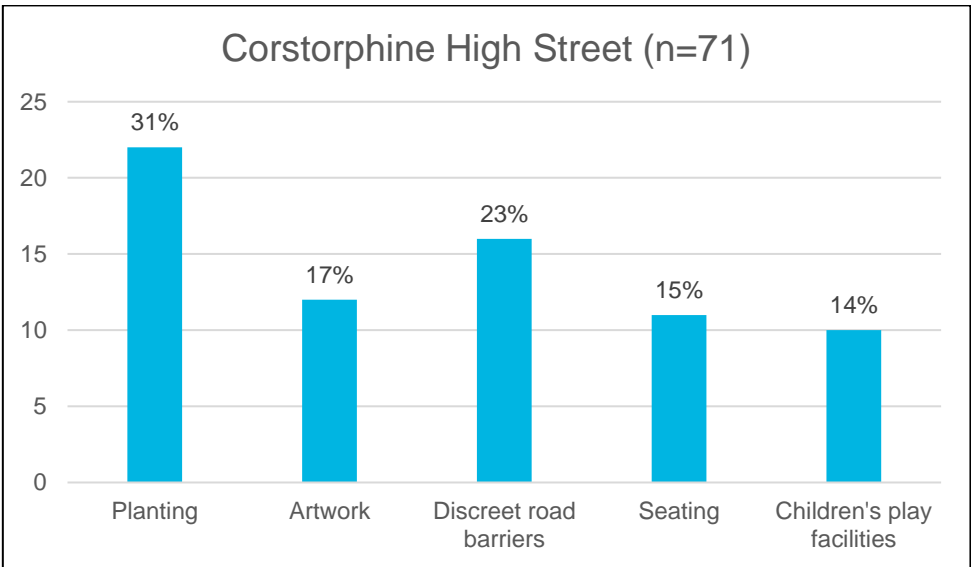
**Figure 5:163 Important elements for public space at Kirk Loan**

Planting was selected as the most important element to public space on Kirk Loan with 20 people (37%) supporting this. Seating and discreet road barriers also received many responses with 11 responses (20%) each. Artwork was seen as the least important addition with 5 respondents (9%) choosing this option.



**Figure 5:164 – Important elements for public space at Featherhall**

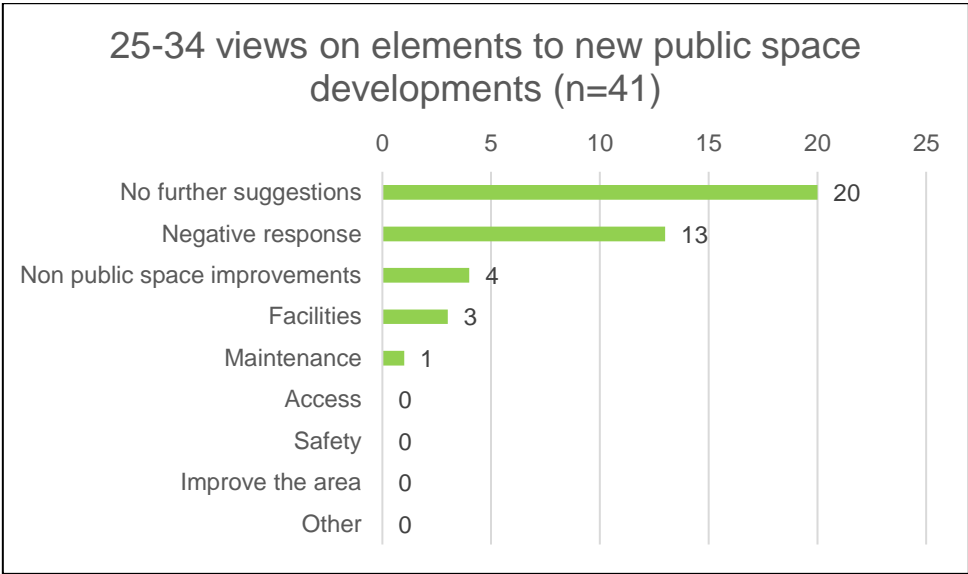
In Featherhall, planting and discreet road barriers are the most important public space elements by respondents, chosen 16 (36%) and 11 (25%) times respectively. The least selected element was seating with 4 responses (9%).



**Figure 5:165 – Important elements for public space at Corstorphine High Street**

From the 71 respondents for this question, 22 respondents (31%) believe that planting is an important element to any upgrades. Discreet road barriers were the second highest selected element with 16 people (23%) supporting its inclusion. 10 people supported the addition of children's play facilities in the improvements.

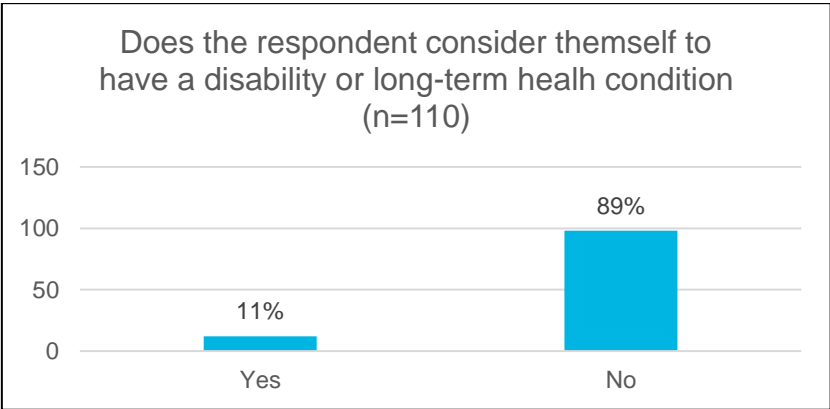
**Q20b – If other, please specify**



**Figure 5:166 – 25-34 year old's suggestions of elements for public space plans**

20 respondents (49%) answered this question stating that they had no further suggestions to make. Negative comments on the introduction or improvement of public spaces were made 13 times (32%). 4 responses (10%) focused on improvements which were unrelated to the public spaces outlined, these included suggestions such as road and pavement improvements

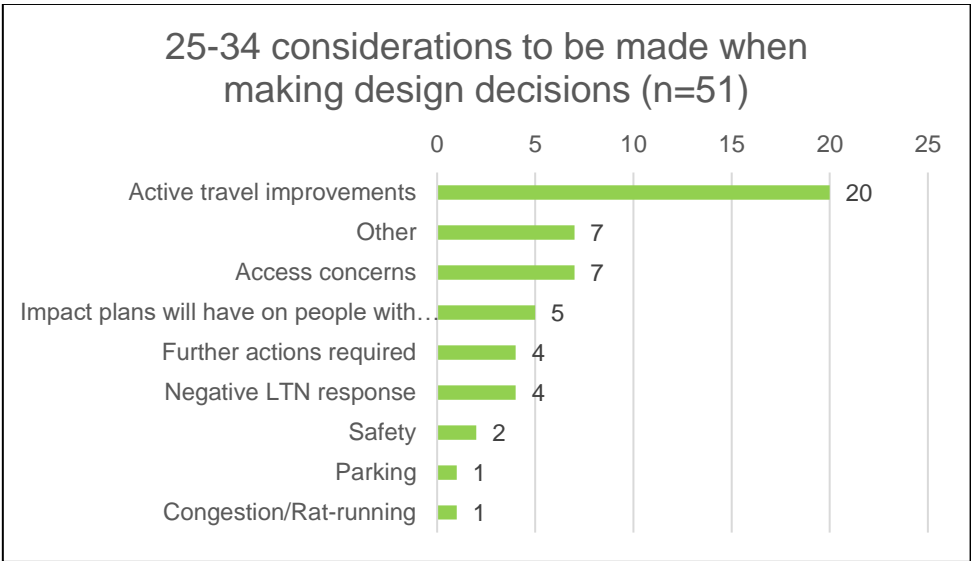
**Q21 - Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:167 – 25-34 year old's disability statistics**

**Figure 5:167** highlights the number of survey participants who consider themselves to have a disability or long-term health condition. From the 110 responses, 98 people (89%) answered no to this whilst 12 people answered yes (11%).

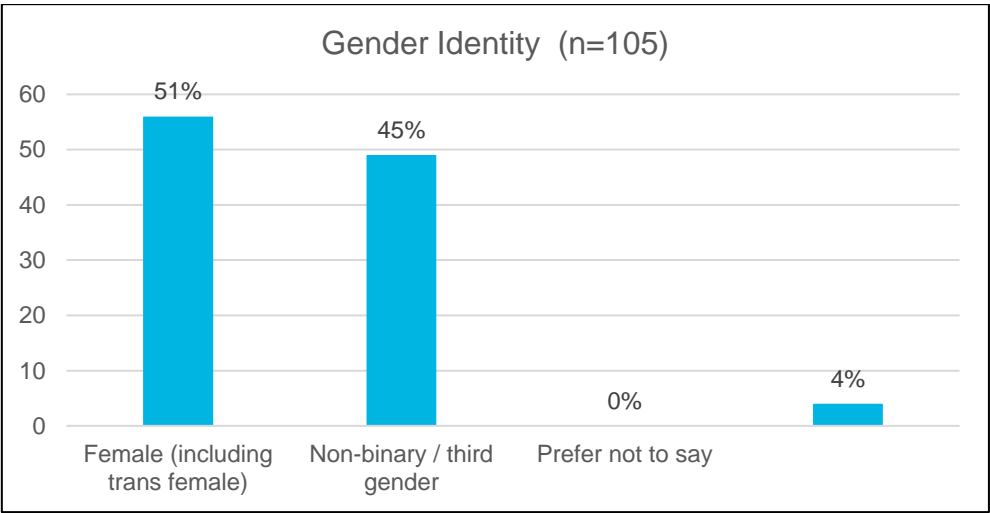
**Q22 – Please provide details you would like us to consider from your perspective to inform our design decisions**



**Figure 5:168 – 25-34 year old's views on design decisions**

This question asked respondents for their views on what they would like to be considered during the design decisions. The view which was identified the most around improvements that could be made for active travel, mentioned 20 times (39%). Participants also raised concerns around access in the area due to the proposed limitations of traffic through multiple streets, this was mentioned 7 times (14%).

**Q23 – Please tell us your gender identity**



**Figure 5:169 – 25-34 year old's gender Identity**

5.5 Businesses

This section considers the responses of respondents who identified themselves as representing a business with a connection to the project.

**Q3a - To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**

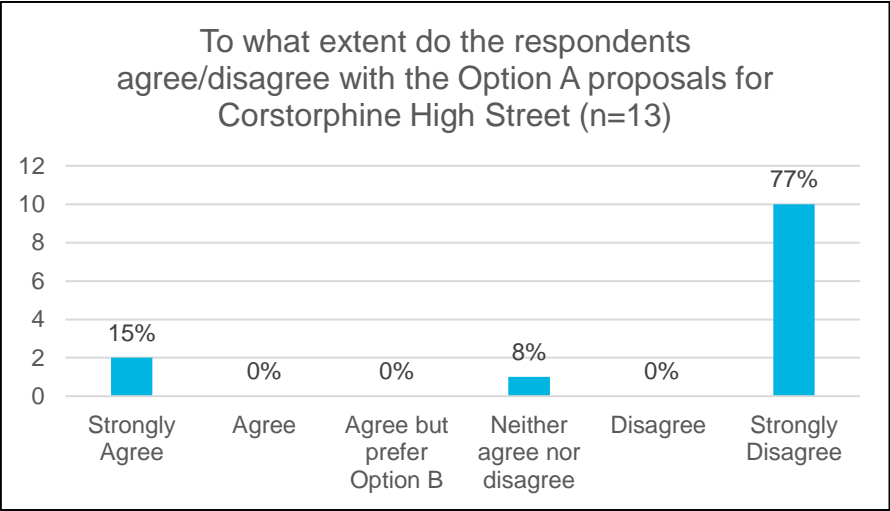


Figure 5:170 – Business opinion on option A for Corstorphine High Street

10 business respondents (77%) stated that they either strongly disagree or disagree with the Option A proposal for Corstorphine High Street which is higher than the overall proportion. **Figure 5:170** shows that 8% neither agreed nor disagreed and 0% agreed with the proposal but prefer option B. 15% of respondents answered that they either agree or strongly agree with the outlined proposal.

**Q3b – Could you briefly explain your view?**

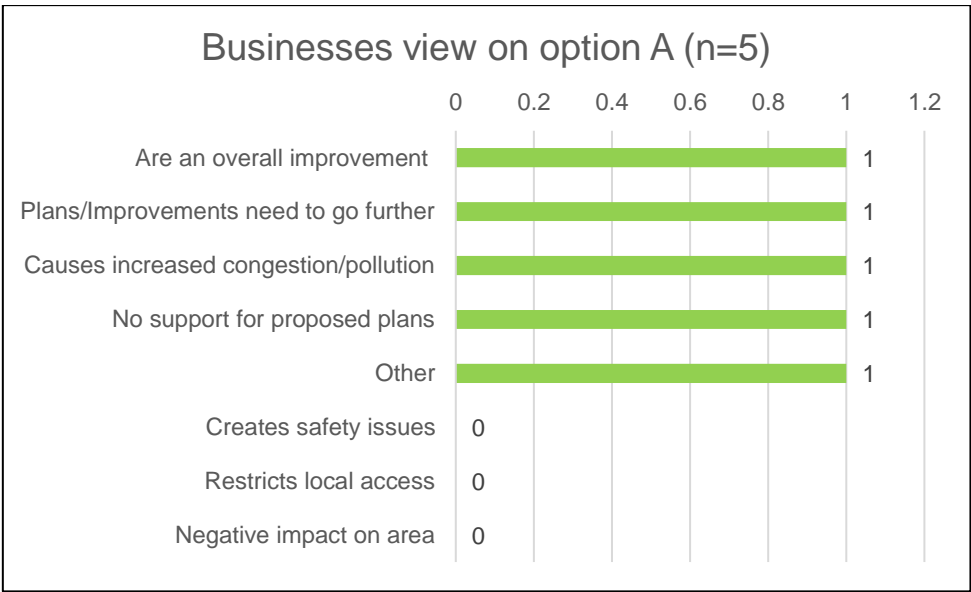


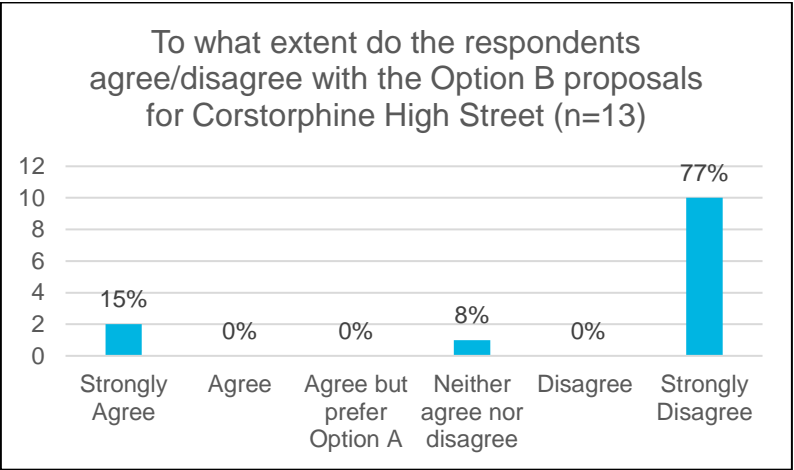
Figure 5:171 – Business view on option A

**Figure 5:171** shows the categories of responses given for question 3b. There were 5 comments in total. Concerns around increases in congestion and pollution received 1



response (20%), no support for the proposed plans received 1 response (20%). 1 respondent (20%) thought the plans needed to go further and another respondent (20%) thought the plans were an improvement to the area

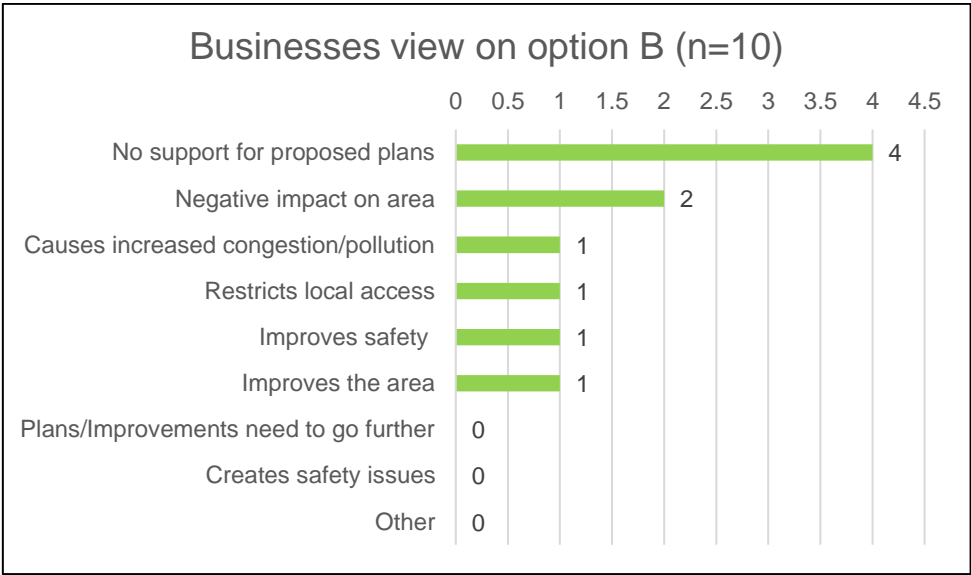
**Q4a - To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:172 – Business opinion on option B for Corstorphine High Street**

**Figure 5:172** outlines the respondent’s opinions on the option B proposal for Corstorphine High Street. A total of 10 business respondents (77%) stated that they either disagree or strongly disagree with the option B proposal which is consistent with the overall feedback. 2 respondents (15%) stated that they agree or strongly agree with the proposal

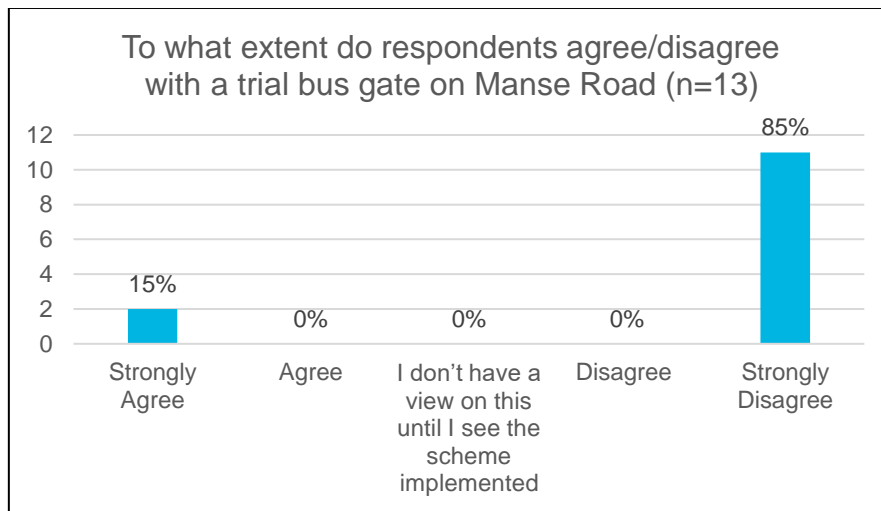
**Q4b – Could you briefly explain your view?**



**Figure 5:173 – Business views on option B**

The summarised views of respondents when asked about option B is shown in **Figure 5:49**. The most common view taken from the survey analysis was that there is no support for the proposed plan, with 4 comments (40%). The next most common response was concern over the negative impact on the area the plans would have, with 2 business respondents (20%).

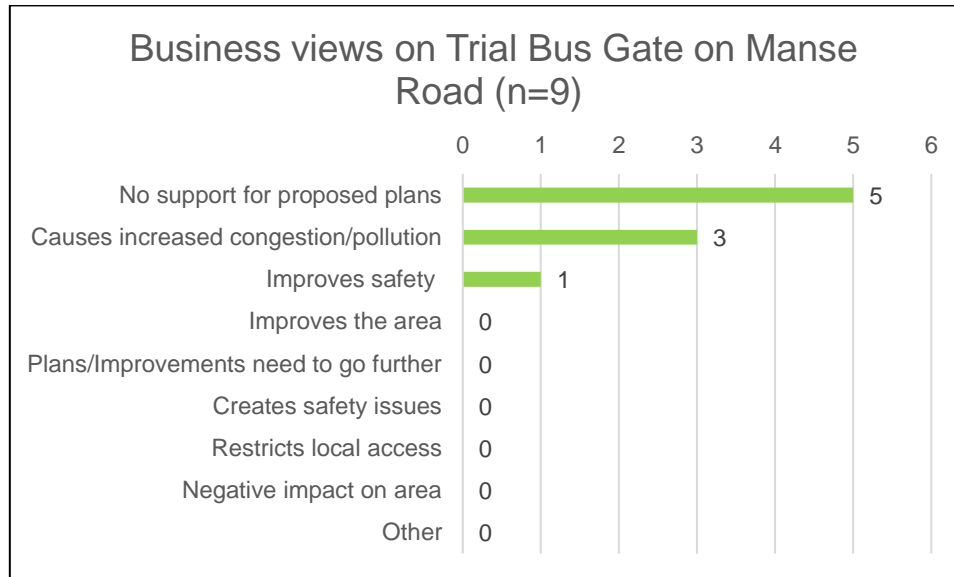
**Q5a - To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?**



**Figure 5:174 – Business opinion on trial bus gate on Manse Road**

**Figure 5:174** shows the business respondent's opinion on the proposed trial bus gate on Manse Road at the junction with St. John's Road. 11 respondents (85%) stated that they disagree or strongly disagree with the trial of a bus gate on Manse Road. 2 respondents (15%) agree or strongly agree with the proposal outlined.

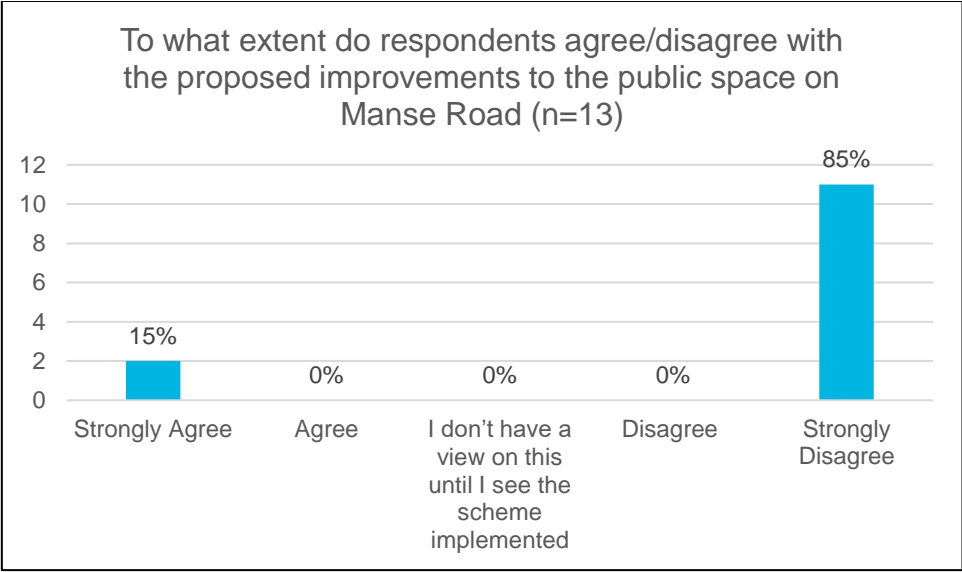
**Q5b - Could you briefly explain your view?**



**Figure 5:175 – Respondent's view on trial bus gate on Manse Road**

The views of respondents on the trial bus gate on Manse Road is shown in **Figure 5:175**. No support for the proposed plans was the most common theme raised with 5 comments (56%). Concerns of increases in congestion and pollution were also suggested with 3 comments (33%). Respondents suggested that the plans improved safety through 1 comment (11%).

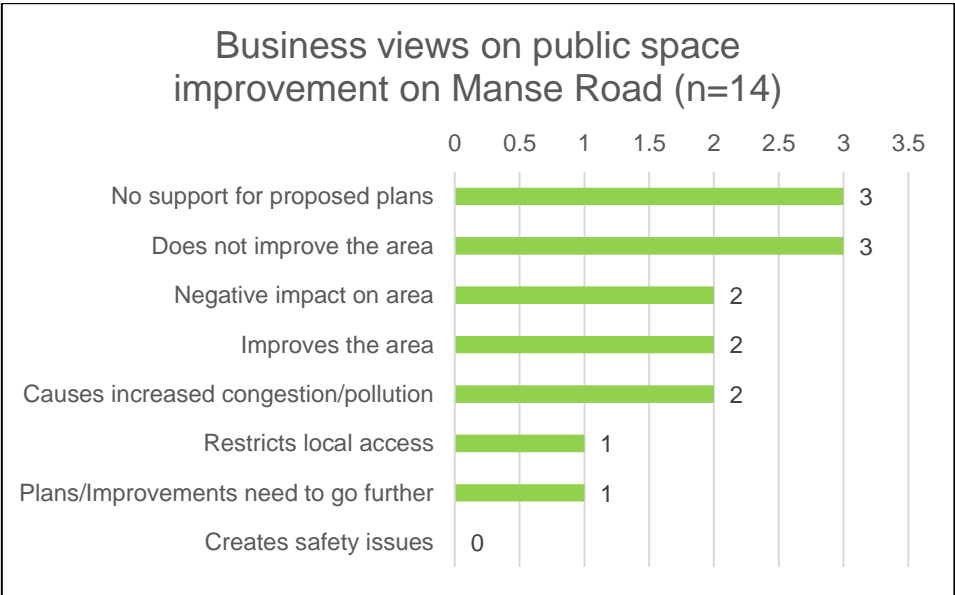
**Q6a - To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John's Road?**



**Figure 5:176 – Business opinion of proposed improvements to the public space on Manse Road**

**Figure 5:176** presents the opinions of local businesses on the proposed improvements to the public space on Manse Road at the junction with St. John's Road. 11 respondents (85%) stated that they disagree or strongly disagree with the proposed improvements. 2 respondents (15%) agree or strongly agree with the proposal outlined.

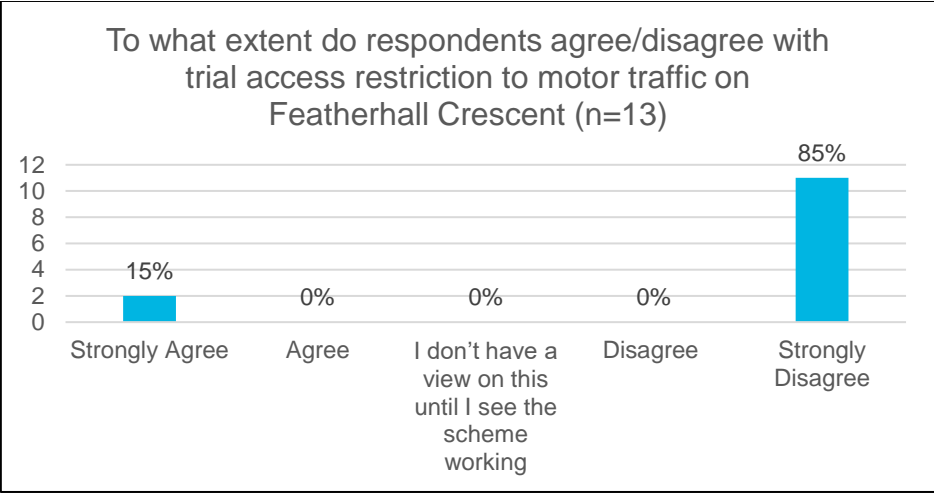
**Q6b - Could you briefly explain your view?**



**Figure 5:177 – Business views on the proposed improvements to the public space on Manse Road**

When asked to provide their view on the proposal, business respondents provided 14 comments over various categorized themes, shown in **Figure 5:177**. The most frequent view was that the proposal to improve the public space would not be an improvement to the area, with 3 comments (21%) while another 3 comments (21%) showed no support for the proposed plans. A further 2 responses (14%) were concerns that the plans would have a negative impact on the area. However, 2 responses (14%) suggested the proposal would improve the area.

