

Lower Granton Road Shared Path

Evaluation Report



09 August 2023

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1. Executive summary

Improvements to the path at Lower Granton Road were made in 2018. The impact of the scheme has been evaluated against the Places for Everyone outcomes.



Walking and cycling levels have increased. The **estimated number of active travel journeys made annually on the waterside path has increased** from 130,000 in the 2018 survey to **290,000** in the 2022 survey.



The **estimated number of cycling trips made on the road** annually has **decreased** by **95%** (from 19,000 to 1,000).



The proportion of route users **making their journey at least 2-5 times per week** has **increased** from 50% to **74%**.



The **proportion of leisure journeys has risen** from 57% to **82%**.



The **proportion of journeys made for commuting has fallen** from 17% to **7%**.



81% of route users said that the route has **helped them to increase the amount of physical activity that they regularly take**, with 44% saying that it did so by a large amount.



97% of route users **agree** that the route **feels safe during the day**, while **66%** **agree** that it **feels safe after dark**.

2. Scheme overview

2.1 Community links programme

The project was originally funded under the Community Links programme (now the Places for Everyone programme), which provided grants for the creation of walking and cycling infrastructure for everyday journeys. The programme is funded by Transport Scotland and is managed by Sustrans Scotland.

The Community Links programme's overall objectives were to:

- Create infrastructure that encourages people to cycle, walk or use another **active travel** mode as their preferred mode of travel for everyday journeys
- Meet the needs of **communities**: provide communities with the opportunity to shape their local environment and link the places people live in with the places they want to get to
- Encourage **innovation**: support partner organisations in raising the standard of infrastructure for walking and cycling in Scotland
- Encourage **placemaking** which facilitates greater use of public space and higher levels of active travel
- Create an **enabling** environment for active travel that limits the speed and volume of motorised vehicles while improving the walking and cycling experience, such as traffic calming measures and implementing filtered permeability.

The intended outcomes of the project are:

- Increased levels of walking and cycling
- Increase in purposeful trips
- Increased physical activity
- Increased feelings of community cohesion and liveability
- Improved perceptions of safety

2.2 Lower Granton Road shared path

The project improved facilities along Lower Granton Road to bring this route up to the required standard to become part of the 'QuietRoutes' network. City of Edinburgh Council have developed this network across the city so that people can cycle without having to be close to heavy or fast traffic.

The proposal arose from local community discussions regarding the traffic in this area. Consultation was carried out as the project designs progressed. The consultees included the local community, businesses, organisations, interest groups and, through the Council's Neighbourhood Partnerships, local community councils and other local representatives.

Before construction there was a shared use path, McKelvie Parade, for people to walk and cycle on alongside Lower Granton Road. This path was under 3m wide and poorly lit. Furthermore, to the west, the path alongside Lower Granton Road was narrow and unsurfaced, so appropriate only for pedestrians. The carriageway of Lower Granton Road is narrow, busy, and used by large vehicles. This was a barrier for people who want to cycle. A comparison of the condition of the path before and after the route improvements is given in Figure 1, Figure 2 and Figure 3, showing the differences in lighting, path width and surface.

Figure 1: Images of the western end of the improved route, May 2011 (left) and October 2022 (right). Source: Google Maps



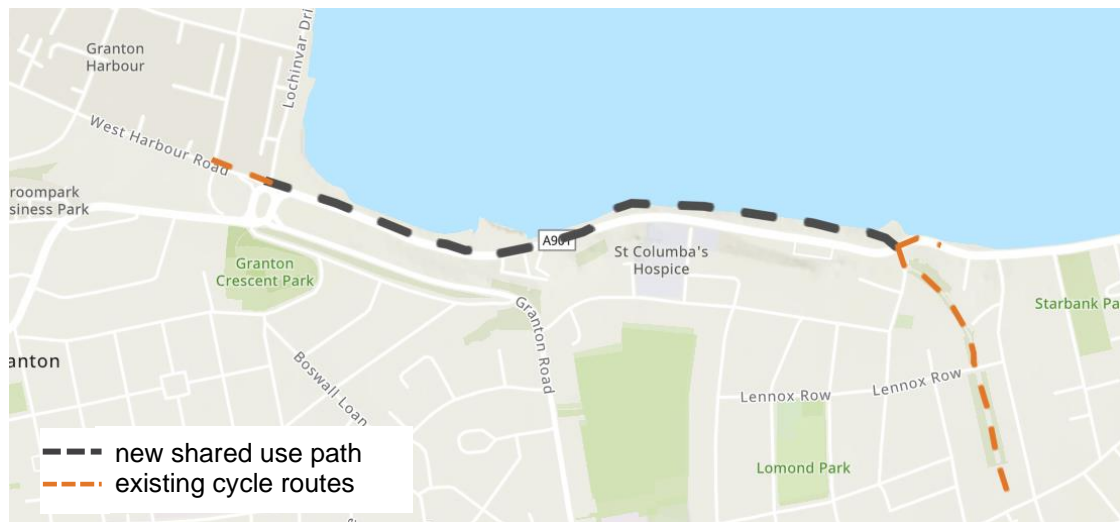
Figure 2: A view of the roadside path on Lower Granton Road, in May 2017, before improvements were made. Source: Google Maps



Figure 3: A view of the new shared use path alongside the roadside path on Lower Granton Road, in June 2023. Source: Callum Martin (Sustrans)



Figure 4: An overview of the project area, showing the new shared use path



The new shared use path runs close to the waterfront westwards from Trinity Crescent, and then along the north side of Lower Granton Road after leaving the waterfront roughly halfway along. It is 4m wide, lit and re-surfaced, which enables cyclists to avoid the road, leading to this being a more attractive and convenient route, particularly for less confident cyclists. Benches were installed along the path, and a toucan crossing was also built on Lower Granton Road. In addition, separate from the scheme, Lower Granton Road was made 20mph in 2017.

The intervention on Lower Granton Road aimed to ensure that it is easier, safer and quicker for people walking, cycling and wheeling to reach key local destinations between Granton and Newhaven. This route includes the Trinity Path, which is part of the North Edinburgh Path Network, and will form part of QuietRoute 13.

3. Monitoring

3.1 About Sustrans' Research and Monitoring Unit

The Sustrans Research and Monitoring Unit (RMU) aims to provide evidence on sustainable and active travel that is transparent and authoritative, and which influences and shapes policy, practice, and behaviour in Scotland and across the UK. To this end, the RMU works with Sustrans colleagues and partner organisations to monitor and evaluate the impact of specific projects.

