Meadows To George Street - Streets for People

Stage 2, Concept Design – Consultation Report

City of Edinburgh Council

Project number: 60579473

September 2019

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Executive Summary

Summary of consultation on the Concept Design

It was found that the majority of consultees were generally supportive of the Meadows to George Street project.

Of the 108 people who filled in a feedback form at the drop-in event, 87% strongly support the project, 9% support the project, 3% are neutral and only 2% opposed to the project.

Of the 1416 completed online surveys:

- 79% of respondents support and strongly support the aim of improving conditions for people walking on the streets.
- 68% of respondents support and strongly support the aim of improving conditions for people cycling on the streets.
- 76% of respondents support and strongly support the proposed plan of transforming the streets into places for people and restricting general traffic on certain streets.

The table below summarises the levels of support for each of the questions analysed above.

Question	Support / Strongly Support	Oppose / Strongly Oppose	Neither Support or Oppose
Q1a: To what extent do you support/oppose the aim of improving conditions for people walking on the streets within the Meadows to George Street project (Hanover Street, The Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?	**79%**	**17%**	**4%**
Q2: To what extent do you support/oppose the aim of improving conditions for people cycling along the Meadows to George Street corridor (Hanover Street, The Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?	**78%**	**18%**	**4%**
Q3a: To what extent do you support/oppose the proposed plan of transforming the streets into places for people and restricting general traffic on certain streets?	**76%**	**20%**	**4%**
Q4a: To what extent do you support/oppose the proposals for Forrest Road?	**76%**	**18%**	**6%**
Q5a: To what extent do you support/oppose the proposals on Candlemaker Row, which aim to increase pedestrian priority whilst retaining the number 2 bus service?	**77%**	**15%**	**8%**
Q6: To what extent do you support/oppose the proposed improvements to the public space around Greyfriars and the Bedlam theatre?	**79%**	**16%**	**4%**
Q7: To what extent do you support/oppose opening up a new public space at the top of The Mound (in the existing grass area below New College)?	**75%**	**13%**	**11%**
Q8a: To what extent do you support/oppose the proposal to retain general traffic on The Mound and Hanover Street between Market Street and Queen Street?	**48%**	**28%**	**24%**

Q9a: To what extent do you support/oppose the proposals to improve pedestrian areas through wider pavements, planters, seating and new crossings?	**79%**	**14%**	**6%**
Q10a: To what extent do you support/oppose the proposals for segregated cycleways along the route?	**81%**	**15%**	**4%**

Considering the online survey from the different perspectives of those completing it, it has been possible to conclude that:

- Business owners have shown a broadly even level of support and opposition to the various elements of the concept design. There is however a greater level of support for the concept of improving walking and cycling. There are some key concerns regarding loading, accessibility, retention of bus services and general accessibility to support the business economy.
- The majority of residents in or near the area are supportive of the project, welcoming the improvement of conditions for walking and cycling. A common theme from the online survey feedback was that locals are keen to ensure that designs and proposals be conscious of them and not solely completed for the benefit of tourism.
- Young people show very high levels of support for the projects aims and proposals.
- In terms of accessibility, key points to consider in the design are; de-cluttering of pavements, maintaining access for the elderly, infirm and disabled, blue badge holder parking, suitable infrastructure to accompany crossing points (e.g. dropped kerbs, tactile paving), more seating and the proximity of bus stops.

Next steps

The next step will be for the project to move on to Developed Design and then Technical Design, where there will be further consultation opportunities.

1. Introduction

The City of Edinburgh Council (CEC) is aiming to transform cycling, walking, public spaces and accessibility for all, on some of Edinburgh's busiest and most iconic streets. This is through the Meadows to George Street: Streets for People (MGS) project area: Hanover Street, The Mound, Bank Street, George IV Bridge, Candlemaker Row, Forrest Road, Bristo Place and Teviot Place.

These streets play an important role in the lives of those who use them for work, leisure and for everyday journeys. It will provide an essential north-south link in the city for active travel users. As an important part of the Edinburgh City Centre Transformation Strategy, it will be one of the first projects to deliver major street improvements.

This report summarises the Stage 2 consultation events that were undertaken during the Concept Design stage of the MGS project during the course of the consultation period, 27 May – 7 July 2019.

Through the report, a series of actions are included in response to the key points raised during each element of consultation. These action points are in addition to the design work already planned and being undertaken by the team to further develop the proposals in the next stages of the project.

An overview of the consultation's reach and results are displayed on the infographics on the next page.

1.1 Project Objectives

The following set of project objectives were developed in the Stage 1 consultation in 2018.

- A place for people: enlarge and improve the pedestrian space, creating a safe, vibrant place for people to live in and for all to enjoy.
- Strengthen the qualities of these streets for people, in ways which respect and enrich the World Heritage Site.
- Sustainable and inclusive transport: prioritise dedicated space for walking and cycling, access for people with a disability of impairment, and retain public transport access.
- Resilient and adaptable space: a street design that can accommodate the changing needs of these streets by season, time of day and future years requirements.
- A thriving economy: enhance the streets as places where visitor destinations and businesses of all sizes can prosper.

Social media hits:
47,347 clicks from Facebook, Twitter and Google Ads
A total of 3,316,943 impressions
4 Community Councils engaged with
5 drop-in events
1 stakeholder workshop
"All will benefit from streets for people"
"It will make our city even more beautiful, accessible and greener"
1416
Online surveys completed
78% Over-all level of support
"It is useful for the individual to have car access but it is inconvenient for society to have polluted, traffic heavy and tourist-unfriendly city centres."
"Concern that maintaining bus service mixed with pedestrians will cause a conflict"
"Great project, great vision for Edinburgh"
1000's
of comments received
27,007
hits on the project's website
32,160
individual

2. Proposals

This section summarises the Concept Design proposals that were presented for public consultation between 27 May – 7 July 2019.

2.1 Changes to Traffic

The proposed changes to traffic operations in the project area are an important part of the project and enable and enhance the proposed street changes. These changes are embedded within the Council's City Centre Transformation Project and fit within the long-term vision for future city centre traffic network. **Figure 1** below shows the detail of the proposed traffic changes in the Meadows to George Street project area.

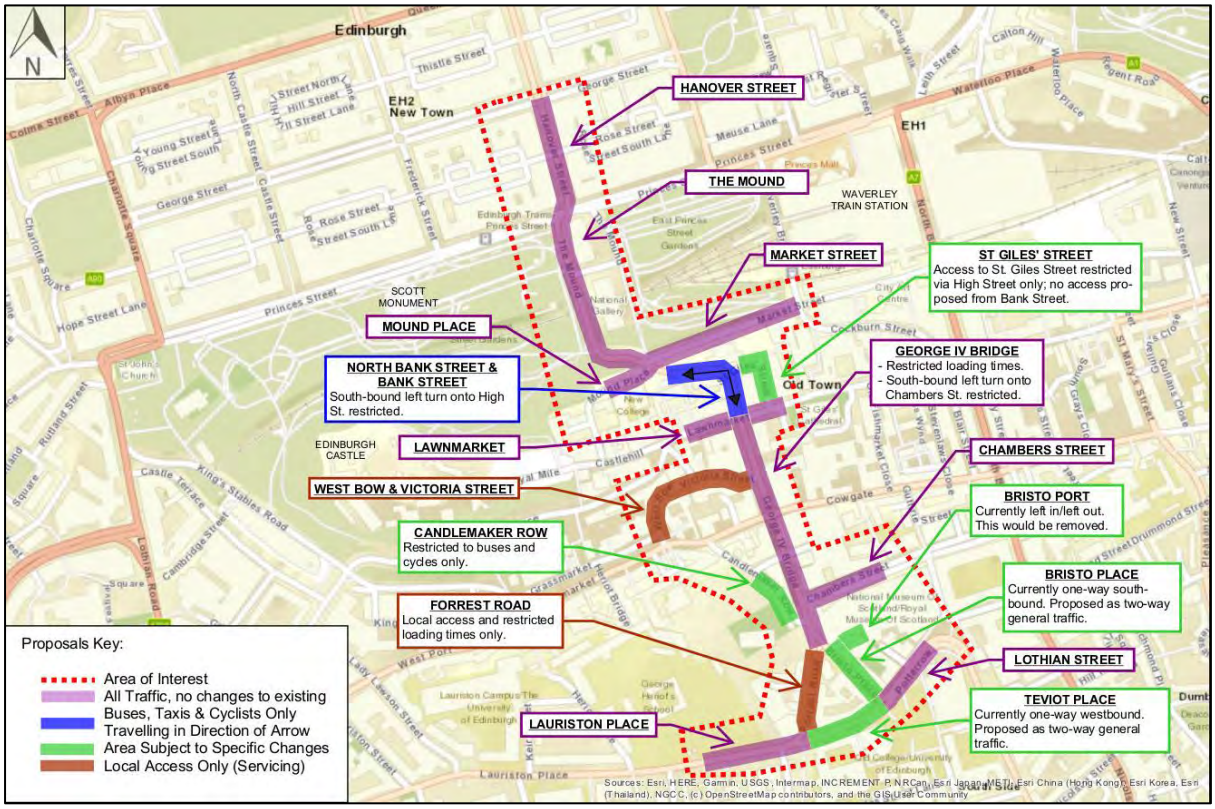


Figure 1: Traffic Proposals along Project Corridor

2.2 Concept Design Proposals

The route was split into four sections for the purpose of consultation so that the information and visualisations could be easily digested at consultation events. More detailed layouts for each section can be found in Appendix A. The Concept Design proposals for each of the sections along the corridor were as follows:

Bristo/Teviot/Forrest Road Triangle

- Pedestrianise Forrest Road; local access and restricted loading times only;
- Forrest Road to become pedestrian priority street with segregated cycleway;
- Two-way general traffic flow on Teviot Place and Bristo Place;
- Restricted loading on Teviot Place and Bristo Place;
- Widening of footways;
- New single stage crossing for pedestrians and bicycles at Middle Meadow Walk (MMW); and
- New areas of high-quality public space at Greyfriars Bobby and Bedlam Church.

Figure 2 and **Figure 3** show the proposed design concept on Forrest Road.

Figure 2: Proposed design on Forrest Road (view from MMW junction)

Figure 3: Proposed design on Forrest Road (view towards junction with George IV Bridge)

- **George IV Bridge**

- Candlemaker Row restricted to buses and cycles only;

- Restricted loading;

- Two-way segregated cycleway;

- New signalised junctions with pedestrian crossings;

- New zebra crossings for pedestrians;

- Widening of footways;

- Victoria Street restricted access for servicing only; and

- Improved crossings at High Street.

Figure 4 and **Figure 5** show the proposed design concept on George IV Bridge.

Figure 4: Proposed design on George IV Bridge facing south

Figure 5: Proposed design on George IV Bridge facing north

- **Bank Street to The Mound**

- Bank Street restricted allowing buses, taxis, cycles, servicing, and local access only via new signal junction with 1-way shuttle working;

- Widening of footways;

- Flexible business loading opportunities at Mound Place;
- New public spaces with seating to rest and enjoy views;
- Access to St. Giles street restricted via High Street; no access from Bank Street;
- General traffic routed on Market Street; and
- Two-way segregated cycleway.

Figure 6 shows the proposed design concept on Bank Street and the Mound.

Figure 6: Proposed design on The Mound

- **The Mound to Hanover Street**

- Two-way segregated cycleway;
- Widening of footways;
- Crossing design on Princes Street to be developed in next stage of project;
- Upgraded pedestrian and cyclist crossings; and
- Loading opportunities on-street.

Figure 7 shows the proposed design concept on The Mound.

Figure 7: Proposed design on The Mound (view south facing from junction with Princes Street)

3. Engagement Methods

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

Table 1: Stage 2 Engagement Methods

Launch week	✓	The public **launch of the project was on the 27 May**. This included a press release by the Council and social media posting. In addition, **lamppost wrap advertising panels** and **railing banners** were erected around the project corridor to raise local awareness and promote the project.
Consultation Promotion*	✓	Around **5,000 leaflets** were distributed to **nearby residents** and building occupiers local to the project corridor. Leaflets were also available and handed out at all drop-in events. **On-street banners** were also situated along the route. Promotion of the proposal was displayed on key streets around the city through **lamp post wraps**, **phone box wraps** and **ad-bikes**. The project was shared in the newsletters of SPOKES and Edinburgh University and through **numerous online and paper news articles**, including the BBC news website.
Business 'walk the route'	✓	Additional leafleting was done on a **'walk the route'** exercise on the 29 May which focused on **local businesses.** The team went door to door to engage with local businesses along the route.
Stakeholder Workshop	✓	A **stakeholder workshop and drop-in session for businesses and organisations** was held on the second week of the consultation period.
George Heriot's school visit	✓	**Sustrans visited George Heriot's school** to deliver a workshop to gather feedback on the Concept Design proposals.
Drop-in events	✓	**Public drop-in events were undertaken** at the following locations: Middle Meadow Walk, Candlemaker Row, The Mound, Princes Street, with plans on display for public viewing during advertised periods at the Central Library and The National Museum of Scotland. A further drop-in session was held at Augustine United Church for organisations and businesses after the stakeholder workshop on Monday 3 June. A total of **108 feedback forms** with comments were received across the drop-in events. The public drop-in event on Candlemaker Row was part of the 2019 Architecture Fringe.
Community Council meetings	✓	Emails were sent to all local Community Councils at the start of the consultation period to raise awareness of Stage 2 and to offer the choice of attending a drop-in event or having one of the project team attend a community meeting. **Four Community Councils engaged.** Presentations were made to two local Community Councils within the project area: Tollcross Community Council and Old Town Community Council. Southside Community Council sent a representative to attend the Stakeholder Workshop on the 3 May. New Town & Broughton Community Council also attended the Stakeholder Workshop and submitted written feedback.

Project website	✓	A **dedicated website** was created and launched on the opening week of the project launch (https://meadowstogeorgestreet.info/).
Social Media	✓	A **schedule of targeted, paid social media postings** were planned in advance of the project launch and executed throughout the six week consultation period by the Council. Social media posts were created using the Council's account. Other organisations also posted about the project including: University of Edinburgh, George Heriot's School, Sustrans, Edinburgh Festival of Cycling, Essential Edinburgh, Spokes, SSC Edinburgh along with a number of other individuals. The project was also picked up by the **BBC Scotland News** which posted on social media and the official BBC website.
Online Survey	✓	A total of **1416 completed surveys** were received through the project online survey, over an eight week period from between 27t May – 7 July 2019.
E-mail Consultation	✓	**Email notifications** were issued to all stakeholders and those who registered an interest in the project at the start of the consultation period. This was to raise awareness of Stage 2 and to issue an invite to the stakeholder workshop or public-drop in events. 23 email responses have been received from organisations and individuals.

** A copy of the leaflet can be found in Appendix B*

4. Stakeholder Workshop and Consultation Events

4.1 Timeline

The table below outlines the timeline of consultation events in order of occurrence. Each event was attended by members of the project team from CEC, Sustrans, AECOM and OPEN (landscape architects).

Table 2. Consultation event timeline

Event	Date
Middle Meadow Walk drop-in	Thursday 30 May
Stakeholder Workshop	Monday 3 June
Business and Organisation drop-in	Monday 3 June
Candlemaker Row drop-in (Architecture Fringe 2019)	Sunday 9 June
The Mound drop-in	Saturday 22 June
Princes Street drop-in	Thursday 27 June

Concept designs were also available to view at the Edinburgh Central Library on George IV Bridge between 4-6 June 2019 and 25-27 June 2019. Designs were available to view at the National Museum of Scotland on George IV Bridge on 7 to 14 June.

Photograph 1: Central Library

Photograph 2: National Museum of Scotland

The following photos were taken during some of the on-street consultation events.

Photograph 3: Middle Meadow Walk drop-in

Photograph 4: Candlemaker Row drop-in

Photograph 5: The Mound drop-in

Photograph 6: Princes Street drop-in

4.2 Feedback at Public Events and from Individuals

This section gathers and summarises all feedback from the public drop-in sessions, stakeholder workshop, on-site meetings, organisation feedback and individual comments that have been received in response to the consultation. This does not capture the online survey feedback, this is analysed separately in **Section 6**.

4.2.1 Feedback from Public Drop-in Events

Each event held had a set of presentation boards which detailed the general outline of the project and the Concept Design proposals for each section of the corridor with before and after visualisations to aid understanding. Consultees were encouraged to fill in a feedback form and to visit the project website to fill out the online survey.

A copy of the feedback form used during the consultation events is shown in Appendix C.

108 people filled in a feedback form.

The outcomes are as follows:

- 87% of people strongly support the project;
- 9% support the project;
- 3% neither support nor oppose;
- 0% oppose; and
- 2% strongly oppose.
- Four people left this section blank.

Comments from the feedback forms are detailed further in **Section 4.2.2** below.

4.2.2 Comments from the Feedback Forms at Public Events

Feedback forms were available at the public events for anyone to complete. The feedback form asked respondents to indicate their level of support for the project and provided a space for them to add further comments if desired. Out of the 108 feedback forms received, 92 respondents provided additional comments in the text box available on the form. The comments received from them were:

- **6** comments mentioned support for the **increased safety for pedestrians**;
- **11** comments mentioned support for the **increased safety for cyclists**;
- **6** comments mentioned support for **increased safety for families/children cycling**;
- **4** comments highlighted that this proposal forms **a needed north-south cycle connection in the city**;
- **6** comments mentioned the importance of **maintaining/ensuring accessibility for the disabled and elderly**;
- **6** comments showed **support for limiting traffic access** in the city centre; and
- **6** comments mentioned **concern for business operations and loading accessibility**.

4.2.3 Individual Responses

Eight email responses have been received from individuals wishing to express their view on the proposals. Six responses broadly support the project and two responses do not support the project. The details of the feedback received from each individual, whilst not printed publicly here, will be used to inform the development of the design.

4.3 Feedback from Organisations

4.3.1 Stakeholder Workshop

The following organisations attended the Stakeholder Workshop – invitees included all organisations engaged within 2018 as part of Stage 1 of the project:

National Galleries of Scotland	SEStran	First Group	Access Panel
Edinburgh Trams	Lothian Buses	Living Streets	Edinburgh Festival of Cycling
Transport for Edinburgh	New Town & Broughton Community Council	Edinburgh World Heritage	SPOKES
Causey Development Trust	University of Edinburgh	Greyfriars Kirk	City Cycling Edinburgh

The stakeholders in attendance showed a broad level of support for the project, whilst providing feedback on specific aspects of the project for further consideration. These include:

- **Bristo/Teviot/Forrest Road Triangle**

- Queries over whether pedestrians really have priority in this; should different options be considered?
- Support for pedestrianising Forrest Road;
- Enforcement of traffic restrictions and parking is crucial;
- Concern over the loss of bus stops in this area, especially on Forrest Road and Teviot Place and increased walk time to bus stops;
- Queries over the width of Bristo Place, location of bus stops and inclusion of loading bays;
- Queries over impact of traffic proposals on nearby streets;
- Discussion over tenements in this area – need to allow for deliveries, and consider cycle parking;
- Ensure additional business activity on-street on Forrest Road doesn't impede pedestrian movement;
- Link from Middle Meadow Walk needs attention;
- Suggestions that Bobby could be relocated to help pedestrian movement as concerns this will still be a busy area in the Concept Designs;
- Queries over pedestrian movement to link with University at Bristo Square and request to not forget cycling and on foot movement in this area;
- Query over whether 3m wide cycleway is really enough to future proof growth in cycling.

- **George IV Bridge**

- Suggestion to have planters instead of bollards to fit with World Heritage Site. Comments that bollards on George IV are a hazard for people with visual impairments;
- Splayed kerbs conflict with Heritage Site. Concern over loss of symmetry in relation to World Heritage Site. Need consistency of materials;
- Need to consider taxi ranks;
- Queries over how north-south traffic movement will work;
- Pedestrian crossings should be wide enough for volumes of people on foot;
- Junction with Victoria Street is very important for pedestrians and is a link to bus stops. Concept design improves crossing of Victoria Street. Heritage concerns over continuous footways. Query over people on bikes from Victoria Street creating conflict with bus stop opposite on George IV;
- Enforcement of parking and loading restrictions required;
- From an accessibility view, important to have kerb separating people on foot and on bikes. Tactile surfaces also important;
- Noting that concept widens space for pedestrians but not uniformly;
- Query over where all coaches in the area will go;
- Query over where general traffic will go if they drive into the area;
- Query over whether floating bus stops and crossing point for pedestrians will have legal status of a zebra crossing;
- Palette of materials very important in this area.

- **Bank Street / The Mound / Hanover Street**

- Concerns / queries over removal of bus stops and consider if the best location of proposed bus stops. Consider pedestrian crossing to bus stops;
- Queries over consistency of proposals with Waverley Station Masterplan and plans for Market Street;
- Generally, support for using green space on The Mound better;
- Discussion over the corner on North Bank Street and access to St Giles Street. Opportunity, though issues with this also;

- Junction crossing at Princes Street needs detailed design. Suggestion of unidirectional lanes here, though other comments suggest that it's generally better to have the same type of cycleway throughout to help all users understand use of road space. Queries over how cycling will work here and whether there will be conflict with people getting on/off buses at Hanover Street. From a heritage point of view, better to have cycleway on West. Differing views on how difficult it is to cycle over tram tracks at Princes Street crossing. Queries over how east-west cycle movement will work, and narrow amount of space for cycle turning movements at Mound/Princes Street junction;
- Concern by bus operators of increased delay to buses at Market Street and at Bank Street shuttle system;
- Challenging for loading at businesses on Bank Street. Concerns over buses sharing loading space on Hanover Street;
- Pedestrian crossings too narrow on Hanover Street;
- Royal Scottish Academy use The Mound for overflow loading / parking during festivals e.g. Christmas festival, use of Temporary Traffic Regulation Orders;
- Link with wayfinding projects by Transport for Edinburgh.