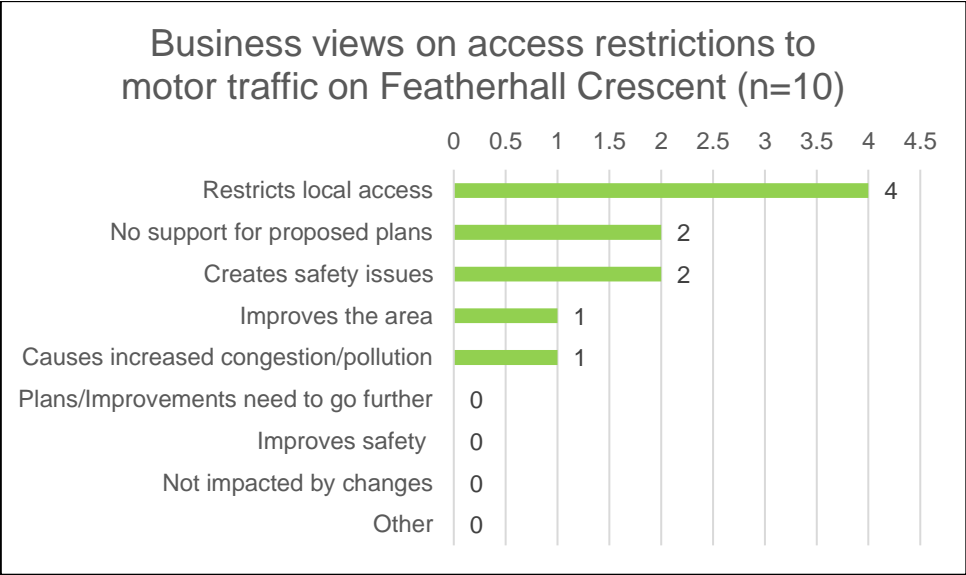
**7a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?**



**Figure 5:178 – Business opinion on the trial access restrictions to motor traffic on Featherhall Crescent**

**Figure 5:178** shows the opinions of local businesses when asked about a proposed trial access restriction to motor traffic on Featherhall Crescent. Most responses disagree or strongly disagree with the proposal with 11 respondents (85%). 2 people (15%) agree or strongly agree with the implementation of the proposal.

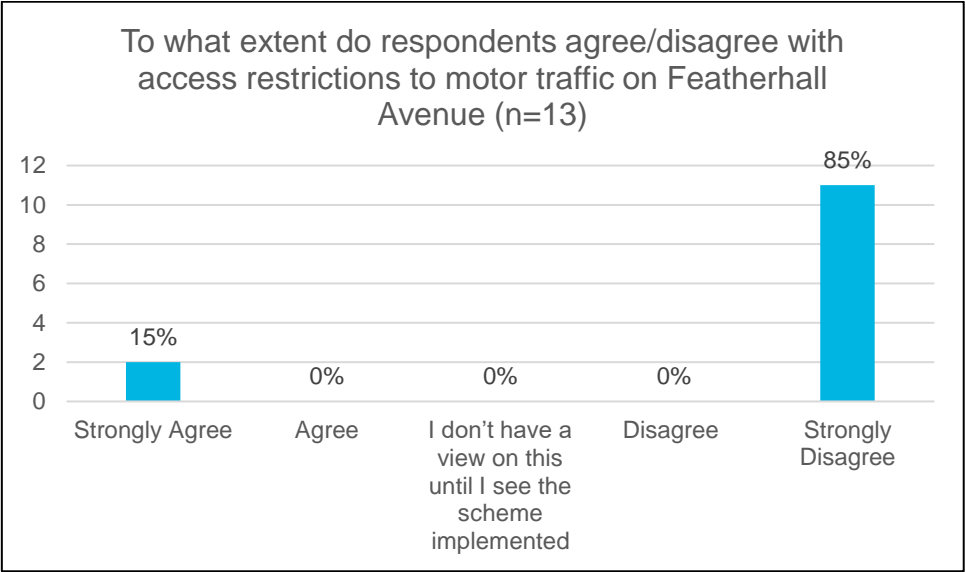
**Q7b - Could you briefly explain your view?**



**Figure 5:179 – Businesses views on the trial access restrictions to motor traffic on Featherhall Crescent**

The view which was mentioned the most by business respondents was concern over restricting local access with 4 comments (40%) made on this. Another big concern is over increased safety issues, raised 2 times (20%). No support for the proposed plans was mentioned 2 times (20%) by businesses.

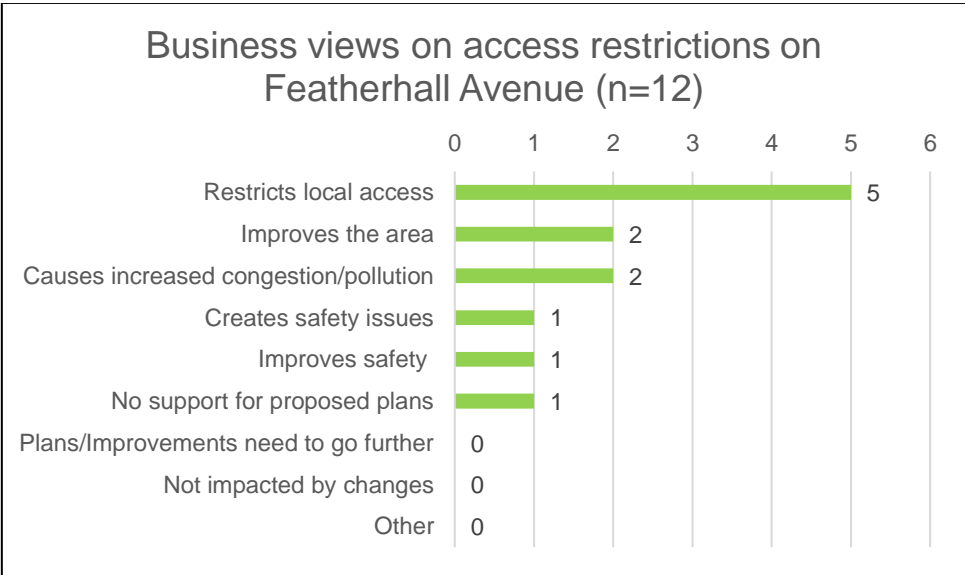
**Q8a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?**



**Figure 5:180 – Response to trial access restrictions to motor traffic on Featherhall Avenue**

**Figure 5:180** shows the business respondent’s opinions on the proposal to restrict motor traffic on Featherhall Avenue. 11 respondents (85%) disagree or strongly disagree with this proposal. 2 respondents agree or strongly agree with the plans to restrict traffic on Featherhall Avenue.

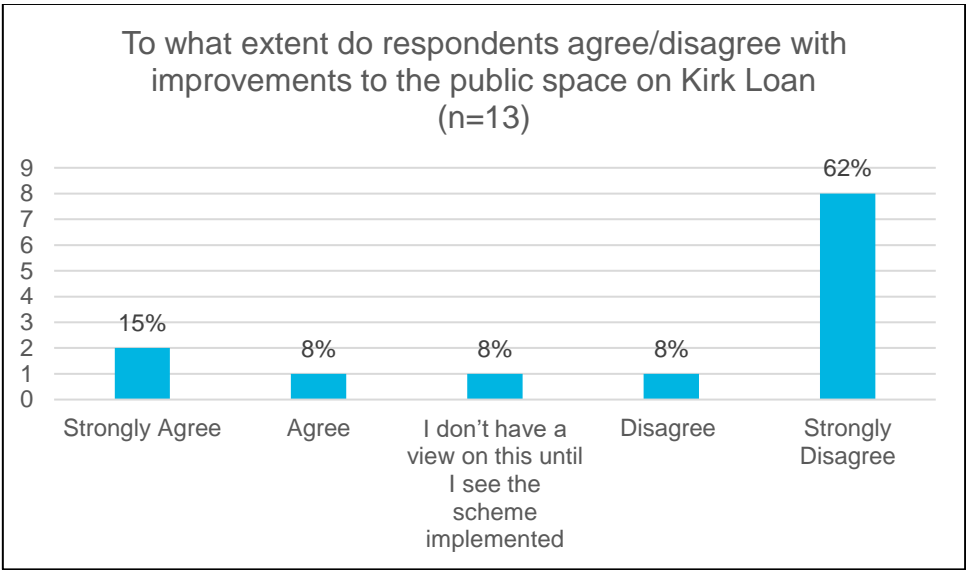
**Q8b - Could you briefly explain your view?**



**Figure 5:181 – Business views on trial access restrictions on Featherhall Avenue**

This shows the summarised views of the survey participants relating to the restrictions on Featherhall Avenue. The most common view is concern of restricting access for locals, raised in 5 comments (42%). Another concern for business respondents is the increase of pollution and congestion, with 2 comments (17%). A further 2 responses (17%) suggest the plans will improve the area.

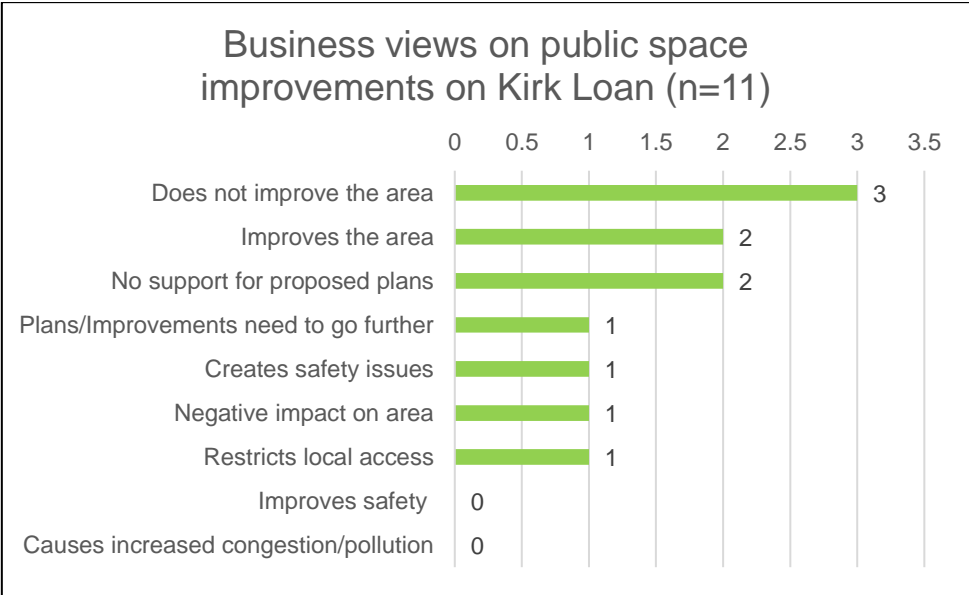
**Q9a - To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?**



**Figure 5:182 – Business opinion on the proposed improvements to the public space on Kirk Loan**

3 business respondents (23%) answered that they agree strongly agree with the proposed improvements to the public space on Kirk Loan. 1 person (8%) does not have a view on the proposal until they see the scheme implemented. 9 business respondents (62%) stated that they disagree or strongly disagree with the plans outlined in the survey for Kirk Loan.

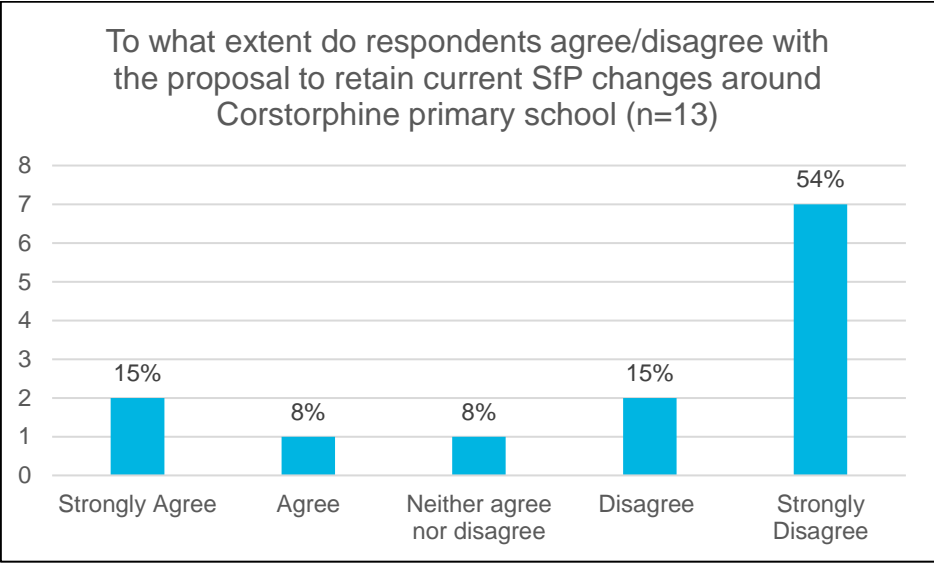
**Q9b - Could you briefly explain your view?**



**Figure 5:183 – Business views on the proposed public space improvements on Kirk Loan**

3 (27%) business respondents think the plans do not improve the area. However, another common view on the plans is that it will improve the area, mentioned 2 times by respondents (18%). Another 2 responses (18%) show no support for the proposed plans.

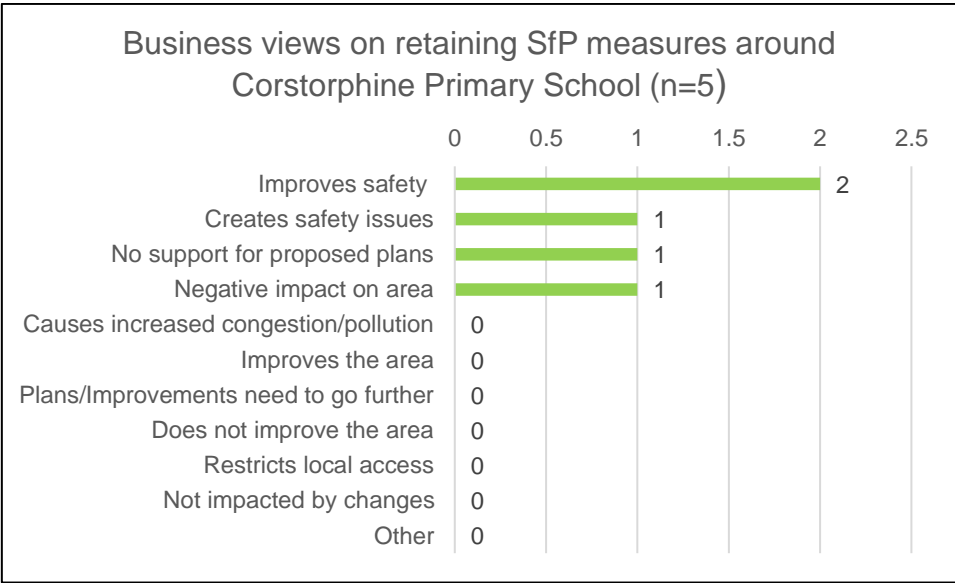
**Q10a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?**



**Figure 5:184 – Business opinion on plans to retain current SfP changes around Corstorphine Primary School**

**Figure 5:184** illustrates local business opinions on retaining the current Spaces for People measures around Corstorphine Primary School. From the 13 responses, 3 people (23%) agree or strongly agree with the retention of these measures. 1 respondent (8%) neither agrees nor disagrees with the plans and 9 businesses (69%) disagree or strongly disagree.

**Q10b - Could you briefly explain your view?**

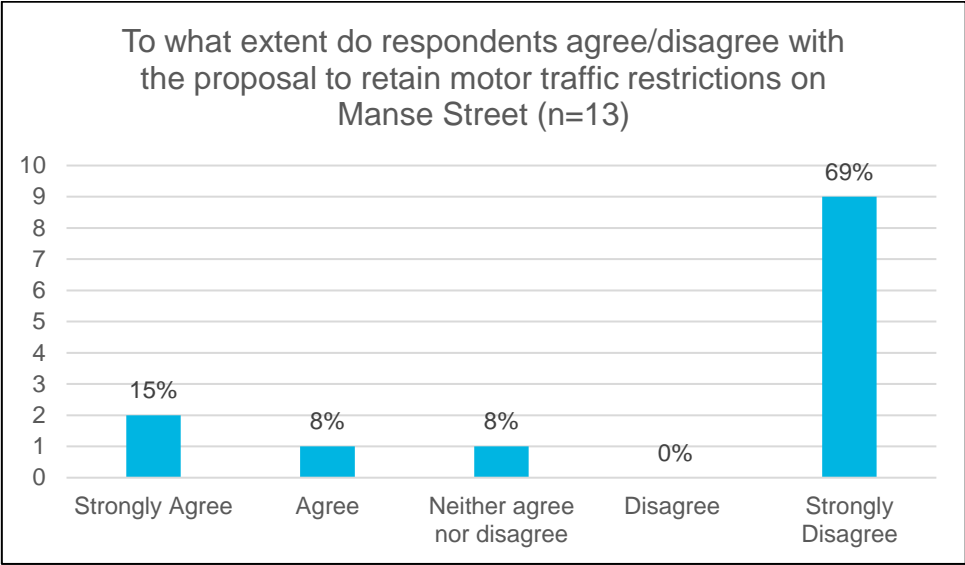


**Figure 5:185 – Business views on the retention of current measures around Corstorphine Primary School**

The most common view of business respondents on these plans is that it will improve safety around the primary school with 2 comments (40%). 1 person (20%) believe that retaining the existing measures will create safety issues while another response (20%) thinks the plans will have a negative impact on the area. No support for the proposed plan was raised by 1 business respondent (20%).



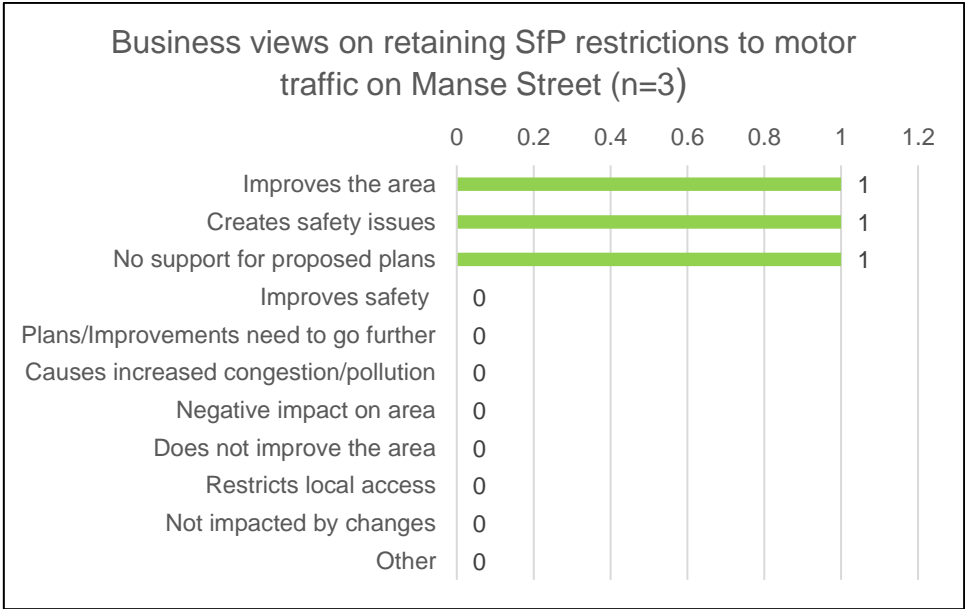
**Q11a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?**



**Figure 5:186 – Business opinion on proposal to retain SfP measures to restrict motor traffic on Manse Street**

**Figure 5:186** outlines the opinions on retaining the current measures on Manse Street. 9 business respondents (69%) disagree or strongly disagree with the proposal. 1 respondent (8%) neither agrees nor disagrees with them and 3 respondents (23%) agree or strongly agree with the need to retain the current measures

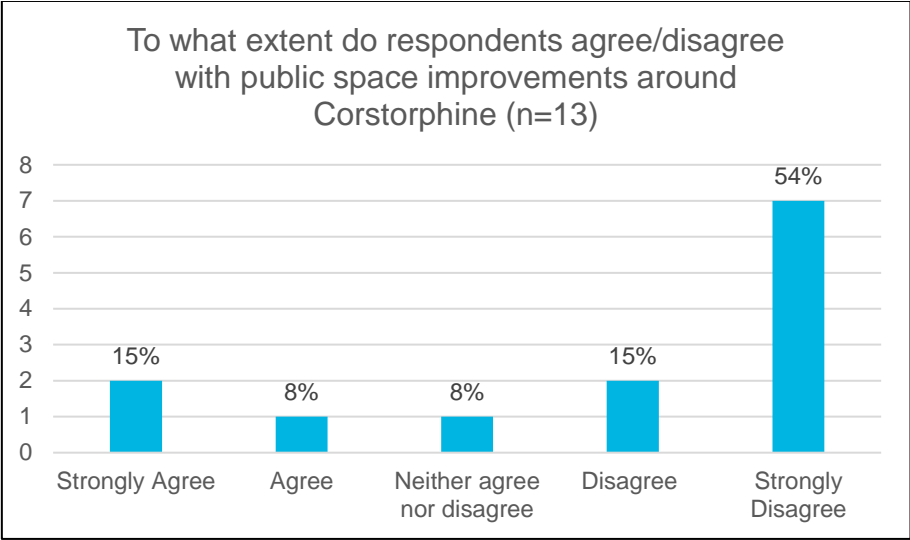
**Q11b - Could you briefly explain your view?**



**Figure 5:187 – Business views on the retention of current measures to restrict motor traffic on Manse Street**

The most frequently mentioned view from business respondents on retaining the current measures is tied. 1 respondent (33%) thinks the plan will create safety issues, another response (33%) shows no support for the proposed plans and 1 respondent (33%) thinks the plans will improve the area

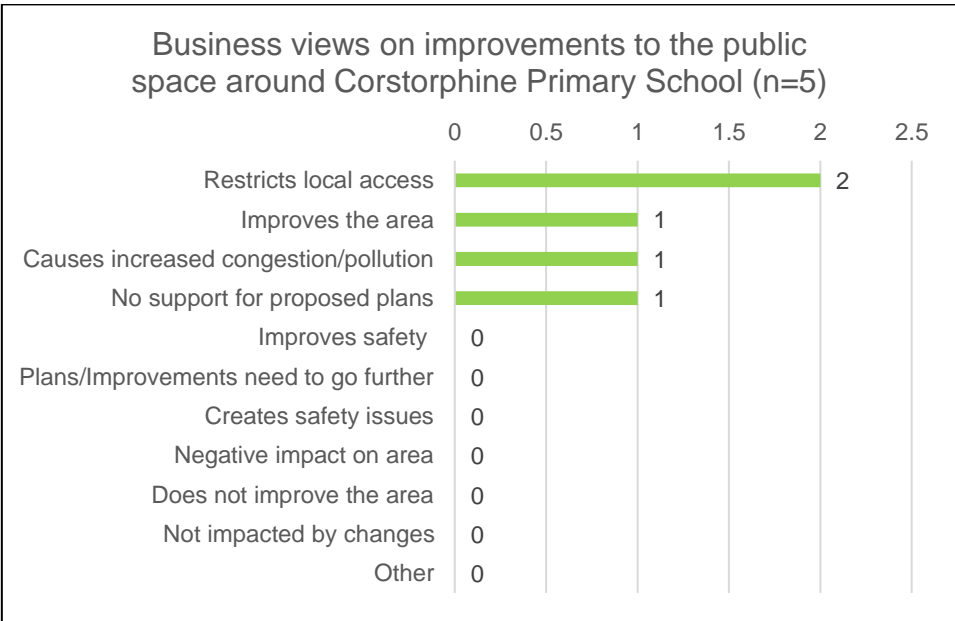
**Q12a - To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?**



**Figure 5:188 – Business opinion on proposal to improve public space around Corstorphine Primary School**

9 business respondents (69%) answered that they disagree or strongly disagree with the proposed improvements to the public space. 1 answered that they neither agree nor disagree with the plans and 3 respondents (23%) agree or strongly agree.

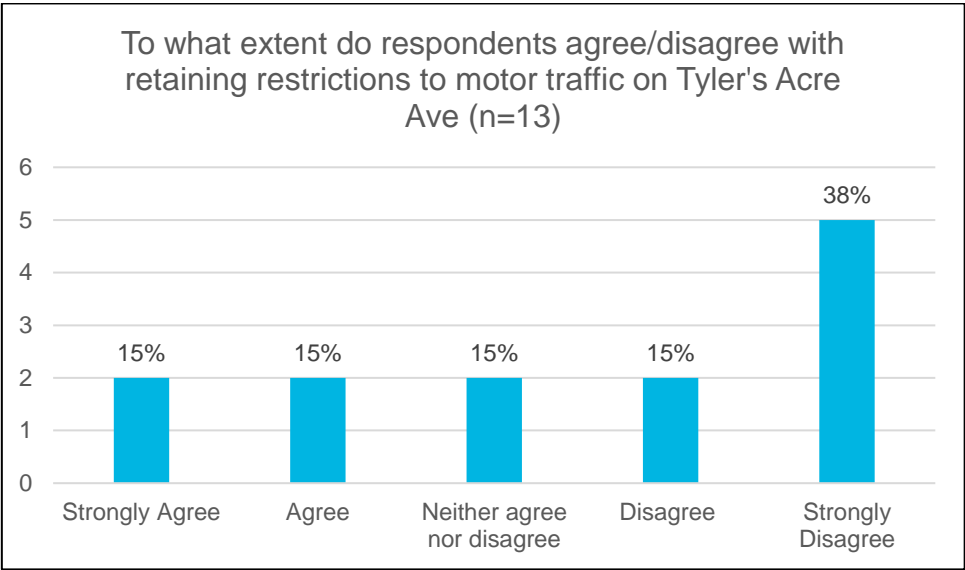
**Q12b - Could you briefly explain your view?**



**Figure 5:189 – Business views on the improvements to public space around Corstorphine Primary School**

From the 5 business respondents who provided their view on the plans, 1 person (40%) made comments stating that they do not support the proposed plans. However, another mentioned view is that the improvements will restrict local access with 2 comments (40%) on this.