The RMU delivered a programme of monitoring before and after creation of the new infrastructure, to measure its impact. This report presents a summary of the findings and a comparison of the baseline and follow-up monitoring stages.

3.2 Monitoring tools

The monitoring tools used and their timings and locations are summarised in [Table 1](#) and Figure 5. Planned follow-up monitoring activities in 2020 were postponed to 2022 due to restrictions imposed in response to the Covid-19 pandemic. A route user intercept survey (RUIS) and a manual count were the main monitoring tools used for this scheme. The 2018 and 2022 surveys received 162 and 121 respondents respectively. Further information about the monitoring tools used is in the [methodology](#) section of the report.

Table 1: Monitoring programme summary

Monitoring tool	Baseline	CONSTRUCTION	Follow-up
Route user intercept survey	June 2018		May 2022
Manual count	June 2018		May 2022

Figure 5: Location of the RUIS and manual count sites



4. Findings

4.1 Outcome: Increased levels of walking and cycling

Summary: The annual usage estimate¹ on the waterside path for 2022 is 290,000 active travel trips compared to 130,000 trips in 2018, a 123% rise.



Table 2: Annual usage estimates for all active travel modes at the three locations, before and after the route improvement

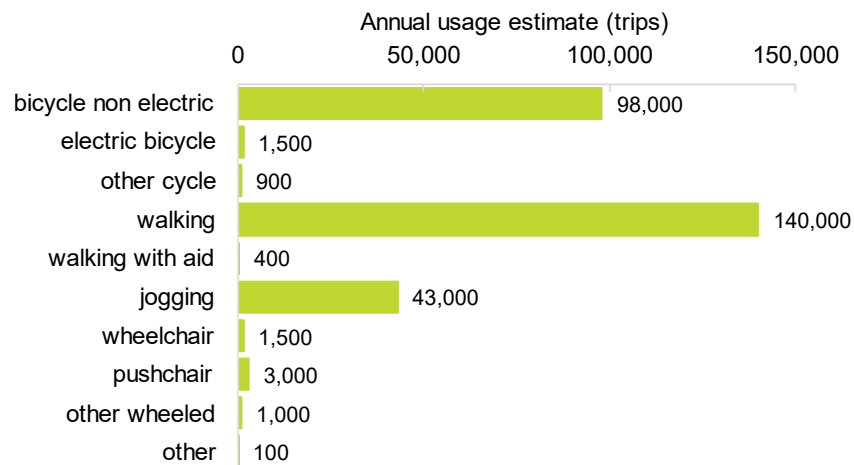
	2018	2022
waterside path	130,000	290,000
roadside path	20,000	28,000
on road	19,000	1,000
total ²	170,000	310,000

This finding suggests that the scheme has been very successful in increasing active travel. However, the four-year gap between our two surveys also saw changes in behaviour brought on by the Covid-19 pandemic, such as an increase in working from home and changed perceptions of the need for active travel. Other measures, such as the implementation of a 20mph speed restriction on Lower Granton Road, could also have contributed to the attractiveness of the area for active travel.

On the waterside path, 48% of journeys are by walking (including walking with an aid), 34% by non-electric cycle, and 15% by jogging or running (Figure 6).

¹ The annual usage estimate (AUE) reflects the total number of trips estimated to pass the survey location in a year, not the total number of trips being made across the entire route length. Caution should be taken when comparing AUEs over time because we know there can be substantial variations in usage not accounted for by the four day count period. We have mitigated this to some extent by accounting for the time of year the data were collected and the day types, but there is still likely to be a substantial margin of error.

² The annual usage estimate (AUE) for each location has been rounded. The total AUE over all locations for both years has been calculated using unrounded figures, and then rounded after summation.

Figure 6: Estimated number of journeys made annually on the waterside path by mode of travel (2022)

The estimated number of annual journeys made using all types of cycle³ has risen from 40,000 to 100,000. For comparison, the Walking and Cycling Index⁴ shows that between 2019 and 2021 the estimated number of annual cycling journeys in Edinburgh fell from 27.5 million to 24.4 million. However, it should be noted that the 2021 Walking and Cycling Index survey was impacted by Covid-19, meaning that the comparison should be interpreted with caution. Nevertheless, the evidence suggests that the rise in cycle trips seen at Lower Granton Road is higher than the Edinburgh-wide trend, which has seen a fall in cycling levels. The number of annual walking journeys has risen from 75,000 to 140,000. The number of all other annual active travel journeys has risen from 15,000 to 50,000.

Although the number of estimated annual journeys has increased for all modes, trips made by cycles and 'other' modes have seen the greatest proportional increase. An analysis of the mode share shows that there has been a three percentage point increase in the proportion of cyclists using the waterside path, from 32% to 35%, a ten percentage point decrease in pedestrians, from 58% to 48%, and an increase in other users from 10% to 17% (Figure 7). Joggers make up the majority of other users.

Cyclists were asked what kind of cyclist they are (Figure 8). In both surveys no route users were new to cycling. In 2018, 5% of cyclists using the route were starting to cycle again, but in 2022 no cyclists described themselves this way. This suggests that, although there has been a small rise in the proportion of cyclists on the route, there is little evidence that novice cyclists are being attracted to the route.

³ The 2018 RUIS did not categorise the modes of transport in as much detail as the 2022 RUIS, so to compare modes the 2022 categories have been grouped together to match the 2018 survey. Cyclists include users of electric cycles and other cycles, such as cargo and adapted cycles. Other modes include joggers, wheelchair and pushchair users.