- **General Discussion**

- Need a consistent approach in the city centre as it is not always clear if joined up thinking between projects and decisions;
- Links to the Waverley Station Redevelopment / Masterplan and plans for Market Street need attention;
- Materials are important, and colour can help differentiate for people with visual impairments but does not sit well with World Heritage Site. Can use varying surfaces to differentiate.

4.3.2 One-to-One Meetings

Further consultation on the project was requested from Augustine United Church on George IV Bridge and the High Court on St Giles Street. One to one meetings were held, and points from these discussions will inform the next stages of the project. The details of the feedback received, whilst not printed publicly here, will be used to inform the development of the design.

4.3.3 Organisation Responses

A number of organisations and businesses reached out to respond to the Concept Design proposals. Ten out of the 14 organisation responses broadly support the proposals and four others neither supported nor opposed the proposals. The details of the feedback received from each organisation, whilst not printed publicly here, will be used to inform the development of the design.

Actions:

- **We will further consider how best to evolve our designs in order to reduce the potential for conflict between user groups at floating bus stops.**
- **Consider whether footways widths are as wide as can be achieved at busy points on the footway, but balance this with the required carriageway width for buses. Consider points raised on additional pedestrian crossings, the impact of raised tables on bus users and of continuous footways on blind and partially sighted pedestrians.**
- **Consider whether the cycleway width is sufficiently wide enough to cope with rising levels of people on bikes in the future.**
- **Ensure a sympathetic palette of materials is a core part of detailed design in the future.**
- **Consider the access needs of disabled users.**
- **Ensure the needs of pedestrian and cycle access to Bristo Square in the design.**
- **Further consideration of enforcement on traffic restrictions will be part of the Developed Design stage.**

5. Community Council Meetings

Two Community Council meetings were attended and discussions are summarised in the table below.

Table 3: Community Council Meetings Summary

Community Council	Date
Tollcross Community Council • Broad support for the proposed concept design amongst attendees. • Loading restrictions are not currently enforced very well on Forrest Road leading to loading at incorrect locations and times. • There is too much general traffic currently using Forrest Road. • During the Tattoo, coaches park on George IV Bridge, question of where they would be moved to under the proposals. • Need to ensure the cycleways are wide enough for safe use, particularly on The Mound. • Query as to why bi-directional cycleways are proposed as opposed to uni-directional.	29/05/2019
Old Town Community Council • Existing issues with cyclists on the pavements. • Request to restrict private buses and coaches in the project area. • Number 2 bus is vital for access to Grassmarket area for residents. • Important to prioritise local buses and restrict tour buses. • Issues noted with compliance of flexible loading bays currently in Cowgate. Enforcement of any proposals is important to enable the changes and realise benefits. • Existing issues noted with vehicles mounting and loading on pavements. • Existing lighting is poor on The Mound and Mound Place. • Ensure all new materials are safe and improve the current situation. • Wider implications of traffic proposals need carefully considered. • Potential issues with use of footways for cafes/tables and how this is controlled and regulated.	11/06/2019

Actions:

- **Regulation / enforcement of loading, traffic restrictions and use of pavements by cafes/businesses will be subject to detailed consideration in next stages of the project.**
- **Consider details of coach parking during the Royal Tattoo.**

6. Online Survey Responses

There were 1416 responses to the online survey, which was live for a period of six weeks between 27 May – 7 July. The responses are summarised in the sections below. A copy of the online survey can be found in Appendix D.

6.1 Overall Levels of Support for the Project

The following questions look at the level of support from respondents to various aspects of the project.

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

Q1a: To what extent do you support/oppose the aim of improving conditions for people walking on the streets within the Meadows to George Street project (Hanover Street, The Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?

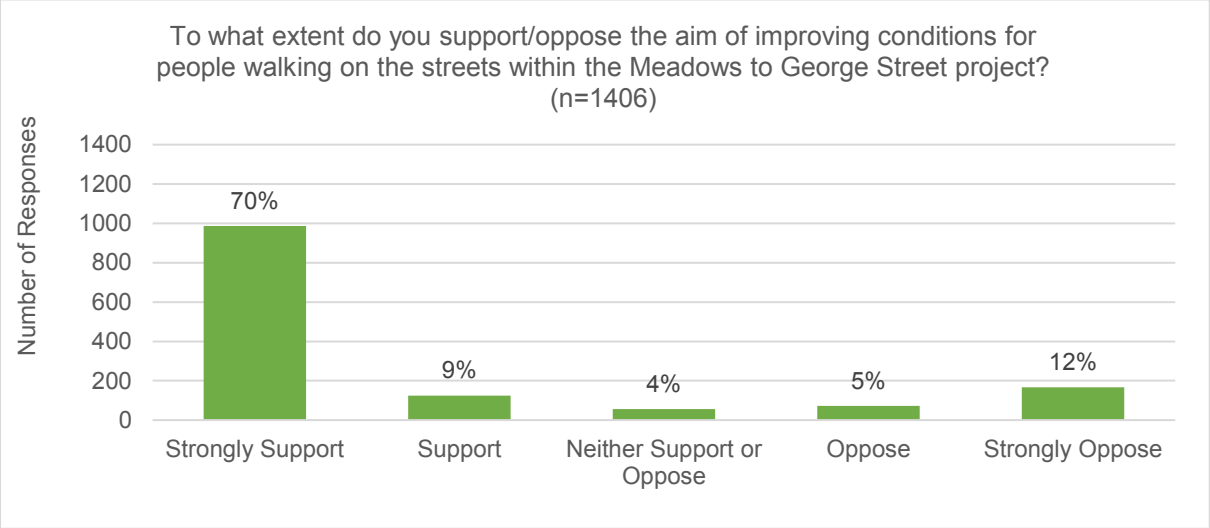


Figure 8: Percentage of support for improving conditions for walking

Figure 8 shows that the majority of respondents (79%) support and strongly support the aim of improving conditions for people walking on the streets within the MGS project.

Q1b (in response to "To what extent do you support/oppose the aim of improving conditions for people walking on the streets within the Meadows to George Street project (Hanover Street, The Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?")

The most commonly made comments were around the following themes:

- **157** comments relate **to limiting traffic access** for some of the following reasons:

  - Encourages uptake of active travel and public transport.
  - Less pollution for both emissions and noise.
  - Reduces conflict between street user groups – pedestrians, cyclists, cars, buses etc.
  - Safer for pedestrians and cyclists.
  - A more appealing and attractive area for walking and cycling.

- **112** comments highlight that the scheme would help **reduce pollution.**
- **97** comments mention existing **pavement overcrowding** with **31** specific mentions for **wider pavements.**
- **88** comments relate to **safety for cyclists** mentioning:

  - The current conditions are dangerous and unappealing.
  - Streets are too crowded with pedestrians and cars.
  - Parked cars and loading vehicles block the cycleway.

- Segregated lanes would be safer.
- Need for better maintenance of roads and cycleways.

- **65** comments relate to **maintaining traffic access** for some of the following reasons:

  - Knock on impact to other streets causing congestion.
  - In order to drive to work.
  - For local economy and business.
  - One of the main north to south thoroughfares in the city.
  - For the local people who live in this city and locally.
  - Increase in journey times.

- **65** comments relate to **safety for pedestrians** mentioning:

  - Crowded pavements.
  - Improved provision/ more crossing points.
  - Traffic dominated roads.
  - Conflict between pedestrians and cyclists.

- **57** comments mention concern about **traffic congestion** of which:

  - 26 comments imply that this project will increase traffic congestion due to displacement of traffic.
  - 9 comments mention that this project will ease congestion in the city centre.
  - Remaining 22 comments address current traffic congestion issues.

- **42** comments relate to ensuring **access for the elderly/disabled** mentioning:

  - Ensure designs are friendly and inclusive to the mobility impaired.
  - Maintain access for mobility impaired.
  - De-clutter pavements.
  - Blue badge parking / drop-off points.

Actions:

- **Further consideration of how to accommodate the needs for blue badge parking.**

Q2a: To what extent do you support/oppose the aim of improving conditions for people cycling along the Meadows to George Street corridor (Hanover Street, The Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?

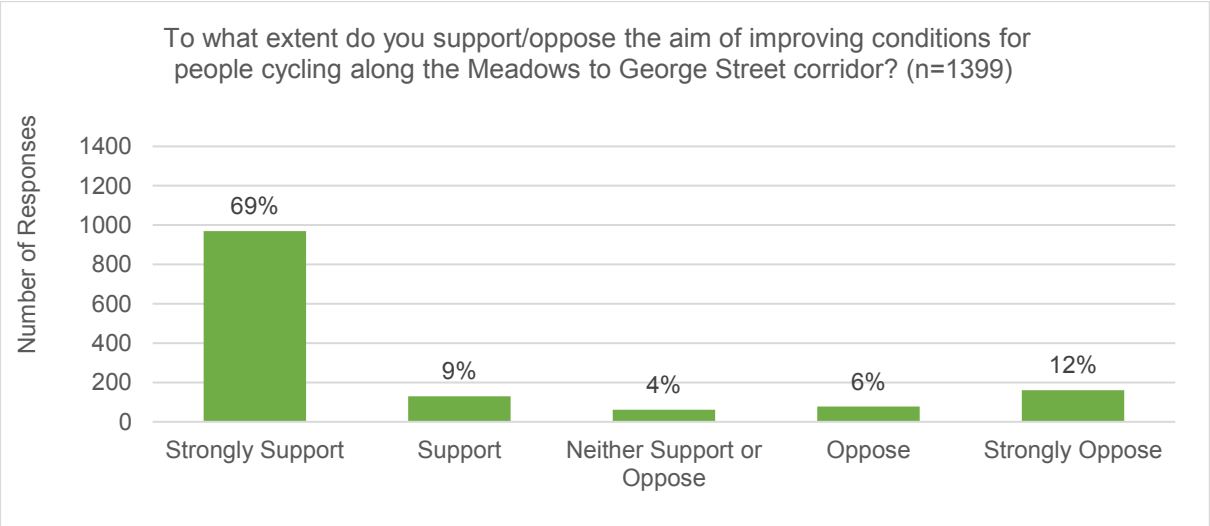


Figure 9: Percentage of support for improving conditions for cycling

Figure 9 shows that the majority of respondents (78%) support and strongly support the aim of improving conditions for people walking on the streets within the MGS project.

Q2b (in response to "To what extent do you support/oppose the aim of improving conditions for people cycling along the Meadows to George Street corridor (Hanover Street, The Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?")

The most commonly made comments were around the following themes:

- **204** comments relate to improving **safety for cyclists** as:

  - Currently people feel cycling is not a safe way to travel along the corridor.
  - The proposed segregated cycleways will protect cyclists from traffic.
  - Making cycling safer will encourage more people to cycle.

- **107** comments agree the cycle provision should be **segregated** because:

  - It negates conflict with cars and pedestrians.
  - It will make the journey by bike more pleasant.
  - It will open up cycling in the corridor to more than just the dedicated cyclist.

- **49** comments mention concern about cars **parking on cycle lanes** mentioning:

  - The proposed cycleway design will prevent cycle lanes being blocked by parked cars.

- **49** comments mention how the proposals will **reduce pollution**:

  - This would be achieved through the proposals by promoting a modal shift to non-polluting travel modes such as cycling.
  - Reduction in both air pollution and noise pollution was mentioned.

- **49** comments mention how the proposals will be **beneficial for health and fitness.**

- **28** comments agree that this project will **improve cycle network connections** in the city

  - Particularly mentioning the link to Middle Meadows Walk

Q3a: To what extent do you support/oppose the proposed plan of transforming the streets into places for people and restricting general traffic on certain streets?

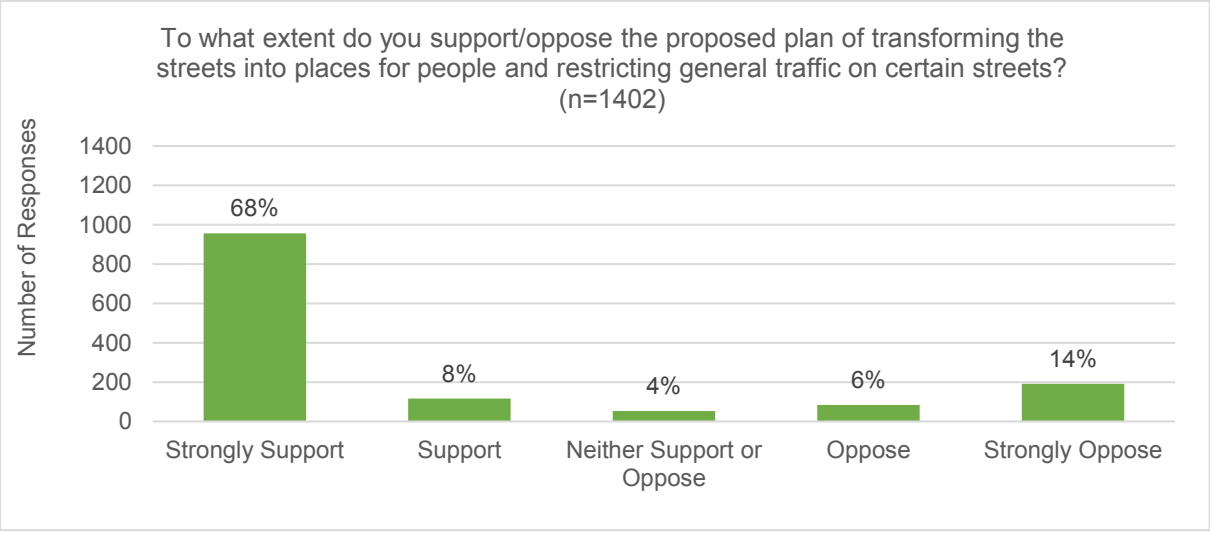


Figure 10: Percentage of support for streets as places for people and restricting general traffic

Figure 10 shows that the majority of respondents (76%) support and strongly support the proposed plan of transforming streets into places for people and restricting general traffic.

Q3b (in response to "To what extent do you support/oppose the proposed plan of transforming the streets into places for people and restricting general traffic on certain streets?")

The most commonly made comments were around the following themes:

- **224** comments are in support of **limiting traffic access.**

- **112** comments relate to wanting increased **pedestrian priority.**
- **94** comments relate to how the proposals will help to **reduce pollution** by:

  - Promoting more environmentally friendly mode of transport such as walking and cycling.
- **79** comments are in support of **maintaining traffic access** citing:

  - Residents, businesses and those with a disability or long-term health condition still needing a way of accessing the corridor by private car or taxi.
- **63** comments relate to concern over the **displacement of traffic** due to proposals explaining:

  - Concern over increased traffic on Lothian road and North Bridge Street.
- **59** comments mention **increasing safety for pedestrians** and **51** comments mention **increasing safety for cyclists.**

Actions:

- **Further consideration of how to accommodate the needs for blue badge parking.**
- **Further consideration of how to accommodate loading for businesses.**

Q4a: To what extent do you support/oppose the proposals for Forrest Road

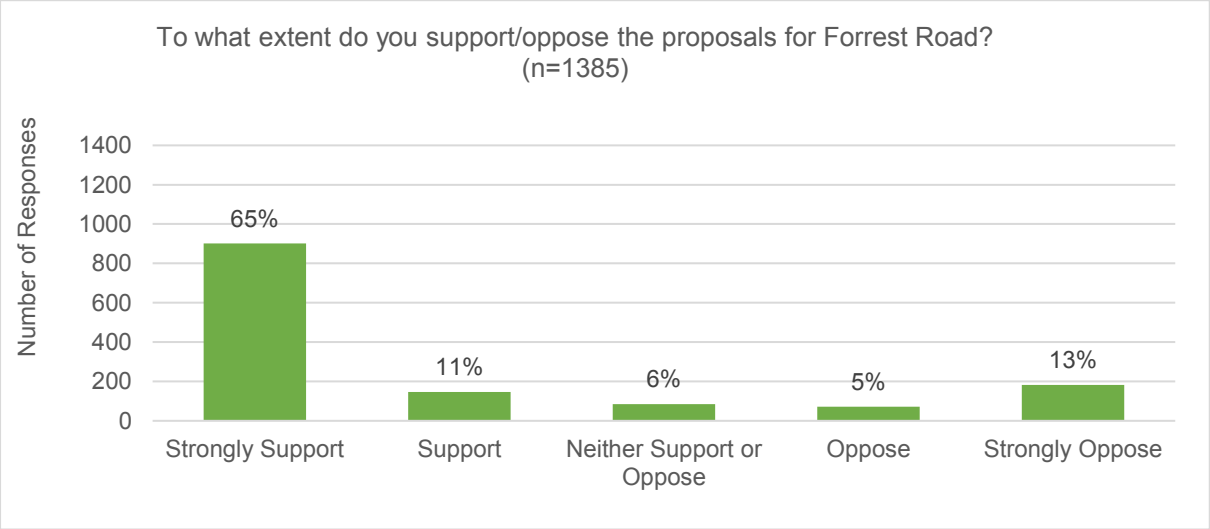


Figure 11: Percentage of support for proposals on Forrest Road

Figure 11 shows that the majority (76%) of respondents support and strongly support the proposals for Forrest Road.

Q4b (in response to "To what extent do you support/oppose the proposals for Forrest Road?")

The most commonly made comments were around the following themes:

- **262** comments are in **support of pedestrianisation** with:

  - **41** comments mentioning **improving safety for pedestrians.**
- **82** comments are **against pedestrianisation.**
- **85** comments mention **placemaking and landscaping.**
- **82** comments mention **increasing the priority for cyclists** overall and:

  - **54** comments relate to **improving safety for cyclists.**
  - **33** comments are in **support of a segregated cycleway.**
- **33** comments mention **parked cars**, with many relating this to the impact of parked cars on cyclists.
- **60** comments **support limiting traffic access.**

- **42** comments support **maintaining traffic access.**
- **59** comments are regarding concerns about **traffic congestion** of which:

  - 20 comments imply that this project will increase traffic congestion due to displacement of traffic.
  - 4 comments mention that this project will ease congestion in the city centre.
  - Remaining 35 comments address current traffic congestion issues.

Actions:

- **Consider how personal security can be maximised through design.**

Q5a: To what extent do you support/oppose the proposals on Candlemaker Row, which aim to increase pedestrian priority whilst retaining the number 2 bus service?

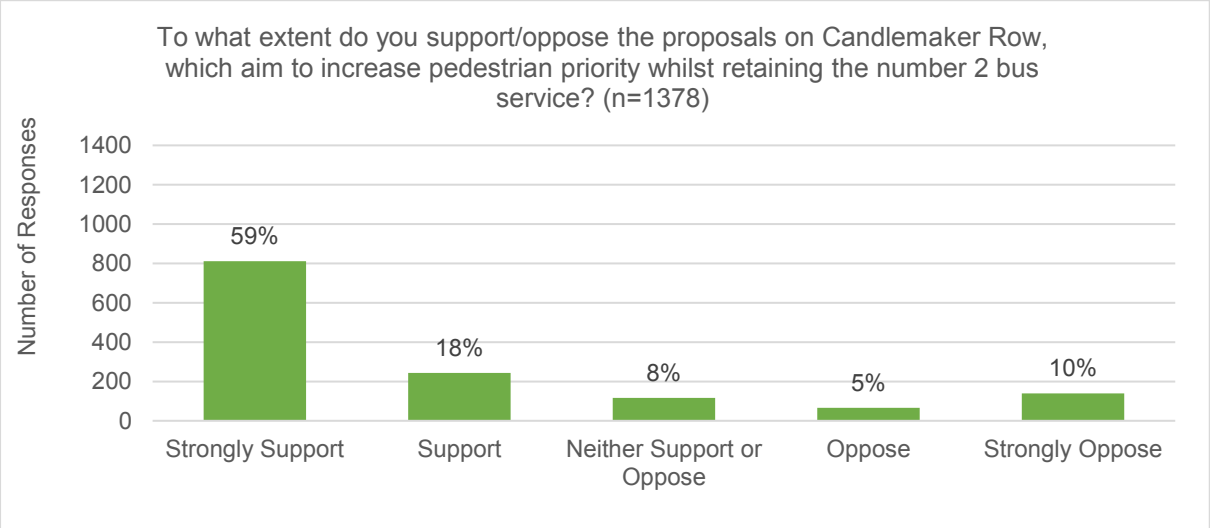


Figure 12: Percentage of support for proposals on Candlemaker Row

Figure 12 shows that the majority of respondents (77%) support and strongly support the proposals for Candlemaker Row.

Q5b (in response to "To what extent do you support/oppose the proposals on Candlemaker Row, which aim to increase pedestrian priority whilst retaining the number 2 bus service?")

The most commonly made comments were around the following themes:

- **200** comments are in **support of pedestrianisation**; **50** comments are **against pedestrianisation**

  - with many hoping for wider pavements and improved pedestrian crossings.
- **103** comments relate to **maintaining Bus Service number 2** as it is; **46** suggest **re-routing the bus** service to avoid Candlemaker Row as they believe bus and pedestrian shared space is dangerous.
- **21** comments specifically mention **widening the pavements**.
- **20** comments mention **improved pedestrian crossing provision**.

Actions:

- **We will continue to develop a design that:**
  - **Looks to retain a bus service to the Grassmarket;**
  - **Provides sufficient loading for businesses; and**
  - **Improves conditions for pedestrians.**

Q6: To what extent do you support/oppose the proposed improvements to the public space around Greyfriars and the Bedlam theatre?