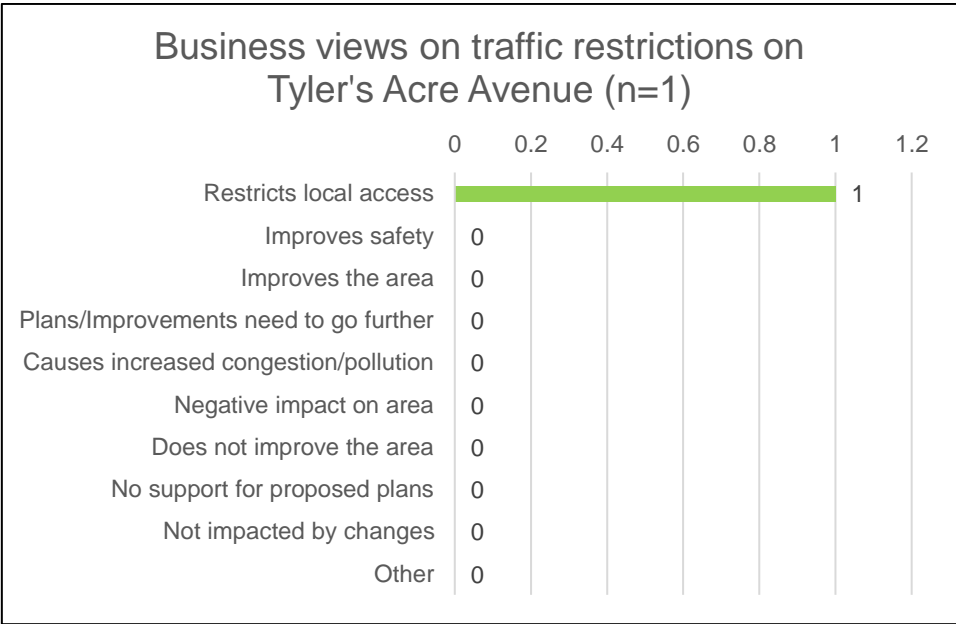
**Q13a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?**



**Figure 5:190 – Business opinion on retaining current SfP restrictions to motor traffic on Tyler's Acre Avenue**

2 business respondents (15%) answered that they neither agree nor disagree with retaining the current motor traffic restrictions on Tyler's Acre Avenue. 4 people stated that they agree or strongly agree with the plans and 7 respondents (53%) disagree or strongly disagree with them.

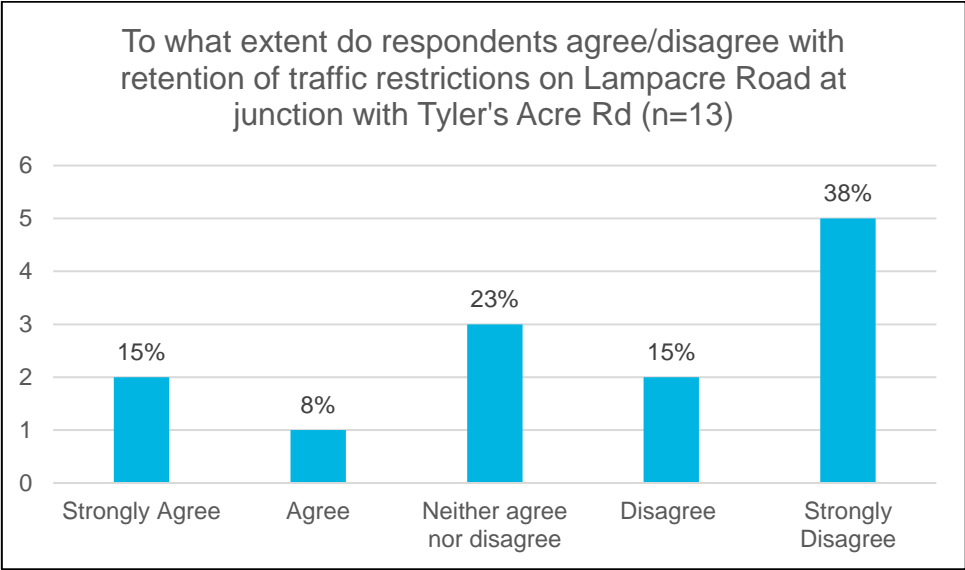
**Q13b - Could you briefly explain your view?**



**Figure 5:191 –Business views on retaining current traffic restrictions on Tyler's Acre Avenue**

When asked to provide their views on the proposal for Tyler's Acre Avenue, respondents gave the responses shown in **Figure 5:91**. Only 1 comment was received for this question, concerning restricting access to locals.

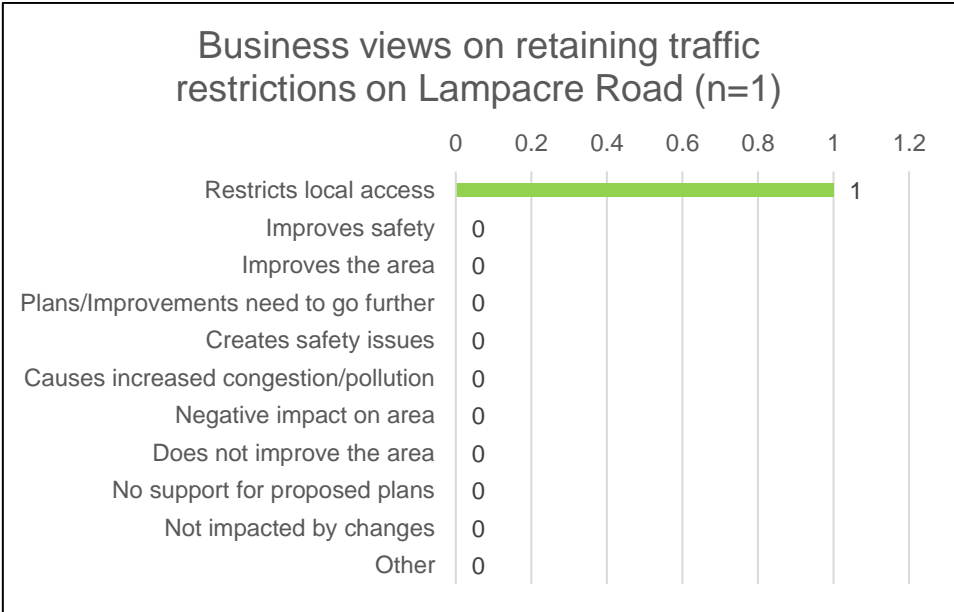
**Q14a - To what extent do you agree/disagree with the proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler’s Acre Road?**



**Figure 5:192 – Business opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Road**

From the business respondents who completed this question, 3 people (23%) agree or strongly agree with retaining current measures on this road but 7 respondents (54%) stated they disagree or strongly disagree with the plans. 3 respondents (23%) neither agreed nor disagreed with the traffic restrictions.

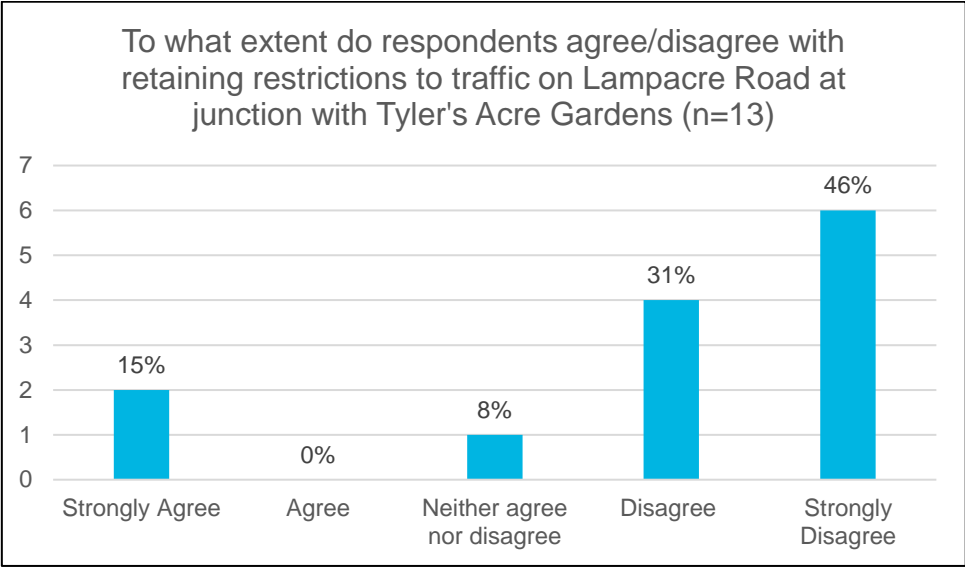
**Q14b - Could you briefly explain your view?**



**Figure 5:193 – Business views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Road**

**Figure 5:193** shows the views of respondents on the proposed retention of traffic restrictions on Lampacre Road at the junction with Tyler’s Acre Road. Only 1 comment was received for this question, concerning restricting access to locals.

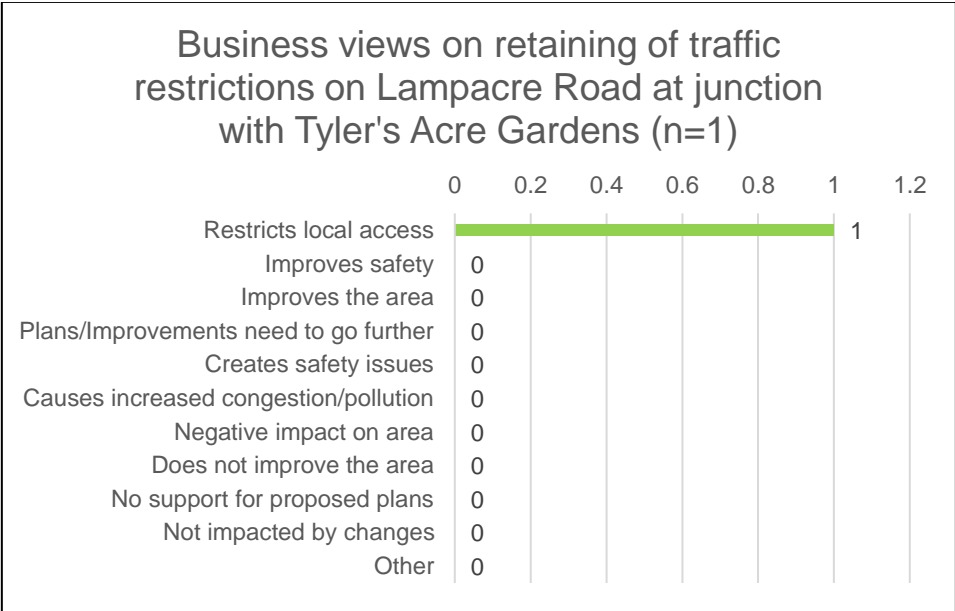
**Q15a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler’s Acre Gardens?**



**Figure 5:194 – Business opinions on retaining SFP restrictions to traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

1 business respondent (18%) answered that they neither agree nor disagree with the plans to retain restrictions on Lampacre Road at the junction with Tyler’s Acre Gardens. 2 respondents (15%) agree or strongly agree with the plans on this road and 10 people (77%) disagree or strongly disagree with them.

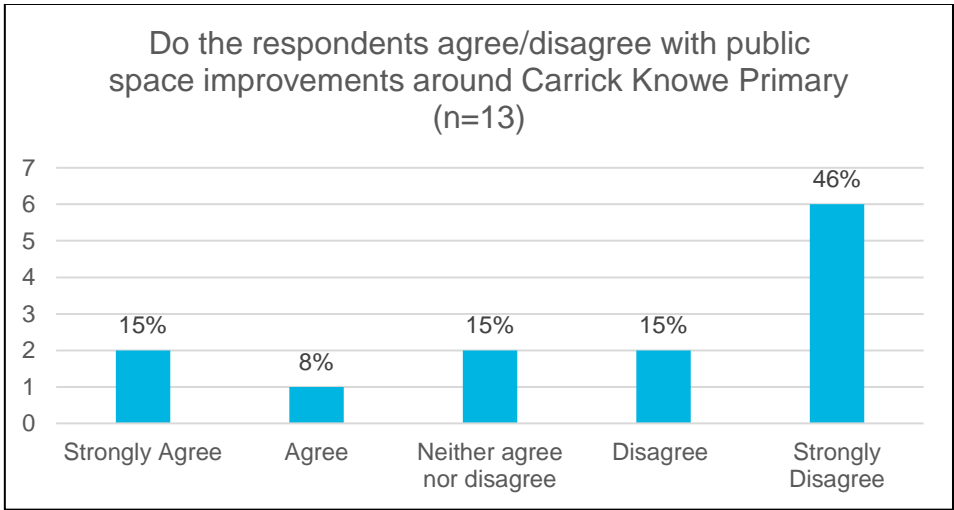
**Q15b - Could you briefly explain your view?**



**Figure 5:195 – Business views on retaining SFP measures to restrict motor traffic on Lampacre Road at junction with Tyler’s Acre Gardens**

Only 1 comment was received for this question, concerning restricting access to locals.

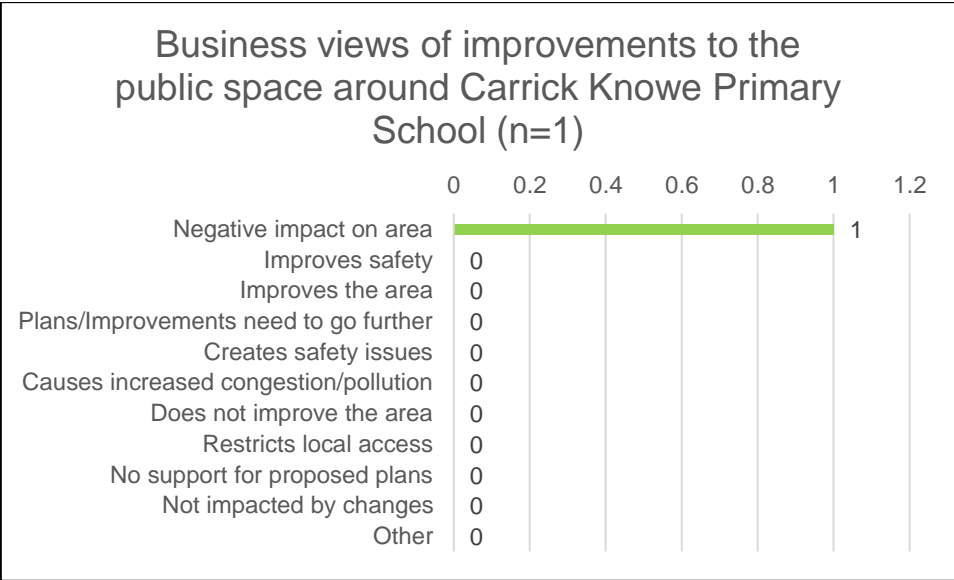
**Q16a - Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?**



**Figure 5:196 – Business opinions on proposed public space improvements around Carrick Knowe Primary**

From the 13 business respondents who answered this question, 3 people agree or strongly agree with the plans for improved public space around Carrick Knowe Primary School. However, 8 respondents stated that they disagree or strongly disagree with the plans and 2 answered that they neither agree nor disagree.

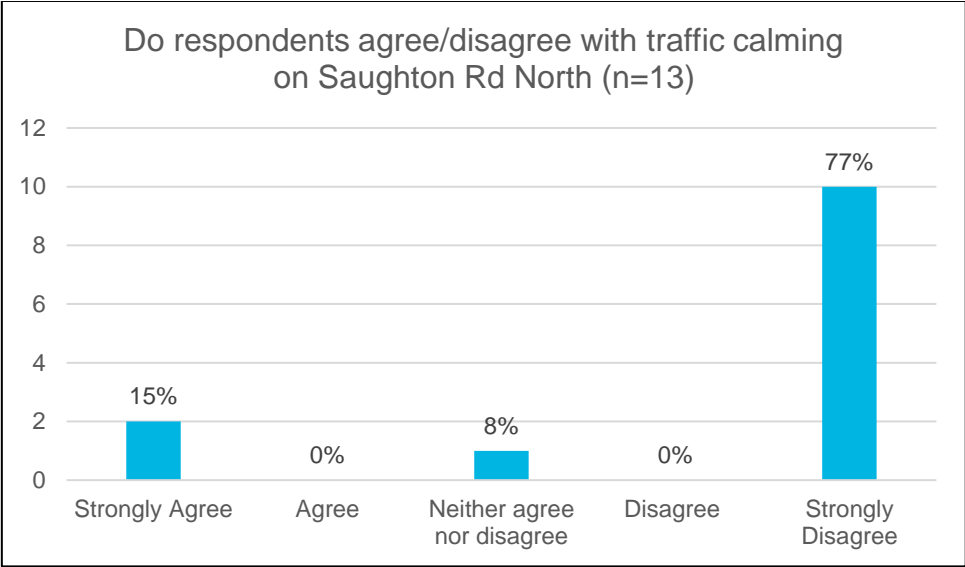
**Q16b - Could you briefly explain your view?**



**Figure 5:197 – Business views of the proposal to improve public space improvement around Carrick Knowe Primary School**

Only 1 comment was received for this question, suggesting the plans will have a negative impact on the area.

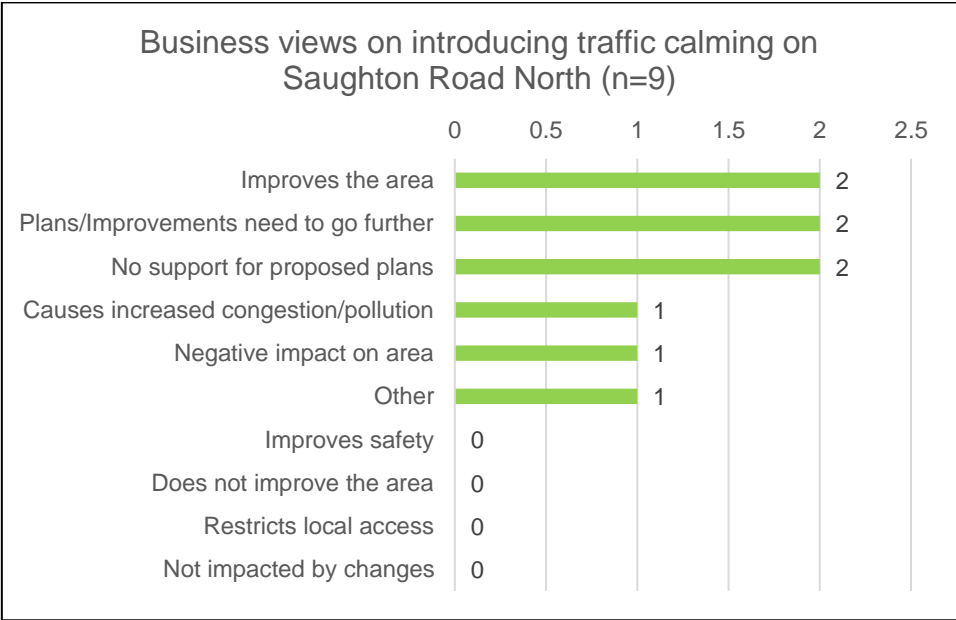
**Q17a - To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?**



**Figure 5:198 – Business opinions on introducing traffic calming on Saughton Road North**

10 business respondents (77%) stated that they disagree or strongly disagree with plans to introduce more traffic calming on Saughton Road North. 2 respondents agree or strongly agree with the need to introduce such measures and 1 person neither agrees nor disagrees.

**Q17b - Could you briefly explain your view?**

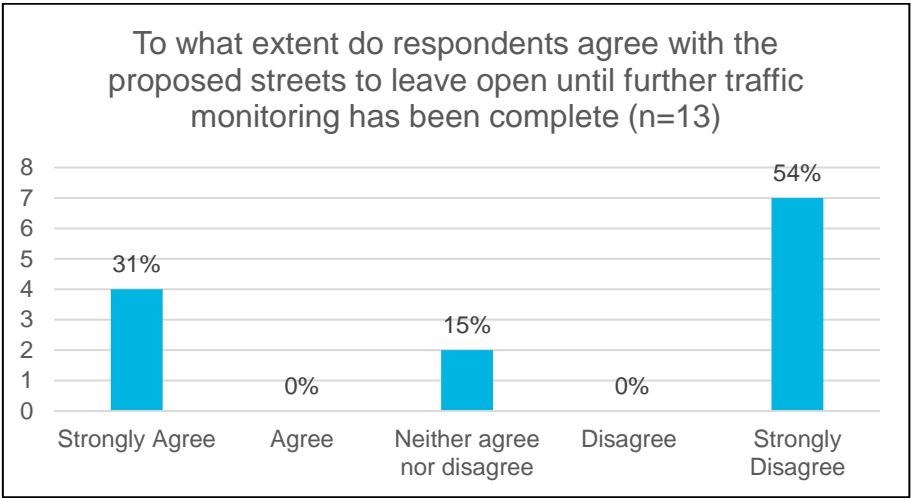


**Figure 5:199 – Business views on the introduction of traffic calming on Saughton Road North**

With 2 mentions (22%), the need for plans on this street to be improved or go further was one of the most common view from respondents. Another view, also with 2 mentions (22%) was that the plans will improve the area. A further 2 comments (22%) noted no support for the proposed plans.



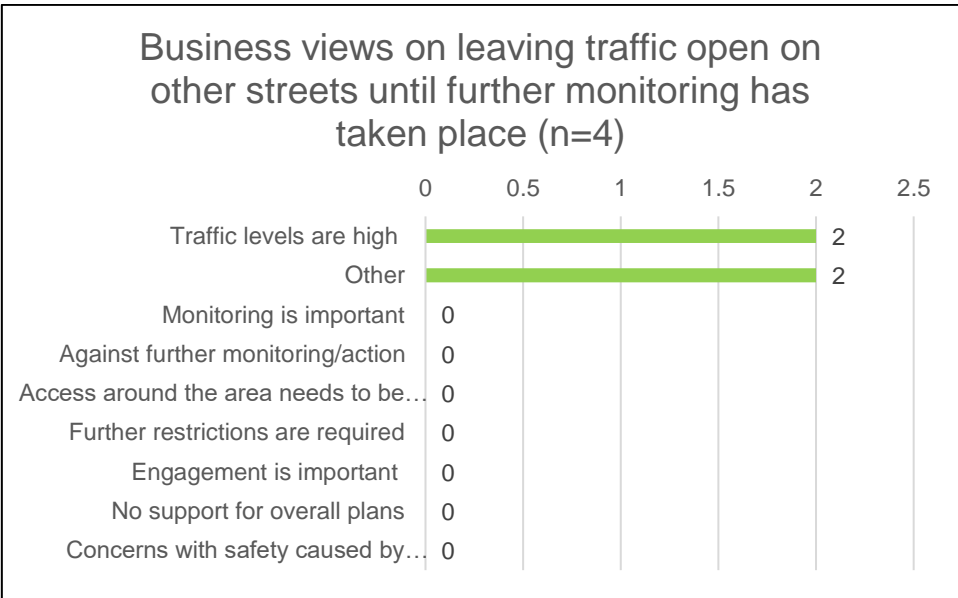
**Q18a - To what extent do you agreed with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?**



**Figure 5:200 – Business opinions on leaving streets open until further traffic monitoring has occurred**

Of the 13 business responses, 4 people (31%) agree or strongly agree with leaving the proposed streets open until further monitoring has been conducted. 2 respondents neither agree nor disagree with this statement and 7 (54%) disagree or strongly disagree with these plans.

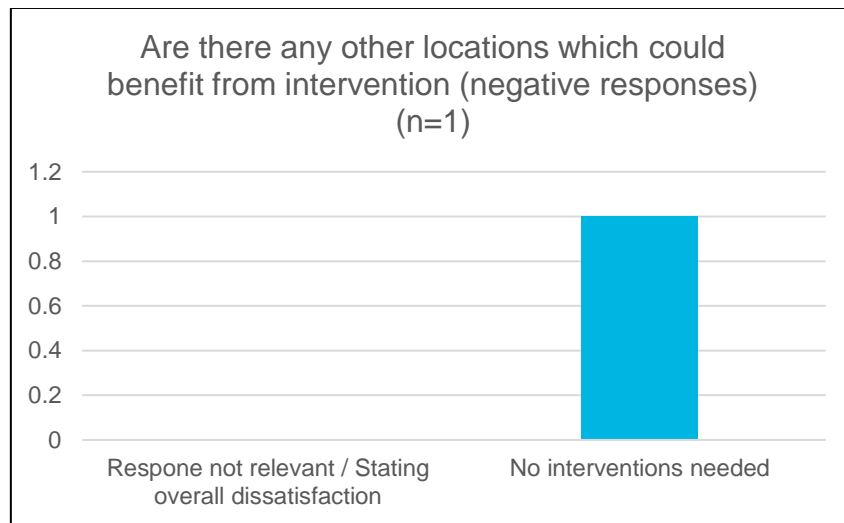
**Q18b - Could you briefly explain your view?**



**Figure 5:201 – Business views on leaving streets open until further traffic monitoring has taken place**

The two most common views from this question each received 2 responses (50%), noting high levels of traffic and other comments.

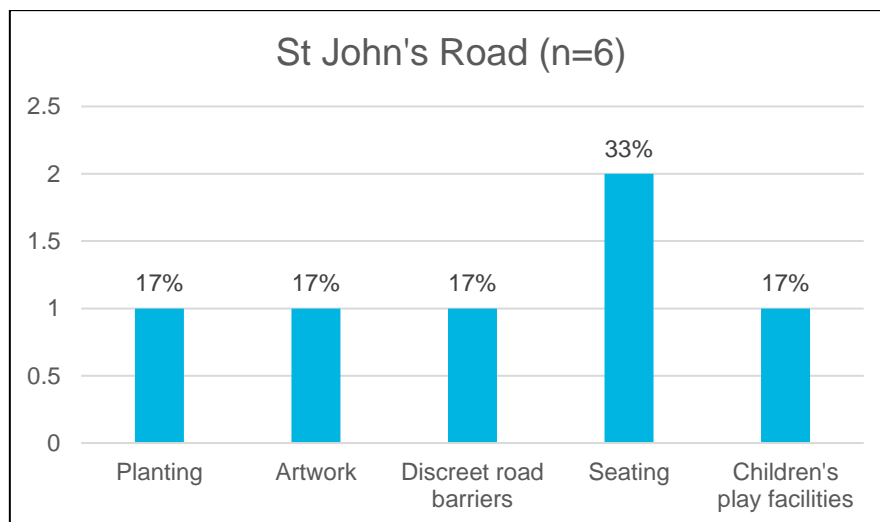
**Q19 - Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention?**



**Figure 5:202 – Business opinion from respondents whether there are any other locations which require intervention**

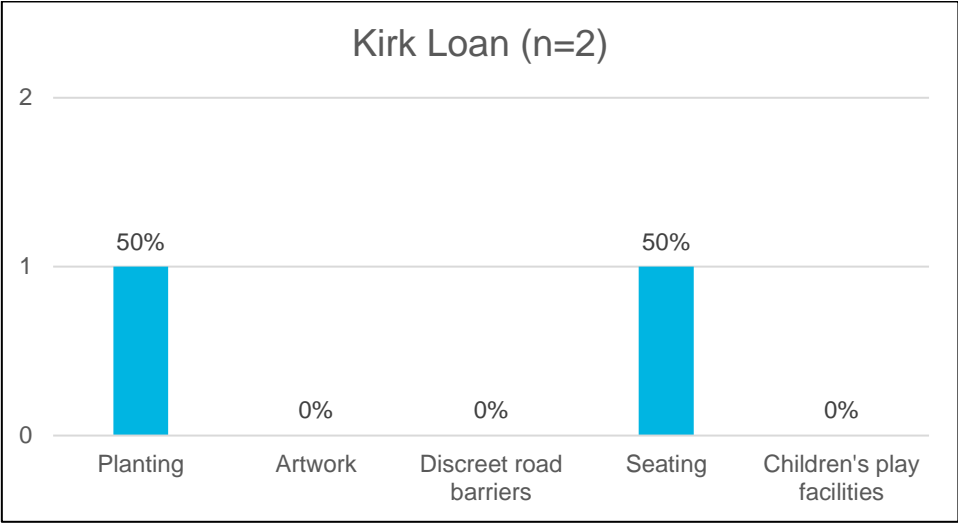
This shows the opinion of business respondents that have any locations or areas which require intervention. Only 1 response was received for this question, noting no other interventions were needed.