⁴ <https://www.sustrans.org.uk/the-walking-and-cycling-index/>

Figure 7: Proportion of annual journeys on the waterside path by mode of travel before and after the route improvement

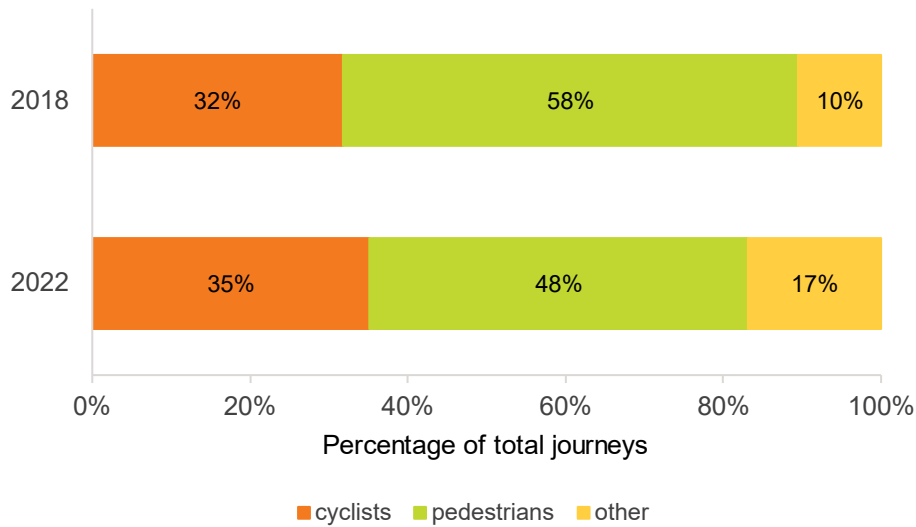
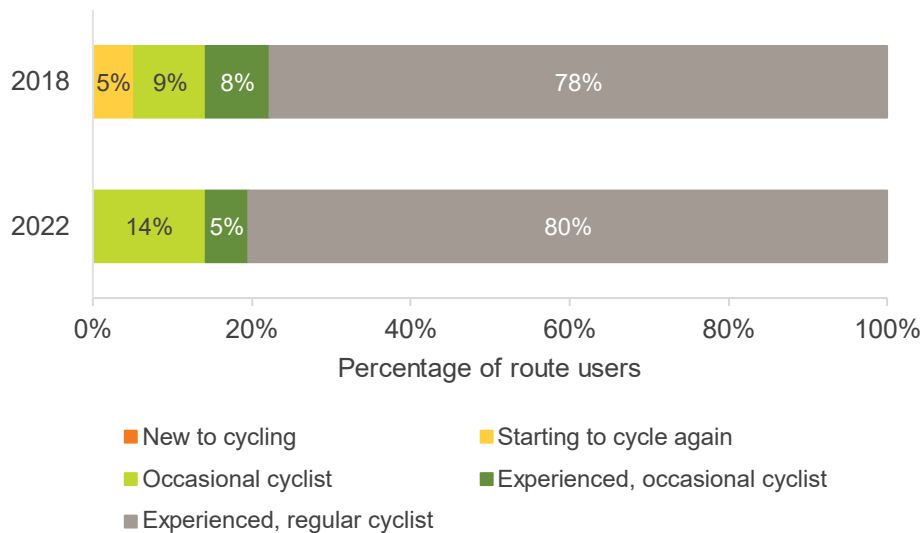


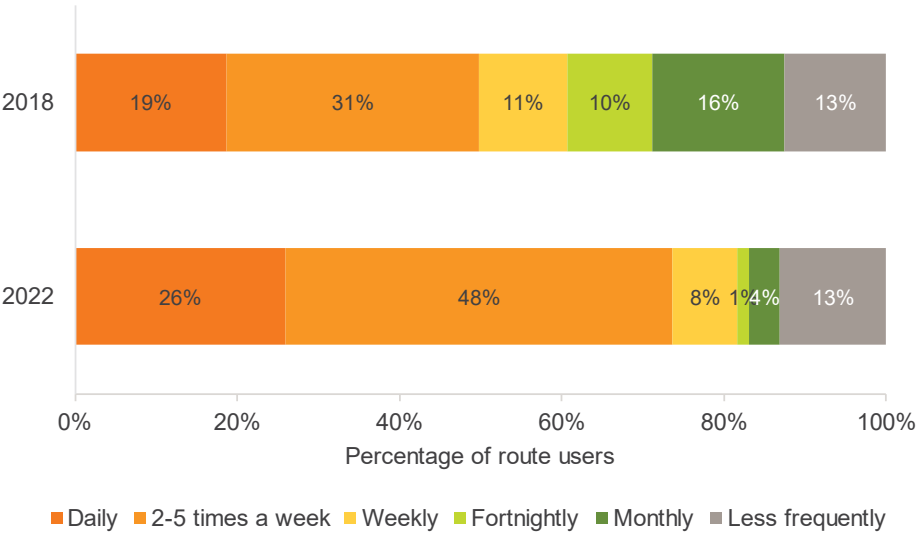
Figure 8: Types of cyclists using the route before and after the route improvement (2018: n=34, 2022: n=33)



Typical route users are travelling more often (Figure 9). The proportion of route users making their journey at least 2-5 times per week has risen from 50% to 74%. The proportion making their journey fortnightly or less has fallen from 39% to 18%.

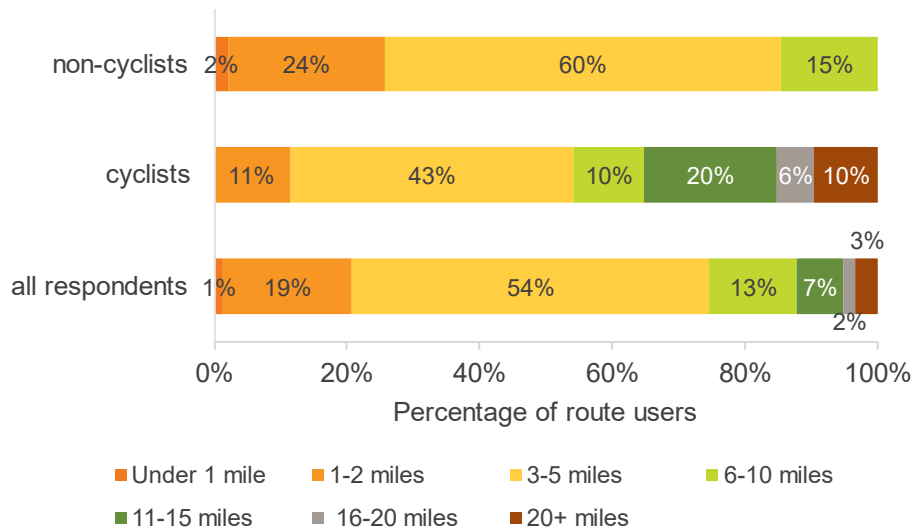
The increase in journeys made at least 2-5 times per week is notable. We would normally expect journeys that are made 2-5 times per week to be more likely to be commuting. Yet, we later show that the proportion of journeys made for commuting has fallen by ten percentage points. This suggests that the increased usage is mainly for leisure purposes.