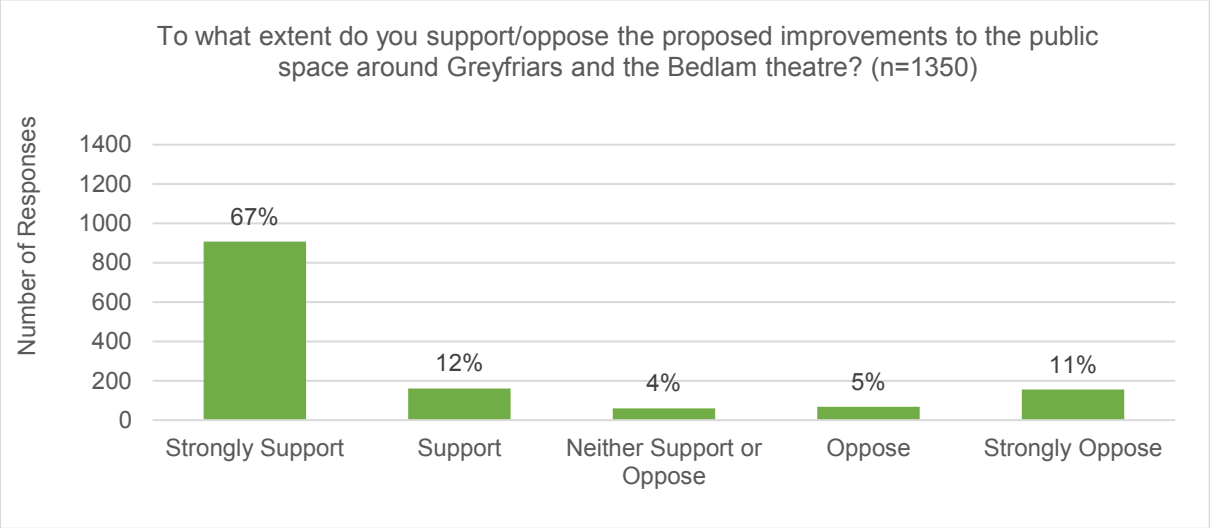


Figure 13: Percentage of support for proposed improvements around Greyfriars and Bedlam Theatre

Figure 13 shows that the majority (79%) of respondents support and strongly support the proposed improvements to public space around Greyfriars and Bedlam Theatre.

In response to Q6, respondents were asked what they would like to see in the space around Greyfriars and the Bedlam Theatre. A summary of responses is shown in Figure 14.

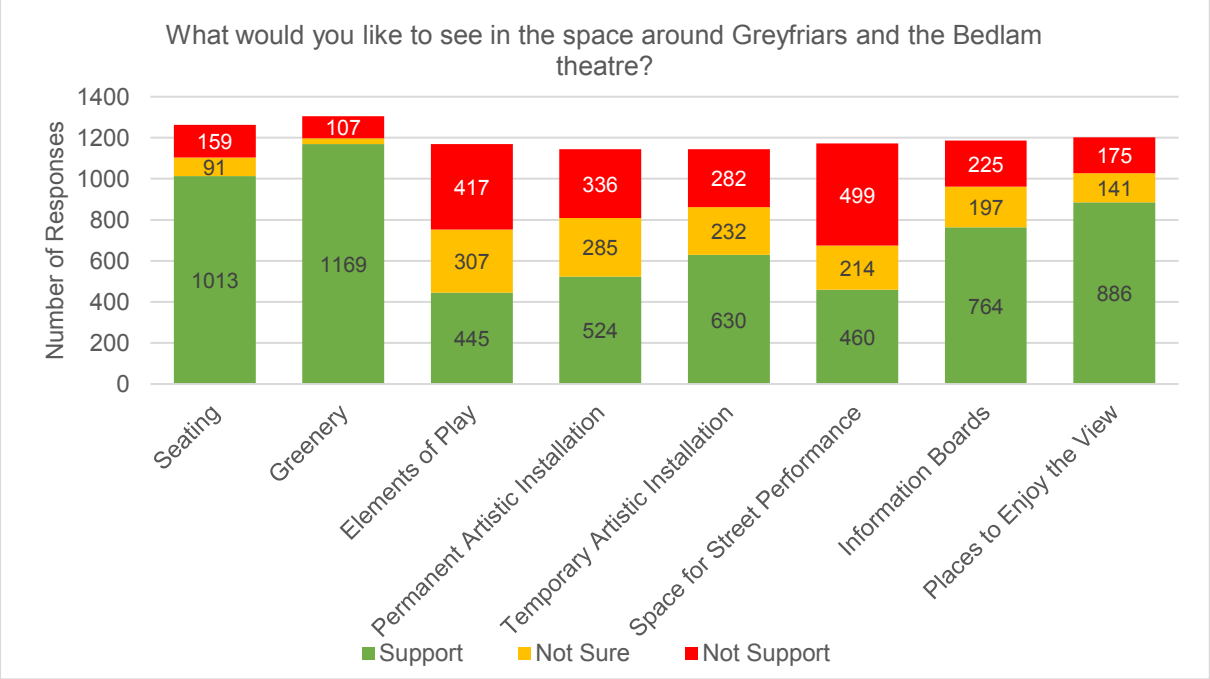


Figure 14: Responses to proposed public space improvements around Greyfriars and Bedlam Theatre

Further comments related to the proposed public space improvements in this area mentioned:

- **61** comments related to respondents wanting the space to be **designed with the locals in mind** rather than to cater for the tourist industry.
- **46** comments mention the **frustration felt by locals** towards the disruption caused to their journeys by street performances.
- **61** comments state that they would like to the **space left as it is**.

- **53** comments state concern over the street becoming **too cluttered with street furniture**.

  - Many do want to see the addition of only some of these elements rather than all.
  - Many show concerns that the benefits of widening the footways will be negated by adding street furniture.
  - As well as concern that it will create accessibility issues for those with disability or long-term health condition.

- **46** comments mention a desire for **more green space and biodiversity**.

- **36** comments mention provision of **more seating in the area**.
  - With some stating that it will bring benefit for those with disability or long-term health condition who need to break down their journeys.

Actions:

- **We will develop the design taking consideration of the feedback received as to what people would like to see in the public space around Greyfriars and the Bedlam Theatre.**

Q7: To what extent do you support/oppose opening up a new public space at the top of The Mound (in the existing grass area below New College)?

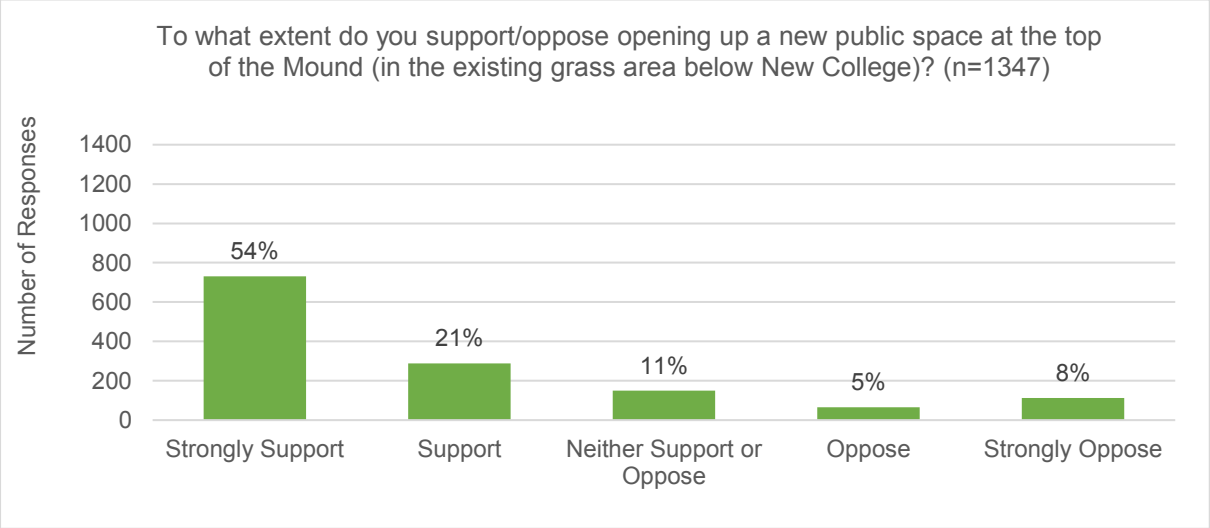


Figure 15: Percentage of support for a new public space at the top of The Mound

Figure 15 shows that the majority (75%) of respondents support and strongly support the opening of a new public space at the top of The Mound.

In response to Q7, respondents were asked what they would like to see in the space at the top of The Mound should a new space be opened up. A summary of responses is shown in Figure 16.

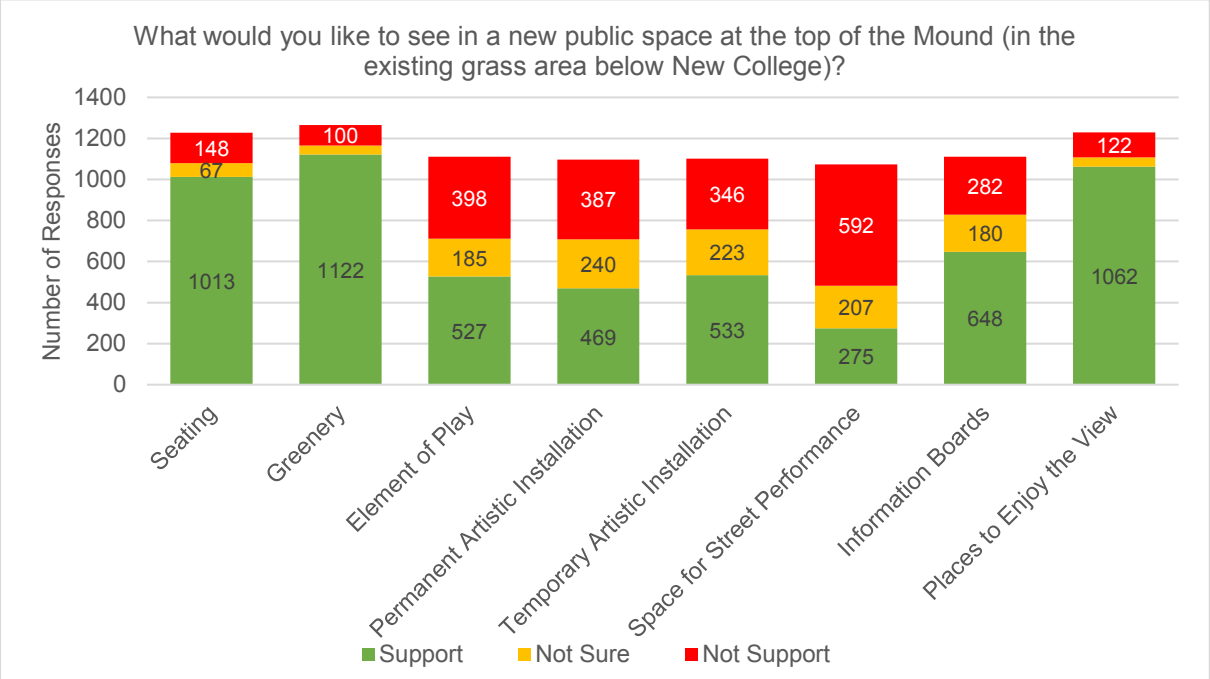


Figure 16: Responses to proposed public space improvements at the top of The Mound

Further comments related to the proposed public space improvements in this area mentioned:

- **174** comments are supportive of **improving the green infrastructure in this area** with:

  - **86** comments specifically mentioning wanting the **planting of wildflowers** and/or planting that specifically promotes animal and insect life.
  - Maintaining but also enhancing the views currently available from this area, and:
  - Opening this area up as a greenspace that is accessible and suitable for people to enjoy.

- **149** comments are supportive of **improving pedestrian infrastructure**.

  - Such as including seating to provide point of rest when walking up The Mound, and
  - Providing an alternative pedestrian route to get through The Mound and connect to The Royal Mile.

- **164** comments relate to people wanting the **space left as it is** because:

  - It is already a **valued green space**, but many also state their frustration that is it closed off to the public.

- **50** comments relate to ensuring this space is **tailored to the movement enjoyment of locals** rather than for tourism; this includes limiting the number of street performers.

Actions:

- **We will develop the designs with consideration to preferences from the feedback.**

Q8a: To what extent do you support/oppose the proposal to retain general traffic on The Mound and Hanover Street between Market Street and Queen Street?

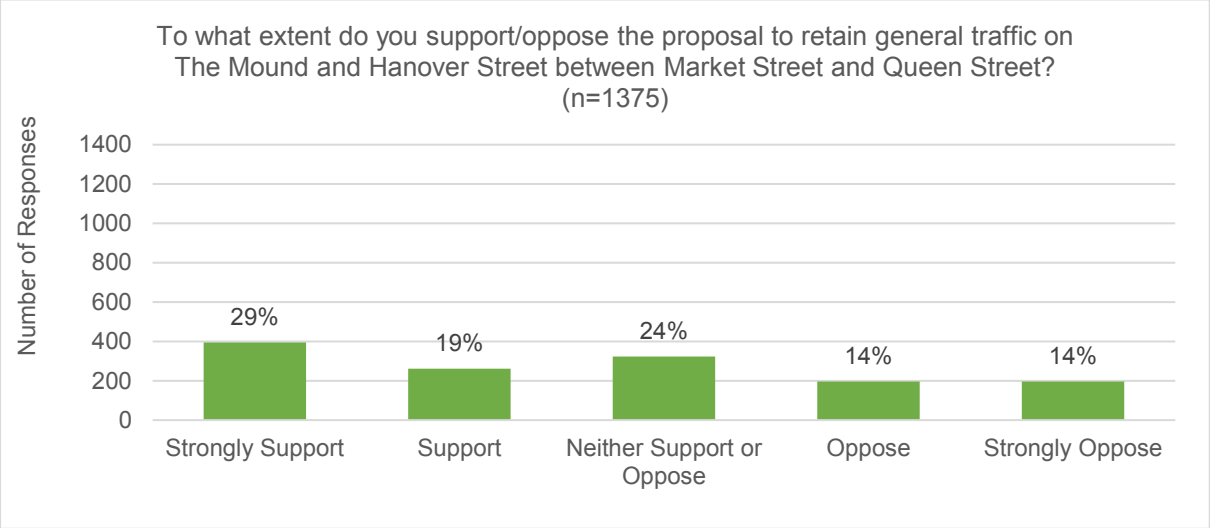


Figure 17: Percentage of support to retain general traffic between Market Street and Queen Street

Figure 17 shows that 48% of respondents support and strongly support the retention of general traffic between Market Street and Queen Street. 28% of respondents oppose and strongly oppose the retention of general traffic.

Whilst the response to the question appears to indicate that the majority of people support retaining general traffic, further analysis of the data within Q8b below suggest this may not be the case. 330 comments relate to limiting traffic and only 298 comments relate to maintaining access. Furthermore, a cross examination of the 48% of respondents who indicated support for retaining general traffic with their response in Q8b showed that:

- 19 respondents mentioned the importance of maintaining bus service;
- 15 respondents mentioned the importance of maintaining access for residents;
- 12 respondents made a comment which was in support of restricting traffic suggesting the response given in Q8a was incorrect;
- 8 respondents mentioned the importance to maintain access for businesses; and
- 7 respondents mentioned the importance of maintaining disabled access.

In maintaining access for all of the above, the retention of general traffic is not required. This would add weight to the suggestion that there was a misunderstanding about question Q8a. Accepting this, there would be a more even balance between those in support and those in opposition to the retention of general traffic on the Mound and Hanover Street.

Q8b (in response to "To what extent do you support/oppose the proposal to retain general traffic on The Mound and Hanover Street between Market Street and Queen Street?")

The most commonly made comments were around the following themes:

- **330** comments relate to **limiting traffic access.**

  - **73** comments specifically mention limiting traffic access to **only public transport/taxis/local access.**
  - Other comments feel the proposals don't go far enough and should be more ambitious.

- **69** comments relate to **completely removing all general traffic** from the corridor.

- **298** comments relate to **maintaining general traffic access.**

  - **91** comments relate to concerns over **traffic congestion** on nearby roads if the road were to be closed off to general traffic due to **displacement of traffic and slowing of traffic flow**.
  - **23** comments relate to **access concerns for the elderly / disabled**.

- **84** comments mention **prioritising this space for pedestrians**.

- **74** comments mention **prioritising this space for cyclists** with **32** comments being **supportive of a segregated cycle lane**.

Actions:

- **Based on the feedback to this consultation and the wider City Centre Transformation consultation, which was supportive of further traffic restrictions in the city centre, we shall be undertaking additional traffic modelling of this section of the corridor. This will consider further restrictions to general through traffic by private cars. In this modelling we are not currently considering any restrictions which would affect access along this section of the corridor for bus services, blue badge holders, businesses loading and servicing, Waverley station (including by private cars) and local residents who live or directly access their properties along the route.**

Q9a: To what extent do you support/oppose the proposals to improve pedestrian areas through wider pavements, planters, seating and new crossings?

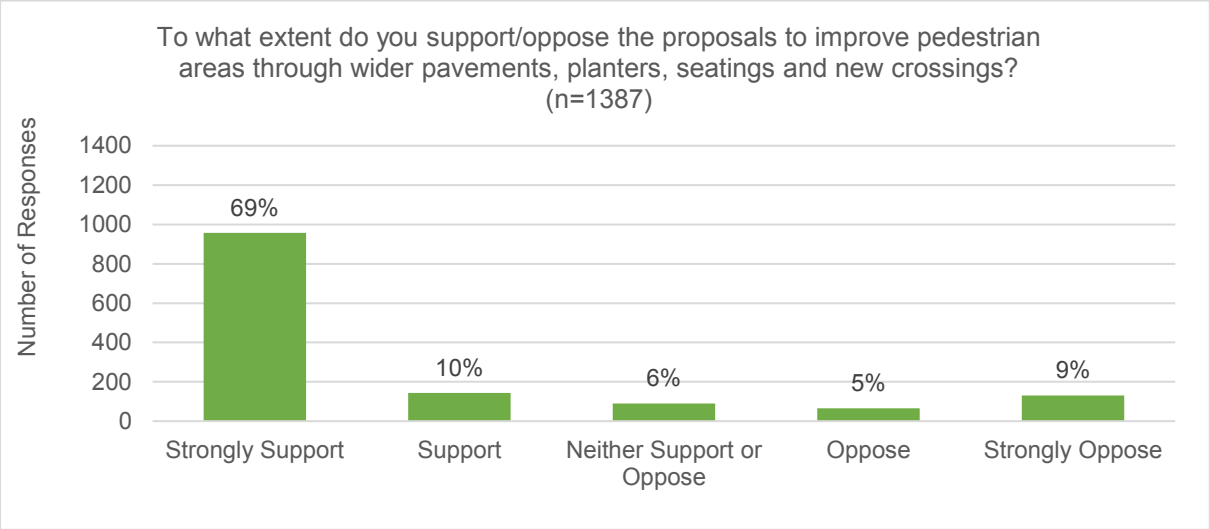


Figure 18: Percentage of support to improve pedestrian areas through various facilities

Figure 18 shows that the majority (79%) of respondents support and strongly support the proposals to improve pedestrian areas through wider pavements, planters, seating and new crossings.

In response to Q9, respondents were asked: Do you have any other comments or ideas we should consider regarding the pavements and crossings on these streets?

The most commonly made comments were around the following themes:

- **72** comments relate to providing **improved pedestrian crossing provision** with:

  - 27 comments suggesting users would **prefer Zebra crossings**;
  - 14 comments suggesting that **waiting times at crossings for pedestrians should be reduced**;
  - 12 comments suggesting users would prefer **count down crossings;** and
  - 12 comments suggesting crossings should spend **more time on the green man**;
  - 25 comments relate to design specific suggestions such as **material types and surfaces**.

- **72** comments relate **to increasing the priority pedestrians** have in the transport network; **55** comments relate to **improving safety for pedestrians**.
- **40** comments relate to improving **access for the elderly and disabled**.
- **32** comments suggest **pavements should be widened**.
- **47** comments relate to **ensuring the streets are not overly cluttered** with street furniture.

  - However, **25** comments state the desire for **more seating**.

- **41** comments relate to providing **segregated cycle lanes** rather than shared use paths.

  - with many citing concerns about safety conflicts between cyclists and pedestrians.

- **14** comments suggest **less crossings** should be provided to improve traffic flow.

Actions:

- **Continue to explore optimal solutions for pedestrian movement and priority in the next stages of the project, particularly around interactions with segregated cycleways, at bus stops and on footways with reduced clutter.**

Q10a: To what extent do you support/oppose the proposals for segregated cycleways along the route?

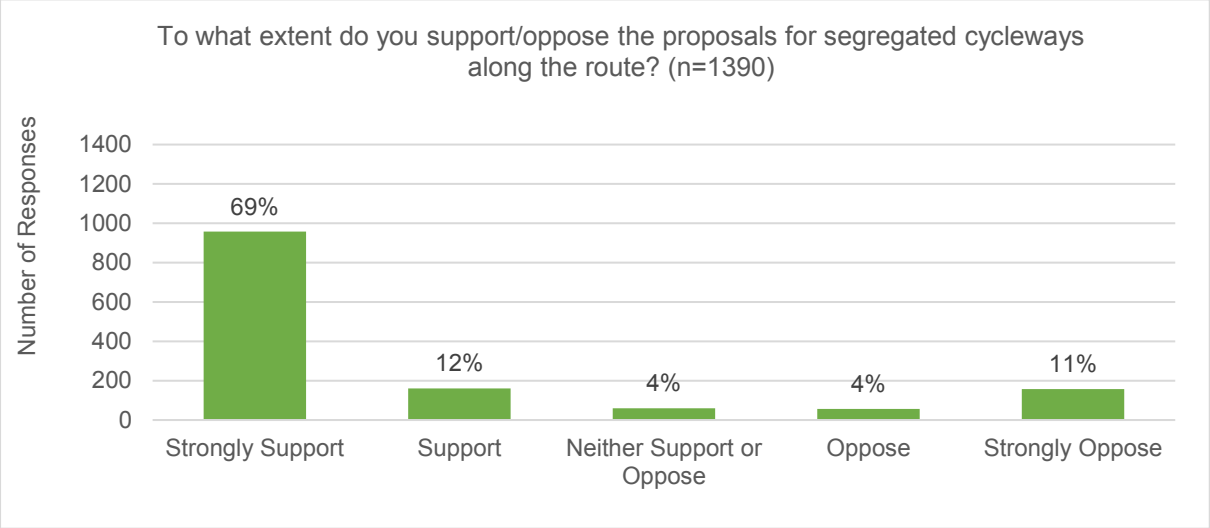


Figure 19: Percentage of support for segregated cycleways along the route

Figure 19 shows that the vast majority of respondents (81%) support and strongly support the proposals for segregated cycleways along the MGS route.