**Q20 - Please tell us which potential elements of a new public space would be most important to you in each area?**



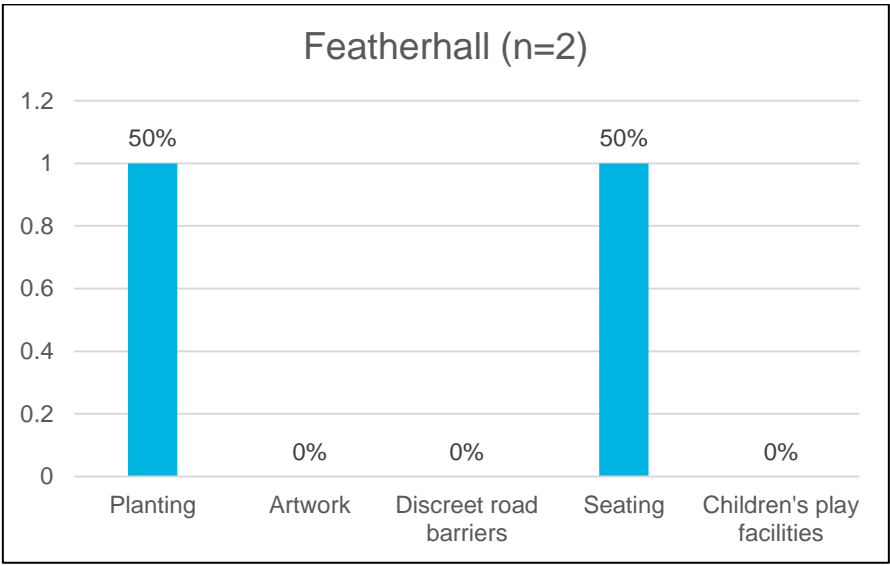
**Figure 5:203 – Important elements for public space at St. John's Road**

Business respondents see seating as the most important element to public space improvements on St. John's Road with 2 responses (33%). The remaining additions of planting, artwork, discreet road barriers and children's play facilities were each selected once (17%).



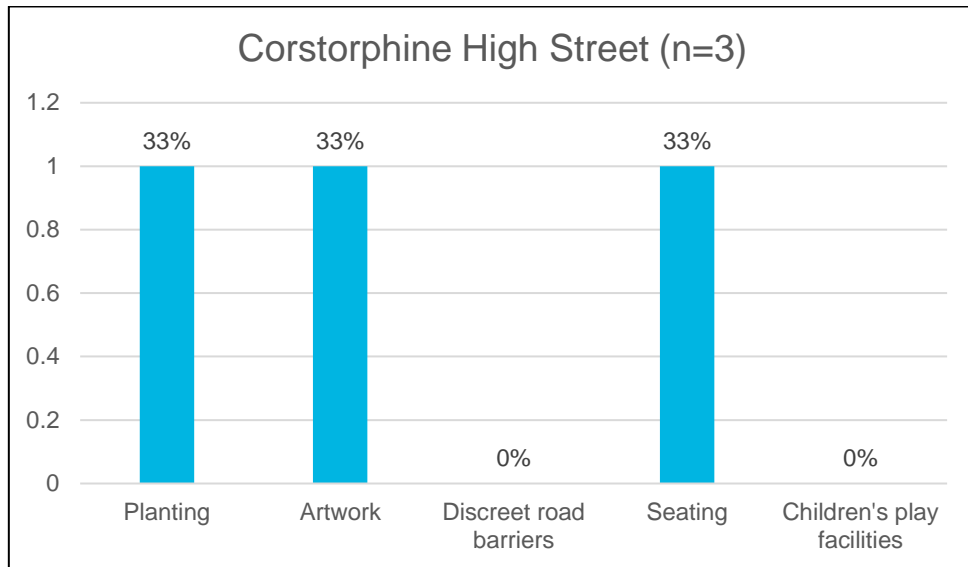
**Figure 5:204 Important elements for public space at Kirk Loan**

Planting and seating were selected as the most important elements to public space on Kirk Loan with 1 selection (50%) each. Artwork, discreet road barriers and children’s play facilities received no responses.



**Figure 5:205 – Important elements for public space at Featherhall**

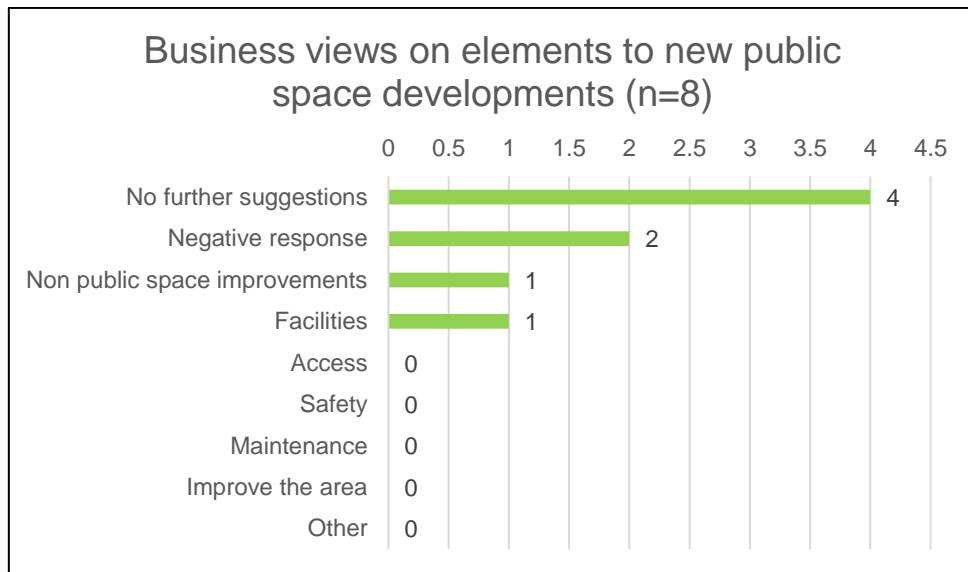
In Featherhall, planting and seating are the most important public space elements by respondents with 1 selection (50%) each. Artwork, discreet road barriers and children’s play facilities received no responses.



**Figure 5:206 – Important elements for public space at Corstorphine High Street**

From the 3 respondents for this question, 1 respondent (33%) believes that planting is the most important element, 1 respondent (33%) believes artwork is the most important element and 1 respondent (33%) believes that seating is the most important element. Discreet road barriers and children's play facilities received no responses.

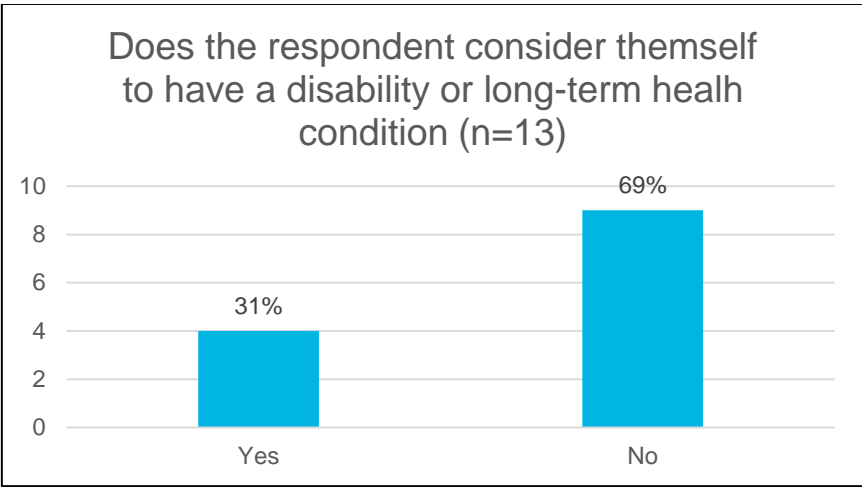
**Q20b – If other, please specify**



**Figure 5:207 – Business suggestions of elements for public space plans**

4 respondents (50%) answered this question stating that they had no further suggestions to make. Negative comments on the introduction or improvement of public spaces were made 2 times (25%). 1 response (13%) focused on improvements which were unrelated to the public spaces outlined, these included suggestions such as road and pavement improvements and 1 response (13%) focused on the improvement of facilities.

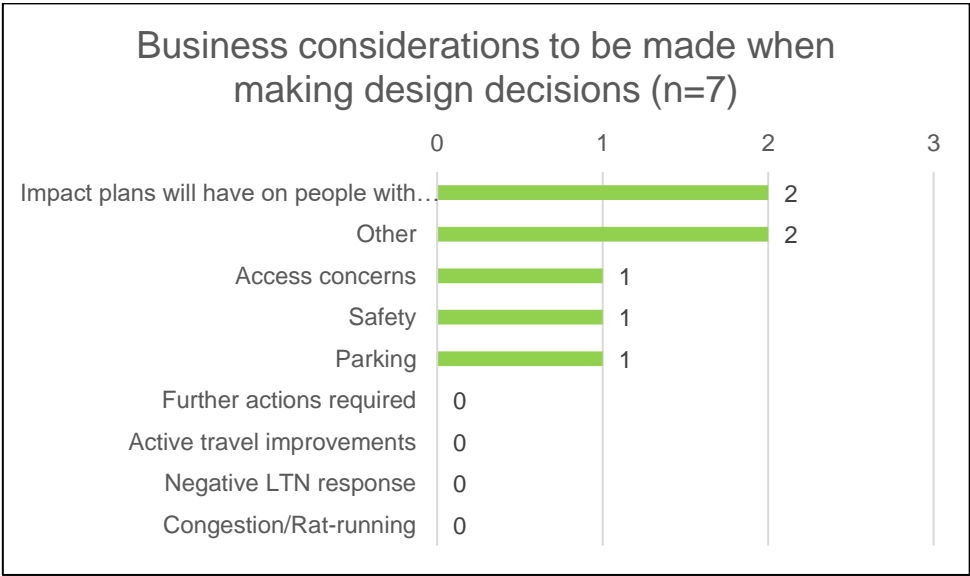
**Q21 - Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?**



**Figure 5:208 – Disability statistics**

**Figure 5:208** highlights the number of survey participants who consider themselves to have a disability or long-term health condition. From the 13 responses, 4 people (31%) answered yes to this whilst 9 people answered no (69%).

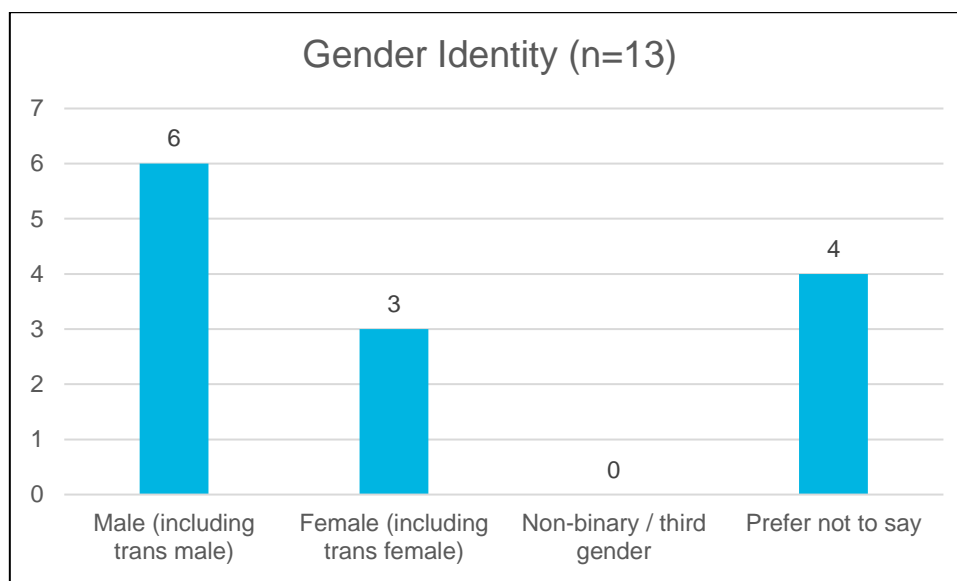
**Q22 – Please provide details you would like us to consider from your perspective to inform our design decisions**



**Figure 5:209 – Business views on design decisions**

This question asked businesses for their views on what they would like to be considered during the design decisions. The view which was identified the most was the impact these changes would have on people with health conditions, mentioned 2 times (29%). Participants also raised concerns around access in the area due to the proposed limitations of traffic through multiple streets, this was mentioned 1 time (14%). Additional concerns surrounded parking and safety, each mentioned 1 time (14%) each.

**Q23 – Please provide us your gender identity**

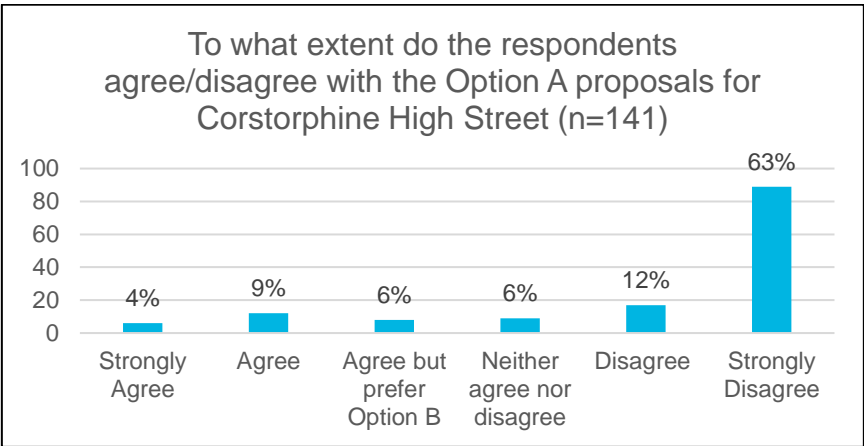


**Figure 5:210 – Business Gender Identity**

## 5.6 Respondents with Disabilities

This section considers the responses of respondents who consider themselves as having a disability.

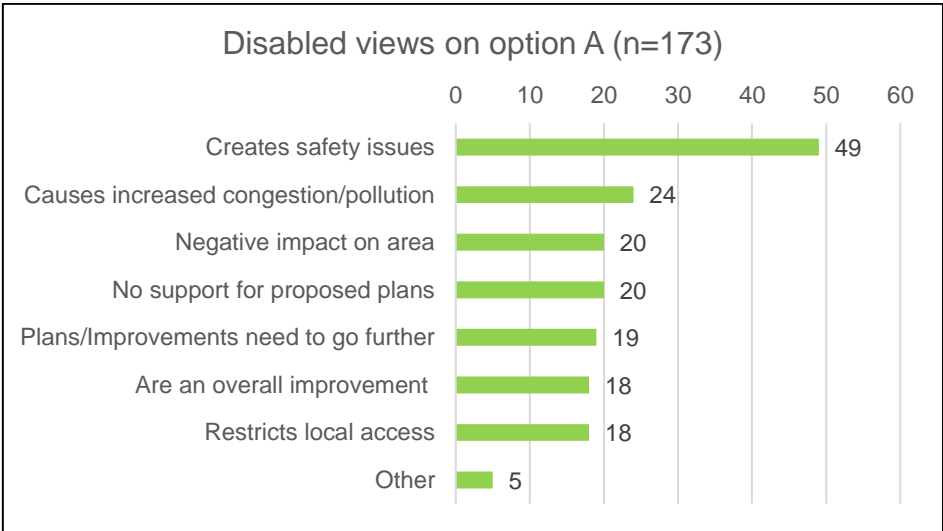
**Q3a - To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:211 – Opinion on option A for Corstorphine High Street**

18 people (13%) answered that they agree or strongly agree with the option A proposal for Corstorphine High Street and a further 8 people (6%) advised they do agree with the plans, but prefer option B. 9 respondents (6%) answered that they neither agree nor disagree and 106 respondents (75%) answered that they disagree or strongly disagree with the outlined plans which is higher than the overall respondents.

**Q3b – Could you briefly explain your view?**

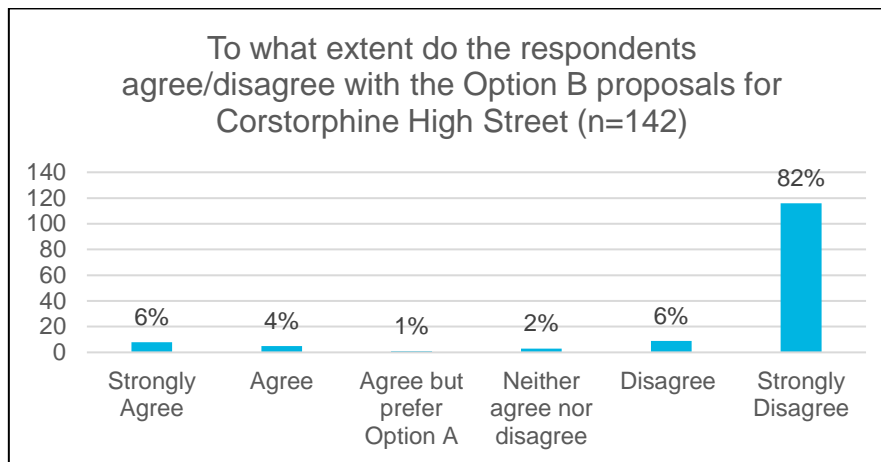


**Figure 5:212 – Respondent's views on option A**

The most common view shared by the disabled survey participants is that option A will create safety issues, mentioned 49 times (28%). Another view raised is that the plans will create congestion and pollution in the area, commented 24 times (14%). 20 disabled people (12%) also believe that it will have a negative impact on the area due to the restrictions being imposed.



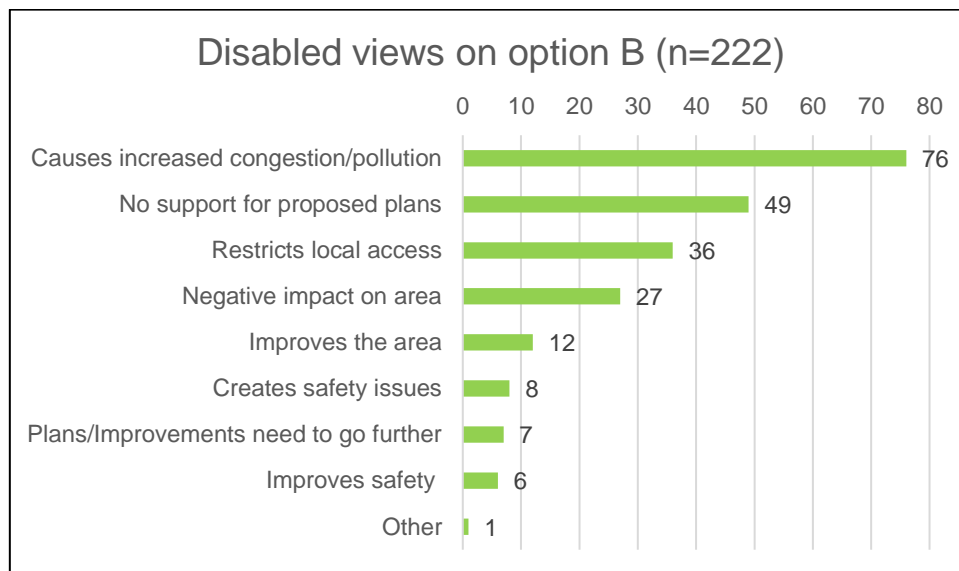
**Q4a - To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?**



**Figure 5:213 – Opinion on option B for Corstorphine High Street**

Of the 142 responses received for this question, 18 people (10%) who consider themselves to have a disability answered that they agree or strongly agree with option B and 125 disabled people (88%) answered that they disagree or strongly disagree with the plans which again is higher than the overall responses. 1 respondent (1%) stated they agree with option B but prefer option A and 3 people (2%) neither agreed nor disagreed with the plans.

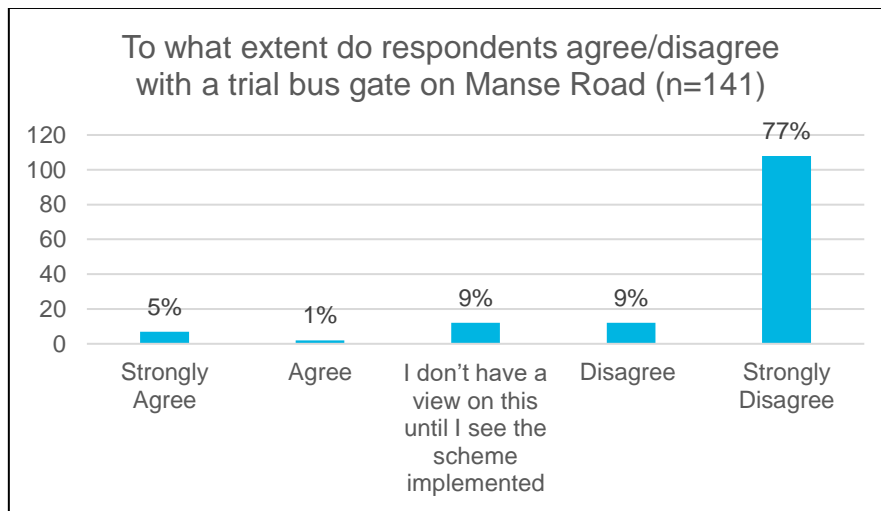
**Q4b – Could you briefly explain your view?**



**Figure 5:214 – Respondent's views on option B**

76 respondents (34%) shared their belief that option B will cause increased congestion and pollution locally as a result of option B being implemented. 49 people (22%) shared their lack of support for option B and stated they do not want to see it being implemented. Another concern raised is that option B will restrict local access due to the restrictions to motor traffic, this was mentioned by 36 respondents (16%).

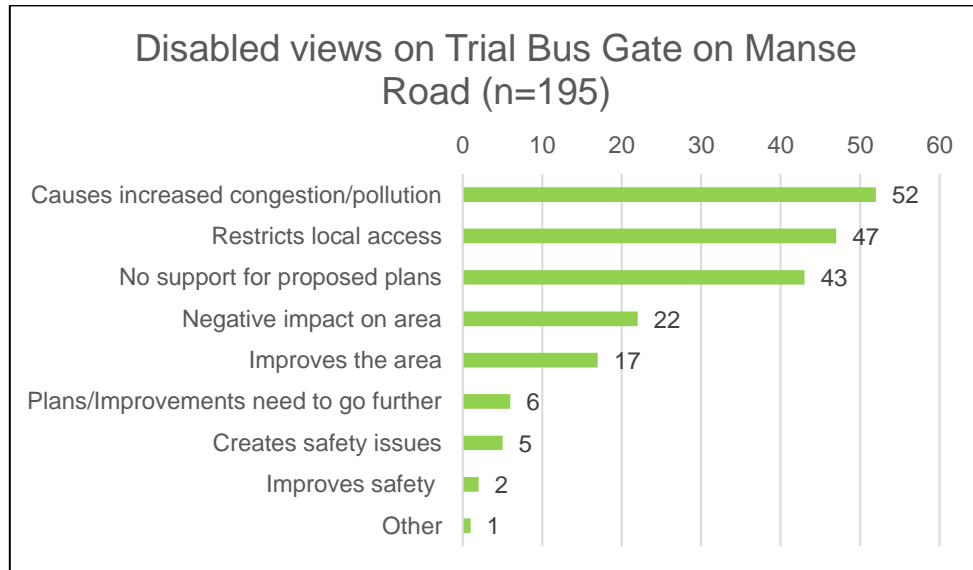
**Q5a - To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?**



**Figure 5:215 – Opinion on trial bus gate on Manse Road**

120 respondents (88%) who have identified as having a disability either disagree or strongly disagree with the trial bus gate proposals. 9 people (6%) answered that they agree or strongly agree and 12 (9%) stated that they do not have an opinion on the bus gate until they see it implemented.

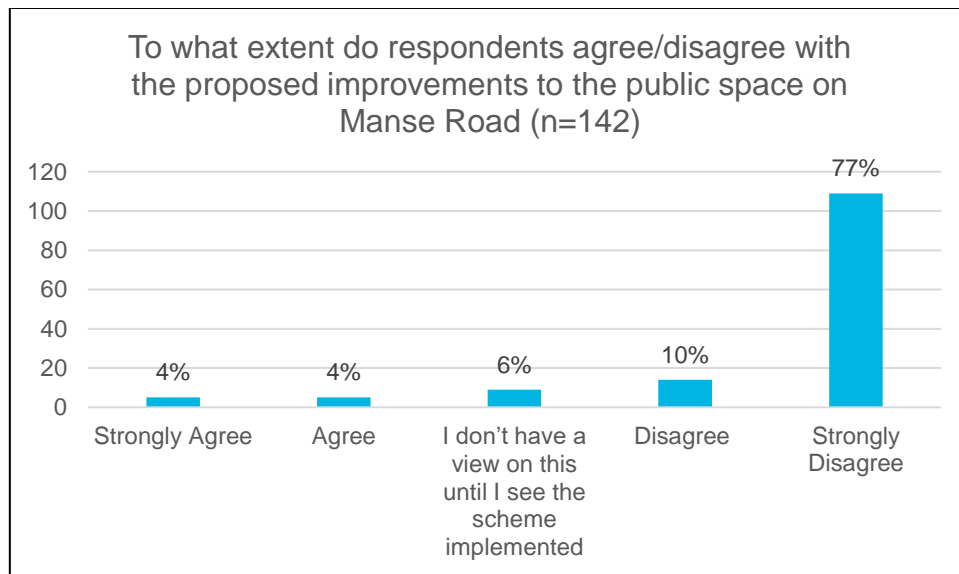
**Q5b - Could you briefly explain your view?**



**Figure 5:216 – Respondent's view on trial bus gate on Manse Road**

The views on respondents who consider themselves to have a disability are shown above, the most common view, selected 52 times (27%), is that this will create congestion and pollution and nearby streets, caused by vehicles avoiding the bus gate. Other notable views are that the plans will restrict local access and that 43 disabled participants (22%) do not support the implementation of this bus gate. 17 people (9%) thought that the bus gate would improve the area.

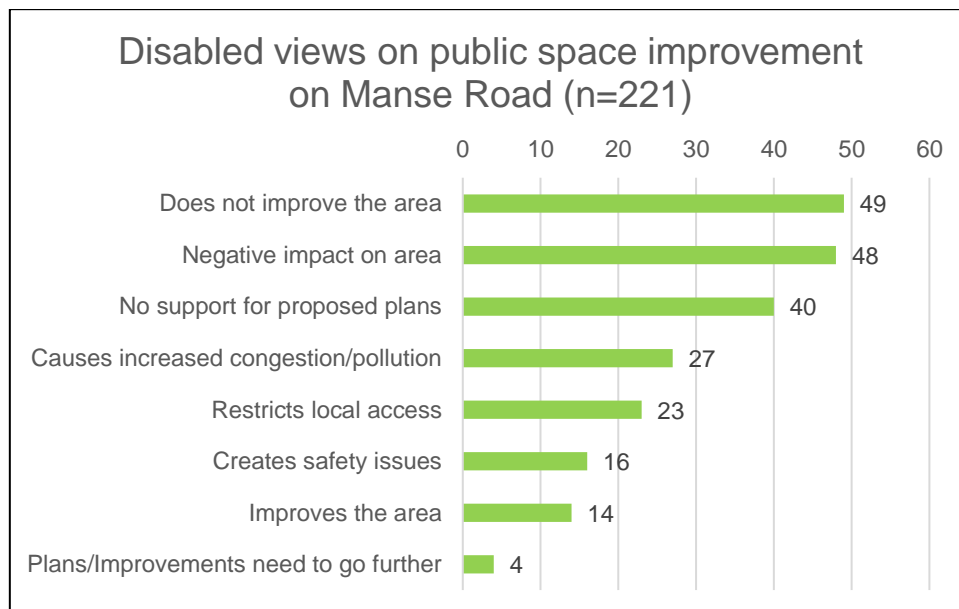
**Q6a - To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John's Road?**



**Figure 5:217 – Opinion of proposed improvements to the public space on Manse Road**

This graph shows the responses from disabled people when asked about proposed improvements to the public space on Manse Road. 10 people (8%) answered that they agree or strongly agree with these changes, 9 people (6%) do not have an opinion on the scheme until they see it implemented and 123 people (87%) stated that they disagree or strongly disagree.