Figure 9: Journey frequencies before and after the route improvement (2018: n=121, 2022: n=162)



In the 2022 survey, we asked route users how far they were travelling on the day of their trip (Figure 10). The majority (54%) of route users estimate that they are travelling 3-5 miles, with a further 21% travelling less than that, and 13% travelling 6-10 miles. Amongst cyclists only, 3-5 miles is also the most common distance (43% of cycling route users) with higher proportions travelling further (10% travelling 6-10 miles, 20% travelling 11-15 miles and 15% travelling over 15 miles). Amongst non-cyclists 60% are travelling 3-5 miles, with 1-2 miles being the next most common response (24%). 15% are travelling 6-10 miles.

Figure 10: Estimates of journey length by route users after the route improvement (cyclists: n=33, non-cyclists: n=129)



4.1.1 Route user demographics

We found that females are under-represented on this route. The 2022 manual count found 58% of adult users are male, 42% female⁵ (Figure 11). The 2011 census data for Edinburgh⁶ shows that 49% of residents are male, and 51% are female.

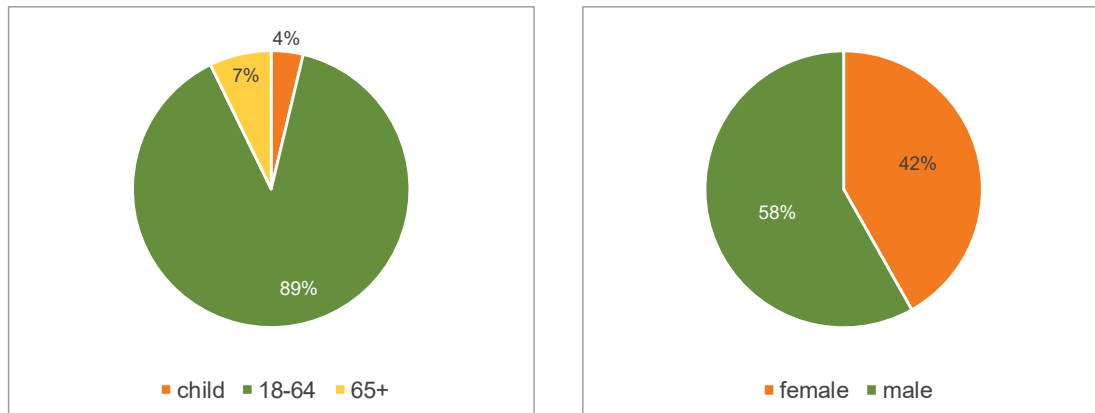


Children and the over 65s are also under-represented. 20% of residents in the 2011 census are under 18, compared to only 4% of route users in 2022. Over 65s made up 7% of route users in both the 2018 and 2022 counts, but 12% of the local population in 2011.

Demographics of route users are similar in the 2018 and 2022 counts, although there has been a small decrease (from 6% to 4%) in the proportion of under 18s using the route, matched by an increase in the 18-64 age group.

⁵ Age and gender data was gathered by observation during the manual count, with only two gender categories. Gender of children was not recorded, so only adult gender is considered here.

⁶ All census results are for the eight closest postcode areas to the route (EH4 4, EH4 5, EH5 1, EH5 2, EH5 3, EH6 4, EH6 6, EH6 7). <https://www.scotlandscensus.gov.uk/>

Figure 11: Route users by age category and adult gender in 2022

In the 2022 survey 19% of route users described themselves as being from a diverse or minority ethnic background.⁷ This is close to the general population of Edinburgh from the 2011 census (18%).

4.2 Outcome: Increase in purposeful trips

Summary: There is a rise in the estimated proportion of journeys made for leisure,⁸ from 57% to 82%.



The large increase in journeys on this route is led by a disproportionate rise in leisure journeys, and a fall in the proportion of purposeful journeys (Figure 12). Purposeful journeys can be thought of as functional journeys made for a specific reason, such as travelling to work, school or the shops.

Despite the large increase in journeys overall, there is still a fall in the absolute number of purposeful journeys. Based on the annual usage estimates on the waterside path, the estimated number of purposeful journeys per year fell from 56,000 to 52,000.

Journeys for commuting (or in the course of work) fell from 17% to 7%. Journeys made for shopping fell from 13% to 5%. Amongst cyclists, the decrease in commuting was more pronounced, falling from 38% in 2018 to 14% in 2022 (for pedestrians the fall was from 8% to 4%).

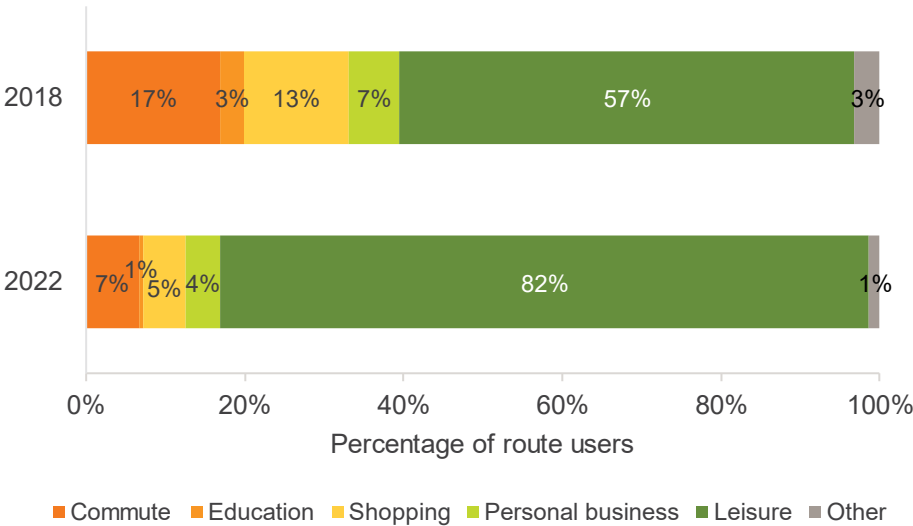
This may be a result of changed behaviours following the pandemic. Home-working and shopping from home have become more common over the past few years. However, it is not

⁷ This is the proportion of route users who did not describe themselves as “White – Scottish”, “White – Other British” or preferred not to say. A direct comparison with the 2018 survey is not possible due to a different categorisation.

⁸ Leisure includes “recreation/touring”, “social/entertainment” and “visiting friends or relatives”.

clear why there has been a fall in the proportion (and the absolute number) of journeys for education on this route.

Figure 12: Journey purposes before and after the route improvement (2018: n=121, 2022: n=162)



4.3 Outcome: Increased physical activity

Summary: Physical activity levels amongst route users has increased. Since 2018 the proportion of those exercising every day rose by 22 percentage points. Those who had taken exercise for at least four days of the survey week rose from 67% to 87%.