In response to Q10, respondents were asked: Do you have any other comments or ideas to improve cycling along these streets?

The most commonly made comments were around the following themes:

- **90** comments relate to the type of segregation with the majority of comments wanting **a fully segregated cycleway** that is clearly divided from pedestrian areas.
- **60** comments raise concern over **conflict with pedestrians** and

  - That the cycle way should be made obvious to prevent **pedestrians stepping onto the cycle lanes**.
- **55** comments mention **improving junctions for cyclists** such as:

  - A prioritised lighting system; and
  - Traffic lights at rider level.
- **44** comments mention transitions into and out of the proposed cycle way and **connecting it to the wider network**.
- **36** comments relate to the **width of the cycleways** with

  - many being concerned they will be too narrow.
- **30** comments mention concerns that **cars will park over the proposed cycle lanes**.
- **28** comments mention **increasing the provision of cycle parking**.
- **25** comments mention **potholes in the existing road network** and how these impact cyclists.
- **39** comments refer to **specific safety concerns** within the proposed cycle network.

  - The width of the cycleway on The Mound in particular was frequently mentioned.
  - As well as ensuring there is a marked difference in surface type used between pedestrian areas and cycle areas.

Actions:

- **Continue to consider the required width of the cycleway, particularly on The Mound.**
- **Continue to develop the design to ensure safe cycle movements at junctions.**

6.2 Mode of Travel

A series of questions in the survey aimed to understand the travel habits and choices of people answering the survey, and their relationship with the streets in the project area.

Q13: How do you usually make your journeys in and around Edinburgh? (for this question, the 'most often' 'second most often' and 'third most often' answer have been summarised').

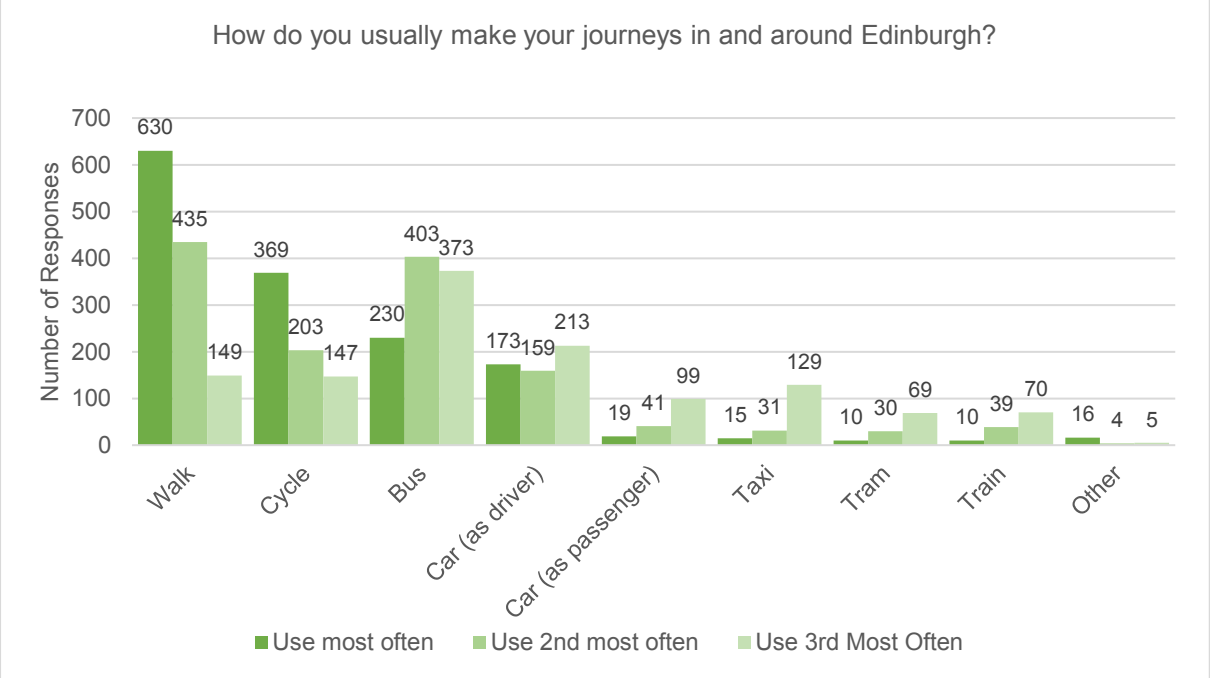


Figure 20: Mode of travel used by respondents to get around Edinburgh

Walking is the most used mode of travel with 1065 respondents using this mode as their most often and second most often used mode. Bus is the second most used in total with 633 responses. Cycling is used by a total of 572 respondents of which 369 stated this is their most used mode of transport.

Q14a: How would you prefer to travel assuming you had the opportunities and conditions to do so?

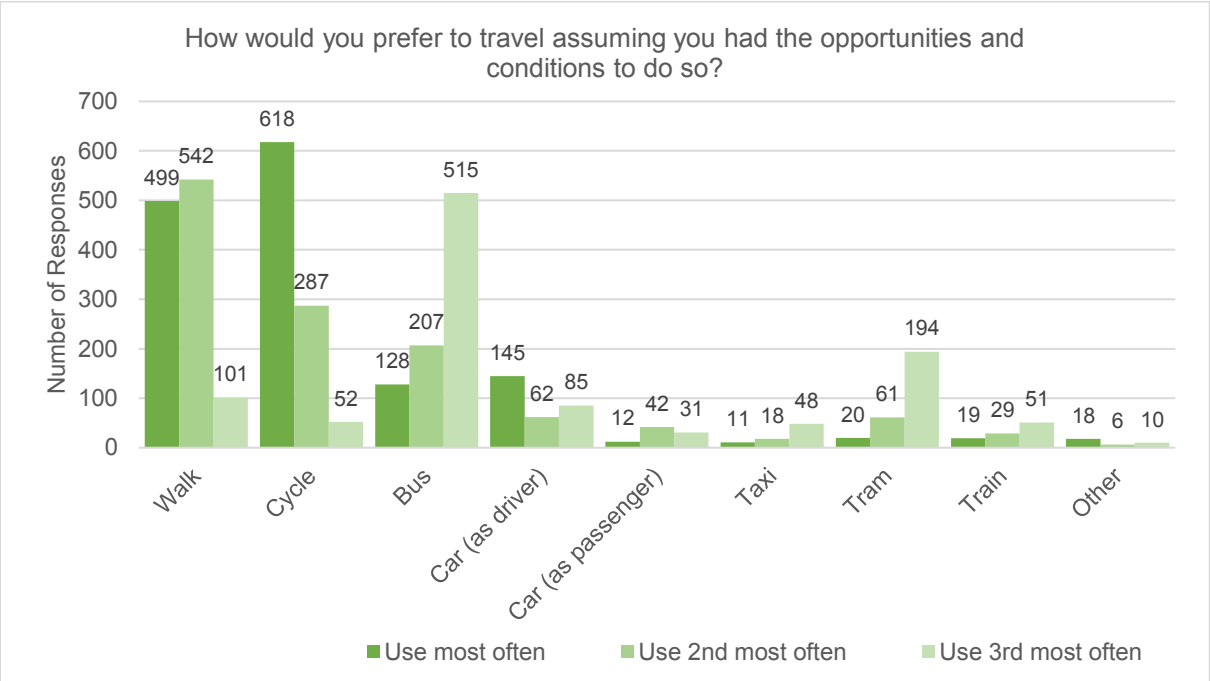


Figure 21: Preferred mode of travel by respondents

A total of 1041 respondents said that walking would be their first and second most preferred mode. 905 respondents said that cycling would be their first and second preferred mode. This is much higher than the cumulative total of 572 in the previous question, showing the current use of cycling as a mode of travel. This shows that there is a desire for more people to cycle. The numbers also show an increased desire to use the tram (though absolute numbers are very low).

Actions:

- **Further consider what the potential barriers to encouraging more people to walk, cycle and take the bus are. Whilst also considering how to encourage more people to use forms of sustainable transport instead of cars.**

Q15: How often do you travel on the streets in our project area?

Figure 22: Respondents frequency of travel within the project area

The majority of respondents (36%) travel on the streets in the MGS project area several times a week. 35% respondents travel several times a day.

6.3 Demographics

Q16: Which of the following best reflects your current working status?

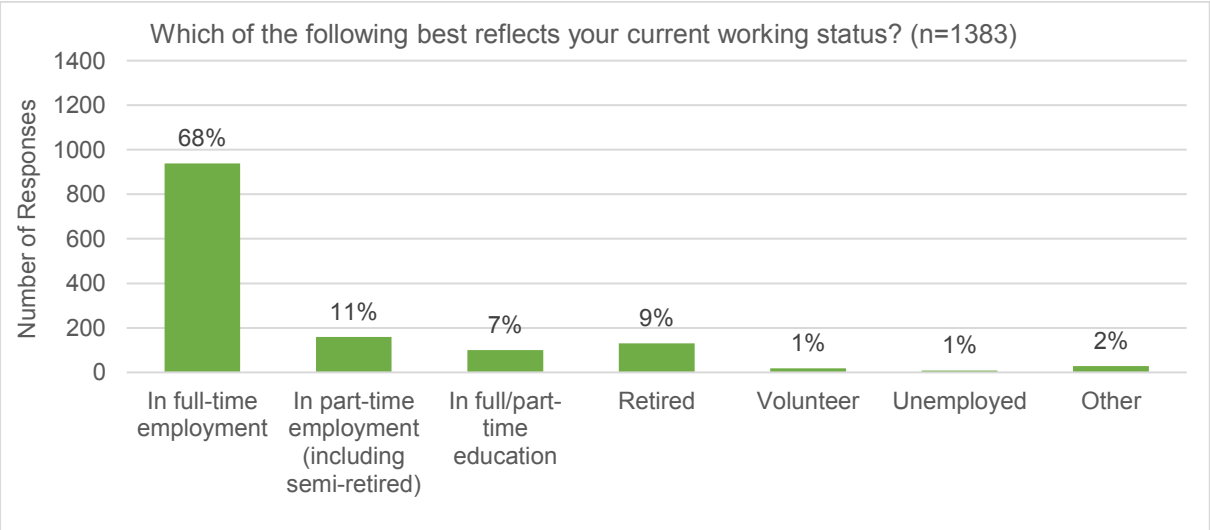


Figure 23: Current working status of respondents

The majority of respondents (68%) are in full-time employment. 11% are in part-time employment (including semi-retired). 9% are retired.

Q17: To which of these age groups do you belong?

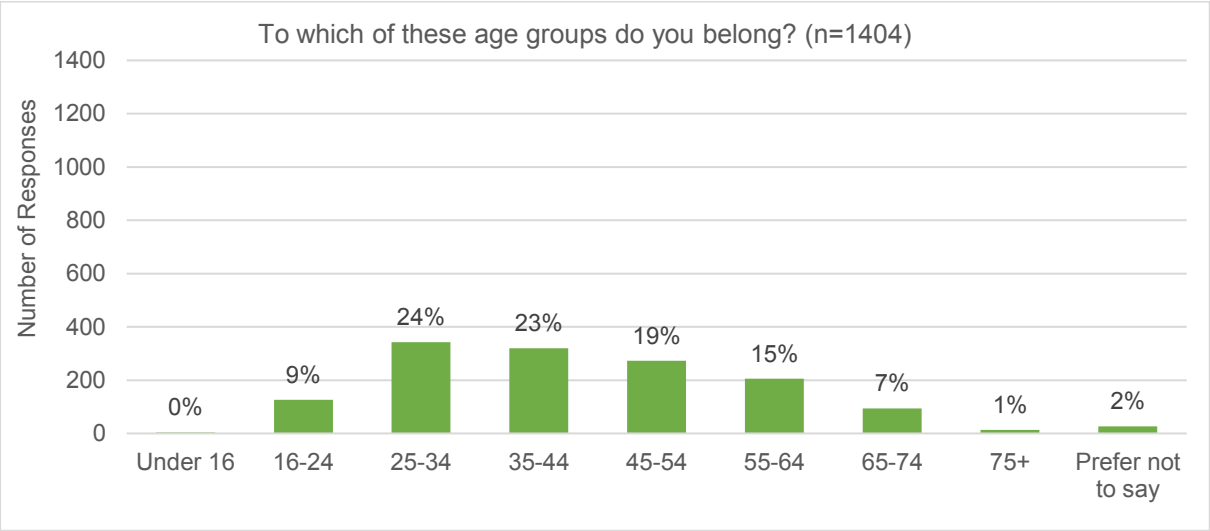


Figure 24: Age of respondents

The majority of respondents (24%) are aged between 25-34 closely followed by 23% of respondents in the 35-44 age bracket. 8% of respondents are aged 65 and over and 9% of respondents are aged between 16-24.

Q18: Please tell us about your gender identity?

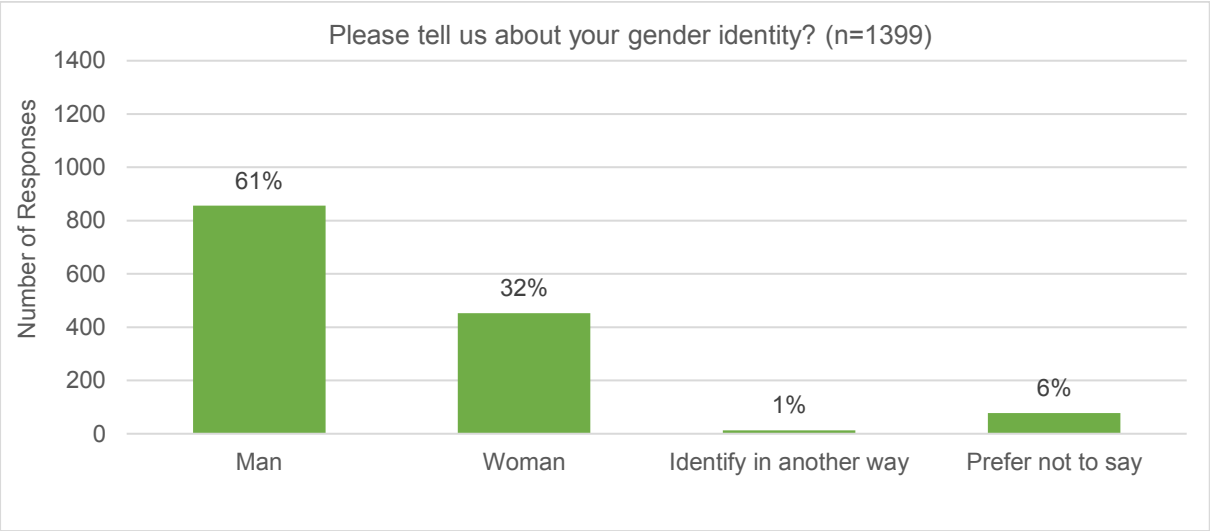


Figure 25: Respondents gender

The majority of respondents are male (61%). 32% are female.

Q19: Are you the parent of guardian of children under the age of 16?

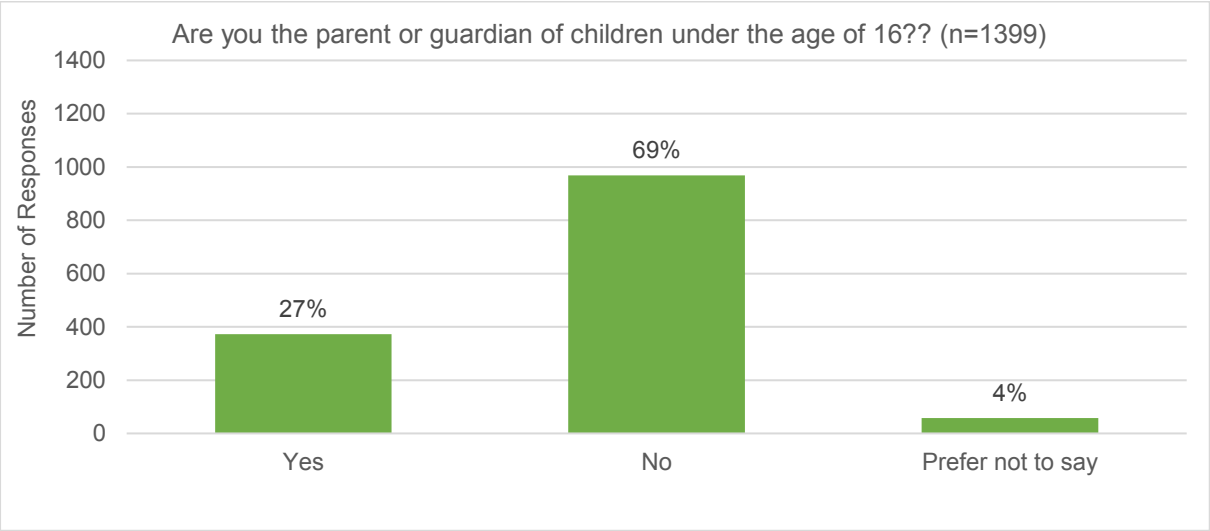


Figure 26: Parent of guardian status of respondents

The majority of respondents (69%) have no childcare responsibilities. 27% respondents are either a parent or a guardian.

Q20: What is your ethnicity?

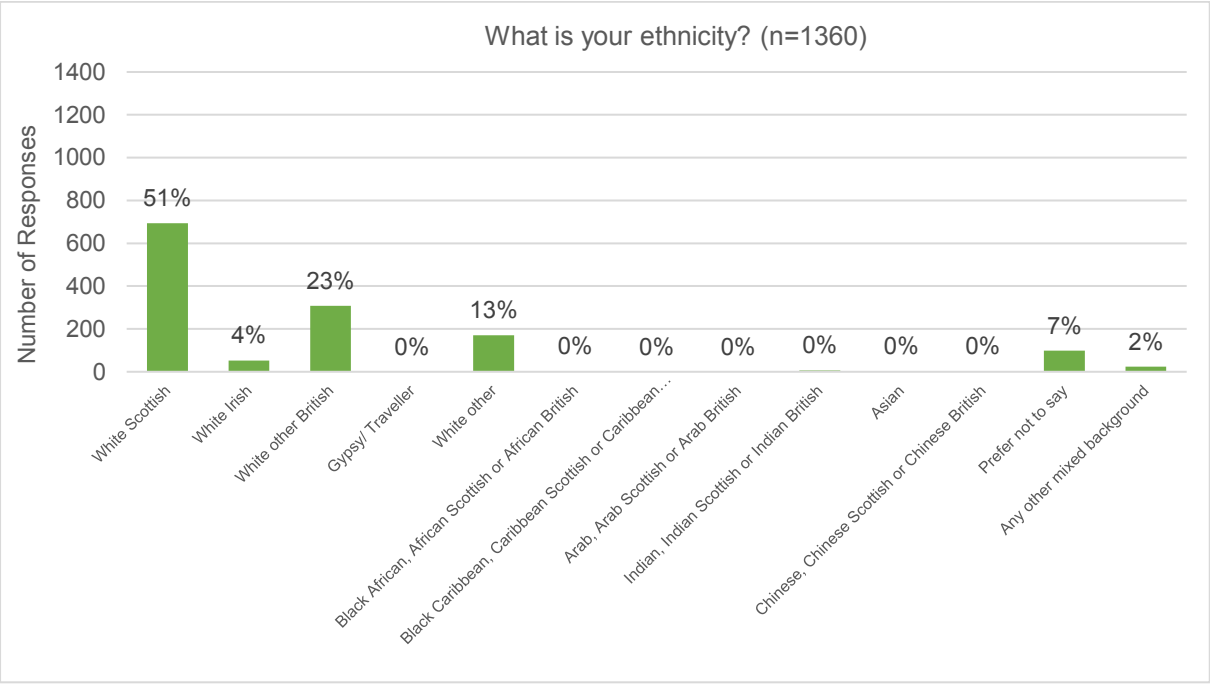


Figure 27: Ethnicity of respondents

The majority of respondents (51%) are White Scottish. This is followed by 23% who are White Other British and 13% that are White Other.

When comparing the demographics results to the Integrated Impact Assessment (IIA) undertaken in Stage 1 it can be concluded that:

- Age range is broadly comparable to the census data collected for the area from the Census 2011[1]. There is an underrepresentation of the younger generation (16-24) in the survey compared to the statistics of the surrounding area, however, the latter may be largely due the proximity to the University and the consultation period occurring outside of university term time.

[1] https://www.scotlandscensus.gov.uk/ods-web/area.html

- Certain ethnicities are underrepresented in the online survey, particularly Asian, Chinese, Indian, Arab, Black Caribbean, Black African and Gypsy/ Travellers all of which had a representation of 0% in the survey. The census indicated that in the project area, there are above average concentrations of people of Asian ethnicity in the south of the area.
- Women are underrepresented in the survey, with a total of 32% of respondents compared to 61% from men.
- The unemployed population is also underrepresented with only 1% of respondents identifying as this.

Actions:

- **Reconsider how to more effectively engage with under-represented populations in the next public consultations on this project. Work with Council departments and Community Planning partners to target groups that have been under-represented in this consultation exercise.**

6.4 Various Perspectives

This section looks at analysing the online survey with a view to pulling out key themes and views of specific groups of respondents; businesses, residents, young people and those with accessibility issues.

These perspectives have been drawn out in this report for the following reasons:

- **Businesses**: Substantial effort has been made by the project team to engage with businesses throughout the project to date, including a survey of loading requirements, business drop-in event in 2018, flyering of businesses along the route multiple times and a specific set of questions in the 2019 survey. The interests and needs of businesses are an important consideration for this project, and their views have therefore been reported in focus below.