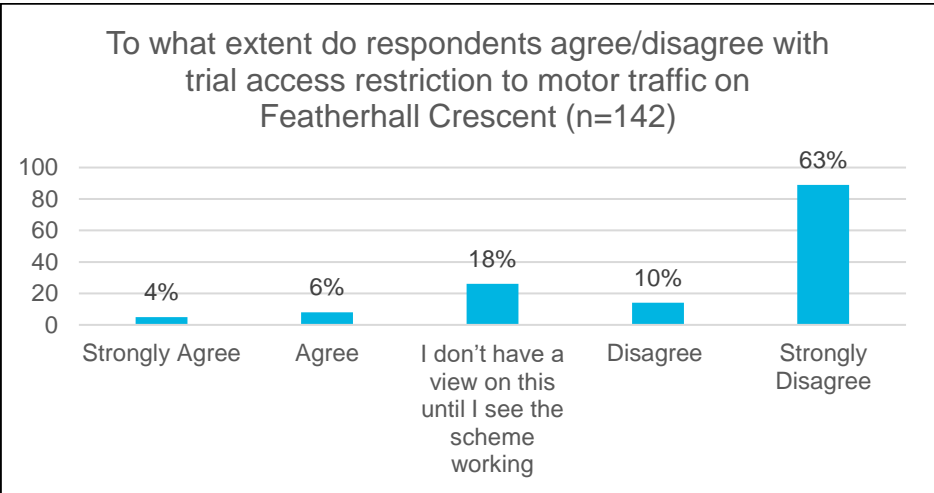
**Q6b - Could you briefly explain your view?**



**Figure 5:218 – Views on the proposed improvements to the public space on Manse Road**

The two most common views are that the public space improvements will not improve the area and will have a negative impact on the area, chosen 49 and 48 times (22%) respectively. 40 respondents (18%) stated that they do not support the idea of improving the public space on Manse Road. 14 people (6%) supported the project by answering that the plans would improve the area.

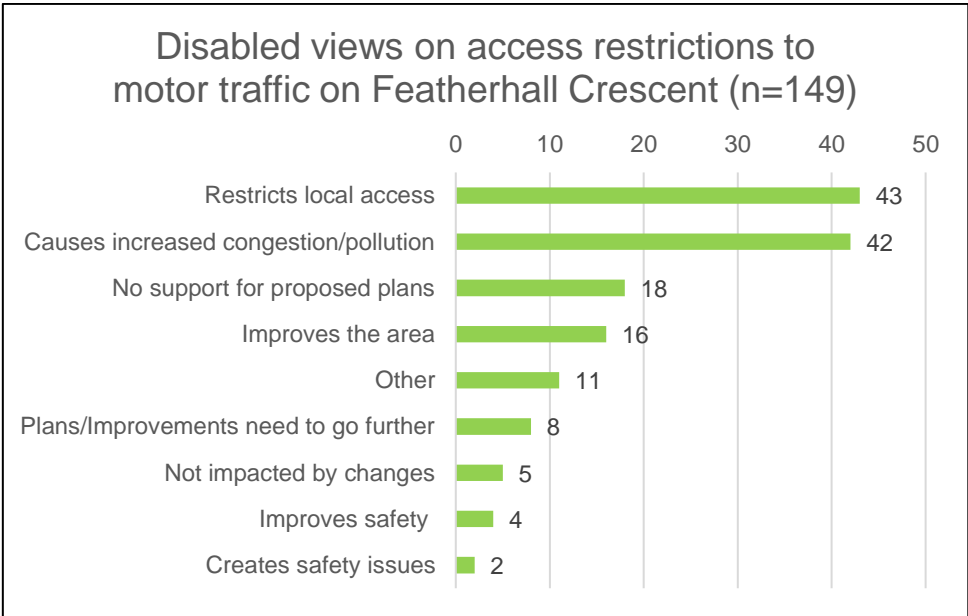
**Q7a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?**



**Figure 5:219 – Opinion on the trial access restrictions to motor traffic on Featherhall Crescent**

From the 142 responses received, 13 individuals (10%) stated that they agree or strongly agree with the trial traffic restrictions and 26 people (18%) advised they do not have an opinion until the scheme has been implemented. Most respondents, 103 people (73%), answered that they either disagree or strongly disagree with the proposal outlined.

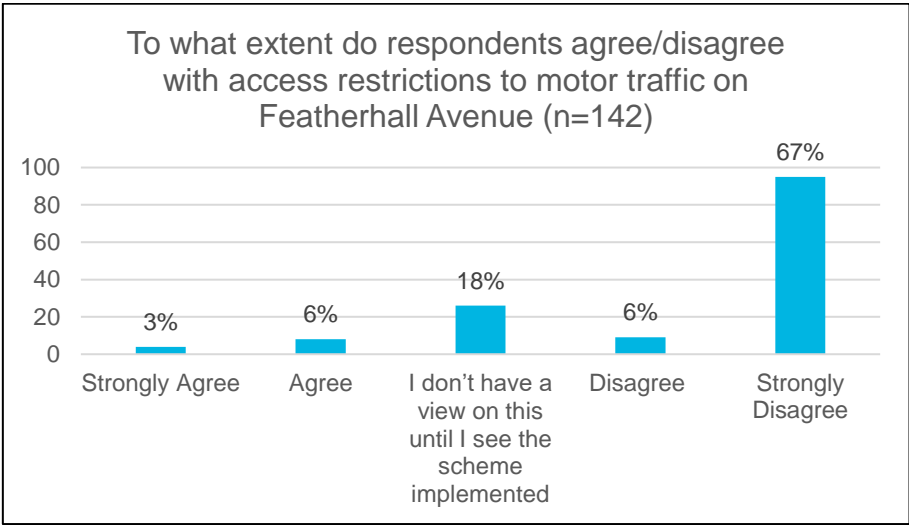
**Q7b - Could you briefly explain your view?**



**Figure 5:220 – Views on the trial access restrictions to motor traffic on Featherhall Crescent**

The most frequent views mentioned are that these plans will restrict local's access and create increased congestion and pollution in nearby streets and roads, selected 43 (29%) and 42 times (28%) respectively. 16 respondents (11%) answered that restricting traffic on this street would improve the area.

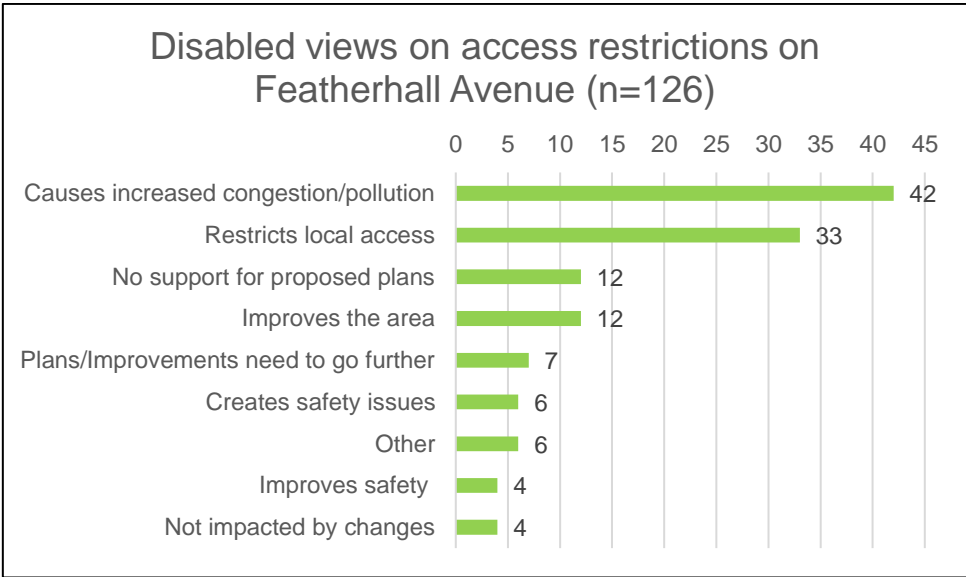
**Q8a - To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?**



**Figure 5:221 – Response to trial access restrictions to motor traffic on Featherhall Avenue**

The most common opinion when asked about the trial restrictions on Featherhall Avenue is that 104 respondents (73%) disagree or strongly disagree with the proposals, 12 respondents (9%) answered that they agree or strongly agree with the plans and 26 (18%) stated they do not have an opinion until it has been implemented.

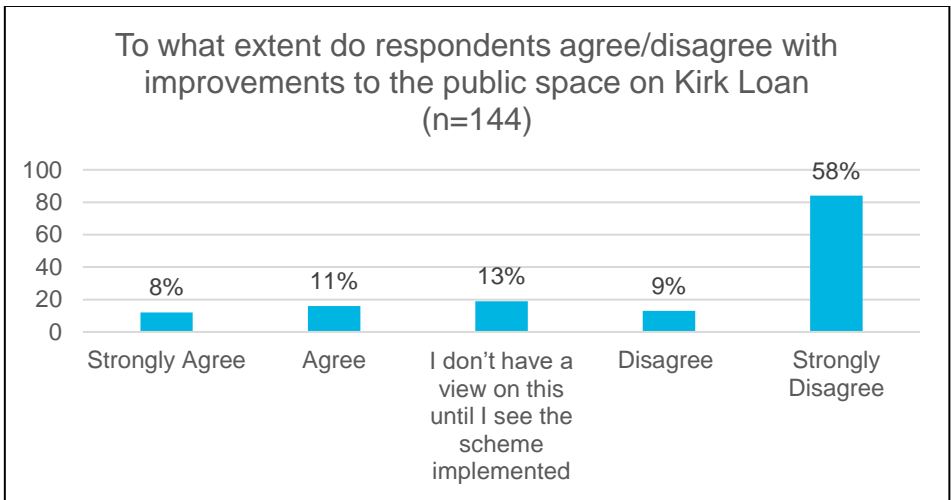
**Q8b - Could you briefly explain your view?**



**Figure 5:222 – Views on trial access restrictions on Featherhall Avenue**

Concerns over increases in congestion and pollution were the most frequently raised during the survey with 42 comments (33%). People believe that by restricting access to one street will create an increase in traffic along neighbouring roads and streets which may not be suitable for increased volumes. Another common concern from the disabled participants is access which they believe will be limited due to these plans, this was raised 33 times (26%).

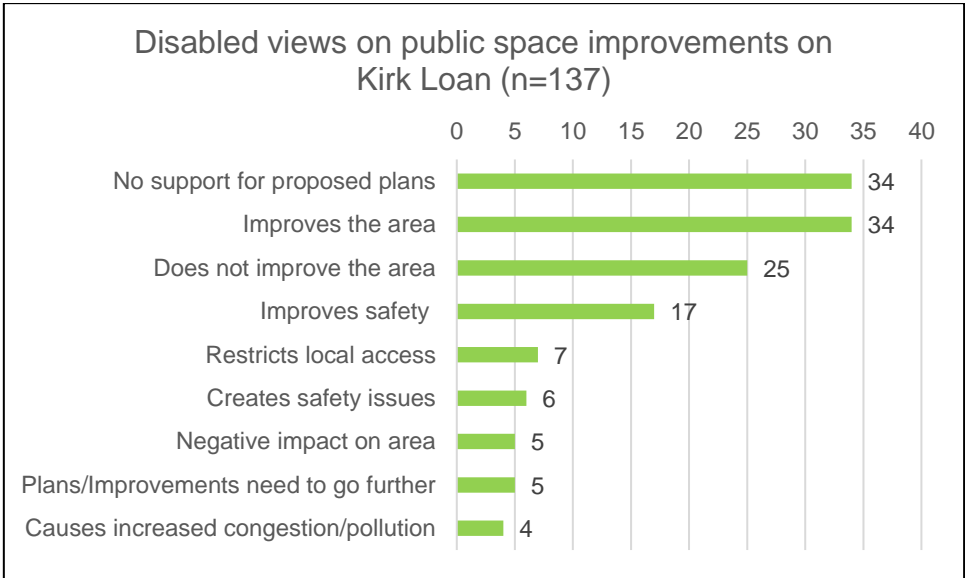
**Q9a - To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?**



**Figure 5:223 – Opinion on the proposed improvements to the public space on Kirk Loan**

28 responses (19%) were in favour of the public space improvements, answering that they agree or strongly agree with the plans. However, 97 respondents (67%) disagree or strongly disagree with these improvements and 19 people (13%) could not provide an opinion until they see the changes in place.

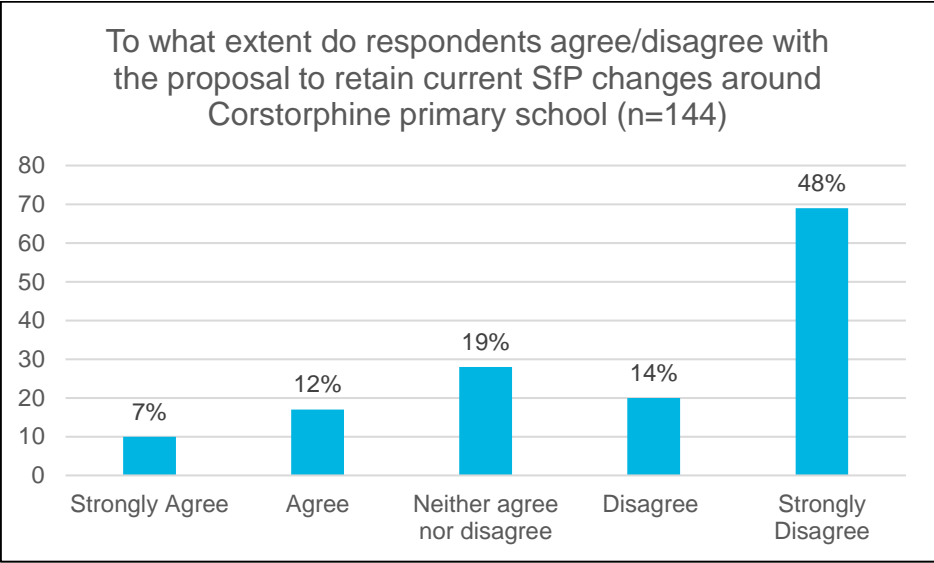
**Q9b - Could you briefly explain your view?**



**Figure 5:224 – Views on the proposed public space improvements on Kirk Loan**

One of the most common views which was made is from individuals who do not support the public space improvements on Kirk Loan, mentioned 34 times (25%). However, an equal number of disabled participants believe that the public space upgrades will improve the area. This is again contrasted by the 25 respondents who shared their belief that the public space improvements would not actually improve the area.

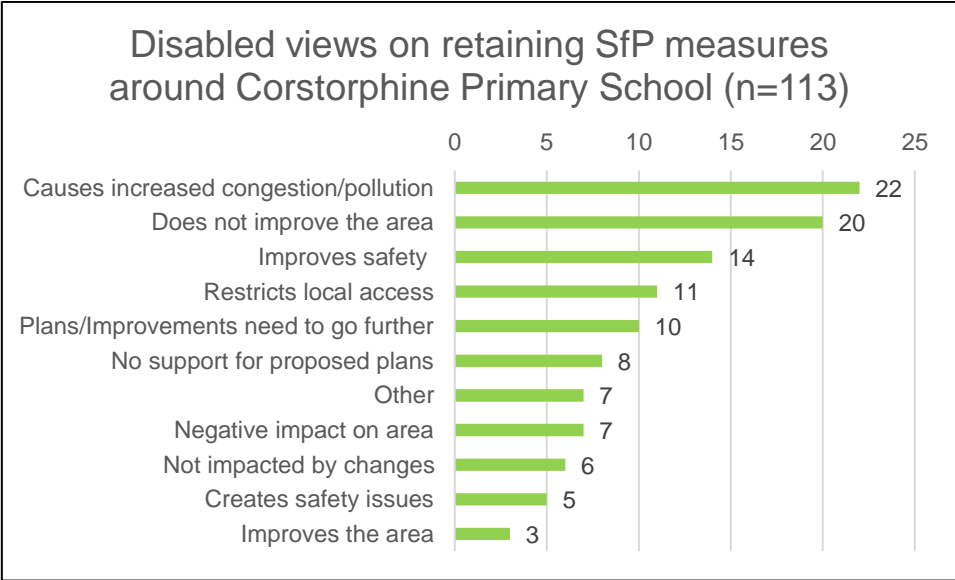
**Q10a – To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?**



**Figure 5:225 – Opinion on plans to retain current SfP changes around Corstorphine Primary School**

89 respondents (62%) answered that they either disagree or strongly disagree with the retention of current SfP changes in this area. 28 people advised that they neither agree nor disagree with the proposals whilst 27 responses were in favour, stating they agree or strongly agree with the retention of current measures.

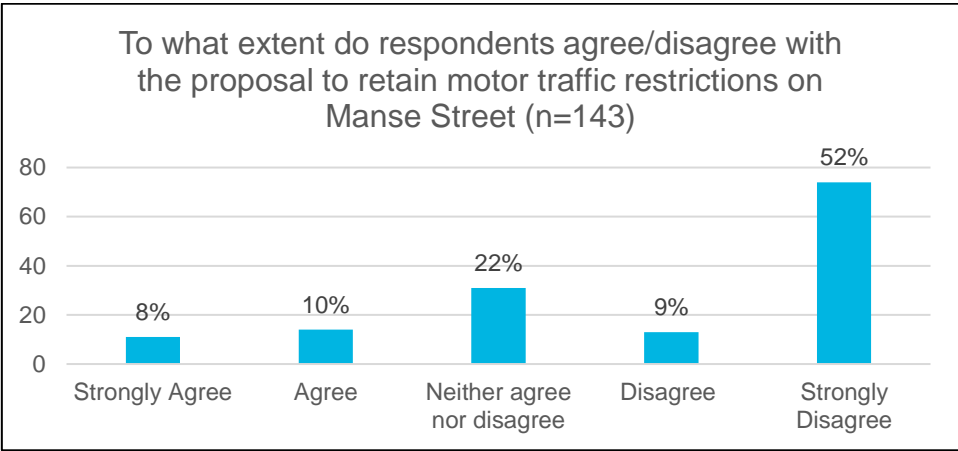
**Q10b – Could you briefly explain your view?**



**Figure 5:226 – Views on the retention of current measures around Corstorphine Primary School**

The retention of current SfP measures will increase congestion and pollution according to 22 of the respondents and a further 20 people shared their view this proposal will not improve the area. Support for the proposal was given by the 14 people who stated that it will improve safety around the area. 10 disabled participants believe that the current measures could go further to restrict traffic and make the area around the primary school safer.

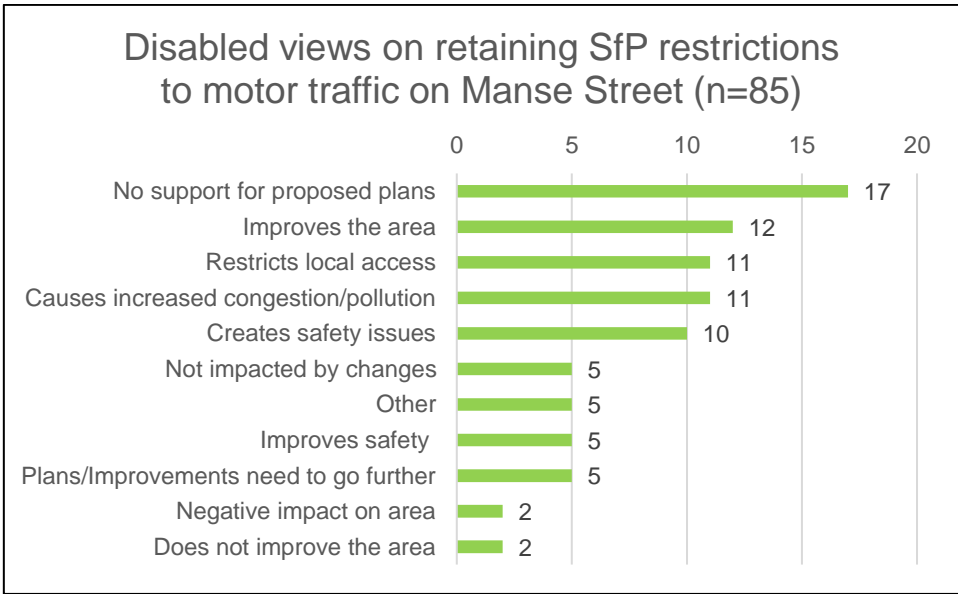
**Q11a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?**



**Figure 5:227 – Opinion on proposal to retain SfP measures to restrict motor traffic on Manse Street**

From the 143 responses received for this question, 25 people (18%) agree or strongly agree with the retention of motor traffic restrictions. 31 respondents (22%) answered that they neither agree nor disagree with these plans and 87 people (61%) answered that they disagree or strongly disagree.

**Q11b - Could you briefly explain your view?**

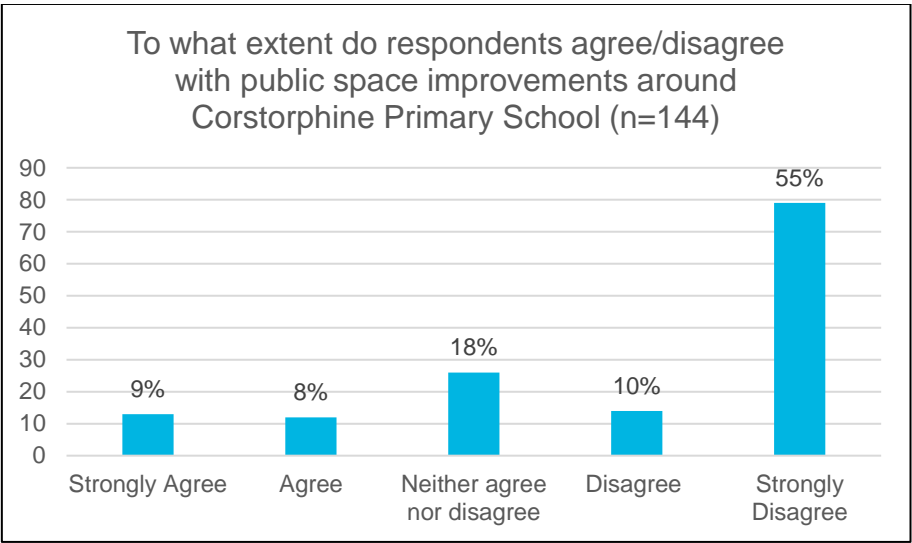


**Figure 5:228 – Views on the retention of current measures to restrict motor traffic on Manse Street**

When asked to expand on their views for retaining SfP measures, 17 people (20%) explained that they did not support the plans being outlined. 11 participants (13%) also raised concerns over restrictions this would create to local access and extending journeys for residents to and from their homes. Another notable view provided by the public states that retaining these measures will improve the area by continuing to restrict traffic levels on Manse Street.



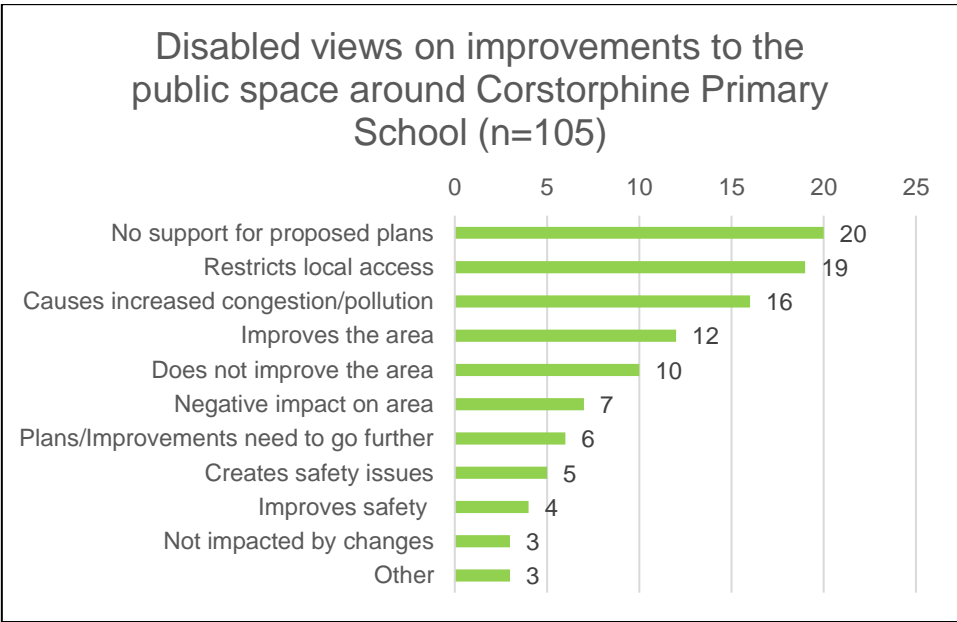
**Q12a - To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?**



**Figure 5:229 – Opinion on proposal to improve public space around Corstorphine Primary School**

25 disabled participants (17%) stated that they agree or strongly agree with the proposals to improve the public space around Corstorphine Primary School. 26 respondents (18%) answered that they neither agree nor disagree, and 93 people (65%) do not support the plans and advised they disagree or strongly disagree with them.

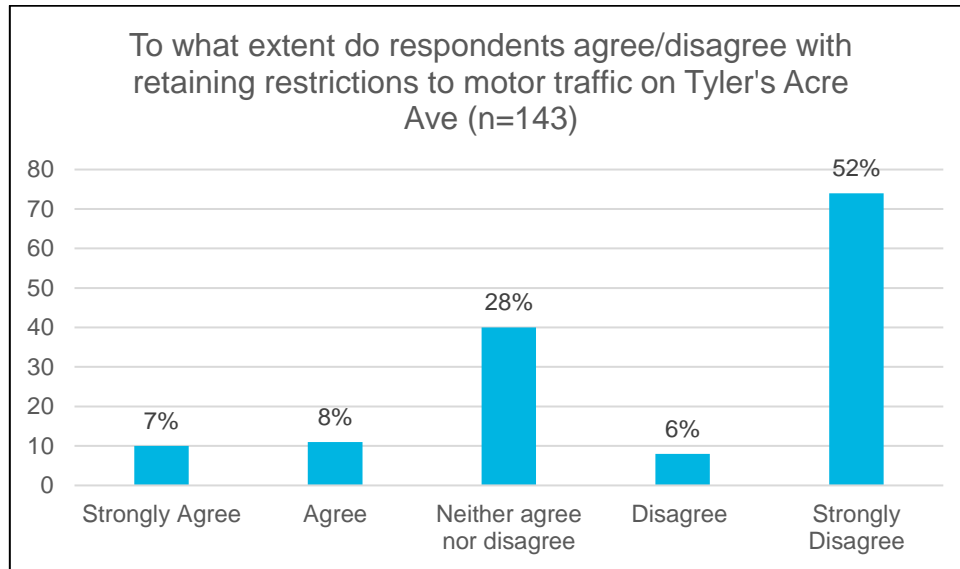
**Q12b - Could you briefly explain your view?**



**Figure 5:230 – Views on the improvements to public space around Corstorphine Primary School**

The most frequent comment made during this question was from disabled participants who shared that they do support the proposed improvements to the public space around Corstorphine Primary School, mentioned by 20 people (19%). Another common view was from the 19 respondents (18%) who believe these improvements will restrict local access for residents, visitors and other services. 6 people (6%) stated that they think the proposed plans could go further and be improved when asked to explain their view.