Figure 13 shows the number of days in the previous week that route users said they completed 30 minutes or more of physical activity.

A high proportion of route users in the follow-up survey (81%) said that the route has helped them to increase the amount of physical activity that they regularly take (Figure 14), with 44% saying that it did so by a large amount.

Figure 13: Number of days in the previous week that route users completed 30 minutes or more of physical activity, before and after the route improvement (2018: n=121, 2022: n=162)

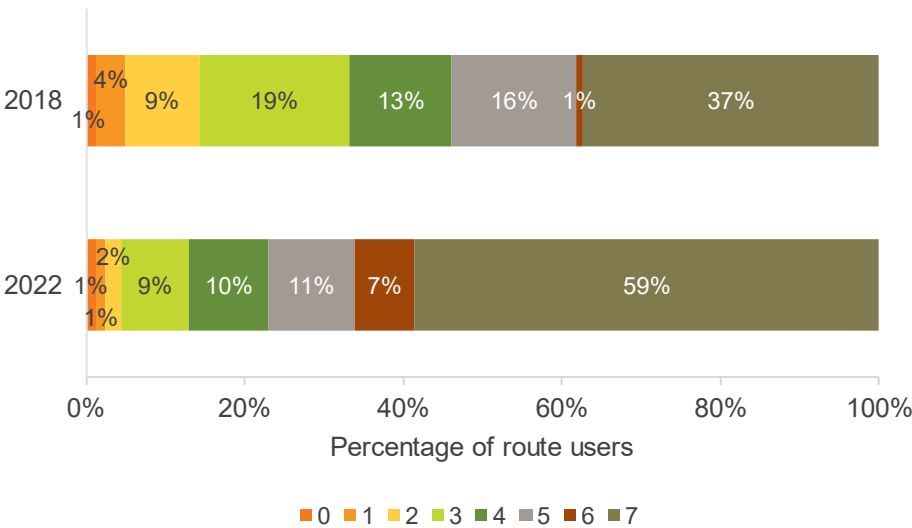
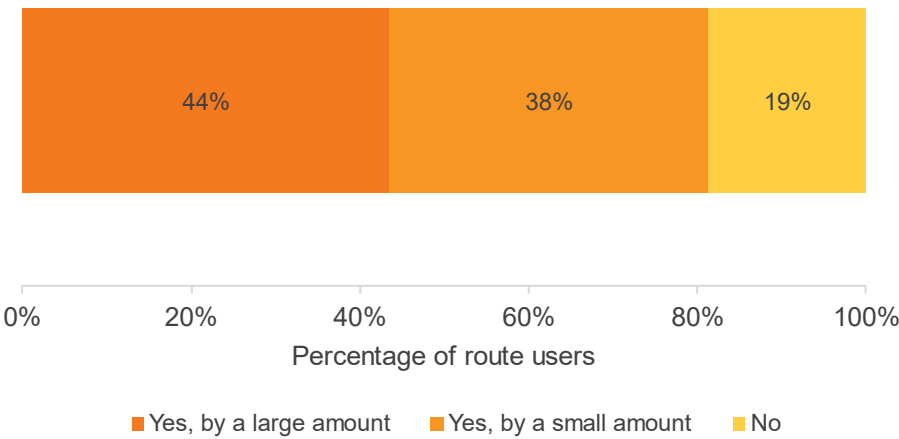


Figure 14: Has the presence of this route helped you to increase the amount of physical activity that you regularly take? (follow-up survey, 2022: n=162)



The route is a popular choice for people to exercise, and the intervention has appeared to increase the number of people using it for this purpose. In 2022, 83% of route users strongly agreed that they used the path to get exercise, compared to 38% in 2018.

4.4 Outcome: Increased feelings of community cohesion and liveability

Summary: There is an increase in the proportion of route users citing ease and convenience as an influence on their decision to use the route.



Liveability describes communities where people have most of what they need a short distance away, including clean air, green space and facilities for everyone to move around easily and safely. While perceptions of safety are covered by a specific outcome in the next section, here we present evidence on perceptions of the ease, comfort and convenience of the route. Both the baseline and the follow-up route user intercept surveys asked respondents a series of questions on the factors that influenced their decision to use this route (Figure 15 and Figure 16). Five of these factors concern the ease and convenience of this route.

Figure 15: To what extent have the following factors influenced your decision to use this route today (baseline survey, n=121)

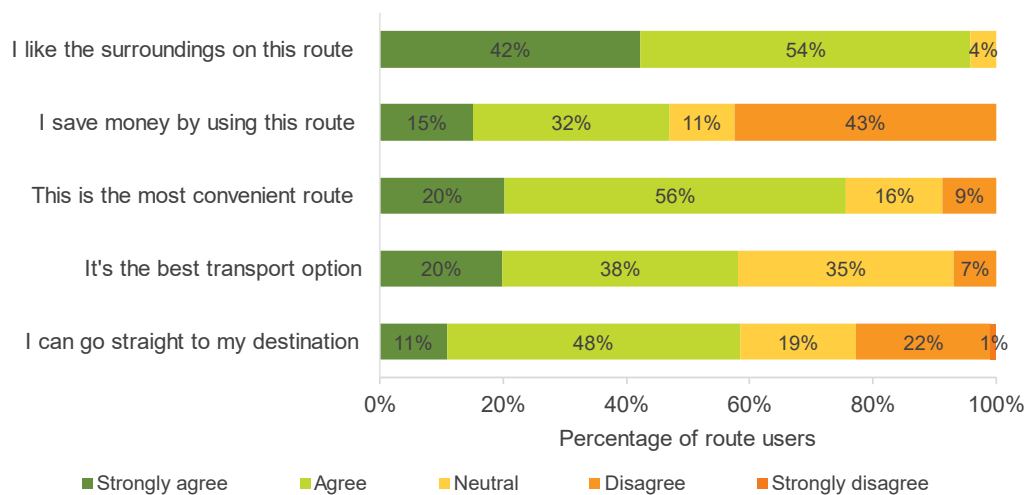
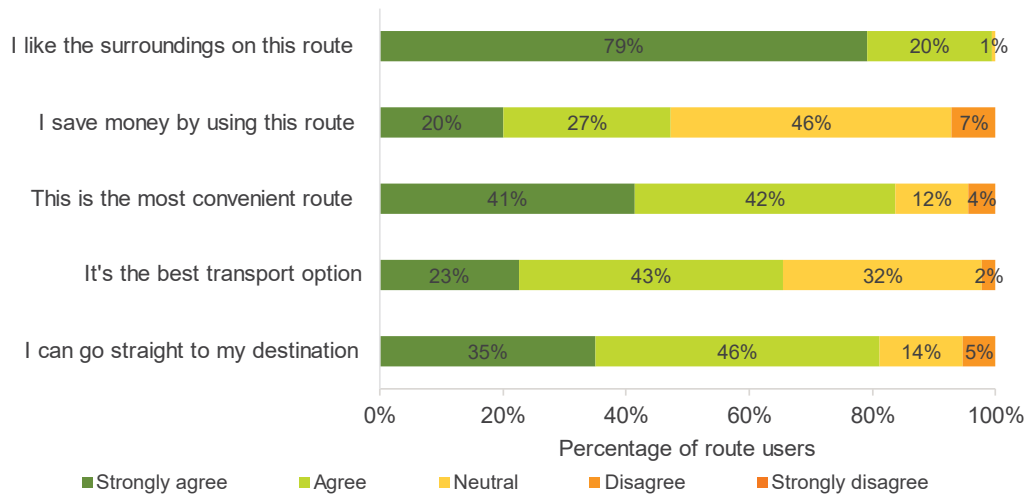