- **Residents**: Listening to the feedback of residents has been highlighted as particularly important in the consultation comments. It is imperative to continue to focus on the needs of residents in design, as well as people who travel through the project area and visit it. The views of residents have been extracted from the survey to gauge their perspectives on MGS concepts.

- **Young People**: Engagement with young people and children has been an important element of the project to date, with specific sessions with local primary and secondary school pupils in early 2019. The Planning (Scotland) Bill 2019 introduces a statutory requirement to engage with young people. The survey views of young people in particular therefore have been focused on below to understand their perspectives on the MGS concepts being proposed.

- **Accessibility for those who require additional support**: Following on from early engagement with the Edinburgh Access Panel in 2018, the needs of those with additional support requirements (mobility, visual and hearing impairments, learning needs) continues to be an important consideration in the project design. The views of those with additional support requirements have therefore been extracted from the survey for closer examination, particularly as their needs can often be highly specific and different to those of the rest of the population.

Q12d: Can you tell us what your perspective is on the project area?

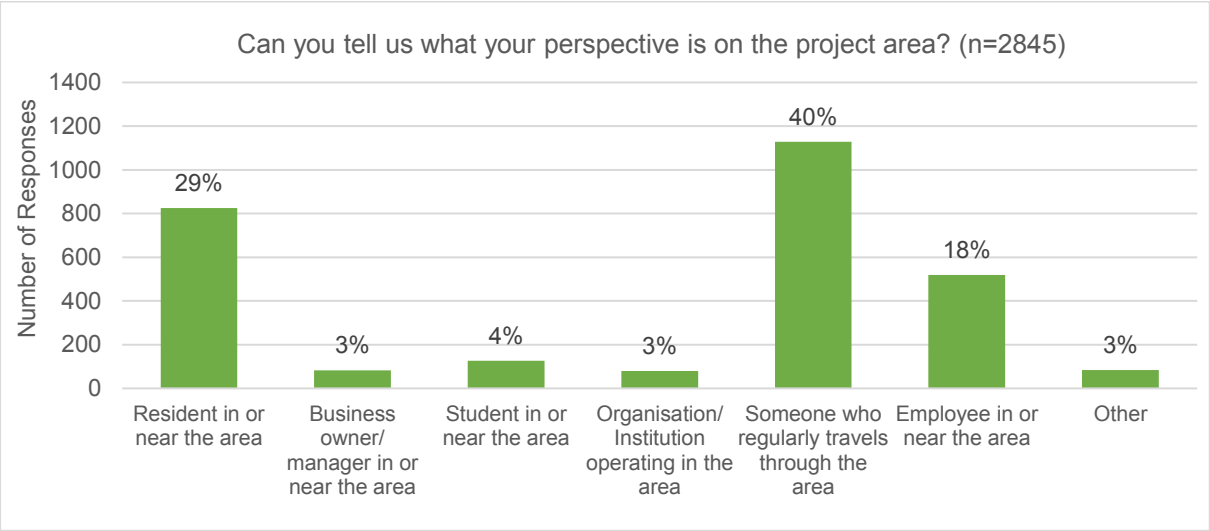


Figure 28: Perspective of respondents on the project area

Figure 28 shows what respondents' perspectives are on the project area. The majority of answers (40%) indicate that they are 'Someone who regularly travels through the area'. This if followed by 29% that indicated they are a 'Resident in or near the area' and 18% that are an 'Employee in or near the area'. ***Note that this question allowed multiple answers.***

6.4.1 Business Perspectives

Question 11 in the online survey was focussed on business owners to gather their level of support and perspectives on proposed changes to loading.

Q11a: Are you a business owner in the area?

- Out of the 1401 responses for this question:

  - 41 respondents **(3%)** answered **YES**

  - 1360 respondents **(97%)** answered **NO**

Q11b: In order to provide more space for walking, seating, cycleways and planting, which are key objectives of the project, we are proposing changing the current loading arrangements. These changes have been informed by surveys of the present demand levels for loading. To what extent do you support/oppose the proposed changes to the locations and numbers of loading bays?

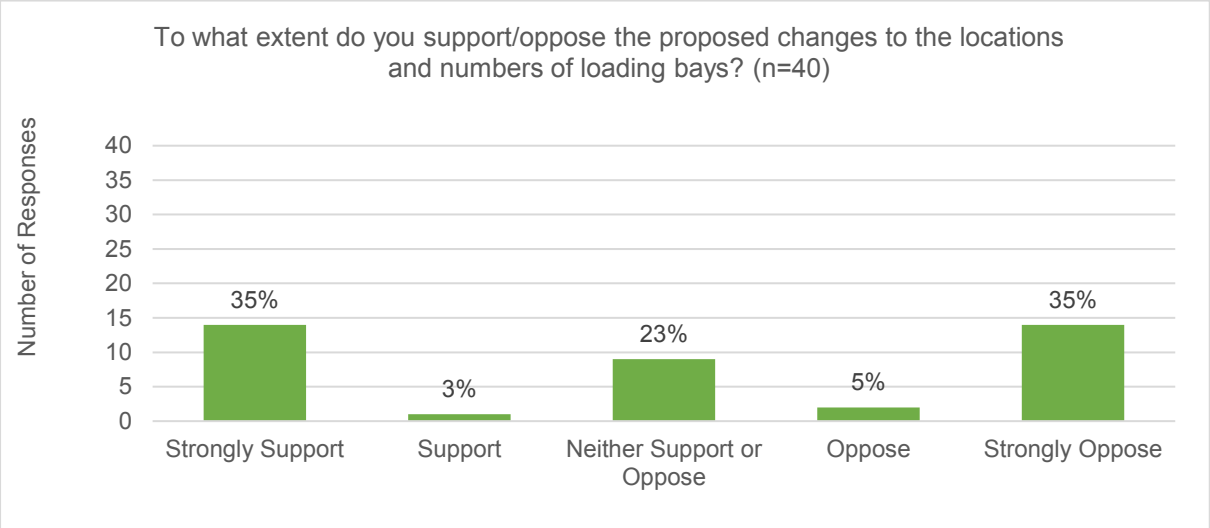


Figure 29: Percentage of support from business owners for proposed changes to loading bays

Figure 29 shows that 38% support and strongly support the proposed changes to loading bays. 40% of respondents oppose and strongly oppose the proposals.

Q11c: Could you briefly explain your view? Where do you feel loading bays are most essential along the corridor?

The most commonly made comments were around the following themes:

- **102** comments mention that **loading bays are necessary** features in the transport network.
- **52** comments suggest **limiting delivery times** to avoid peak periods.
- **30** comments relate to ensuring loading is carried out in **non-restrictive locations**.
- **26** comments suggest finding a **different approach to deliveries** should be taken for example cargo bikes.

Q11d: We are considering limiting loading to certain times of the day, in order that the spaces can be used for walking or informal seating at other times. When in the day is loading access most necessary for you?
Note that for this question multiple answers could be given therefore there was 86 responses from the 41 respondents stated that they are a business owner in the area.

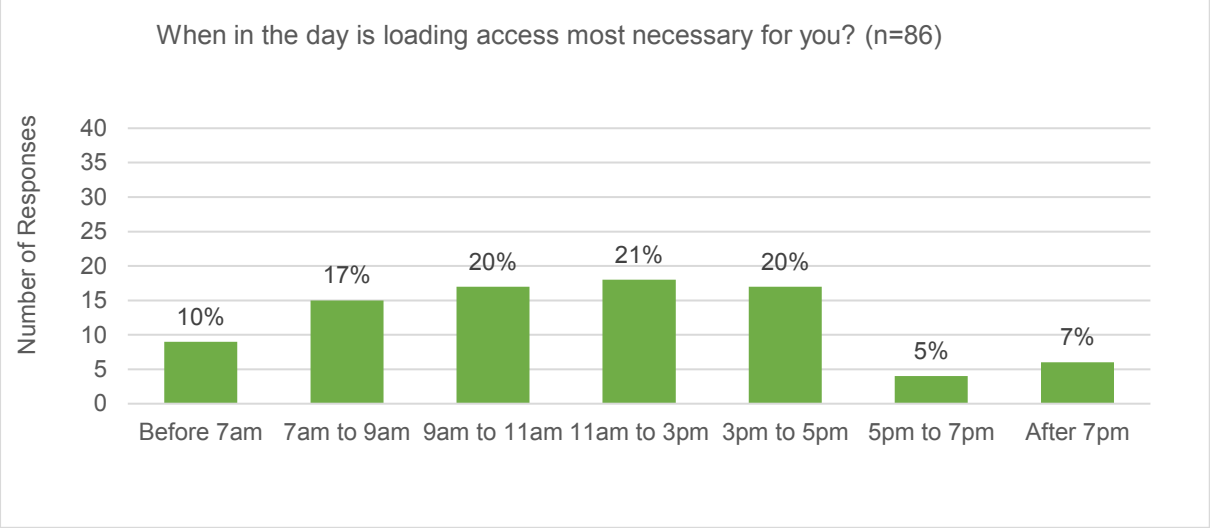


Figure 30: Times of day for preferred loading access

The figure above shows that there is a broad and fairly even range before 5pm when businesses would prefer loading access.

Further analysis has been done on the online survey results to analyse the questions from a business owner perspective. This was done by filtering the results to show only responses from the 41 respondents that answered yes to Q11a. The following key questions have been selected to give an overview of the level of support from business owners.

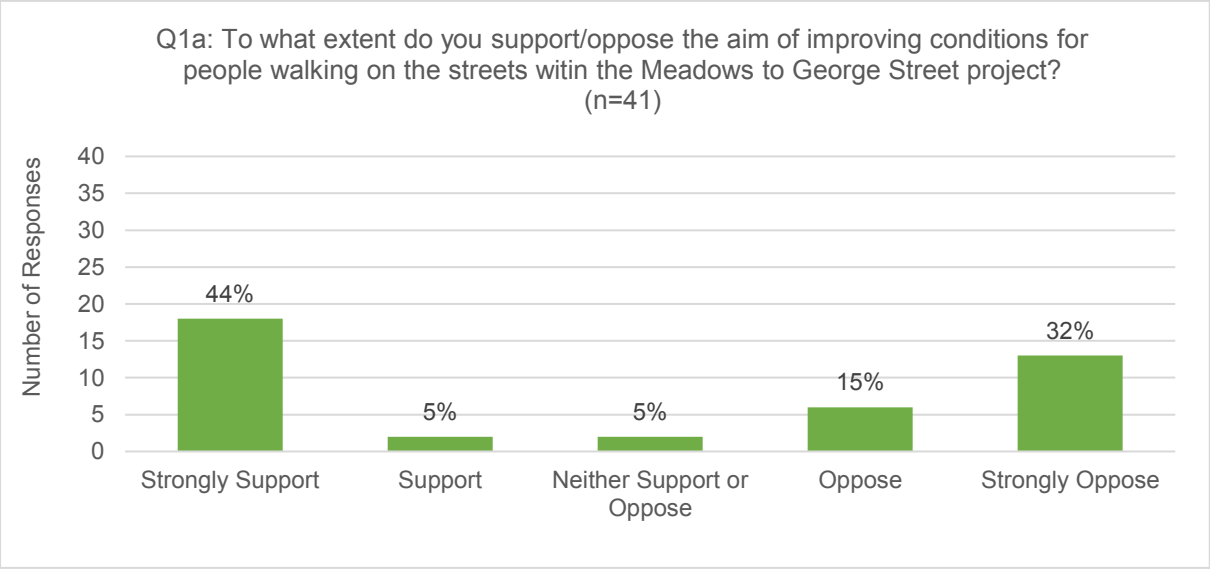


Figure 31: Percentage of support for improving conditions for walking from a business owner perspective

Figure 31 shows that there is a broadly even split for and against the proposals. 49% support and strongly support; 47% oppose and strongly oppose.

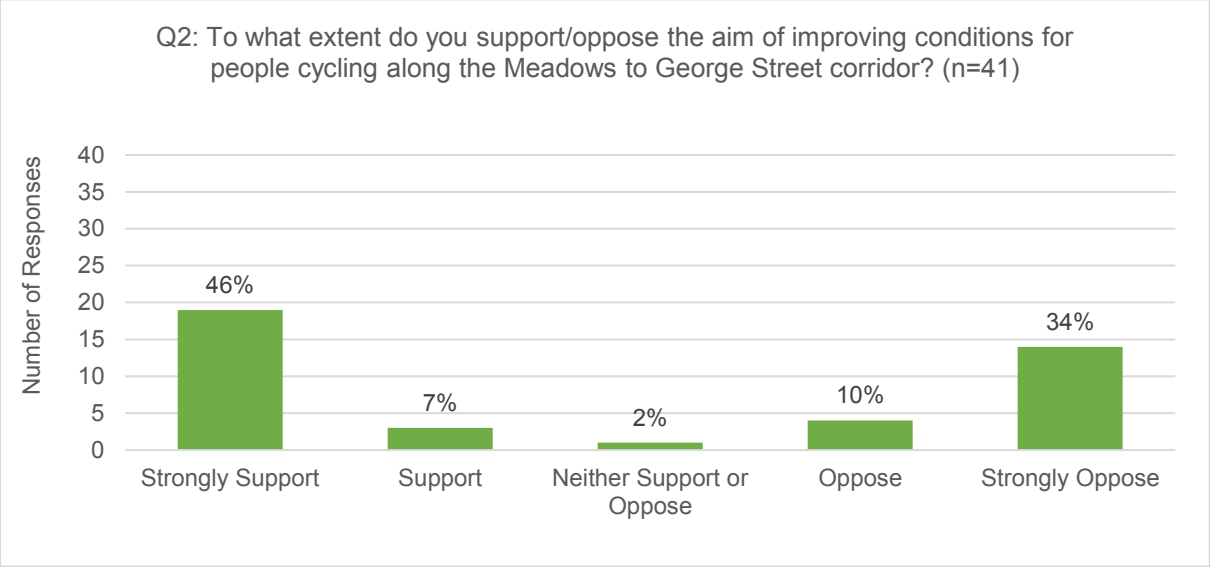


Figure 32: Percentage of support for improving conditions for cycling from a business owner perspective

Figure 32 shows that there is a broadly even split for and against the proposals. 53% support and strongly support; 44% oppose and strongly oppose.

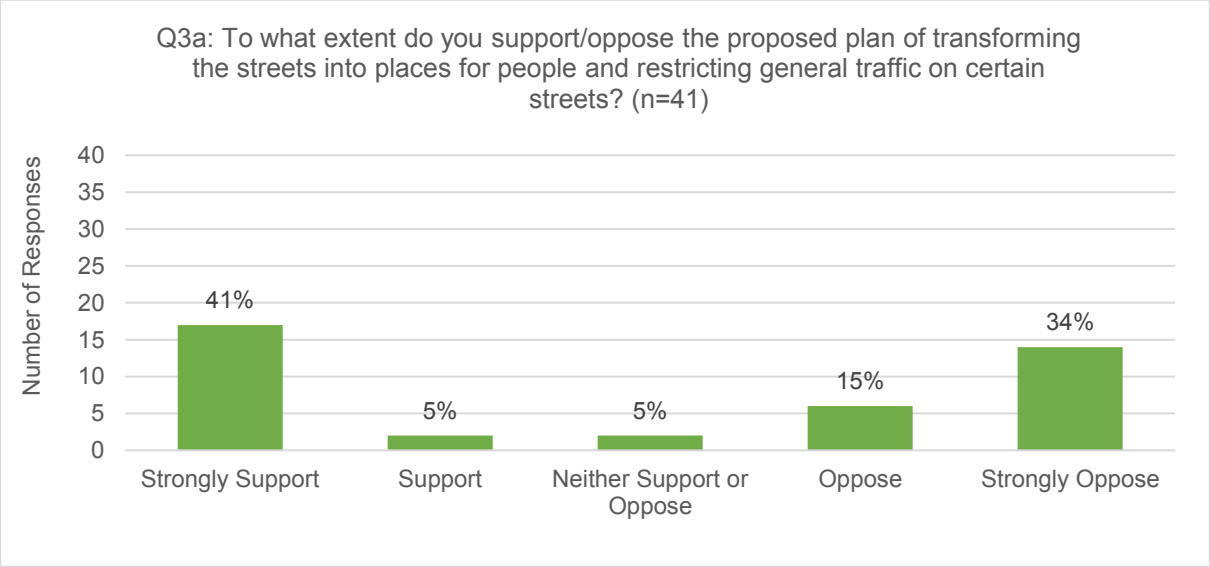


Figure 33: Percentage of support for transforming the streets into places for people and restricting general traffic from a business owner perspective

Figure 33 shows that there is a broadly even split for and against the proposals. 46% support and strongly support; 49% oppose and strongly oppose.

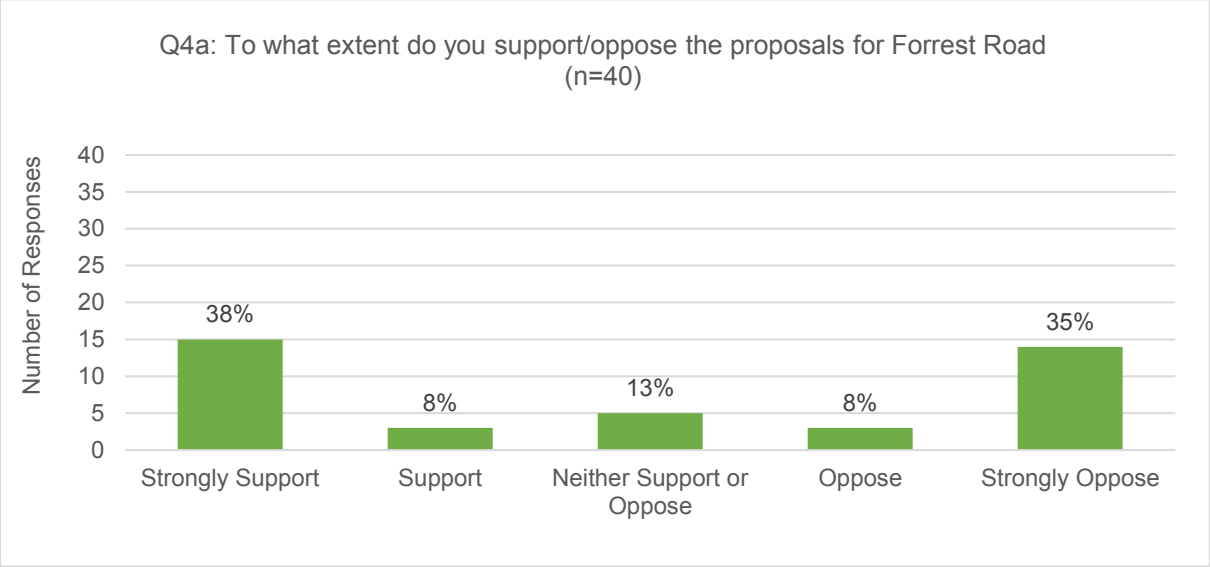


Figure 34: Percentage of support for the proposals for Forrest Road from a business owner perspective

Figure 34 shows that there is almost a 50/50 split for and against the proposals. 46% support and strongly support; 43% oppose and strongly oppose.

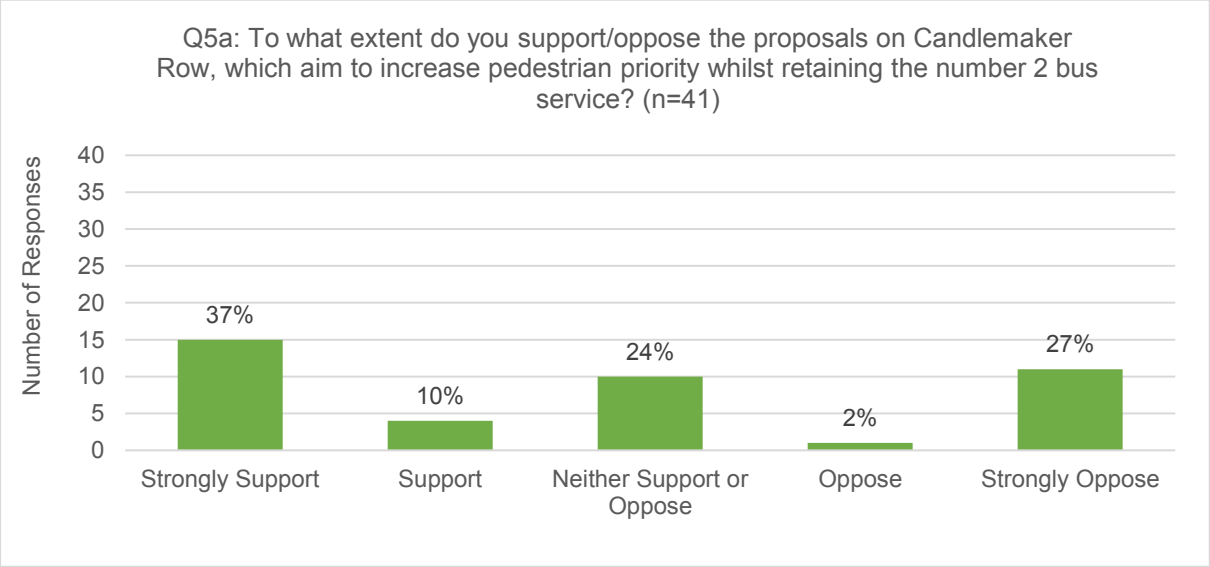


Figure 35: Percentage of support for the proposals on Candlemaker Row from a business owner perspective

Figure 35 shows that the majority of business owners (47%) support and strongly support the proposals on this street which aim to increase pedestrian priority whilst retaining the number 2 bus service. 29% oppose and strongly oppose.