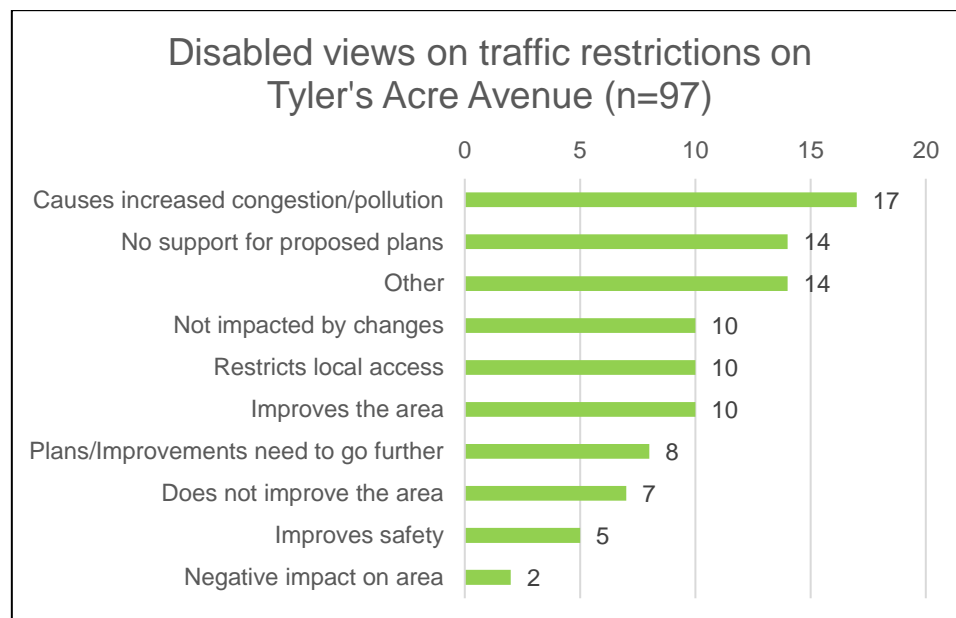
**Q13a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?**



**Figure 5:231 – Opinion on retaining current SfP restrictions to motor traffic on Tyler's Acre Avenue**

The most selected category was disagree or strongly disagree, which 82 people (58%) chose. 40 respondents (28%) advised that they neither agree nor disagree with retaining the motor traffic restrictions and 21 people (15%) answered that they agree or strongly agree.

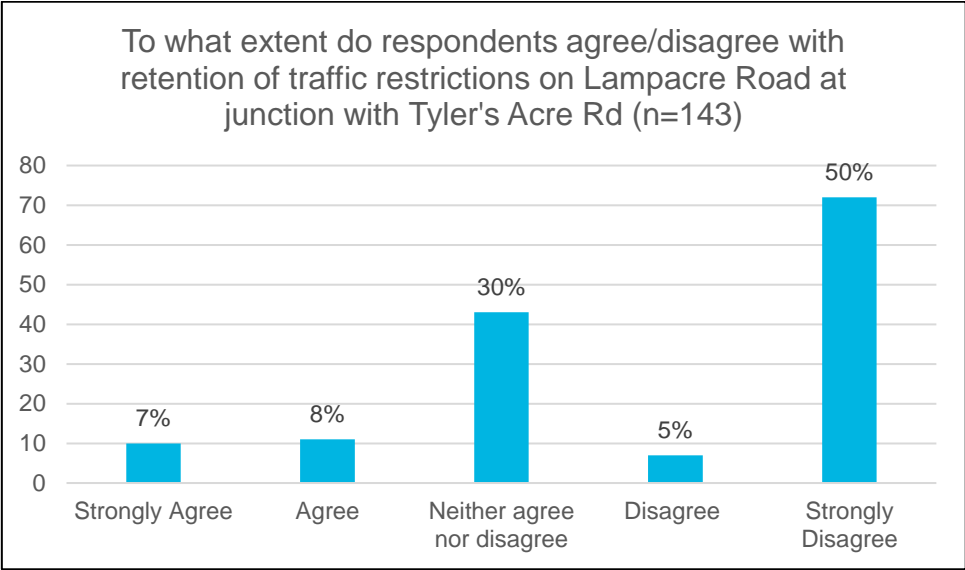
**Q13b - Could you briefly explain your view?**



**Figure 5:232 – Views on retaining current traffic restrictions on Tyler's Acre Avenue**

17 respondents (18%) stated that these traffic restrictions would simply move the traffic to other streets, increasing congestion and pollution levels. 14 people stated that they do not support the plans to retain motor traffic restrictions on Tyler's Acre Avenue. Support for the plans was given by the 10 participants who stated that keeping the traffic restrictions would improve the area.

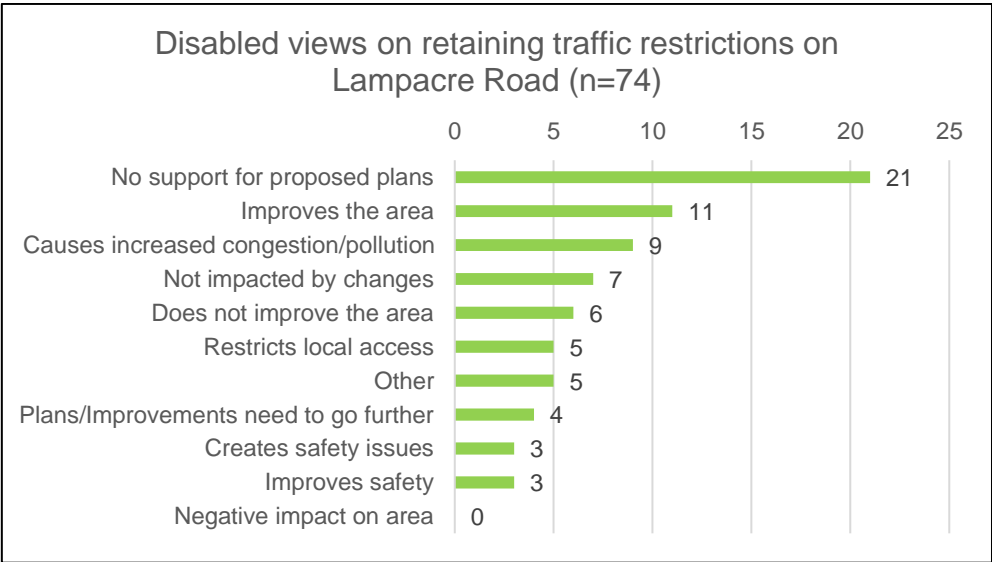
**Q14a - To what extent do you agree/disagree with the proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Road?**



**Figure 5:233 – Opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler's Acre Road**

79 (55%) people answered that they disagree or strongly disagree with the proposals outlined for Lampacre Road at the junction with Tyler's Acre Road and 21 (15%) people answered that they agree or strongly agree. 43 (30%) respondents stated that they neither agree nor disagree with this proposal.

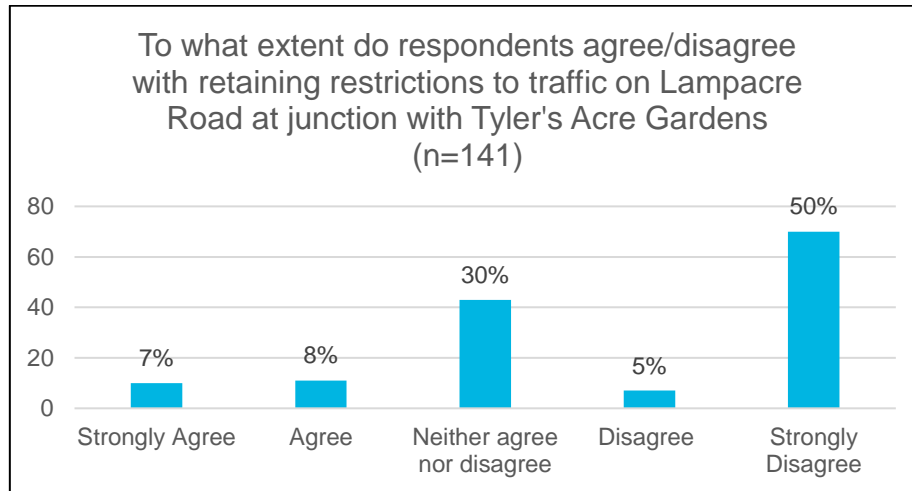
**Q14b – Could you briefly explain your view?**



**Figure 5:234 – Views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler's Acre Road**

The most common view shared by disabled participants of the survey was a lack of support for the retention of current traffic restrictions on Lampacre Road, commented 21 times (28%). A further 9 respondents raised continued concerns around congestion and pollution increases. 11 people (15%) believe that retaining such measures will help improve the area and a further 3 people (4%) think it will improve safety due to the traffic restrictions.

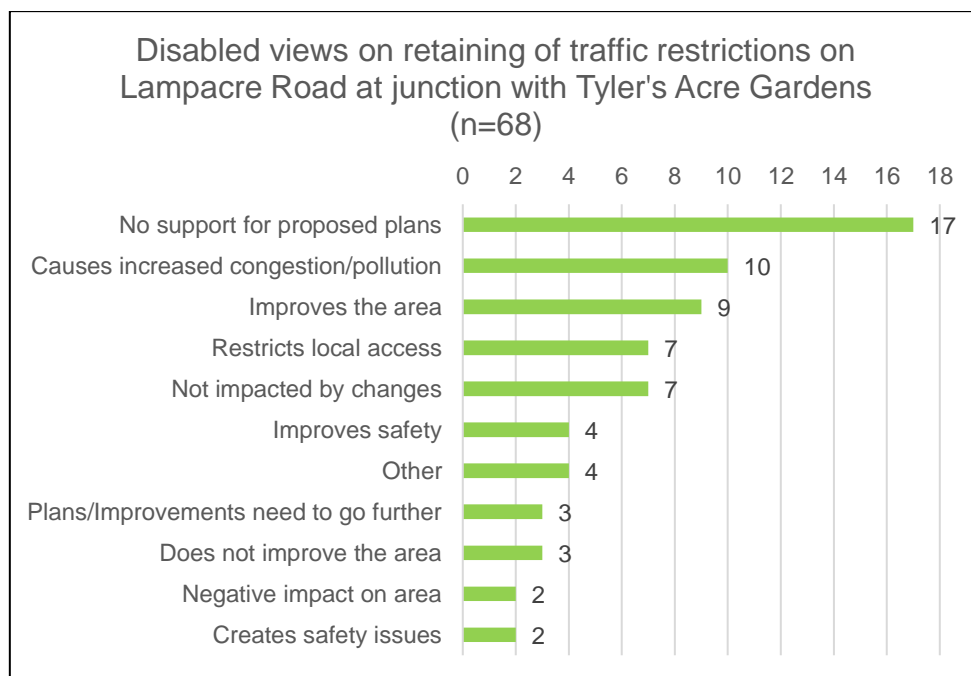
**Q15a - To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Gardens?**



**Figure 5:235 - Opinions on retaining SfP restrictions to traffic on Lampacre Road at junction with Tyler's Acre Gardens**

77 of the disabled survey participants (55%) explained that they disagree or strongly disagree with the retention of these current traffic restrictions. 43 people answered that they neither agree nor disagree, and 21 people stated that they do agree or strongly agree with the proposal.

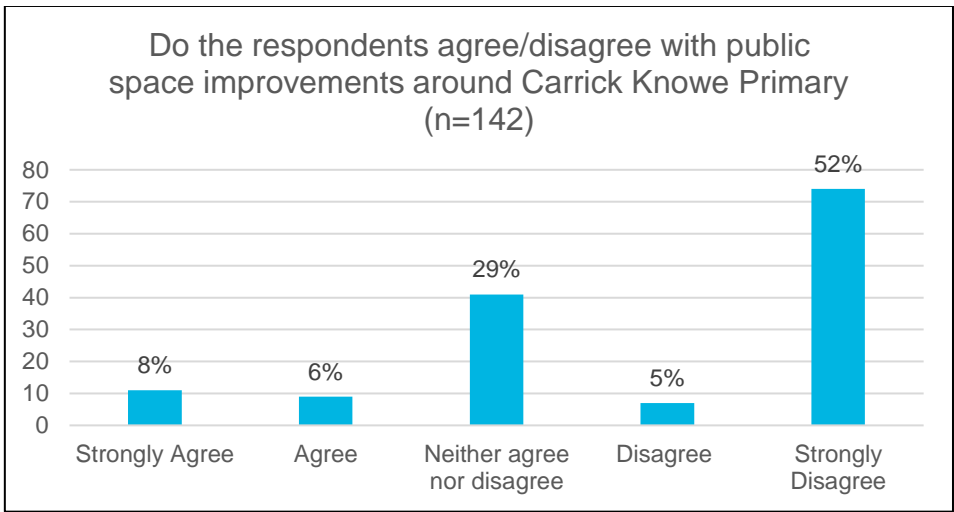
**Q15b - Could you briefly explain your view?**



**Figure 5:236 – Views on retaining SfP measures to restrict motor traffic on Lampacre Road at junction with Tyler's Acre Gardens**

The views shared for this question were again dominated by the 17 individuals (25%) who wanted to share that they do not support the plans being outlined for Lampacre Road. 7 respondents (10%) believe that restricting traffic on this road will severely impact local resident's access to their homes. 4 people shared their opinion that retaining these measures would improve safety of locals due to the reduction in traffic levels and speeds.

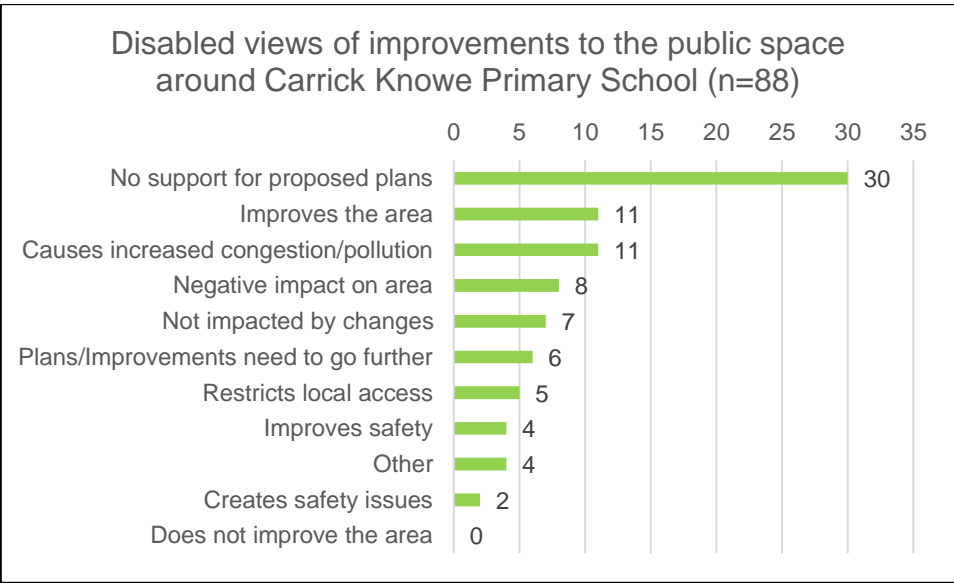
**Q16a - Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?**



**Figure 5:237 – Opinions on proposed public space improvements around Carrick Knowe Primary**

20 respondents (14%) answered that they agree or strongly agree with the proposal for public space improvements around Carrick Knowe Primary School. 81 people (57%) stated that they disagree or strongly disagree with these proposals and 43 (29%) neither agreed nor disagreed.

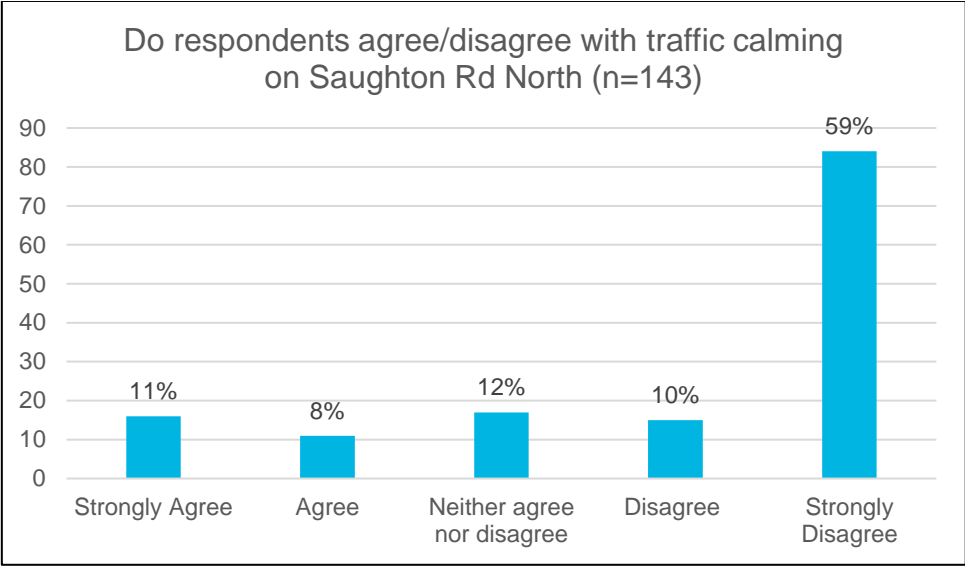
**Q16b - Could you briefly explain your view?**



**Figure 5:238 – Views of the proposal to improve public space improvement around Carrick Knowe Primary School**

Most of the respondents show no support for the proposed plans (30 respondents). 11 respondents (13%) suggest that the plans will help improve the area around Carrick Knowe Primary. An equal number of respondents (13%) also believe that improving the public space will cause an increase in local congestion and create potentially harmful pollution levels near the school. 6 respondents (7%) stated that they think the plans could be further improved to include more features and possibly be more aesthetically pleasing.

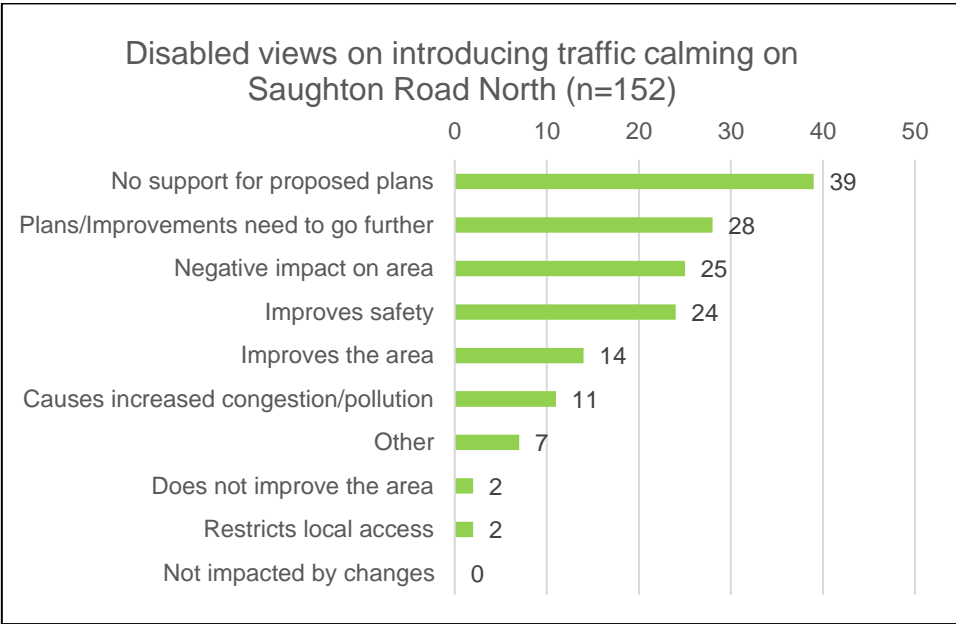
**Q17a - To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?**



**Figure 5:239 – Opinions on introducing traffic calming on Saughton Road North**

Most respondents stated that they disagree or strongly disagree with the introduction of further traffic calming measures on this road with 99 responses (69%). 27 people supported their introduction and answered that they agree or strongly agree with the proposal whilst 17 people neither agree nor disagree with the plans.

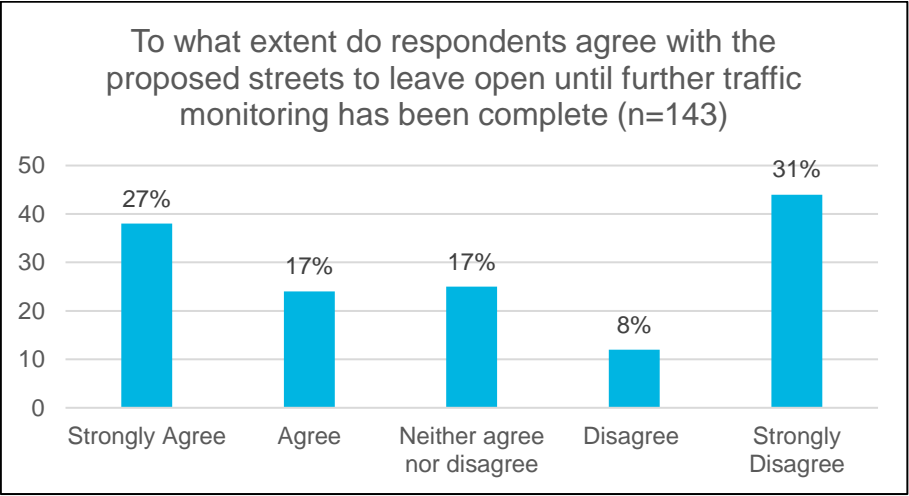
**Q17b – Could you briefly explain your view?**



**Figure 5:240 – Views on the introduction of traffic calming on Saughton Road North**

A lack of support for the plans to introduce more traffic calming on Saughton Road was the most frequent view shared by the disabled participants throughout the survey with 39 mentions (26%). Another common response was from the 28 individuals (18%) who believe the plans outlined could be improved or go further, improvements included road quality and a lack of safe crossing locations on this road. 24 respondents (16%) supported the introduction of these measures as they will improve the safety of drivers and pedestrians along this road.

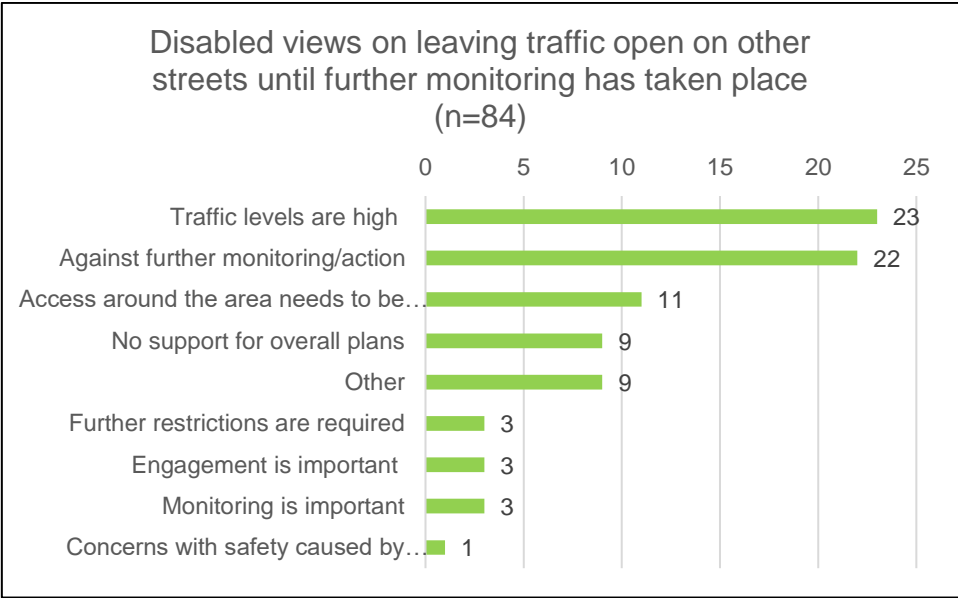
**Q18a - To what extent do you agreed with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?**



**Figure 5:241 – Opinions on leaving streets open until further traffic monitoring has occurred**

62 people (44%) responded that they agree or strongly agree with the plans to leave certain streets open until further traffic monitoring can be conducted. 25 (17%) people answered that they neither agree nor disagree with these plans and 56 (39%) respondents stated they disagree or strongly disagree with this proposal.