Figure 16: To what extent have the following factors influenced your decision to use this route today (follow-up survey, n=162)



In all five cases there was mainly agreement that respondents' decision to use the route was influenced by factors of ease and convenience, and there was an increase in the level of agreement between baseline and follow-up for four of the factors. There was less agreement with the statement that "I save money by using this route". In both surveys 47% agreed or strongly agreed with this statement. The level of disagreement decreased from 43% to 7%, although the level of neutrality increased from 11% to 46%. Given the high and increased levels of route usage for leisure and recreation, it is unsurprising that route users are less motivated by financial reasons.

There was strong agreement with the statement "I can go straight to my destination". 81% agreed or strongly agreed with this statement in 2022, an increase from 58%. Although there was some disagreement with this statement, this fell from 23% in 2018 to just 5% in 2022. There was a high level of agreement that this is the most convenient route, with agreement increasing from 76% to 84%.

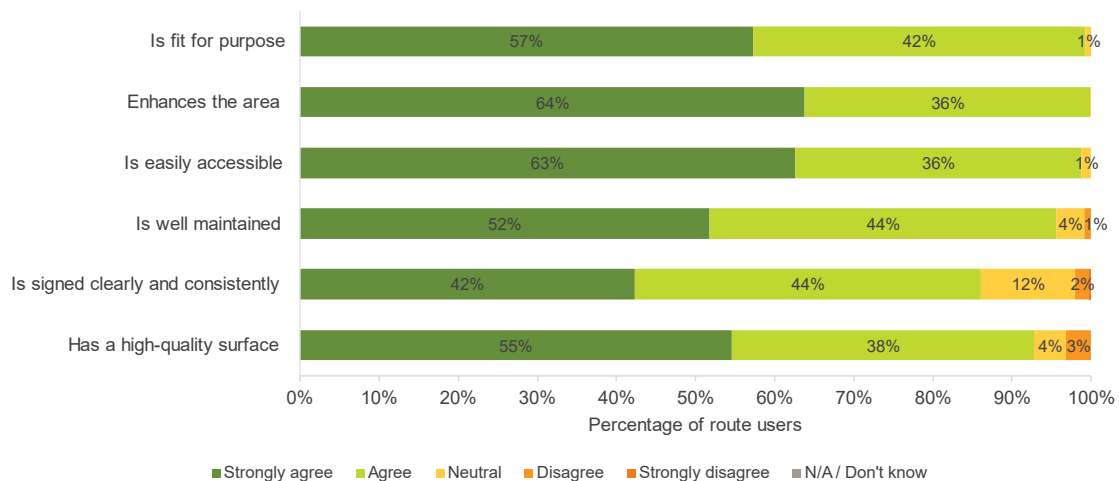
In 2018, 96% of route users agreed or strongly agreed with the statement "I like the surroundings on this route", which increased to 99% in 2022. There was no disagreement with this statement in either survey.

There was strong agreement with six statements regarding the quality of place in the follow-up survey (Figure 17).⁹ All route users agreed that the route enhances the area, while there was no disagreement with the statements "the route is fit for purpose" or "the route is easily accessible". There was overwhelming agreement that the route is well maintained, is signed

⁹ The 2022 RUIS included six questions assessing perceptions of the quality of the area. These questions were not asked in the 2018 survey, so a "before and after" comparison is not possible, but the 2022 survey responses are a useful indicator of how the shared path improvements are perceived.

clearly and consistently, and has a high-quality surface. For all statements there was no strong disagreement. Cyclists had high levels of agreement with all the statements displayed in Figure 17. This is further evidence that people find the path to be a high-quality facility, offering a convenient route, which improves the liveability of the area.

Figure 17: How much do you agree or disagree with the following statements about the quality of the route? (all route users, follow-up survey, n=162)



The follow-up survey asked a question “how likely is it that you would recommend this route to a friend”, rating from 0 (very unlikely) to 10 (very likely). The results can be converted into a Net Promoter Score (NPS)¹⁰ of +79. This score indicates that the route is highly recommended.



4.5 Outcome: Improved perceptions of safety

Summary: The improved waterside path has increased perceptions of safety by providing a route separated from traffic, and consequently removing cyclists from the road. Previously 30% of cycling trips along the route were made on the road, now only 1% are.



¹⁰ The Net Promoter Score is calculated by taking the percentage of promoters (those who give a score of 9 or 10) and subtracting the percentage of detractors (those who give a score of 6 or less). Possible values of the NPS range from -100 (all detractors) to +100 (all promoters).

The number of journeys by all modes has increased on both the waterside and roadside paths. Figure 18 shows the annual usage estimates at each of the three count locations, split by active travel mode, while Table 3 shows the percentage of journeys at each location by mode, before and after the route improvement. The largest increase has been seen at the waterside path. Some of this increase is due to displacement of cyclists from the road, which has seen a 95% fall in cycling journeys (from 19,000 to 1,000). The shift away from the road of so many cycling journeys demonstrates a significant improvement in safety along this route. Over 90% of journeys are now taken by the waterside, compared to 77% in 2018. Only 0.4% of all journeys are on the road, representing 1% of cycling journeys. Note that the manual count location at the roadside path is close to a bus stop, which is likely to result in more stability in annual trips at that location.