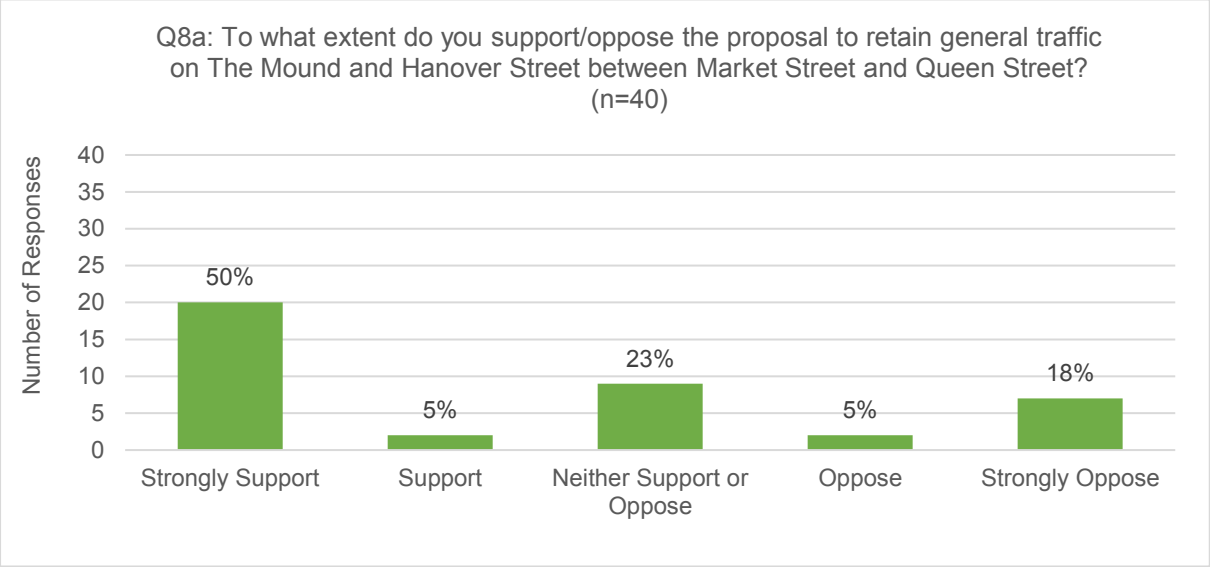


Figure 36: Percentage of support to retain traffic on The Mound and Hanover Street from a business owner perspective

Figure 36 shows that the majority of business owners (55%) support and strongly support the retention of general traffic on this stretch of road in the project. 23% oppose and strongly oppose the retention of general traffic.

Actions:

- **We will further engage with businesses in the next design stages in order to develop the right balance and timings of loading within the constraints and opportunities of the overarching design.**

6.4.2 Residents Perspectives

Further analysis has been done on the online survey results to analyse the questions from residents' perspectives. This was done by filtering the results to show only responses from the 826 respondents that indicated they were a 'Resident in or near the area' in Q12d. The following key questions have been selected to give an overview of the level of support from residents.

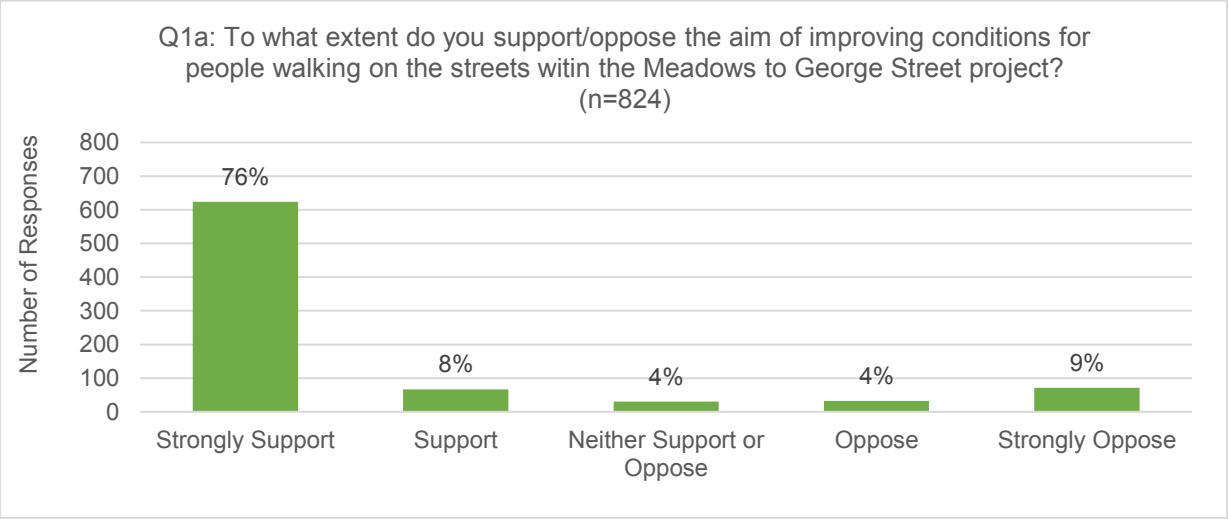


Figure 37: Percentage of support for improving conditions for walking from a resident's perspective

Figure 37 shows that the majority (84%) support and strongly support the aim of improving conditions for people walking in the project area. 13% oppose and strongly oppose.

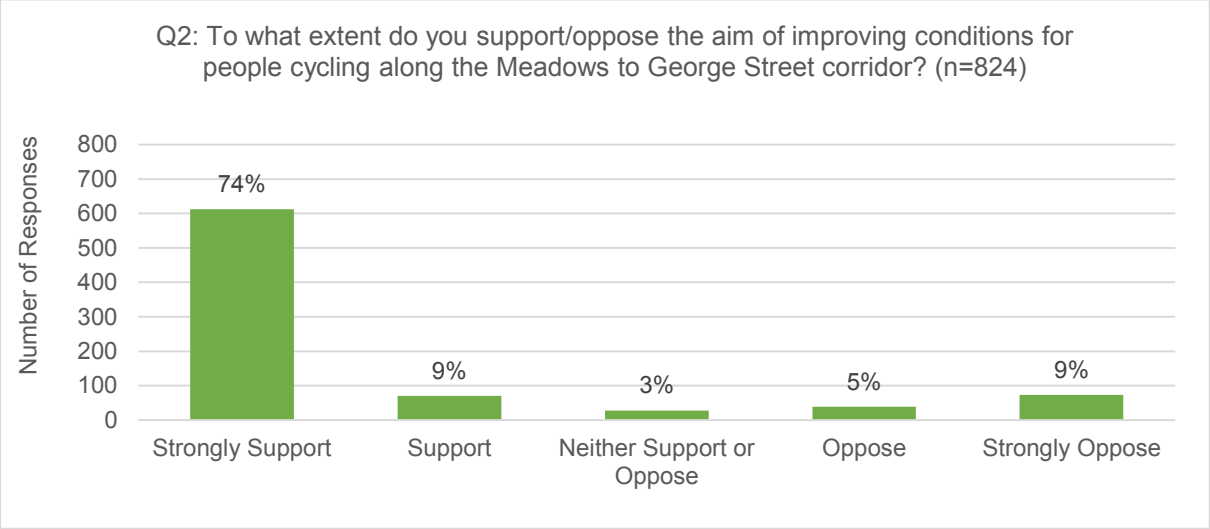


Figure 38: Percentage of support for improving conditions for cycling from a resident's perspective

Figure 38 shows that 83% support and strongly support the aim of improving conditions for cyclists in the project area. 14% oppose and strongly oppose.

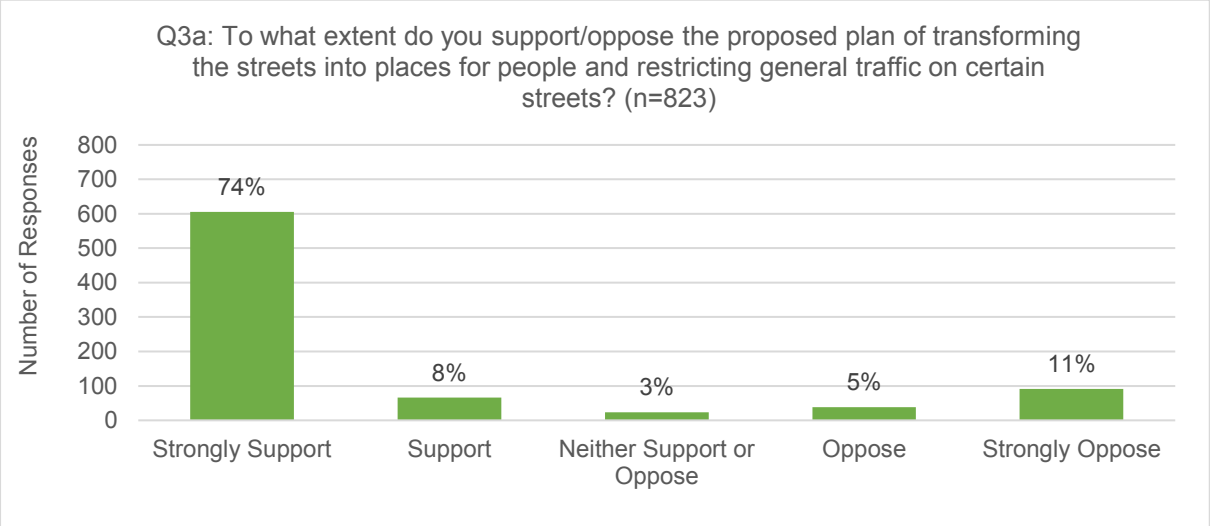


Figure 39: Percentage of support to transform the streets into places of people and restricting general traffic from a resident's perspective

Figure 39 shows that the majority (82%) support and strongly support the proposed plans for transforming the streets into places for people and restricting general traffic. 16% oppose and strongly oppose.

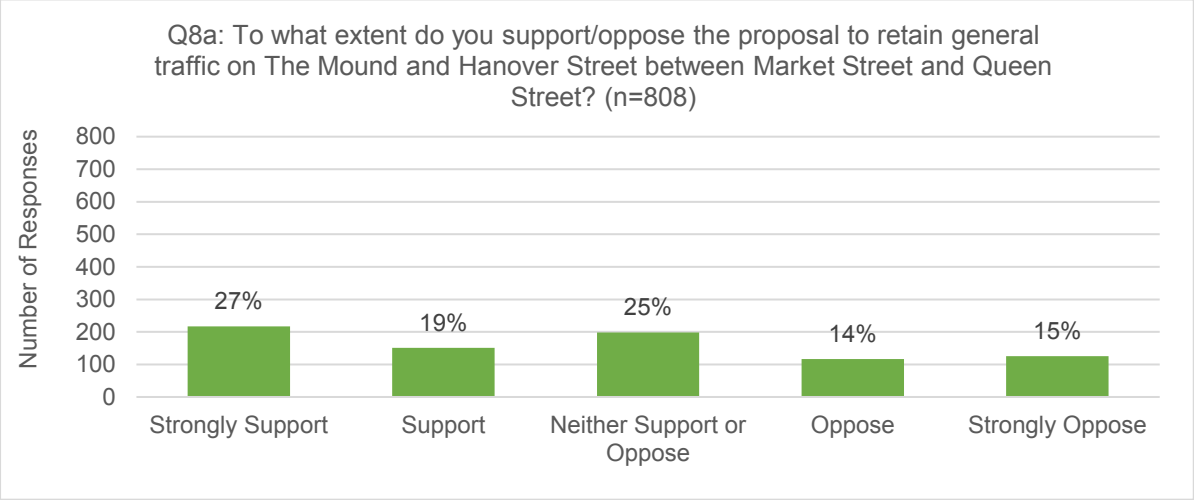


Figure 40: Percentage of support to retain general traffic on The Mound and Hanover Street from a resident's perspective

Figure 40 shows that there is a divided opinion regarding retention of traffic. 46% support and strongly support retention of general traffic. 29% oppose and strongly oppose the retention of traffic.

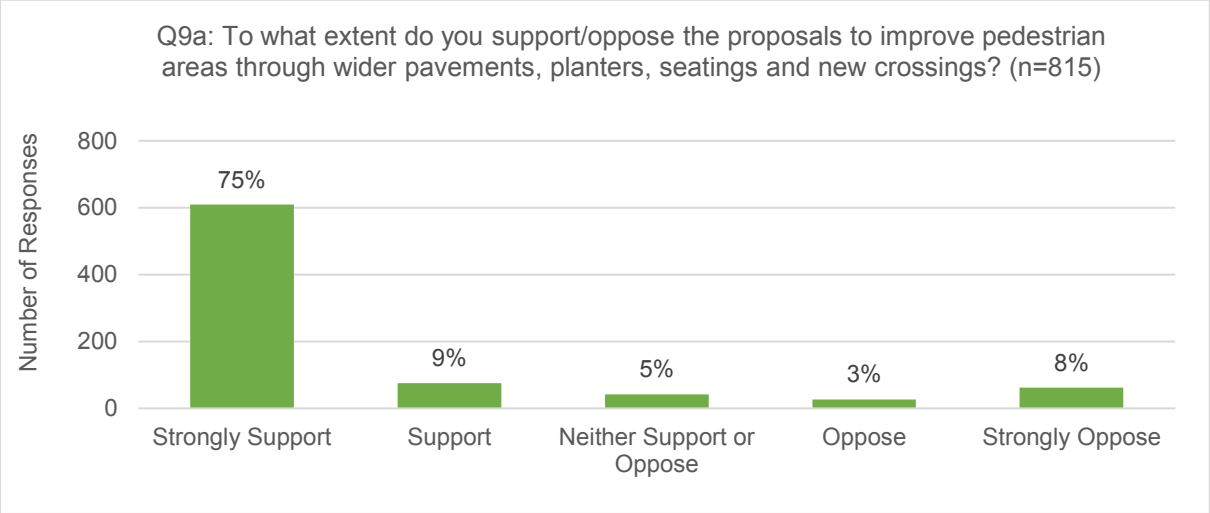


Figure 41: Percentage of support to improve pedestrian areas from a resident's perspective

Figure 41 shows that 84% support and strongly support proposals to improve pedestrian areas. 11% oppose and strongly oppose.

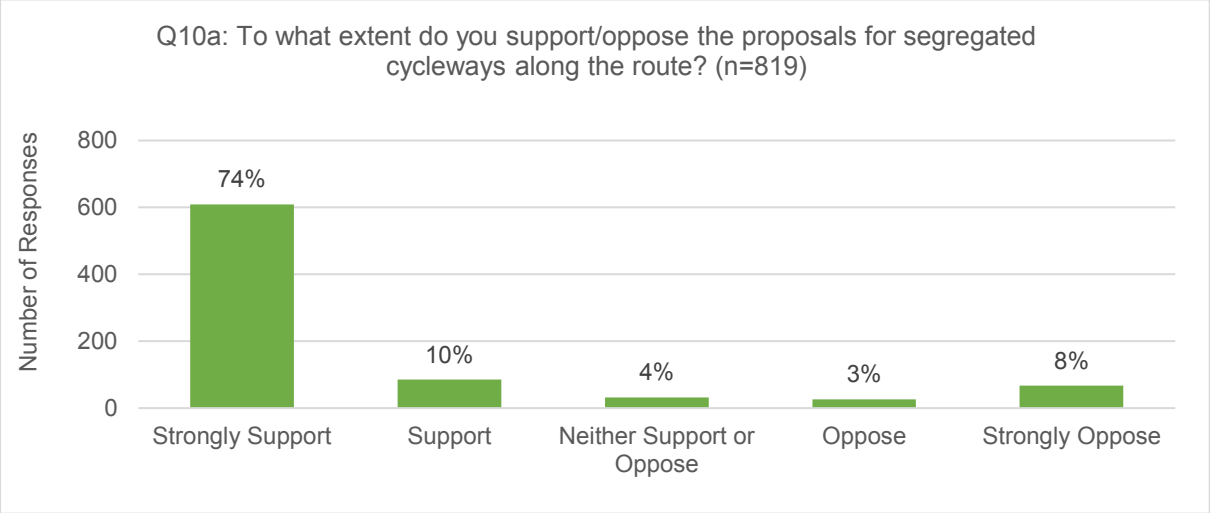


Figure 42: Percentage of support for segregated cycleways from a resident's perspective

Figure 42 shows that the majority (84%) support and strongly support the proposals for segregated cycleways. 11% oppose and strongly oppose.

Actions:

- **Ensure the needs of residents are addressed in the design, noting that many already desire to travel on foot or by bike.**

6.4.3 Young People Perspectives

Further analysis has been done on the online survey results to analyse the questions from a young people's perspectives. This was done by filtering the results to show only responses from the 130 respondents that indicated they were either 'Under 16' or '16-24' in Q17. The following key questions have been selected to give an overview of the level of support from young people.

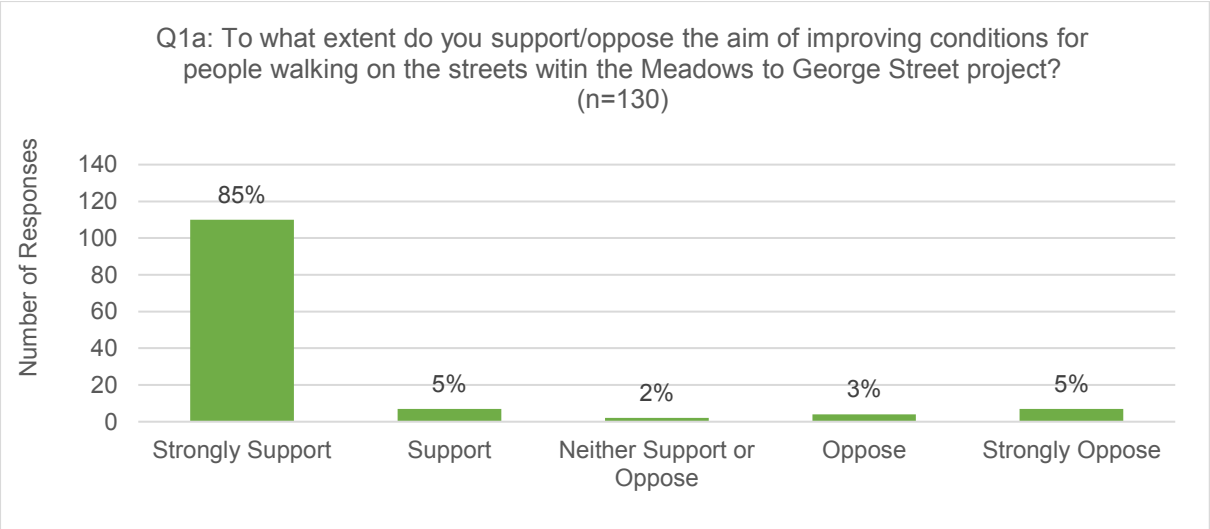


Figure 43: Percentage of support for improving conditions for walking from a young person's perspective

Figure 43 shows that the vast majority of young people (90%) support or strongly support the aim to improve conditions for people walking within the MGS project area. Only 8% oppose and strongly oppose.

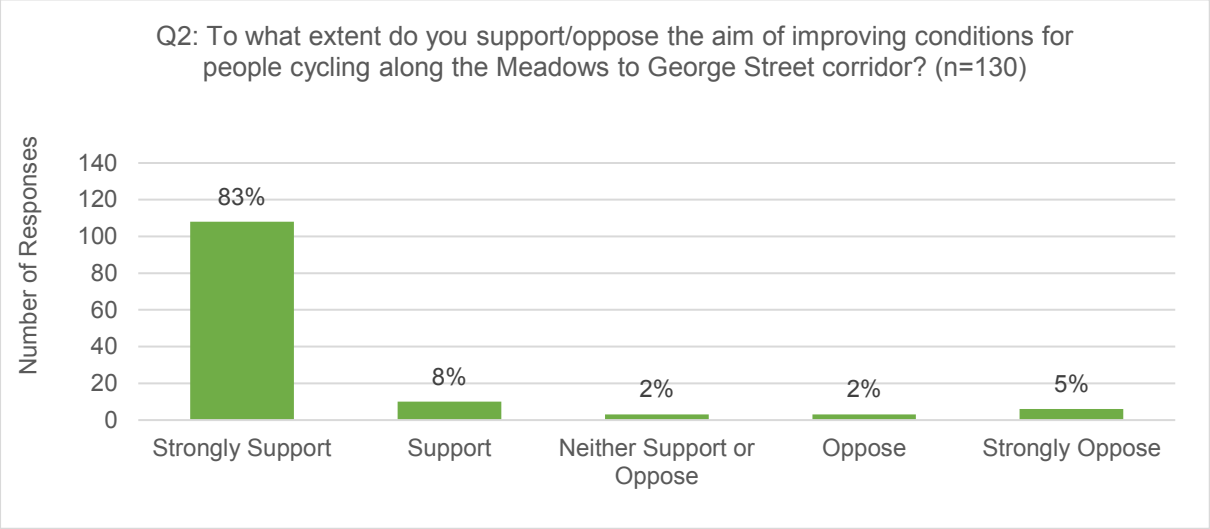


Figure 44: Percentage of support for improving conditions for cycling from a young person's perspective

Figure 44 shows that the majority of young people (91%) support and strongly support the aim to improve conditions for cycling in the project area. Only 7% oppose or strongly oppose.