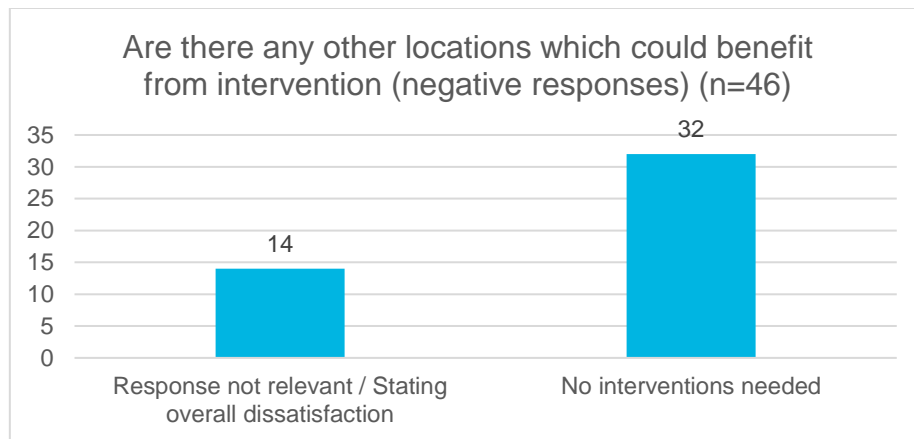
**Q18b - Could you briefly explain your view?**



**Figure 5:242 – Views on leaving streets open until further traffic monitoring has taken place**

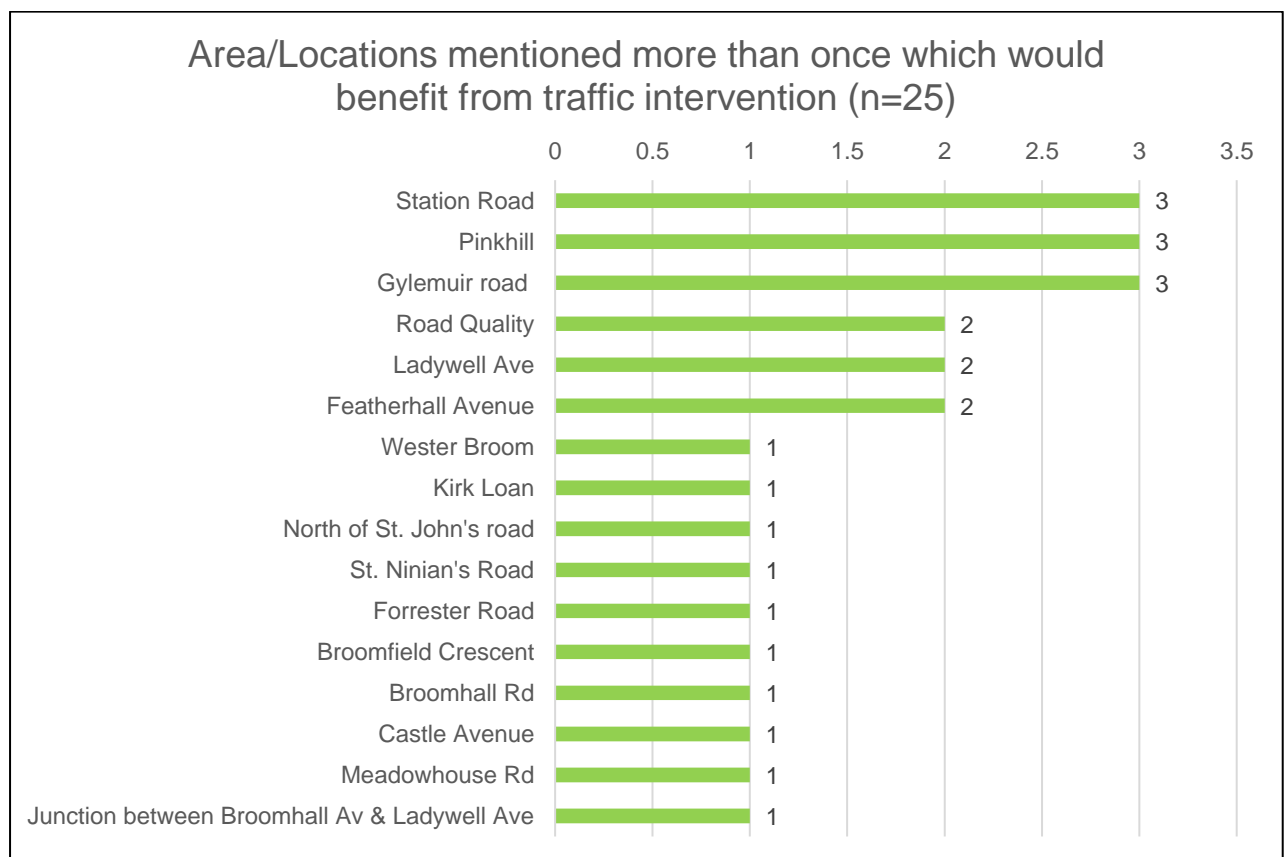
From the 84 responses received from disabled survey participants, the most common view was that current traffic levels throughout the area are too high, commented 23 times (27%). 22 respondents (26%) explained that they were against any further monitoring taking place and against any future actions on the streets and roads. An important feature for people with disabilities is access, therefore 11 responses (13%) were made stating that this must be considered moving forward.

**Q19 – Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention?**



**Figure 5:243 – Opinion from respondents whether there are any other locations which require intervention**

This shows that 32 individuals believe there is no need for any further traffic interventions throughout the project area or beyond. 14 responses to this question were related to an overall dissatisfaction for the works and planning being conducted for the LTN.

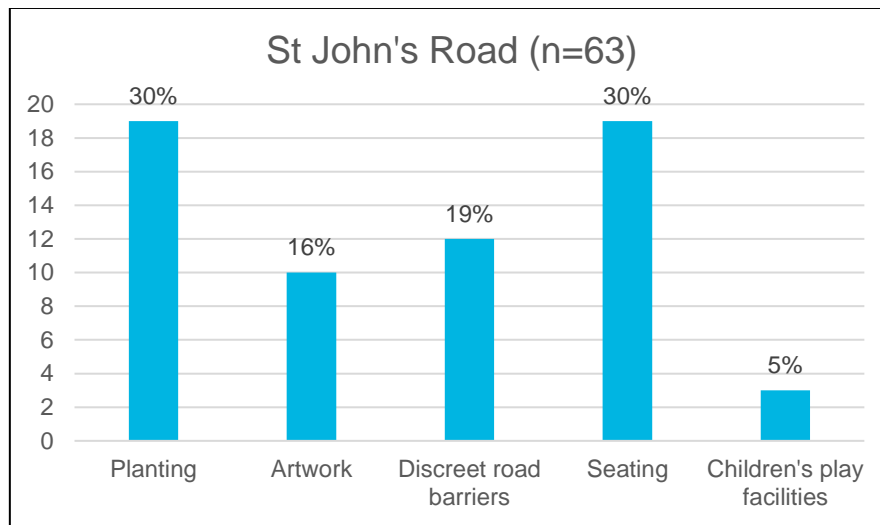


**Figure 5:244 - Areas/Locations participants believe would benefit from traffic intervention**

The top 3 locations selected by disabled survey participants for traffic intervention were Station Road, Pinkhill and Gylemuir Road, each were selected on 3 occasions each. Other notable mentions are Ladywell Avenue and Featherhall Avenue. The improvement of road quality was again mentioned in this question by 2 respondents.

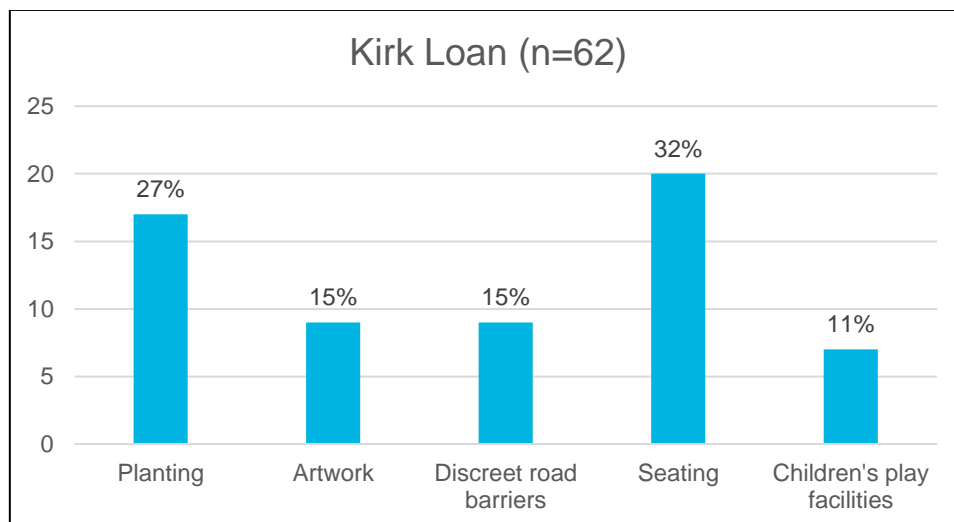


**Q20 - Please tell us which potential elements of a new public space would be most important to you in each area?**



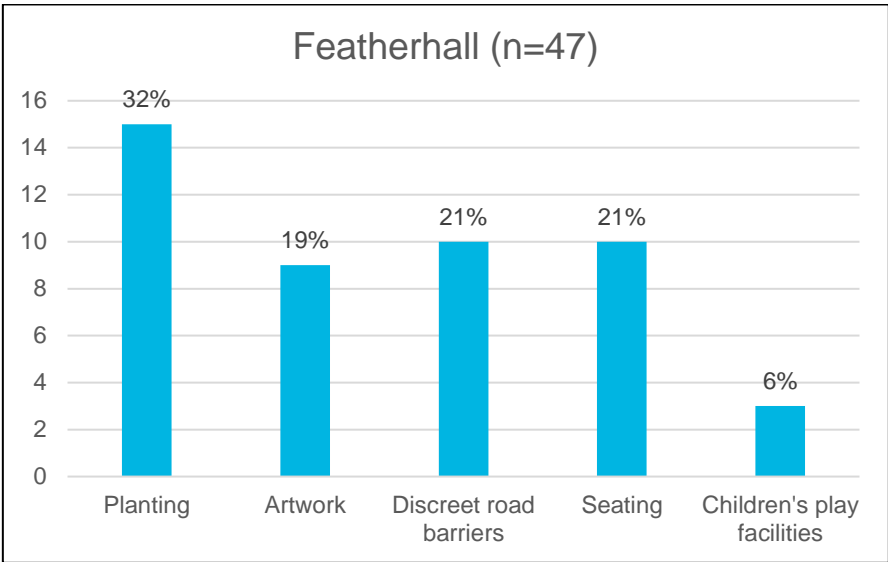
**Figure 5:245 – Important elements for public space at St. John's Road**

The two most important elements in the St. John's Road public space are planting and seating, each selected 19 times (30%). The least desirable element was selected as children's play facilities (5%).



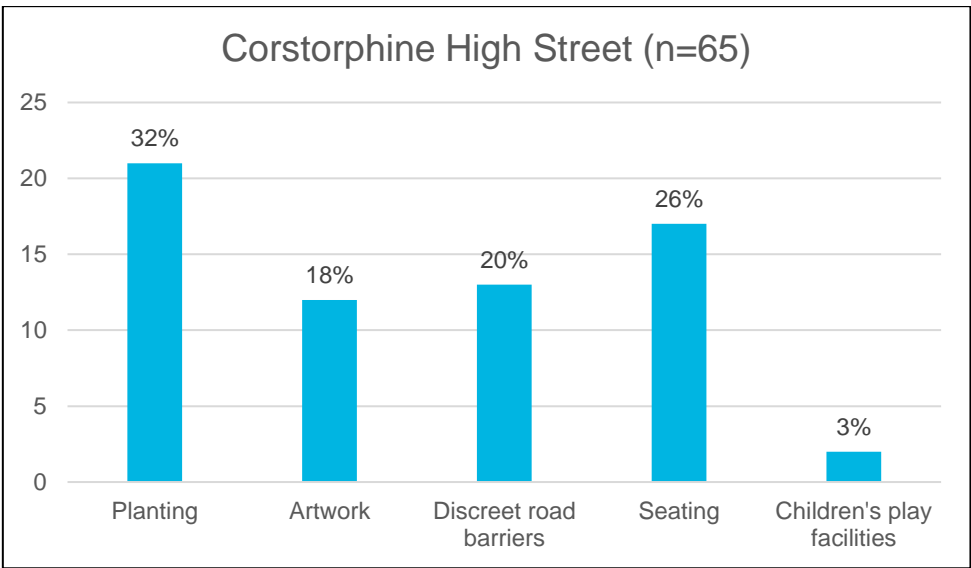
**Figure 5:246 Important elements for public space at Kirk Loan**

The most important selection for Kirk Loan is seating with 20 se (32%). Another important element is planting, selected 17 times (27%). Artwork, road barriers and play facilities all received significantly less selections, showing these elements are less desirable to this focus group.



**Figure 5:247 – Important elements for public space at Featherhall**

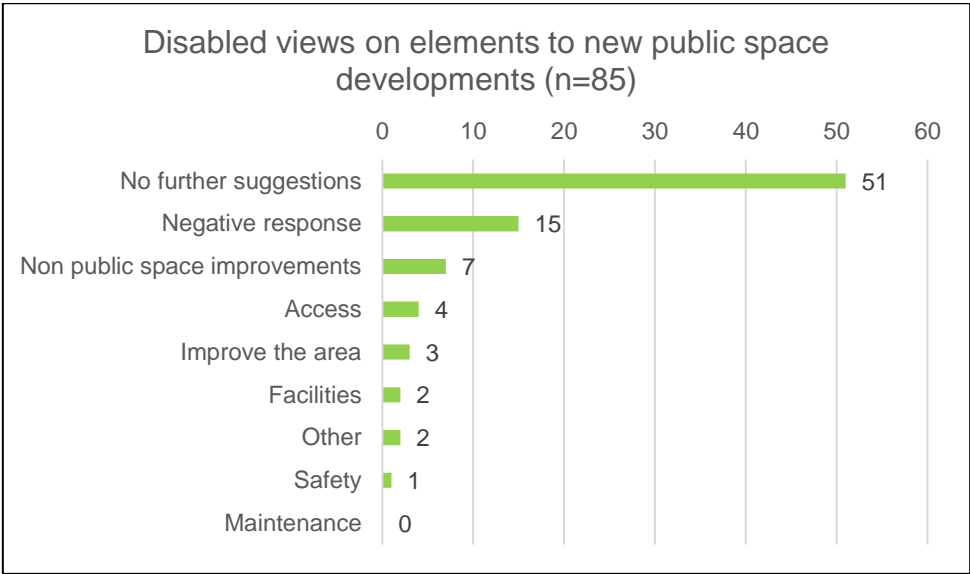
From the 47 responses made for the public space at Featherhall, 15 respondents (32%) went in support of planting being included. Artwork, road barriers and seating were all selected a similar amount of times, but children's play facilities received the least number of selections, showing that is not as important.



**Figure 5:248 – Important elements for public space at Corstorphine High Street**

The most important elements to the public space on Corstorphine High Street are planting and seating, selected 21 times (32%) and 17 times (26%) respectively. Again, children's play facilities were selected the least with only 2 respondents (3%) choosing it.

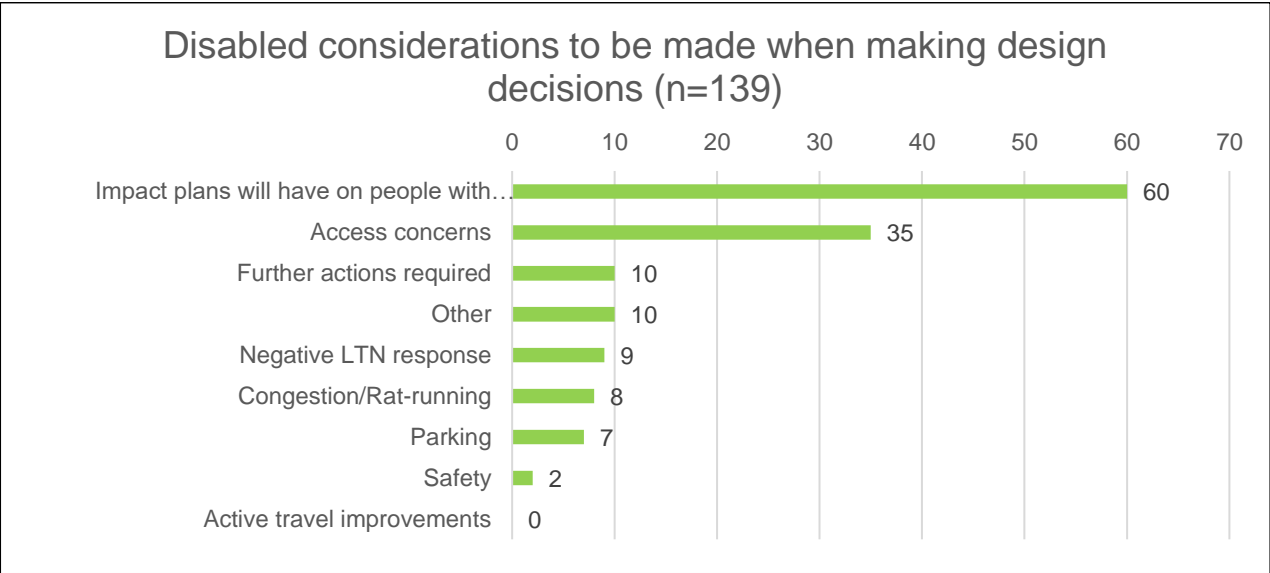
**Q20b – If other, please specify**



**Figure 5:249 – Suggestions of elements for public space plans**

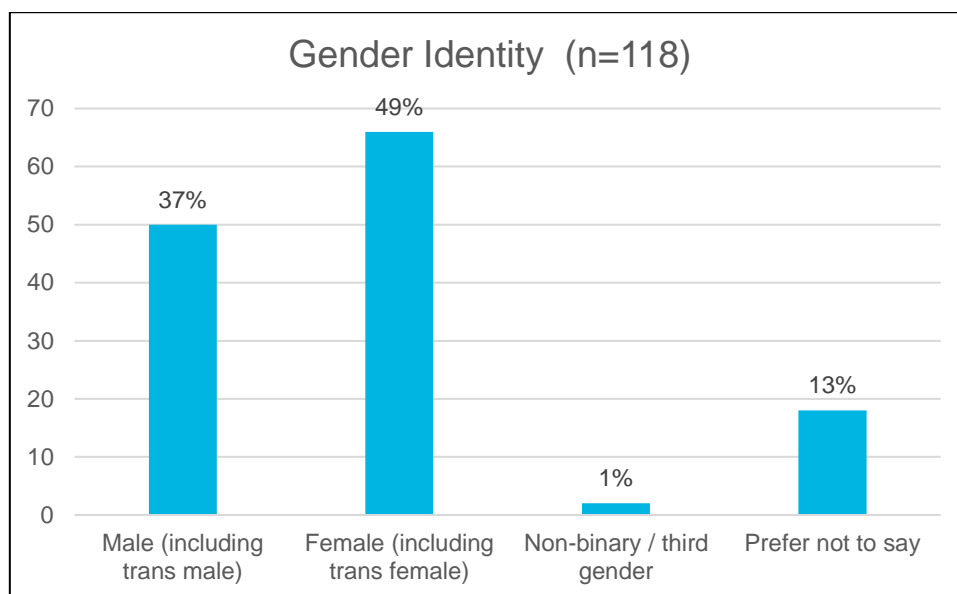
Most responses to this question simply stated that they did not have any further suggestions to provide for the public space improvements, stated by 51 people (60%). 4 disabled people (5%) provided their view that access to these public space developments was important to them so that they could benefit from them.

**Q22 - Please provide details you would like us to consider from your perspective to inform our design decisions**



**Figure 5:251 – Participants views on design decisions**

The most important consideration mentioned by the disabled participants is the impact that these plans will have on people with health conditions which was commented 60 times (43%). Another common concern raised for the overall plans is access, with disabled participants believing that moving around Corstorphine with these changes would be much more difficult for them, raised 35 times (25%).

**Q23 – Please tell us your gender identity**

**Figure 5:252 – Disabled participant's gender identity**

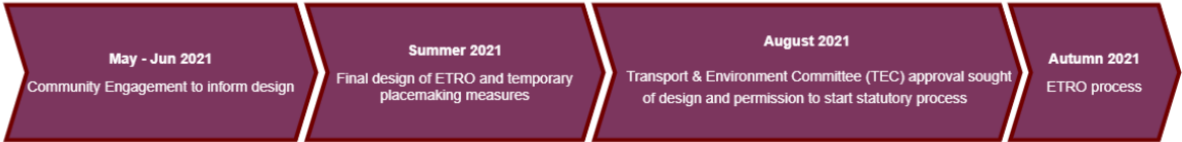
The gender identity of the disabled survey participants is shown above, there was 50 males, 66 females, 2 identified as non-binary and 18 chose not to disclose this information.

## 6. Next Steps

The LTN will initially be trialled as an Experimental Traffic Regulation Order (ETRO) for 18 months from late 2021. Following this current engagement programme on the concept designs, a final scheme will be recommended to Council committee in August 2021 for approval and implementation.

Additionally, a monitoring programme will be undertaken during the trial and changes can be made during the trial and prior to any future permanent scheme. During the trial, further community engagement will be undertaken to understand local views on its operation.

### Community engagement, finalise design and ETRO process



### Approval, implementation and ongoing monitoring

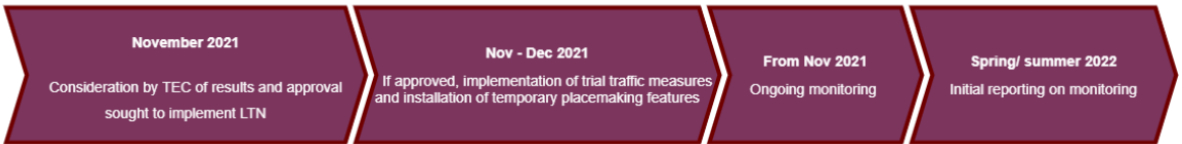


Figure 6-1: Project Programme

## Appendix A – Leaflet



**Corstorphine  
Connections**

HAVE YOUR SAY...

Following community feedback in February 2021, the City of Edinburgh Council has developed a set of proposals for a Low Traffic Neighbourhood (LTN) in the Corstorphine area which we would like your views on.

The LTN 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. The proposed scheme addresses the issues and opportunities highlighted by the local communities.

Please visit the Council's online Consultation Hub (see link below) to find:

- Summary of the February 2021 engagement feedback
- Outline of the LTN scope and proposals
- Frequently asked questions
- Online feedback survey

We apologise for the delayed start of this engagement. The engagement will now run from 4th June to 4th July 2021.

Please complete our survey:

**<https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods>**

If you cannot access the online survey, you can request a paper, audio, Braille or **Large Print** version by contacting the project team via the email or phone detail provided below.

Project team contact details:

[martyn.lings@edinburgh.gov.uk](mailto:martyn.lings@edinburgh.gov.uk)  
0131 469 3776

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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Corstorphine Connections, Low Traffic Neighbourhood; Project Area



Visualisation on Manse Road at St John's Road

## **Appendix B – Online Public Co-Design Workshop Summary Notes**



# Corstorphine Connections LTN Public Co-design Workshop 1 – Meeting Note

<b>Meeting name</b> CC Public co-design workshop 1	<b>Time</b> 6.30pm-8.00pm	<b>Attendees</b> Martyn Lings – City of Edinburgh Council Paul Matthews – AECOM Anna McRobbie – AECOM Christina Eley – Sustrans Rene Lindsay – Sustrans + 20 members of the public	<b>Circulation</b> All
<b>Meeting date</b> 22 <sup>nd</sup> June 2021	<b>Project name</b> Corstorphine Connections		
<b>Location</b> Microsoft Teams	<b>Prepared by</b> Anna McRobbie		

Ref	Initial
01 Key notes raised by public attendees in Group 1	ML

## Area 1 – Corstorphine High Street

### Traffic

- Why are buses on the High St, better to put them on other wider streets
- Dangerous/difficult to cross Saughton Rd N at Kirk Loan junction – please install a crossing
- More controlled crossing points along the High Street to calm the road
- Saughton Road North - speed is an issue
- Need to discourage through traffic in the area whilst retaining local access

### Placemaking

- Use schools to decorate the street placemaking features
- Seating is the most important placemaking feature
- Create space for supporting local businesses via placemaking
- Close High St occasionally for street mkt/farmers mkt that local businesses can attend

## Area 2 – Featherhall / Corstorphine Primary School

### Traffic

- Featherhall Cres Resident - traffic isn't currently an issue, so these roads don't need to be closed
- There is no right turn from St John's Rd so, under the LTN, there will only be access to the Featherhall area from the south.
- Right turn from Featherhall Ave onto St John's is hard. Can this be improved
- Please re-open the public toilets nr Manse Rd on St John's Rd

## Area 3 – Carrick Knowe Primary School

### Traffic

- Some felt that making school streets all day closures would help make a more people friendly place. Others felt that timed closures were sufficient. Some felt that no closures at all were better

- Sciennes School closure is a great success story, Corstorphine should build on that.
- Better to keep all roads open and just use traffic calming

Ref		Initial
02	Key notes raised by public attendees in Group 2	AM

### Area 1 – Corstorphine High Street

#### Traffic

- Emergency vehicle access under Option 2 could be an issue
- Retain the one-way traffic flow on Manse Road, and upgrade the pedestrian pavement with metal barriers, speed bumps and crossing points to improve safety and reduce the traffic speed as required.
- Install one-way traffic flow on Featherhall Avenue from St Johns Road to Ladywell Road, and also allow right hand turns from St Johns Road onto Featherhall Avenue.
- Install continuous “Cycle Paths” in each direction on Featherhall Avenue between St Johns Road and Ladywell Road either on one or both sides of the street. (Positioned next to the existing wide pavements.)
- The introduction of sensible restrictions of loading and parking areas on Featherhall Avenue between St Johns Road and Ladywell Road to allow for the provision of the cycle paths. (Will need a “considered” design.)
- The change of status of all road junctions onto Featherhall Road from “Give Way” to “Stop” junctions to enable safer passage for cyclists on the proposed cycle paths, and pedestrians on the pavements.
- Widening of Featherhall Avenue between the section of road leading to the Ladywell Medical Center and Ladywell Road itself. (This is frequently congested due to parked vehicles of both residents and visitors.)
- There is currently no ped crossing on outside Ladywell Medical Centre (west) so children coming from south of Ladywell Road to the nursery or Corstorphine Primary School do not have a safe crossing. Also, no safe crossing on Featherhall Avenue
- Narrow footpaths on Manse Road – introduce railings
- Concern over what is being done to advance warn vehicles of bus gate. Signage needs to be implemented before vehicles proceed up Saughton Road North so that they don’t filter through local residential streets
- Once people learn that there is no penalty for passing through the bus gate in Option 2 then traffic will just become what it once was before the intervention
- Past engagement flagged Saughton Road North as a problem area – more needs to be done here
- The top of Meadow Place Road is already busy and will get busier with local developments and will get even busier if traffic is pushed to use this instead of local roads
- The entrance of the park is not an ideal place to have a loading bay under Option 2
- Concern over displacement of traffic under Option 2. Particular concern that Roull Road has not been highlighted as an area for further monitoring after implementation

#### Placemaking

- No need to paint roads with colours. Please get actual professional artists if you are going to use street art. Don’t use primary school crest colours as a feeling of segregation in the community might occur – it belongs to us all

### Area 2 – Featherhall / Corstorphine Primary School

#### Traffic

- Right turn from St John’s Road onto Featherhall Avenue is currently banned – are you going to change this in order to give better access into the area alongside proposed closures?

- Featherhall Crescent is terrible for parking, narrows the road
- Improve appearance of current SfP temporary measures
- Locals on Manse Road who are now unable to exit onto St John's Road will have to snake through Featherhall Streets to exit. Is this not what you are trying to avoid?

#### Placemaking

- Not keen on current street art in the example image. Use professional artists and again don't use school crest colours
- Ensure that bollards/planters that are going to be used to prevent access for vehicles are removable for emergency services

### **Area 3 – Carrick Knowe Primary School**

#### Traffic

- The primary school is the proposed location for the provision of Gaelic teaching which will attract children from around Edinburgh. This will mean that in the near future, there will be a lot more cars and maybe even coaches in the area to transport these children. Can you please check with colleagues within the Council about the plans for Carrick Knowe PS to facilitate this?
- The current SfP planter on Tyler's Acre Avenue is obscured by parked vehicles

Ref		Initial
03	Key notes raised by public attendees in Group 3	CE

### **Area 1 – Corstorphine High Street**

#### Traffic

- Support for lowering traffic through neighbourhood area, but not convinced the interventions are sufficient to create a 'low traffic neighbourhood' as traffic will still cut through the area, particularly on Station Rd to the East, Pinkerton, Pinkhill, Castle Ave and Dovecot Rd.
- Bus gate not supported by all, due to concerns about creating queues of traffic and pushing traffic onto Castle Ave unless further interventions are made south of project area/ Saughton Rd North Junction and Tesco's Junction.
- More people currently walk in the area south side of Union Park, don't want to discourage this with more traffic in this area – understand about traffic evaporation theory, but still concerned.
- Last year there were multiple utilities works causing the closure of Castle Ave, the change on the street was very positive with residents using the street differently and it was felt that the local residents would support road restrictions here.
- Moving loading bay options for the pub will not work as they will not carry barrels over the road across the junction.
- Support for concept, but think a bolder approach is needed at the edges of the project area to prevent through traffic
- Driving around Drumbrae roundabout is intimidating and especially where it is five lanes wide at parts, so drivers cut the corner off by entering the project area. Can this roundabout be made to work better to reduce traffic cut through?