Figure 18: Annual usage estimates by active travel mode at each of the three count locations before and after the route improvement

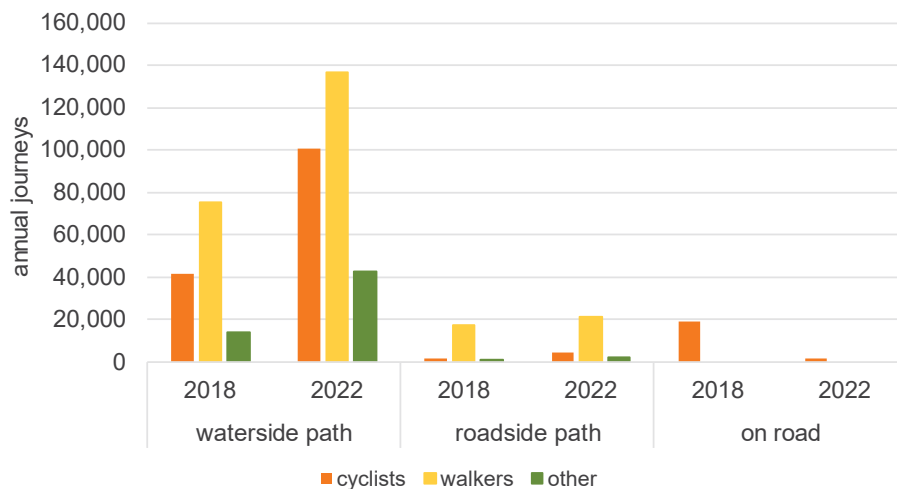


Table 3: The percentage of estimated annual trips taken at the three count locations before and after the route improvement

	all users		pedestrians		cyclists	
	2018	2022	2018	2022	2018	2022
waterside path	77%	90.6%	81%	86%	67%	95%
roadside path	12%	8.9%	19%	14%	3%	4%
road	11%	0.4%	0%	0%	30%	1%

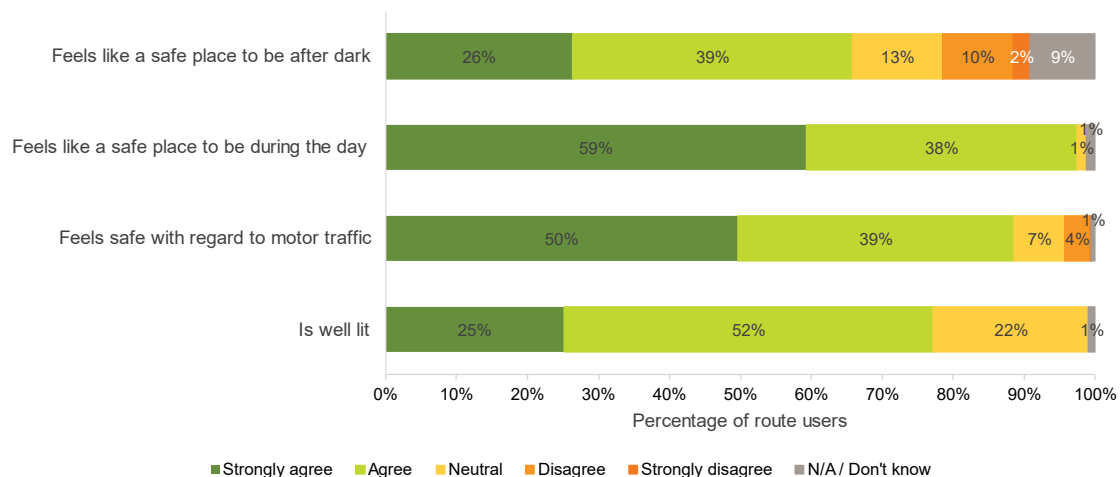
The 2022 RUIS included four questions assessing perceptions of safety on the route.¹¹ The results for all route users are shown in Figure 19, and for cyclists only in Figure 20.

Two-thirds of route users (66%) agreed that the route feels safe after dark. However, there was a significant proportion of all users (12%), and of the subgroup who cycle (15%), who disagreed with this statement. Amongst female respondents,¹² 16% disagreed with this statement (59% agreed). There was high agreement (77% of all route users and 82% of people who cycle) that the route is well lit. Nobody who was surveyed disagreed that the route is well lit, although 1% responded “N/A or don’t know”. More women than men agreed that the route is well lit (83% compared to 74%), suggesting that there are factors other than the lighting of the path influencing women’s perception of safety after dark.



Most route users (97%) felt safe during the day along the route (including 96% of all female route users), but there was a notable minority who had concerns over motor traffic. Of those who cycle, 7% disagreed with the statement that the route ‘feels safe with regard to motor traffic’. This is slightly higher than the 4% of all route users who disagreed.

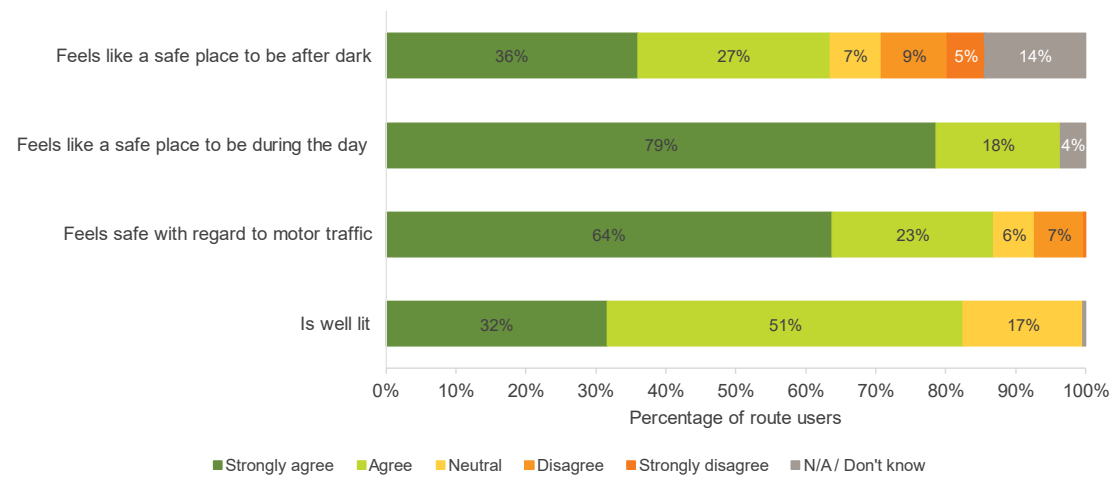
Figure 19: How much do you agree or disagree with the following statements about the safety of the route? (all route users, follow-up survey, n=162)



¹¹ These questions were not asked in the 2018 survey. Once again, although a comparison is not possible, the 2022 survey responses should provide an important indicator of perceptions of safety, given that the route improvements specifically addressed providing a traffic-free cycle route and improved lighting.