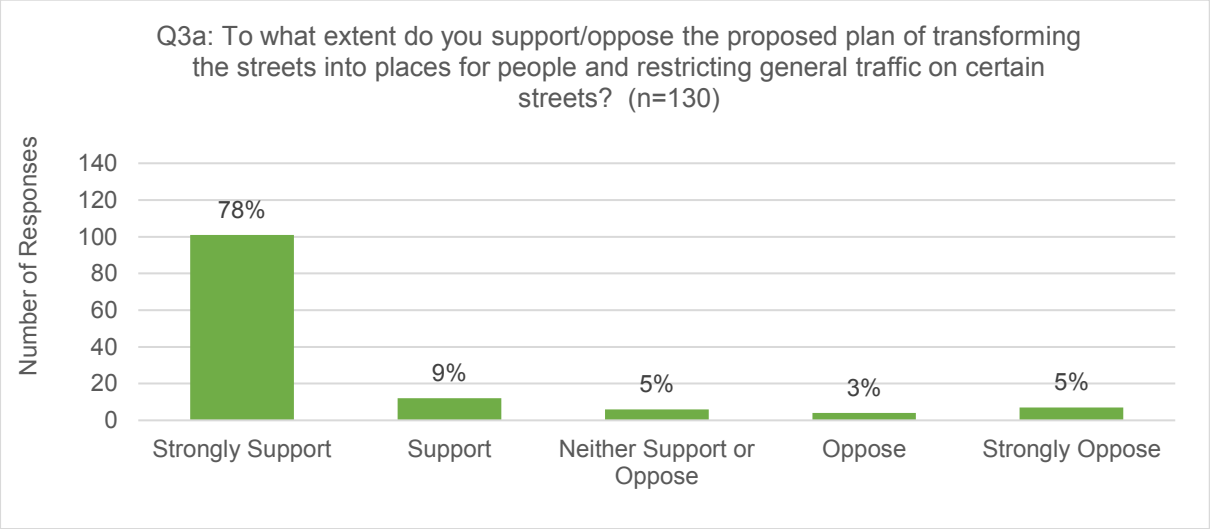


Figure 45: Percentage of support for transforming the streets into places for people and restricting general traffic from a young person's perspective

Figure 45 shows that the majority (87%) of young people support the proposals to transform the streets into places for people and restrict general traffic. Only 8% oppose and strongly oppose.

6.4.3.1 Engagement on Concept Design – George Heriot's

On 30 May and 6 June, Sustrans visited George Heriot's School, delivering a workshop to gather feedback on the Concept Design proposals for the MGS project with S4 Geography class. The full report prepared by Sustrans can be found in Appendix E.

In summary:

- Concern about the **effect of the project on vehicular traffic** was the most common theme, with almost a quarter (**38 out of 158**) of all comments across the six visualisations addressing the issue.
- **25** comments on how the **project would be good for people**.
- **22** comments noted the **potential for the project to encourage walking and cycling; 12** comments mentioned **improvements in safety** for these modes.
- **17** comments recognising the **ecosystem benefits** of both the landscaping proposals and of modal shift.
- **10** comments concerned about **impact on public transport**.

6.4.4 Accessibility Perspectives

Question 12 in the online survey was focussed on accessibility perspectives.

Q12a: Do you consider yourself to have a disability or long-term health condition (mental health and/or physical health?):

- Out of the 1397 responses to this question:
  - 165 respondents **(12%)** answered **YES**.
  - 1232 respondents **(88%)** answered **NO**.

Q12b: Considering the concepts being presented in this consultation, to what extent do you support/oppose this project will make it easier for you to use the streets?

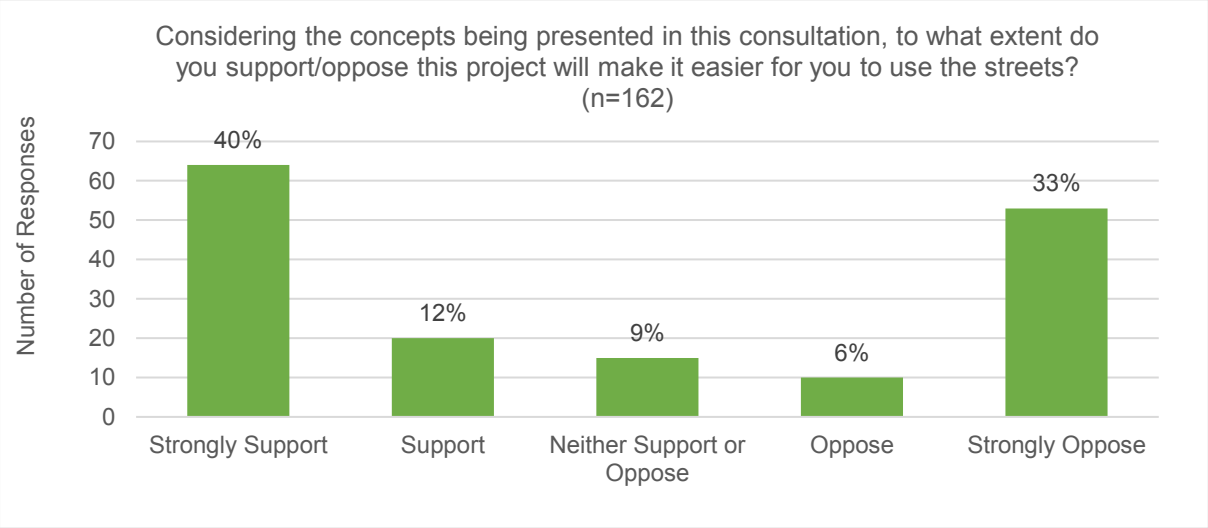


Figure 46: Percentage of support for the project making it easier for respondents to use the streets

Figure 46 shows that the majority of respondents (52%) support and strongly support the statement that the MGS project proposals will make it easier to use the streets. A total of 39% respondents oppose and strongly oppose that this project will make it easier to use the streets.

Q12c: Please offer any other comments you would like us to consider from your perspective.

The most commonly made comments were around the following themes:

- **32** comments suggest users will be **discouraged from entering this area** as a result of the proposals.
- **17** comments suggest users will be **encouraged into the area**.
- **24** comments relate to users **needing car access** to use this area.
- **13** comments state the **need for access to parking for those with disabilities**.
- **11** comments relate to needing **wider pavements** to improve access.

Further analysis has been done on the online survey results to pull out key points and concerns that respondents made about the accessibility of the area. This is as follows:

- Pavements are overcrowded and cluttered which limits movement.
- Maintaining access for the elderly, infirm and disabled through maintaining bus routes is important as is increasing blue badge parking and allowing them access to traffic restricted areas.
- There should be suitable infrastructure and sympathetic designs where needed e.g. dropped kerbs, tactile paving, audible signal given when green man is on, suitable crossing time phases at pedestrian junctions and count-down clocks on pedestrian crossings.

- Consideration should be given to access of care workers that need to attend vulnerable clients.
- There should be increased provision of seating along the route.
- Maintain existing bus stops.
- Concerns that disabled parking and taxi drop-offs are only available on one side of the road when a number of crossing points are not supported by traffic lights and the difficulties those with reduced mobility might have when moving across the cycleways.

Actions:

- **We will engage further with access groups as the design develops to ensure their needs are considered. In particular, we will re-assess provision for blue badge parking within the wider context of the projects overarching objectives.**

6.5 Postcode Analysis

Question 21 asked respondents to provide their postcode for mapping purposes. The figure below shows the post code regions of respondents that answered the online survey. The mapping shows that the majority of respondents (181) are within EH9. This is followed by 141 respondents in the EH10 radius, 132 respondents in EH3, 86 respondents in EH11, 82 respondents in EH6, 79 respondents in both EH4 and EH7 and 67 in EH8.

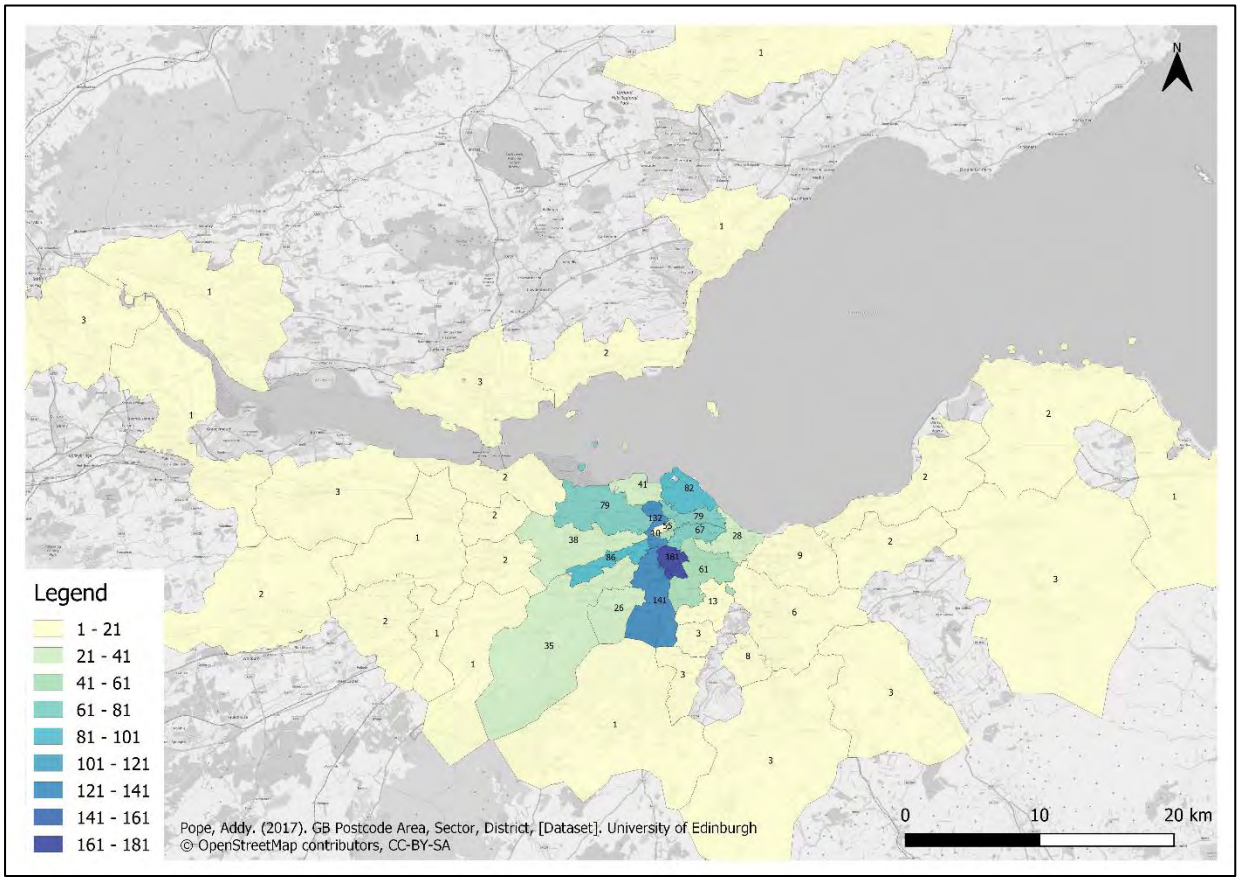


Figure 47: Postcode analysis of online survey respondents home address

6.6 Further Online Survey Comments

The final question in the survey asked for any further responses about the project that respondents may have:

- **74** comments related to **increased priority for cyclists**.
- **73** comments relate to hopefulness that the proposals will bring a **benefit to the community**.
- **72** comments relate to the **safety of cyclists**.
- **62** comments relate to **increased priority for pedestrians**.

- **54** comments relate to the **safety of pedestrians**.
- **50** comments **support limiting traffic access**.
- **45** comments **support segregation** of cycle lanes.
- **40** comments relate to **benefit to health and fitness**.

7. Next Steps

7.1 Next steps and action points

The next step will be for the project to move on to Developed Design and then Technical Design where there will be further consultation opportunities.

A summary of all action points noted as a result of this consultation is shown in the table below.

Action Points

We will further consider how best to evolve our designs in order to reduce the potential for conflict between user groups at floating bus stops.
Consider whether footways widths are as wide as can be achieved at busy points on the footway, but balance this with the required carriageway width for buses. Consider points raised on additional pedestrian crossings, the impact of raised tables on bus users and of continuous footways on blind and partially sighted pedestrians.
Consider whether the cycleway width is sufficiently wide enough to cope with rising levels of people on bikes in the future.
Ensure a sympathetic palette of materials is a core part of detailed design in the future.
Consider the access needs of disabled users.
Ensure the needs of pedestrian and cycle access to Bristo Square in the design.
Further consideration of enforcement on traffic restrictions will be part of the Developed Design stage.
Regulation / enforcement of loading, traffic restrictions and use of pavements by cafes/businesses will be subject to detailed consideration in next stages of the project.
Consider details of coach parking during the Royal Tattoo.
Further consideration of how to accommodate the needs for blue badge parking.
Further consideration of how to accommodate loading for businesses.
Consider how personal security can be maximised through design.
We will continue to develop a design that: – Looks to retain a bus service to the Grassmarket; – Provides sufficient loading for businesses; and – Improves conditions for pedestrians.
We will develop the design taking consideration of the feedback received as to what people would like to see in the public space around Greyfriars and the Bedlam Theatre.
We will develop the designs with consideration to preferences from the feedback.
Based on the feedback to this consultation and the wider City Centre Transformation consultation, which was supportive of further traffic restrictions in the city centre, we shall be undertaking additional traffic modelling of this section of the corridor. This will consider further restrictions to general through traffic by private cars. In this modelling we are not currently considering any restrictions which would affect access along this section of the corridor for bus services, blue badge holders, businesses loading and servicing, Waverley station (including by private cars) and local residents who live or directly access their properties along the route.
Continue to explore optimal solutions for pedestrian movement and priority in the next stages of the project, particularly around interactions with segregated cycleways, at bus stops and on footways with reduced clutter.
Continue to consider the required width of the cycleway, particularly on The Mound.
Continue to develop the design to ensure safe cycle movements at junctions.
Further consider what the potential barriers to encouraging more people to walk, cycle and take the bus are. Whilst also considering how to encourage more people to use forms of sustainable transport instead of cars
Reconsider how to more effectively engage with under-represented populations in the next public consultations on this project. Work with Council departments and Community Planning partners to target groups that have been under-represented in this consultation exercise.
We will further engage with businesses in the next design stages in order to develop the right balance and timings of loading within the constraints and opportunities of the overarching design.
Ensure the needs of residents are addressed in the design, noting that many already desire to travel on foot or by bike.

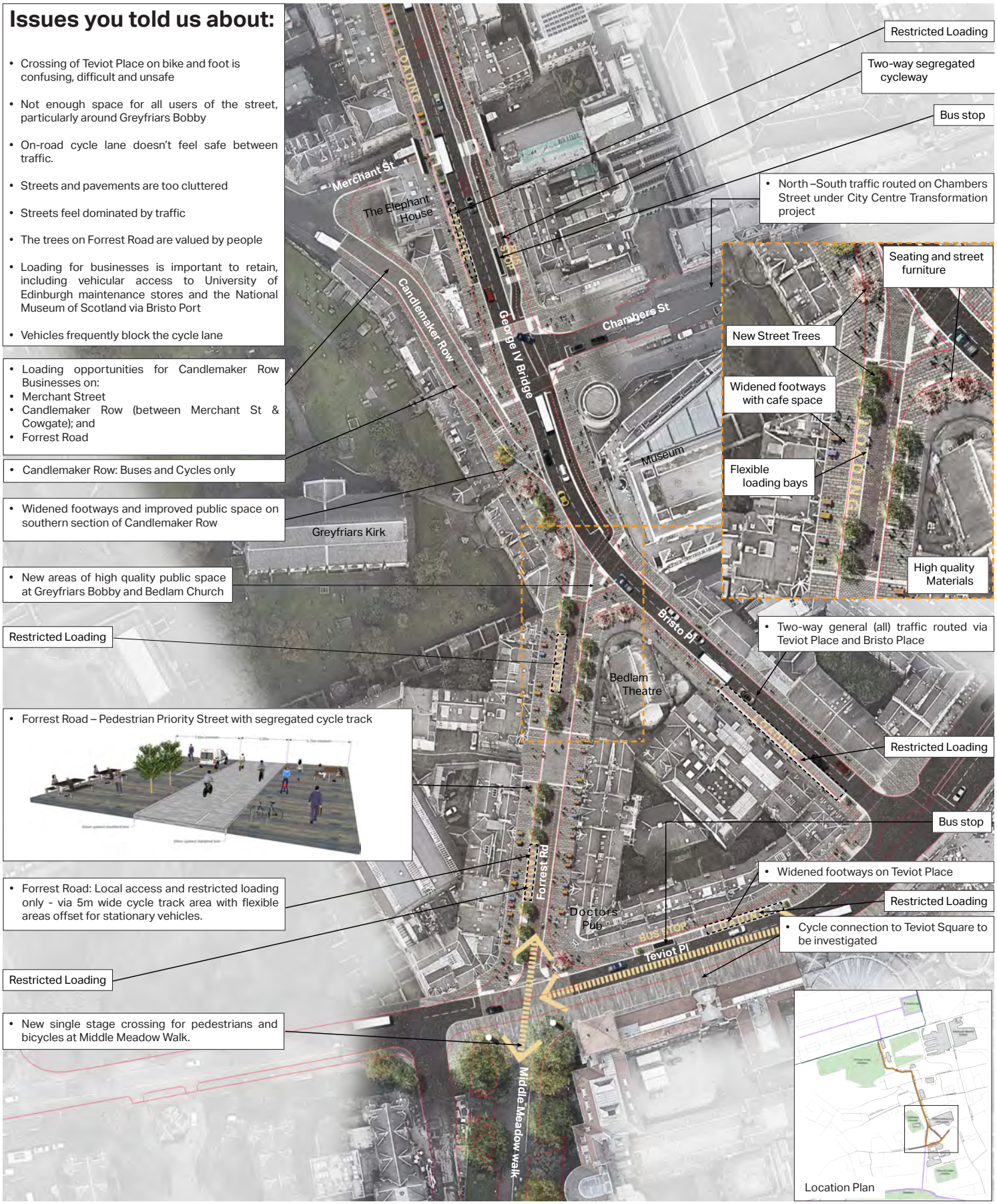
We will engage further with access groups as the design develops to ensure their needs are considered.
In particular, we will re-assess provision for blue badge parking within the wider context of the projects overarching objectives.

Appendix A - Concept Designs

Teviot/Bristo/Forrest Road Triangle

Issues you told us about:

- Crossing of Teviot Place on bike and foot is confusing, difficult and unsafe
- Not enough space for all users of the street, particularly around Greyfriars Bobby
- On-road cycle lane doesn't feel safe between traffic.
- Streets and pavements are too cluttered
- Streets feel dominated by traffic
- The trees on Forrest Road are valued by people
- Loading for businesses is important to retain, including vehicular access to University of Edinburgh maintenance stores and the National Museum of Scotland via Bristo Port
- Vehicles frequently block the cycle lane



Meadows to George Street
Streets for People

George IV Bridge

Issues you told us about:

- Crossing the top of Candlemaker Row is difficult and feels unsafe
- Road or cycle lanes are narrow and not continuous
- Conflicts between cycling and traffic
- Pavements are too narrow, cluttered and get very congested in busy periods and at visitor points
- Streets feel traffic dominated
- Tour buses and coaches hinder safe/enjoyable use of Candlemaker Row

- Improved crossings at High Street

- Widened and de-cluttered footways on George IV Br. With space to linger and spend time.
- Carriageway width 6.5m to allow easier crossing for pedestrians.

Restricted Loading

- Victoria Street restricted access for servicing only and removal of general traffic under City Centre Transformation project

Bus stop

- Proposed pedestrian lift between George IV Br & Cowgate under City Centre Transformation project

- 3m wide two-way cycletrack on east side of George IV Bridge
- Offers better opportunity to improve pedestrian and public spaces on west-side with areas of higher demand. [Including Greyfriars Bobby]
- All crossing points controlled and safe
- Reduces conflict with pedestrians and bus stops – by positioning on single side only
- Main loading activity on west side
- New and improved crossings at High Street for pedestrians and bicycles

Segregated Cycle Lane

Proposed pedestrian lift under City Centre Transformation Project

- George IV Bridge access maintained for all traffic, however, through movement for general traffic restricted at High Street / Bank Street to Buses, Taxi's, Cycles, Servicing and local access only

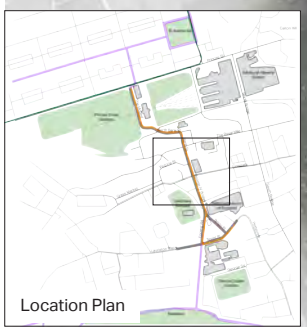
New Zebra crossing for pedestrians

Flexible loading bays

Restricted Loading

Restricted Loading

- New signalised junction with with pedestrian crossing



Location Plan

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Meadows to George Street
Streets for People

Bank Street to The Mound

Issues you told us about:

- Narrow pavements and slippery, get congested during busy periods
- Cycle lane feels unsafe and is often overrun by vehicles
- Hard for some people to walk up the hill without resting places
- Pedestrian waiting time is too long at Market Street Junction
- Difficult for people on bikes to turn into Market Street
- Poor road condition
- Illegal parking blocks cycle lane

- New two-way segregated cycle track.