#### Placemaking

- Group found description of creating more space for shops on High Street inaccurate as only a newsagents and a pub here that would benefit.
- However, more seating and social space for people doing the school run would be welcome – is this only possible with bus gate though, as would rather no bus gate.
- Cycle racks were discussed and new racks at entrance to the park were welcomed and sufficient for local capacity.

- Just Eat Bikes were considered – could this be a good use of the corner of Kirk Loan/ the corner were the old Woolworths was on North Saughton Rd? Could they be trialled in the area?
- Placemaking would be supported on St John's Rd, rather than here.

## Area 2 – Featherhall / Corstorphine Primary School

### Traffic

- Featherhall Crescent closure and avenue restriction both good ideas to discourage traffic. Discussion as to why through traffic could still go through at all. One member wondered whether it was because the pharmacy and health centre wanted to remain connected. Groups was told project team is consulting directly with the health centre.
- One-way trial in this area seemed to work well and residents don't understand why this wasn't supported. – discussed that traffic flow didn't appear to reduce during the trial and these ideas were based on new evidence. Residents' experience was that this was better during one-way.
- Mixed support for Manse Rd.
- Concerns about older people who drive not being able to exit north at Manse Rd
- Monitoring of trial would be adversely affected by construction traffic during the development of the building on the corner of Manse Rd and St John's Street.

### Placemaking

- Support for placemaking to make it evident that traffic can't enter at the crescent. Heavy planters supported. Playful aspects to be more focused around the school. *Details for emergency vehicles to be worked out.*
- Support for placemaking at Manse Road uncertain due to uncertainty of construction clashing with project timescale. – Could development produce an opportunity?

## Area 3 – Carrick Knowe Primary School

### Traffic

- Broad support for both school streets in line with individuals desire to walk to school safely with children.
- Use these streets and find them much better.
- Carrick Knowe School Streets good. No need for planters as school as lots of green space behind it in the woodlands (unlike Corstorphine Primary). Paint on the road/playful colours would be more appropriate.

Ref		Initial
04	Key notes raised by public attendees in Group 4	RL

## Area 1 – Corstorphine High Street

### Traffic

- It feels like some roads are being sacrificed for others which is unfair. This is especially for bus gate option but also closing Manse Road.
- The amount of traffic on Meadowbank Road and St. John's Road leads to rat run. How does this help?
- LTN intention – the arterial roads are already stressed so pushing more traffic onto them is not going to work.
- Worry that closure of High Street will lead to Ladywell and Dovecot carrying traffic. Prefer option B.
- Like the idea of option B (bus gate option). C High St is a terrible street to walk on. You can really imagine how it would feel nicer without the traffic. But of course it isn't solved if all traffic goes to Castle Ave instead.

- 9,000 vehicles on High Street so displacement traffic would be a big concern to residents on Dovecot and Castle.
- Prefer to extend the modal filters South of High Street to avoid the displacement traffic.
- Reduction in through traffic when things are in place but personally feel the scheme should have been bigger not smaller.
- Businesses will be challenged. Deliveries to inn with the loading bay moved? Not saying it's impossible but even that small change will change their delivery schedule and make it slightly more difficult.
- LTN needs to be more, not less. There has to be stick *and* carrot. Improving public transport and active travel alternatives. 50% of traffic on High Street is through-traffic. Should be reduced.
- LTN intention – the arterial roads are already stressed so pushing more traffic onto them is not going to work.
- In terms of improving mobility have you considered reopening Carrick Knowe Station?
- With examples of crashes at High Street it doesn't seem a logical place to put a give way build-outs because people are speeding up Saughton Rd.
- Use speed cameras instead of build-outs and infrastructure.
- Speeds on Corstorphine High St is a problem. The discs on Saughton Road are not effective at all.
- Speed reduction – cameras are expensive and have also been turned off in Edinburgh.
- Speed reduction is very much about enforcement. Speed cameras have become cheaper

#### Placemaking

- Placemaking seems to be focused on unnecessary locations. St. Margaret's Park would be a more worthy investment where people would really enjoy an upgrade. You don't want to paint lipstick on a pig.
- Remember that this is a conservation area so wild colours aren't appropriate.
- Placemaking on Manse Road – would people really want to sit there? With the fumes from St. John's Road.
- Beautify something that people can see longer term potential in. Focus on where it can be/stay well maintained.

### **Area 2 – Featherhall / Corstorphine Primary School**

#### Traffic

- School restrictions create terrible situation on Featherhall Ave and Ladywell in the mornings when parents park there to drop off kids. There's an unused space next to the old house in St. Margaret's park where you could create a short stay parking.
- More parking on High Street is not the right idea. People will use and abuse it.
- Ladywell is a problem now but can improve over time as people get used to other options for school drop-off.
- Featherhall Avenue is very difficult to access and exit from, especially the southern part where the weird bend is. If you meet opposing traffic you're both just stuck.
- What about a one-way circular system "up" Manse Road and "down" Featherhall Ave in the southern part. This would still allow access to the whole area and residents would soon figure out how to drive through.
- Development coming at the top of Manse Road. What about them?

#### Placemaking

- Corstorphine Primary School closures – they look terrible but it makes a world of difference. Used to be terrible to walk there especially on bin day it would be almost impossible and unsafe. Now it's great.

### Area 3 – Carrick Knowe Primary School

#### Traffic

- Seems to have settled in well. Some residents were worried to begin but now happy with it. Safer environment outside school, especially during Covid times where need for distancing.

Ref		Initial
05	Key notes raised by public attendees in Group 5	PM

### Area 1 – Corstorphine High Street

#### Traffic

- Suggestion to reduce bus gate times from 24hrs to peak hours only. An example was cited where this has been successful. By reducing to peak hours only, this would maintain good access for residents at all other times.
- It was noted the high volumes of traffic on the High Street and a bus gate would re-distribute this traffic. Important to understand where this would go.
- If advance signage is implemented alongside bus gate to re-direct the wider traffic, this should be a comprehensive strategy.
- It was noted the existing SfP measures have some issues with traffic speeds and operations. In particular, a number of group felt the priority give-go at Ladywell Road/Ave was unsafe at times.
- The importance for access for people with mobility issues and blue badges was noted. Would it be possible to allow blue badges through the bus gate?
- It was noted the SfP measures include some narrow sections of footway widening/road narrowing bollards. These were felt to not offer any improvement for pedestrians. There was a consensus in the group that footway buildouts should only be provided where they meet a minimum safe width for pedestrian use.
- Suggestion to make the High Street 1-way.
- Streets noted with concerns on the impact of traffic and should be monitored and consider for protection measures:
  - Roull Road
  - Corstorphine Park Gardens
  - Dovecot Road
- Parking issues on Ladywell Road are an issue and will create further problems if more traffic uses this street.
- Dovecot Road is a signed cycle route and the group felt strongly that this should be protected, and cycling should be improved in the area. There was a concern that the focus on High Street could make other cycle routes and streets less safe.
- Saughton Road North was noted with concerns, suggestions included:
  - Traffic calming (give-go) at shops
  - Improved crossings at Kirk Loan and Meadowhouse Road

#### Placemaking

- A number of the group felt that seating wasn't required.
- Planters were supported, however, must be well maintained.

## **Area 2 – Featherhall / Corstorphine Primary School**

### Traffic

- Concerns raised over access for emergency services in the area.
- Iceland site, and future development, was raised as a concern for maintaining HGV/loading access off Manse Road.
- It was felt that the junction of Manse Road exiting onto St. Johns Road is an important and safe access for people as joining St. Johns Road is unsafe at other junctions. This could particularly impact elderly drivers or those who feel unsafe elsewhere.
- The exit from Pinkhill to St. Johns Road was raised for safety concerns – improvements should be made here.
- It was felt that if the main issue on Manse Road was the through traffic northbound, this traffic should be restricted prior to reaching Saughton Road North.
- Local access for residents exiting Manse Road northbound is important. It was noted that under Option B, where a bus gate restricts traffic, that Manse Road junction could remain open for local access.
- Parking for the doctors on Ladywell Road is important for people with mobility needs. Project must cater for this and speak with surgery.

## **Area 3 – Carrick Knowe Primary School**

### Traffic

- Consensus of support for the measures retained around Carrick Knowe PS.
- It was noted the streets feel safer and more children can walk to school unaccompanied.

### Placemaking

- Artwork would be supported around the schools and engage with schools for this.

## 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 how you feel about the concept design and proposed interventions of the Corstorphine Low Traffic Neighbourhood (LTN). Please review the project introduction, including feedback from the previous community engagement, and full details of our proposals.

#### Corstorphine Connections

The City of Edinburgh Council are developing a Low Traffic Neighbourhood to create a safer and more comfortable street environment for residents and visitors 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 City Mobility 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 on the concept design proposals for a Low Traffic Neighbourhood in Corstorphine.

#### 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/>

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](mailto:Anna.McRobbie@aecom.com)

For project related queries, please contact [martyn.lings@edinburgh.gov.uk](mailto:martyn.lings@edinburgh.gov.uk)



# Corstorphine Connections LTN Public Co-design Workshop 2 – Meeting Note

<b>Meeting name</b> CC Public co-design workshop 2	<b>Time</b> 6.30pm-8.00pm	<b>Attendees</b> Martyn Lings – City of Edinburgh Council Paul Matthews – AECOM Anna McRobbie – AECOM Dan Jeffs – Sustrans Rene Lindsay – Sustrans + 22 members of the public	<b>Circulation</b> All
<b>Meeting date</b> 30 <sup>th</sup> June 2021	<b>Project name</b> Corstorphine Connections		
<b>Location</b> Microsoft Teams	<b>Prepared by</b> Anna McRobbie		

Ref	Initial
01 Key notes raised by public attendees in Group 1	AM

## Area 1 – Corstorphine High Street

- Feedback from participant that their primary use of the High Street is to drive to Tesco from Tyler's Acre Gardens – where would they be expected to drive if bus gate was introduced?
- Concern over traffic displacement from bus gate option and the impact this will have on Quiet Route 9
- Introduce more seating on the high street – the area lacks seating in general
- Introduce more safe, secure cycling parking in Corstorphine

## Area 2 – Featherhall / Corstorphine Primary School

- Delivery drivers already find the area confusing and difficult to navigate – this will worsen with further access restrictions put in place

## Area 3 – Carrick Knowe Primary School

- Since the SfP measures have been implemented, the traffic on Tyler's Acre Gardens has increased along with speed of vehicles
- The road closure on Tyler's Acre Avenue is not obvious when entering from Saughton Road North because there is usually vehicles blocking the sign
- Speed of traffic on Saughton Road North needs looked at – many vehicle are travelling too fast

Ref	Initial
02 Key notes raised by public attendees in Group 2	DJ

## Area 1 – Corstorphine High Street

- Majority of group favoured option A, with many feeling that the SfP measures had worked well. No clear reason for disliking option B other than this forcing local elderly residents to use St John's Road to get to large Tesco's off Meadow Place Road.
- General feeling that the access needs for elderly and those with limited mobility had been overlooked.

- Planters along high street were considered to be a bad idea due to there already being a park right next to the street (***“however this could be benefit as using similar parkland planting, etc could help visually link street with park” DJ***).
- Concerns around lack of any improvement measures proposed along Saughton Road North. It was suggested that improvements were needed to address narrow sections of footpath and the speed of traffic travelling north towards HS.
- Suggestions for other streets to monitor included Pink Hill and Traquair Park West.

#### Area 2 – Featherhall / Corstorphine Primary School

- Sitting area north end of Manse Road not appropriate.
- Concerns raised about the enforcement of existing restrictions including people taking right turns onto St Johns Road from Station Road and right hand turns into Featherhall avenue from St John's Road.
- Some were sceptical about creating a public space for people to sit and linger at St John's Road/Manse Road junction due to traffic levels.
- Concerns around loss of parking along Featherhall Avenue for residents as those working and shopping along St John's Road also use the street to park.
- Safety concerns were raised around forcing more vehicles to do U-turns at the northern end of Manse Road and the potential increase in vehicular traffic along the southern (curved) section of Featherhall Avenue. This curved section of road was raised several times as an accident hot spot with concerns that this could be worsened by the closure of Featherhall Crescent which would force more drivers to use Featherhall Avenue, via Ladywell Road to get to medical centre east.
- Some raised the issue of maintaining the placemaking measures, who would maintain any planters/tree planting?
- Someone in the group noted that there is currently consultation ongoing around parking in the area, is this being co-ordinated with these measures?

#### Area 3 – Carrick Knowe Primary School

- Broad support for measures, which were thought to currently work well.

Ref	Initial
03	ML
Key notes raised by public attendees in Group 3	
<ul style="list-style-type: none"> <li>• Traffic won't stop coming through the area under the current scheme they will just use other streets in the area</li> <li>• Need to improve Tesco roundabout; Its so slow that it encourages people to rat run.</li> <li>• High St needs speed cameras and/or traffic calming</li> <li>• Would like wider footways on the High Street</li> <li>• St John's Rd needs cycleways to help reduce traffic</li> <li>• Need to help people reach the cycle path in Pinkhil</li> <li>• Free/incentivised bike hire is a good idea to try</li> <li>• Featherhall Terr - must tighten up this junction. Dangerous for kids crossing</li> <li>• One way on high street and proposing one way, the other direction, on Dovecot Rd</li> <li>• Too many bus stops on Meadow Place Road - slows traffic</li> <li>• Timed bus gate would be good and then protect surrounding streets all the time</li> <li>• Ensuring safety around schools and parks is vital to protect kids</li> </ul>	

Ref	Initial
<ul style="list-style-type: none"> <li>• Speed is worst at quiet times. Need better traffic calming</li> <li>• Featherhall Ave/Terr junction - maybe move modal filter closer to here so that it can be used to give more space to pedestrians and make it safer</li> <li>• Best placemaking items are Street trees and benches</li> <li>• Keep the artwork simple</li> <li>• Get the kids involved in designing art work on planters and maintaining it so there is ownership</li> <li>• Featherhall Cres - play areas, informal. Good spot to gather a group before crossing MPR.</li> <li>• Featherhall Crescent - need lots of traffic calming or modal filter otherwise it will become a rat run under current proposals</li> <li>• In favour for trailing things to see if they work first.</li> <li>• Generally unconvinced that LTN will help traffic to evaporate. It will just cause more congestion on Arterial road.</li> </ul>	
Ref	Initial
04 Key notes raised by public attendees in Group 4	PM

#### Area 1 – Corstorphine High Street

- Concerns over impacts on wider main road network and increased congestion.
- One member claimed they were not notified of the current and previous consultations on the LTN.
- To help divert the high levels of through traffic, one member suggested a wider signage and movement strategy is required.
- Concerns were raised on the likely displacement of traffic on the local roads including; Wester Broom.
- Feedback on the current operation of the Ladywell Road traffic calming was considered unsafe at times and improvements are required.
- Concerns raised under Option B and bus gate and further conflicts at Ladywell Rd/Ave junction.
- Felt under Option B that traffic would continue to rat run and impact safety of local streets.
- It was felt that the High Street doesn't have many shops and the focus should be residents; where as St. John's Road is the main shopping street.
- A number of members of the group favoured Option A from the proposals.
- Dovecot Road is a signed cycle route and needs to be protected; with the potential for the proposals to make it less safe for cycling.
- Concerns raised at Station Road that it currently is over capacity and this will increase traffic.
- Parking in the area needs to be considered and local access at shops and for those with mobility needs.
- Suggestion made for creating 1-way streets on Featherhall Ave and Manse Road.
- Suggestions to create more car parking in greenspace on Featherhall Ave.

#### Area 2 – Featherhall / Corstorphine Primary School

- Concerns that the diversion routes for local residents due to closures and bus gate would impact too much on journey times and confusion. Impact on north-south movements in the area are too onerous.
- Concerns raised that creating turning manoeuvres at point closures could create further safety issues.
- Concerns raised with the impacts of the restrictions on the wider road network.
- It was noted that the planned Lidl development will create more traffic and congestion in the area.
- One member felt St. John's Road was not a place to spend time and no placemaking should be implemented here. Concerns raised over creating areas which are not safe for use.
- It was felt the area is well served for greenspace and planting was not required. If these are proposed, maintenance was important.
- The general condition of footways and roads was poor and leads to accessibility issues.

### **Area 3 – Carrick Knowe Primary School**

- Support was expressed for the current measures.
- Concerns that bin lorries have experienced issues at the school.

## Project Area

The project area includes the local neighbourhoods and streets of Corstorphine and Carrick Knowe – it is bounded by the distributor roads of St John's Road and Meadow Place Road.



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

- ☐ Yes  
☐ No

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

Postcode

Street name

Q2 What is your connection with the Corstorphine LTN?

- ☐ I live here  
☐ I run a business here  
☐ I work here  
☐ Other

If 'Other' please expand:

## Turning to some specific elements being proposed for the LTN:

Feedback from our last stage of community engagement, highlighted issues with Corstorphine High Street in respect to speed and volume of traffic making the street feel unsafe for walking and cycling and particularly for children accessing the primary school. There was also the recognition that it could be improved as public space to spend time in.

Two options have been proposed with changes for traffic and opportunities for enhancing the High Street. These are:

1. **Option A:** Traffic calming on High Street (as per current Feb-2021 Spaces for People temporary layout and operations). The current traffic calming measures associated with Spaces for People have been delivered using a limited set of temporary 'road works' type materials. Through the LTN there is an opportunity for trialling the interventions for a longer period, which may allow us to improve these temporary materials used and create a higher quality space, particularly for users with disabilities; or





2. **Option B:** Bus gate on High Street from Ladywell Avenue to Kirk Loan; including additional footway extensions. This would prevent general traffic from travelling on this section of street, reducing traffic levels, particularly around the primary school entrance, and creating even more footway space than under the current temporary Spaces for People/Option A layout. Local access to properties, waste collection and emergency service access would be permitted (see image below). The proposals also include relocating the on-street loading for businesses slightly west, to accommodate additional footway extensions.





Q3a To what extent do you agree/disagree with the Option A proposals for Corstorphine High Street, maintaining the current temporary Spaces for People traffic calming, to improve conditions on the high street for people walking, wheeling, cycling and spending time?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Agree but prefer Option B
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q3b [Click here for text](#)





Q4a To what extent do you agree/disagree with the Option B proposals for Corstorphine High Street, implementing a bus gate and restricting general traffic, to improve conditions on the high street for people walking, wheeling, cycling and spending time?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Agree but prefer Option A
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q4b Could you briefly explain your view?

During our last round of community engagement, Manse Road was identified as a street where traffic volumes were too high and there is a need to improve this for pedestrian accessibility. As such, a bus gate is proposed at the junction with St. John's Road to maintain access for the number 68 service, whilst restricting all other motor traffic from exiting here (except for loading and servicing vehicles). The re-design of this junction will also include an opportunity to improve the public space here.

Local access is maintained on Manse Road via Corstorphine High Street and Featherhall Terrace. Access for loading vehicles to shops on Manse Road will be maintained through the bus gate and the northern section of Manse Road, between 2 Manse Road and Featherhall Terrace would be made two way to provide access for residents here. To accommodate the two-way traffic will require the removal of 4-5 car parking spaces on the eastern side of Manse Road just north of Featherhall Avenue, opposite the Iceland supermarket (see design layout below for details).





**You said:** From the previous engagement stage in February/March, you said there is too much through traffic on Manse Road.

**We're proposing:** a bus gate on Manse Road at the junction with St John's Road

Q5a To what extent do you agree/disagree with a trial bus gate on Manse Road at the junction with St John's Road?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme implemented
- ☐ Disagree
- ☐ Strongly Disagree

Q5b Could you briefly explain your view?

During our last round of community engagement, people highlighted that they would like to see public space improvements to St John's Road. By closing one lane of Manse Road to accommodate the proposed trial bus gate will leave the space open for improvements to the urban realm. This change would make crossing easier and safer whilst adding colour and creating a new public space to gather and relax, in a location that is safe from traffic.



**You said:** From the previous engagement stage in February/March, you said that you would like to see public space improvements on St John's Road.

**We're proposing:** changes to the street layout that would create a new public space to gather and relax in.

Q6a To what extent do you agree/disagree with the proposed improvements to the public space on Manse Road at the junction with St John's Road?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme implemented
- ☐ Disagree
- ☐ Strongly Disagree

Q6b Could you briefly explain your view?

Feedback from the previous survey and traffic data has identified some problems with levels of traffic on Featherhall Crescent and Featherhall Avenue. We are proposing to restrict through vehicle access on each of these streets as per the image below. Local access will be maintained.



**You said:** From the previous engagement stage in February/March, you said there is too much traffic on Featherhall Crescent.

**We're proposing:** A trial access restriction for motor traffic.

Q7a To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Crescent at the junction with Meadow Place Road?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme working
- ☐ Disagree
- ☐ Strongly Disagree

Q7b Could you briefly explain your view?

**You said:** From the previous engagement stage in February/March, you said there is too much through traffic on Featherhall Avenue.

**We're proposing:** A trial access restriction for motor traffic.

Q8a To what extent do you agree/disagree with the proposals for trial access restrictions to motor traffic on Featherhall Avenue (between Featherhall Grove and Featherhall Terrace)?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme implemented
- ☐ Disagree
- ☐ Strongly Disagree

Q8b Could you briefly explain your view?

The current changes to Kirk Loan, narrowing the junction to slow down traffic and make crossings easier, have been delivered in a way that looks and feels like temporary road works. With the opportunity for trialling the interventions for a longer period it may be possible to create a higher quality urban space while still building it in a way that is easily removable after the trial.





Q9a To what extent do you agree/disagree with the proposed improvements to the public space on Kirk Loan at the junction with Saughton Road North?

- ☐ Strongly Agree
- ☐ Agree
- ☐ I don't have a view on this until I see the scheme implemented
- ☐ Disagree
- ☐ Strongly Disagree

Q9b Could you briefly explain your view?

## School Streets

As part of the Spaces for People programme, there were vehicle access restrictions introduced around Corstorphine Primary School to improve road safety and accessibility, particularly for children. These streets include on Featherhall Road at the junction with Featherhall Terrace and on Manse Street at the junction with Manse Road. It is proposed these restrictions are retained as part of the LTN scheme for a further trial period.

**Q10a** To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Featherhall Road at the junction with Featherhall Terrace?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

**Q10b** Could you briefly explain your view?

**Q11a** To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access for motor vehicles on Manse Street at the junction with Manse Road?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

**Q11b** Could you briefly explain your view?

The current School Street closures have been delivered in a way that looks and feels like road works. With the opportunity for trialling the interventions for a longer period it would be possible to create a higher quality urban space while still building it in a way that is easily removable after the trial.



Q12a To what extent do you agree/disagree with the proposed improvements to the public space around Corstorphine Primary School?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q12b Could you briefly explain your view?



As part of the Spaces for People programme, there were vehicle access restrictions introduced around Corstorphine Primary School to improve road safety and accessibility, particularly for children. These access restrictions are on Tyler's Acre Avenue. It is proposed these restrictions are retained as part of the LTN scheme for a further trial period with the addition of further access restrictions in the immediate area.



Q13a To what extent do you agree/disagree with the proposals to retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Tyler's Acre Avenue at the junction with Tyler's Acre Gardens?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q13b Could you briefly explain your view?

Q14a To what extent do you agree/disagree with the to proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Road?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q14b Could you briefly explain your view?

Q15a To what extent do you agree/disagree with the to proposals retain the current Spaces for People changes around the primary school which restricts access to motor traffic on Lampacre Road at the junction with Tyler's Acre Gardens?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q15b Could you briefly explain your view?

The current School Street closures have been delivered in a way that looks and feels like road works. With the opportunity for trialling the interventions for a longer period it would be possible to create a higher quality urban space while still building it in a way that is easily removable after the trial.



Q16a Do you agree/disagree with the proposed improvements to the public space around Carrick Knowe Primary School?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q16b Could you briefly explain your view?



The feedback to last round of consultation highlighted that the speed and volume of traffic on Saughton Road North is an issue. The restriction to through traffic proposed for the area should decrease the amount of traffic on the road. We are also proposing adding traffic calming to the street and will be monitoring how effective these interventions are.

**You said:** Traffic speeds and volumes on Saughton Road North are too high.

**We're proposing:** traffic calming on Saughton Road North.

Q17a To what extent do you agree/disagree with the proposals to introduce more traffic calming on Saughton Road North?

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree

Q17b Could you briefly explain your view?

In order to strike a balance between residents' access to the area with removing intrusive rat running we are currently planning to leave some north south routes open, which are currently not heavily trafficked. However, we plan to keep these under close monitoring during the early part of the trial LTN and if traffic issues emerge then then we will consider potential interventions. These streets include Station Road, Pinkhill, Ladywell Avenue, Saughton Road North, Broomhall Avenue, Meadowhouse Road, Dovecot Road and Castel Avenue.

Q18a To what extent do you agreed with the streets the we have proposed to leave open to traffic until further monitoring has been done during the trial to assess if traffic issues emerge?

- ☐ Strongly Agree  
☐ Agree  
☐ Neither agree nor disagree  
☐ Disagree  
☐ Strongly Disagree

Q18b Could you briefly explain your view?

Q19 Are there any other locations/streets not already mentioned in the survey for that you think could benefit from an intervention? Please give details below:

Q20 Please tell us which potential elements of a new public space would be most important to you in each area? Please select all that apply

	Planting	Artwork	Discreet road barriers	Seating	Children's play facilities
A. St. John's Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Kirk Loan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Featherhall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Corstorphine High Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q20 If other, please specify:



## Accessibility perspectives

Q21 Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health)?

- ☐ Yes  
☐ No

Q22 Please provide any further details you would like us to consider from your perspective to inform our design decisions:

Q23 Please tell us your gender identity:

- ☐ Male (including trans male)  
☐ Female (including trans female)  
☐ Non-binary / third gender  
☐ Prefer not to say

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)

Q26 What is your ethnicity?

- ☐ White
- ☐ Mixed Race
- ☐ Asian
- ☐ Black
- ☐ Chinese
- ☐ Other ethnic group
- ☐ Prefer not to say

Q26b Please provide more detail if you said 'White' at Q26

- ☐ British
- ☐ Irish
- ☐ Polish
- ☐ Lithuanian
- ☐ Romanian
- ☐ Other Eastern European
- ☐ Any other White background

Please describe



Q26c Please provide more detail if you said 'Mixed race' at Q26

- ☐ White and Black Caribbean
- ☐ White and Black African
- ☐ White and Asian
- ☐ Any other Mixed background

Please describe

Q26d Please provide more detail if you said 'Asian' at Q26

- ☐ British
- ☐ Indian
- ☐ Pakistani
- ☐ Bangladeshi
- ☐ Sri Lankan Tamil
- ☐ Any other Asian background

Please describe

Q26e Please provide more detail if you said 'Black' at Q26

- ☐ British
- ☐ African
- ☐ Caribbean
- ☐ Nigerian
- ☐ Somali
- ☐ Ghanaian
- ☐ Any other Black background

Please describe

Q26f Please provide more detail if you said 'Chinese' at Q26

- ☐ British
- ☐ Chinese
- ☐ Any other Chinese background

Please describe

Q26g Please provide more detail if you said 'Other ethnic group' at Q26

- ☐ Irish Traveller
- ☐ Roma Gypsy/ Traveller
- ☐ Any other ethnic group

Please describe

Thank you for taking part in this survey. If you would like to be added to the mailing list for this project, then please visit the Council's website here to sign up: [consultationhub.edinburgh.gov.uk/sfc/cccltnmail](https://consultationhub.edinburgh.gov.uk/sfc/cccltnmail)

Please post your completed surveys to the following address:

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