¹² In the 2022 RUIS, 67 respondents were female and 91 male. Four respondents self-described or preferred not to answer when asked about gender.

Figure 20: How much do you agree or disagree with the following statements about the safety of the route? (cyclists only, follow-up survey, n=33)



There was some anecdotal evidence that the change to a shared use path had created a certain amount of conflict. Comments from three respondents stated that “cyclists are not using their bells”, “the path has a speed limit of 20mph, but cyclists are travelling along at 30mph” and “the route needs better signage to help separate cyclists from other route users”.

5. Conclusions

Results show that the scheme has achieved many of the intended outcomes, particularly increasing levels of active travel and improving perceptions of safety.

5.1 Increased levels of walking and cycling

The baseline and follow-up manual counts have shown a large increase in estimated annual active travel journeys, across all modes. On the improved waterside path, the estimated annual number of trips increased by 123%. Changed perceptions of active travel and adjusted working patterns between 2018 and 2022 may have contributed to the increase. However, these strong results, combined with other survey evidence, suggest that the scheme has helped to significantly increase levels of active travel.

The proportion of cyclists making up route users has risen by a small amount, from 32% to 35%. This result could be attributed to the improvement in the route to accommodate cyclists, which now offers a safer and more pleasant route than the nearby road. However, survey results show that neither before nor after the scheme's completion were there any new cyclists using the route, with mainly experienced cyclists observed, and some occasional cyclists.

Comparison of demographics of route users with 2011 census data shows that females, children and over 65s are under-represented on this route. The proportion of children using the route has fallen slightly. The proportion of people of diverse or minority ethnic backgrounds using the route is in line with the local population.

5.2 Improved perceptions of safety

The significant shift in cycle usage away from the road and onto the new waterside path suggests that cyclists now feel safer when using the new route. The estimated annual number of cycling trips made on the road has fallen by 95%, and now represents only 1% of all cycling trips along this route (down from 30%).

Perceptions of safety around the route are strong, with a high level of agreement that the route feels safe during the day, and with regard to motor traffic.

5.3 Increased physical activity

Increased levels of active travel and physical activity were shown by the findings of the route user intercept surveys. Users of this route are making active travel journeys more frequently, and there is evidence that they are completing 30 minutes of exercise more often, since the route improvements were completed. Over 80% of route users said that the presence of the route has helped them to increase the amount of physical activity that they regularly take.

5.4 Increase in purposeful trips

There has not been an increase in purposeful trips in percentage terms, or in absolute terms. The share of leisure journeys increased significantly at the expense of functional trips, from 57% to 82%.

5.5 Increased feelings of community cohesion and liveability

Our route user intercept survey showed evidence for increased feelings of liveability, particularly around perceptions of the quality of the new route, and how it improves the ease and safety of moving around. There has been an increase in the proportion of route users citing the surroundings, convenience and directness as factors influencing their decision to use the route. Furthermore, there were high levels of agreement with a range of statements regarding the quality of the route, such as signage, surface quality and ease of access. Feelings of community cohesion were not directly measured by our surveys. However, the route gained a high Net Promoter Score (+79), indicating that it is highly recommended by its users.

6. Limitations

There were some limitations of the monitoring programme that prevented a more rigorous analysis. Counterfactual monitoring, whereby journey numbers are calculated on nearby routes, could have shown whether the increase in active travel is confined to the scheme area, or part of a more general change in behaviour. For example, the Covid-19 pandemic has undoubtedly adjusted behaviours.

Cyclists made up an estimated 35% of annual journeys on the route, yet only around 20% of those surveyed in the route user intercept survey. This relatively small sample of cyclists (33) is a limitation of the analysis of cycling-specific questions from the survey.

Finally, the evolution of survey questions between 2018 and 2022 made some comparisons difficult. One question which was asked in the 2018 survey (but not in the 2022 survey), which could provide a point of comparison on safety, asked respondents if “this route feels safe” is a factor that influenced their decision to use the route. 80% agreed or strongly agreed with this. Although a direct comparison with the slightly different follow-up survey questions is not ideal, there is still a sense that perceptions of safety have improved. In the follow-up survey, high percentages of route users agreed or strongly agreed that the route feels safe during the day and with regard to motor traffic. However, it should be noted that perceptions of safety at night were significantly lower.

7. Methodology

7.1 Route user intercept survey (RUIS)

A route user intercept survey is conducted over a 12 hour period (07:00-19:00) on four days during school term time (three weekdays and one weekend day). The baseline survey was conducted on the 2nd, 5th, 7th and 13th June 2018. The follow-up survey was conducted on the 21st, 24th, 25th and 26th May 2022. Respondents are checked so that they are not interviewed more than once over the survey period. Only adults aged 18 and above are interviewed (in the baseline survey only adults aged 16 and above were interviewed). Survey responses are weighted based on observations of the accompanying manual count to mitigate bias in the sampling strategy. The weighted data is considered representative of all route users passing the survey location throughout the entire year.

The RUIS was carried out at the eastern end of the improved path, close to the Trinity Road end of Lower Granton Road (grid reference 324754, 677032). The location of the RUIS and manual counts is shown in Figure 5.

7.2 Manual count

A manual count of people using the route was conducted alongside the route user intercept survey, for the same dates and time periods. The manual count differentiates route users by age group, gender and mode of travel (walking, walking with aid, jogging, cycling (electric, non-electric and other cycles such as cargo cycles, hand cycles and adapted cycles), and wheeling).

The manual counts were split into three nearby locations, which allowed them to be carried out at the same time as the RUIS. The three locations are (i) on the waterside path (i.e. the improved shared-use path), (ii) on the roadside path, and (iii) on the road (for cyclists only). These locations are shown on the map in Figure 5. Counting at each of these locations helped us to assess whether active travel journeys have been displaced from the road or roadside to the new and safer waterside path.

We have extrapolated manual count figures, accounting for the time of year, to provide an annual usage estimate (AUE) for the route, by mode of travel, age group and gender.

7.3 Rounding

Due to rounding, some totals in this report may not correspond to the sum of the separate figures.