- General traffic routed on Market Street under City Centre Transformation project
- Access to St. Giles Street restricted via High Street; no access proposed from Bank Street
- Widening areas of footway

Bus stop

- New public spaces with seating to rest and enjoy the streets spectacular visas and buildings
- Flexible business Loading opportunities at Mound Place
- Bank Street – traffic restriction allowing Buses, Taxi's, Cycles, Servicing and local access only. New signal junction with 1-way shuttle working

Location Plan

www.meadowstogeorgestreet.info

Meadows to George Street
Streets for People

The Mound to Hanover Street

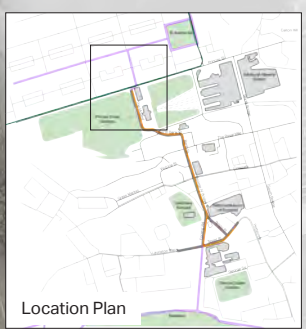
Issues you told us about:

- Cycle lane at the bottom of the mound is broken by bus stops
- Traffic drive over the cycle lanes at the Princess St junction
- Parking and delivery vehicles exacerbates congestion and block cycleways
- Street clutter on the pavements adds to congestion
- Traffic light sequences are not well coordinated between pedestrians and road users
- Very vehicle-dominated which is noisy and polluting

- New junction proposals as part of George Street Project
- New single - stage crossing for pedestrians
- Loading opportunities on-street
- Upgraded pedestrian and cyclist crossing
- Bus stop
- 3m two-way segregated cycleway
- Widening and de-cluttered footway throughout Hanover St

- Crossing design to be developed further in next stage
- 3m two-way segregated cycleway
- Bus stop

George St
BUS STOP
TSB Bank
Hanover St
Rose St
Santander
Rose St
BUS STOP
Princes St
Princes St
The Royal Scottish Academy
The Mound
BUS STOP
BUS STOP
Princes Street Gardens
Scottish National Gallery



Location Plan

www.meadowstogeorgestreet.info

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Appendix B – Leaflet

Appendix C – Feedback Form

Meadows to George Street: Streets for People, May/June/July 2019 Concept Design Consultation – Feedback Form				
To what extent do you support or oppose improving conditions for people walking and cycling on the streets between the Meadows and George Street (Bristo Place, Teviot Place, Forrest Road, George IV Bridge, Bank Street, N Bank Street, The Mound, Hanover Street), as well as improving public space and access for all? **Tick one only**				
Strongly support ☐	Support ☐	Neither support or oppose ☐	Oppose ☐	Strongly oppose ☐
Comments				
You can sign up for project updates and we will keep you informed of progress. The information that you share with us will only be used by the Council and the partners below 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 via the contact details on the project's main webpage. http://www.meadowstogeorgestreet.info/** **Do you consent to be added to our mailing list?**				
Yes ☐			No ☐	
Email address / Contact details:				
Name:				

Appendix D - Online Survey

Meadows to George Street, Streets for People

Firstly we would like to ask how you feel about some general elements of this project:

Q1a To what extent do you support/oppose the aim of improving conditions for people walking on the streets within the Meadows to George Street project (Hanover Street, the Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?
(See www.meadowstogeorgestreet.info for more details)

Strongly support	◯ 1
Support	◯ 2
Neither support or oppose	◯ 3
Oppose	◯ 4
Strongly oppose	◯ 5

Q1b Could you briefly explain your view?

Q2 To what extent do you support/oppose the aim of improving conditions for people cycling along the Meadows to George Street corridor (Hanover Street, the Mound, Bank Street, George IV Bridge, Forrest Road, Bristo Place, Teviot Place)?
(See www.meadowstogeorgestreet.info for more details)

Strongly support	◯ 1
Support	◯ 2
Neither support or oppose	◯ 3
Oppose	◯ 4
Strongly oppose	◯ 5

Q2a Could you briefly explain your view?

Q3a To what extent do you support/oppose the proposed plan of transforming the streets into places for people and restricting general traffic on certain streets? (See www.meadowstogeorgestreet.info for more details)

- Strongly support ◯ 1
- Support ◯ 2
- Neither support or oppose ◯ 3
- Oppose ◯ 4
- Strongly oppose ◯ 5

Q3b Could you briefly explain your view?

Turning to some specific elements being considered in this project:

Q4a To what extent do you support/oppose the proposals for Forrest Road (See website for more details of the limited vehicle access: www.meadowstogeorgestreet.info)

- Strongly support ◯ 1
- Support ◯ 2
- Neither support or oppose ◯ 3
- Oppose ◯ 4
- Strongly oppose ◯ 5

Q4b Could you briefly explain your view?

Q5a To what extent do you support/oppose the proposals on Candlemaker Row, which aim to increase pedestrian priority whilst retaining the number 2 bus service? (See website for more details of the limited vehicle access: www.meadowstogeorgestreet.info)

- Strongly support ◯ 1
- Support ◯ 2
- Neither support or oppose ◯ 3
- Oppose ◯ 4
- Strongly oppose ◯ 5

Q5b Could you briefly explain your view?

Q6 To what extent do you support/oppose the proposed improvements to the public space around Greyfriars and the Bedlam theatre? (See www.meadowstogeorgestreet.info for more details)

Strongly support	1
Support	2
Neither support or oppose	3
Oppose	4
Strongly oppose	5

Q6 What would you like to see in this space?

	Support	Not support	Not sure
Seating			
Greenery (such as trees and planters)			
Incorporating elements of play (for children and adults)			
Artistic installation (permanent)			
Artistic installation (temporary)			

Space for street performance	○	○	○
Heritage and culture information boards	○	○	○
Places to enjoy the view	○	○	○

Q6b Do you have any other comments you would like to offer?

Q7 To what extent do you support/oppose opening up a new public space at the top of the Mound (in the existing grass area below New College)? (See www.meadowstogeorgestreet.info for more details)

Strongly support	○ 1
Support	○ 2
Neither support or oppose	○ 3
Oppose	○ 4
Strongly oppose	○ 5

Q7 What would you like to see in this space?

	Support	Not support	Not sure
Seating	○	○	○
Greenery (such as trees and planters)	○	○	○
Incorporating elements of play (for children and adults)	○	○	○
Artistic installation (permanent)	○	○	○
Artistic installation (temporary)	○	○	○

Space for street performance	○	○	○
Heritage and culture information boards	○	○	○
Places to enjoy the view	○	○	○

Q7b Do you have any other comments you would like to offer?

Q8a To what extent do you support/oppose the proposal to retain general traffic on The Mound and Hanover Street between Market Street and Queen Street?
(See www.meadowstogeorgestreet.info for more details)

- Strongly support ○ 1
- Support ○ 2
- Neither support or oppose ○ 3
- Oppose ○ 4
- Strongly oppose ○ 5

Q8b Could you briefly explain your view?

Q9a To what extent do you support/oppose the proposals to improve pedestrian areas through wider pavements, planters, seatings and new crossings?
(See www.meadowstogeorgestreet.info for more details)

- Strongly support ○ 1
- Support ○ 2
- Neither support or oppose ○ 3
- Oppose ○ 4
- Strongly oppose ○ 5

Q9b Could you briefly explain your view?

Q9c Do you have any other comments or ideas we should consider regarding the pavements and crossings on these streets?

Q10a To what extent do you support/oppose the proposals for segregated cycleways along the route?
(See www.meadowstogeorgestreet.info for more details)

Strongly support	1
Support	2
Neither support or oppose	3
Oppose	4
Strongly oppose	5

Q10b Could you briefly explain your view?

Q10c Do you have any other comments or ideas to improve cycling along these streets?

Business perspectives

Q11a Are you a business owner in the area?

- Yes ◯ 1
- No ◯ 2

Q11b In order to provide more space for walking, seating, cycleways and planting, which are key objectives of the project, we are proposing changing the current loading arrangements. These changes have been informed by surveys of the present demand levels for loading. To what extent do you support/oppose the proposed changes to the locations and numbers of loading bays?
(See www.meadowstogeorgestreet.info for more details)

- Strongly support ◯ 1
- Support ◯ 2
- Neither support or oppose ◯ 3
- Oppose ◯ 4
- Strongly oppose ◯ 5

Q11c Where do you feel loading bays are most essential along the corridor?

Q11d We are considering limiting loading to certain times of the day, in order that the spaces can be used for walking or informal seating at other times. When in the day is loading access most necessary for you?

- Before 7am ☐ 1
- 7am to 9am ☐ 2
- 9am to 11am ☐ 3
- 11am to 3pm ☐ 4
- 3pm to 5pm ☐ 5
- 5pm to 7pm ☐ 6
- After 7pm ☐ 7

Q11e Please offer any other comments you would like us to consider from your perspective?

Accessibility perspectives:

Q12a Do you consider yourself to have a disability or long term health condition (mental health and/or physical health)?

- Yes ◯ 1
- No ◯ 2

Q12b Considering the concepts being presented in this consultation, to what extent do you support/oppose this project will make it easier for you to use the streets? (See www.meadowstogeorgestreet.info for more details)

- Strongly support ◯ 1
- Support ◯ 2
- Neither support or oppose ◯ 3
- Oppose ◯ 4
- Strongly oppose ◯ 5

Q12c Please offer any other comments you would like us to consider from your perspective

Q12d To help in our reporting, can you tell us what your perspective is on the project area? Tick all that apply to you

- ☐ 1 Resident in or near the area
- ☐ 2 Business owner/ manager in or near the area
- ☐ 3 Student in or near the area
- ☐ 4 Organisation/ Institution operating in the area
- ☐ 5 Someone who regularly travels through the area
- ☐ 6 Employee in or near the area
- ☐ 7 Other

Other (please specify)

A few questions about your travel choices to help us understand your point of view:

Q13 How do you usually make your journeys in and around Edinburgh?

	Use most often	Use 2nd most often	Use 3rd most often	Use 4th most often	Use 5th most often
Walk	◯	◯	◯	◯	◯
Bicycle	◯	◯	◯	◯	◯
Bus	◯	◯	◯	◯	◯

Car (as driver)	○	○	○	○	○
Car (as passenger)	○	○	○	○	○
Taxi	○	○	○	○	○
Tram	○	○	○	○	○
Train	○	○	○	○	○
Other	○	○	○	○	○

Q13oth Please specify other mode

Q14 How would you prefer to travel assuming you had the opportunities and conditions to do so?

	Use most often	Use 2nd most often	Use 3rd most often	Use 4th most often	Use 5th most often
Walk	○	○	○	○	○
Bicycle	○	○	○	○	○
Bus	○	○	○	○	○
Car (as driver)	○	○	○	○	○
Car (as passenger)	○	○	○	○	○
Taxi	○	○	○	○	○
Tram	○	○	○	○	○
Train	○	○	○	○	○
Other	○	○	○	○	○

Q14oth Please specify other mode

Q14j What prevents you from travelling this way?

Q15 How often do you travel on the streets in our project area?

- Several times a day ○ 1
- Once a day ○ 2
- Several times a week ○ 3
- Once a week ○ 4
- Several times a month ○ 5
- Once a month ○ 6
- Less than once a month ○ 7
- Never ○ 8
- Other time period ○ 9

Other time period (please specify)

A few questions about you to help us be confident we have reached a representative audience:

Q16 Which of the following best reflects your current working status?

- In full time employment ○ 1
- In part time employment (including semi-retired) ○ 2
- In full/part time education ○ 3
- Retired ○ 4
- Volunteer ○ 5
- Unemployed ○ 6
- Other (please specify in the box below) ○ 7
- Prefer not to say ○ 8

Other (please specify)

Q17 To which of these age groups do you belong?

- Under 16 ○ 1
- 16-24 ○ 2
- 25-34 ○ 3
- 35-44 ○ 4
- 45-54 ○ 5
- 55-64 ○ 6
- 65-74 ○ 7
- 75+ ○ 8
- Prefer not to say ○ 9

Q18 Please tell us about your gender identity?

- Man ◯ 1
- Woman ◯ 2
- Identify in another way ◯ 3
- Prefer not to say ◯ 4

Please specify (optional)

Q19 Are you the parent of guardian of children under the age of 16?

- Yes ◯ 1
- No ◯ 2
- Prefer not to say ◯ 3

Q20 What is your ethnicity?

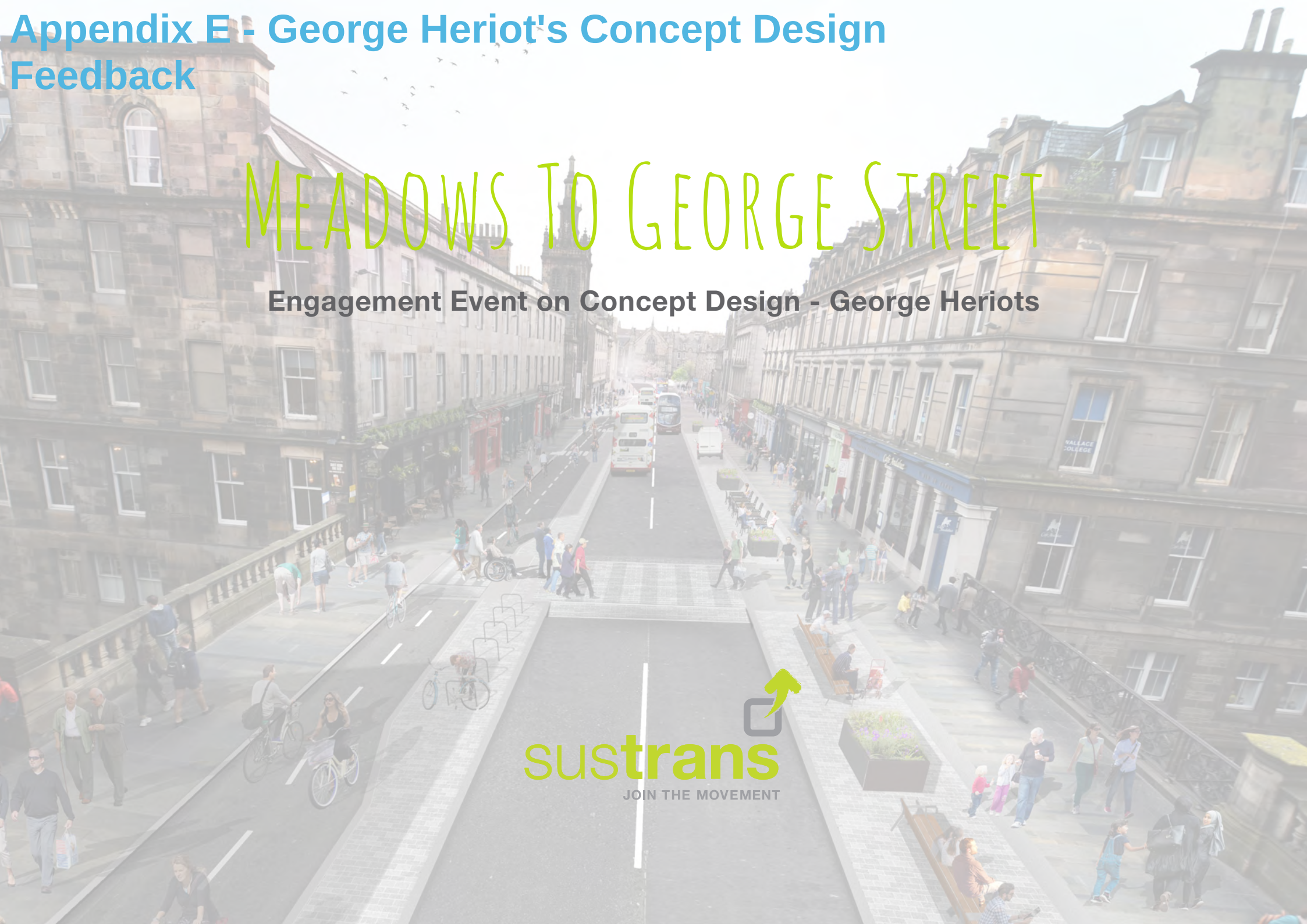
- White Scottish ◯ 01
- White Irish ◯ 02
- White other British ◯ 03
- Gypsy/ Traveller ◯ 04
- White other ◯ 05
- Black African, African Scottish or African British ◯ 06
- Black Caribbean, Caribbean Scottish or Caribbean British ◯ 07
- Arab, Arab Scottish or Arab British ◯ 08
- Indian, Indian Scottish or Indian British ◯ 09
- Asian ◯ 10
- Chinese, Chinese Scottish or Chinese British ◯ 11
- Prefer not to say ◯ 12
- Any other mixed background ◯ 13

Other (please specify)

Q21 Please provide your postcode (the street name will help us if you don't know your postcode). This will be used for mapping purposes only and will not be shared with any third party.

Q22 Do you have any further comments about this project? (Please provide as much detail as possible).

Appendix E - George Heriot's Concept Design Feedback



Report produced by Sustrans Scotland

www.sustrans.org.uk

Engagement on Concept Design – George Heriot's

On 30th May and 6th June, Sustrans visited George Heriot's school, delivering a workshop to gather feedback on the Concept design proposals for the Meadows to George Street project with an S4 Geography class.

The workshop introduced students to the project and discussed community engagement and the value of their perspective. Students discussed their favourite public spaces and what made them special and were introduced to Gehl's 12 quality criteria. They were then asked to use these ideas to evaluate MGS concept designs as seen in visualisations produced for the project.

Heriots also distributed the feedback sheets to other classes along with the visuals to increase the number of students we were able to reach. This resulted in the completion of 22 feedback forms representing the views of at least 41 students.

an feedback from students who responded later. This is likely to be the result of a combination of factors including a more positive framing of the discussion in the workshop; and the opportunities we had during the workshop to provide information answering students' questions.

Concern about the effect of the project on vehicular traffic was the most common theme, with almost a quarter (38 out of 158) of all comments across the 6 visualisation addressing this issue. Many of these focussed on displaced congestion to other north-south alignments, but difficulty accessing Grassmarket and potential congestion on Market Street were also mentioned. 2 responses also noted that the project would make it more difficult for them to get to school from the north (presumably by car).

How the project would be good for people was another prominent theme (with 25 comments around this theme). This theme featured across almost all parts of the project, but were especially prominent on visualisations of Forrest Road, where students made links between the proposed pedestrianisation, the street becoming a pleasant place to linger with space for sitting and quiet for conversation as well as opportunities for food and lunch breaks.

Many of the responses (22 comments) noted the potential for the project to encourage walking and cycling and (12 comments) improvements in safety for these modes.

Students also recognised the ecosystem benefits both of the landscaping proposals and of modal shift (17 comments) and some (4 comments) saw potential benefits to businesses of the proposals too.

Looking at more critical responses again, many students were concerned about impact on public transport (10 comments), with lots of concern about the impact of a bus breakdown and what contingency plans there would be.

The other negative theme worth mentioning is a significant number of more general comments suggesting that the project went too far or did not provide enough benefit for the cost.

The workshops also elicited a number of more creative responses including suggestions of creating a stream through the green space at the top of the mound; of making more use of lighting on buildings to accentuate heritage aspects and a proposal to move Greyfriar's Bobby!

Appendix - Summary Table

	Positives	Negatives	Other
Visualisation 1 – Forrest Road South End	• Good for people - 7 • Good for school students having lunch • Easier to have a conversation – reduced noise levels • Makes it a place where people would want to go to enjoy the views and do things in town centre • More space for people and reduces overcrowding on pavements - 2 • Encourages walking • Looks nice – 5 • Like trees • Good for business and cafes - 2 • More space for eating outside • Good for festival • Safer for people – 8 • Positive environmental impact/ less pollution - 3 • Encourages environmentally friendly behaviour - 2 • Encourages public transport • Congestion impact may be mitigated by modal shift • Initial increases in congestion after construction may be short lived	• Congestion and negative impact for vehicles - 10 • Might slow public transport/ bus rerouting – 5 • Cost/benefit - 4 • Bad for business - 2 • Increase in homeless lingering on Forrest Road	• Hard for cars to access city centre
Visualisation 2 – Forrest Road, Bedlam Theatre	• Makes area more attractive for people - 3 • Trees and greenery good • Areas of seating good - 2 • Improves functioning of the street • Potential reductions in congestion • More efficient road layout – 2 • Good for business - more people spending time there, may increase profit for local shops - 2 • Potential for market stalls/famers market and street performers • Good for active modes of travel - 3	• Congestion and negative impact for vehicles - 4 • Reduced vehicle access to Grassmarket- 3 • Cycle lane crossing road - safety/ impact on traffic - 2 • Pedestrianisation unnecessary/ goes too far - 3 • Too much emphasis on cycle lanes • Concern about feasibility of two way street on East side of Lauriston Place (Teviot Place?) • Concern about bus rerouting and moving bus stops- 2 • Cycle lane design creates conflict between tourists and cyclists • Ped crossing of cycle path not necessary • Street furniture/clutter • Would like more benches + umbrellas • Where will bins go? • Too many trees • Concern about congestion around Greyfriar's bobby	• Moving Greyfriar's Bobby?

Visualisation 3 – George IV Bridge	• Reallocation of road space encourages more people to walk and cycle - 6 • Improved safety for cyclists, both perceived and actual - 4 • Good for people • Looks nice - 3 • Less pavement congestion due to widened footway • Good for tourists • New pedestrian crossing is good – 3 • New seating good – 2	• Congestion and negative impact for vehicles - 3 • Concern about getting to school across town with restrictions to public vehicles • Specific design details • Pavements still look narrow • Worry about vandalism (on planters?) • Public transport • Not enough room for buses	• Geared towards festival
Visualisation 4 – George IV Bridge	• Better for cycling - 2 • Nicer environment for people - 2 • Improved safety • Zebra crossings improve pedestrian safety	• Congestion and negative impact for vehicles - 4 • Difficult to access school (by car) • Concern about bus stopping/breaking down holding up traffic – 4 • Cyclist/pedestrian conflict • Concern about cyclist/pedestrian conflict on cycle lane - 3 • Small numbers of cyclists don't justify cycle lanes • Cost/benefit, better to invest elsewhere in places which aren't already nice - 2 • Large median strip good for pedestrians, but might be better used for trees or other purposes	
Visualisation 5 – Top of Mound	• Positive impact on environment – especially air quality - 2 • Bee friendly • Good use of greenspace which is currently not used - 3 • Good path through greenspace / is protected from traffic - 6 • Looks nice - 2 • Addition of Scottish flowers e.g. heather, good for heritage aspect • Removal of barriers improves appearance • Better for walking and cycling - 3 • Supports greater pedestrian flow during festival • "Awesome!"	• Congestion and negative impact for vehicles - 3 • Congestion on Market Street • Path through greenspace unnecessary - 2 • Paths through greenspace do not follow desire lines • Don't like wild flower meadow/ would prefer grass • Where would Christmas tree go? • Mound alignment too steep for cycling - 2 • Bank Street - dislike single lane/relay for buses	• Would be nice to have a stream through the greenspace at the top of the mound • Potential for nice lighting/for low level lights on walls

Visualisation 6 – Bottom of Mound	• Better/safer for cyclists - 7 • Cycle lane will encourage cycling over driving, even to the city centre - 5 • Better for public transport, discourages cars - 2 • Like bus stop positioning • Good for place • Better road condition - 2 • Cleaner, more pleasant • Reduces pollution	• Negative impact on private vehicles • Concern about increased congestion - 3 • Concern about bus breakdown holding up traffic – 2 • Cycle lane not justified • Concern about prioritising cycling minority at expense of others • Cycle lane not needed - 2 • Cycle lane too big • Pedestrian space • Pavement needs to be wider • Public transport • Make more space for public transport	•

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