

# Roseburn to Union Canal cycle link

## Baseline monitoring summary



22 April 2024

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# 1. Executive summary

The key results from baseline monitoring carried out prior to the improvement work taking place suggest that the Roseburn to Union Canal project has the potential to improve active travel conditions for local residents. The impact of the scheme will be evaluated against the Places for Everyone outcomes.



The project has the potential to **increase active travel levels** through Dalry Park. There are an estimated **370,000** journeys per year through the park, compared to **1,100,000** at Telfer Subway and **840,000** at Union Canal.



**60%** of active travel journeys passing Telfer Subway **avoid Dalry Park**.



Although **65%** of local residents said they had not engaged with the project, **79% agreed** that the community's views were considered, and **83% agreed** with the project proposals.



There are **low levels** of agreement amongst the local population that the route has a **high-quality surface**, an **attractive appearance** and is **well-maintained**. The park upgrade has the potential to improve these perceptions.



The **indirectness of the route** is currently a barrier to walking between Dalry and Roseburn for **36%** of local residents.



**Fear of crime or anti-social behaviour** is currently a barrier to walking in Dalry Park for **47%** of local residents.



Only **26%** of route users (and **8%** of local residents) **agree** that Dalry Park **feels safe after dark**.

## 2. Scheme overview

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### 2.1 Places for Everyone programme

The Roseburn to Union Canal 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 project is being delivered by City of Edinburgh Council. The programme is funded by Transport Scotland and is managed by Sustrans Scotland.

The aim of Places for Everyone is to create safer, more attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling for everyday journeys.

#### Design Principles

To ensure all projects receiving funding make the largest possible impact, Sustrans has developed the following design principles to guide development:

- Develop ideas collaboratively and in partnership with communities
- Facilitate independent walking, wheeling and cycling for everyone, including an unaccompanied 12 year old or a less-experienced cyclist
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles.

**At the time monitoring was planned, the Places for Everyone programme outcomes were to:**

- Increase walking, wheeling and cycling for everyday journeys
- Ensure communities are proactively engaged in project development and decision making
- Improve the quality of place and where possible increase the quality and quantity of green infrastructure
- Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles
- Improve accessibility for people with protected characteristics.

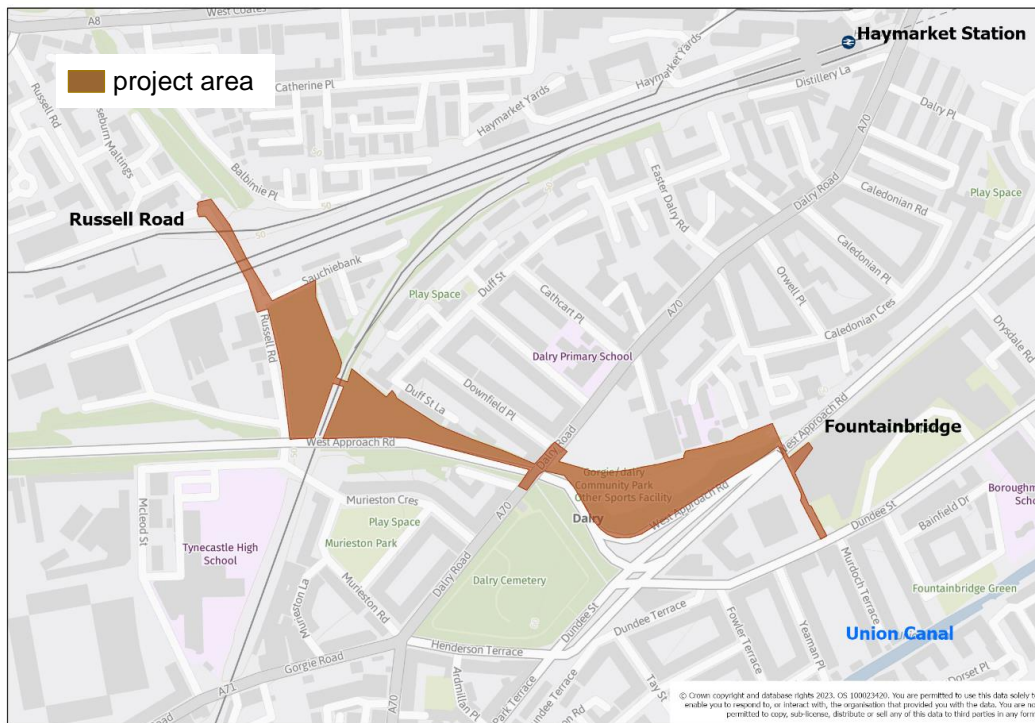
## 2.2 Roseburn to Union Canal project

Table 1: Key features of the Roseburn to Union Canal project

| Key feature   |                |
|---|----------------|
| Category  | 4              |
| New route (currently not passable on foot)            | Y (partial)    |
| Upgrade of existing route                             | Y (partial)    |
| Length (if linear / known)                            | approx. 1.3 km |
| Estimated date of works starting (first spade / cone) | February 2023  |
| Estimated date of works completion (last cone)        | July 2024      |
| Estimated project cost                                | £12.5 million  |



Figure 1: Roseburn to Union Canal project area<sup>1</sup>



This project aims to link existing active travel routes south of Haymarket to points where the railway and West Approach Road have severed access to active travel routes to the north. It will link the North Edinburgh Path Network and the Union Canal (NCN1 and NCN75/754). The aim of the new path is to create community spaces and increase active travel along this corridor. A mix of segregated cycle paths, shared use paths and placemaking will be implemented.

The proposal includes:

- **Sauchiebank Gardens:** A new link to the Roseburn Path will be built, via a segregated bi-directional cycle lane and pavement on Russell Road. An area of previously inaccessible woodland will be developed. This will incorporate a new four metre wide shared path with gradual gradients, suitable for all users including wheelchair and mobility scooter users. There will be areas of landscaping and seating areas for views and relaxing.
- **Mid Calder Railway crossing:** A new pedestrian and cycle bridge crossing over the railway line will be built. The structure is aligned with the historic rail bridge crossing at this point.

<sup>1</sup> <https://www.edinburgh.gov.uk/cycling-walking/roseburn-union-canal>, accessed September 2022

- **Duff Street Woodland:** A new elevated shared-use path between the Mid Calder Railway crossing and Dalry Road will be built, leading to the renovated Dalry Community Park via a new bridge over Dalry Road. West Approach Road and adjacent housing will be screened by new planting. Access from Duff Street Lane for pedestrians, wheelchairs and mobility scooters will be provided.
- **Dalry Community Park:** The four metre wide pedestrian and cycle path will continue through the upgraded park. The park will have a series of focussed areas for different age groups, including an improved sports pitch with stepped terracing, an upgraded play park and improvements to existing paths and lighting. The park entrance at Dalry Road will be improved with a Toucan crossing.
- **West Approach Road - Toucan crossing to Dundee Street:** A new Toucan crossing on the West Approach Road will be constructed, connecting Dalry Community Park and the Telfer path to Dundee Street. The crossing will be suitable for pedestrians and cyclists to cross the West Approach Road.
- **Telfer Subway:** In addition to the new Toucan crossing of West Approach Road, the existing Telfer Subway will be improved. There will be improvements to the existing public realm surrounding the Telfer path and bus stops located on West Approach Road.
- **Connection from Telfer Subway towards Union Canal via Dundee Street:** The proposed link towards the Union Canal is currently being developed as part of a project to provide new cycle lanes along Dundee Street.

**The project specific outcomes are as follows:**

1. Increase the number of cyclists and pedestrians making the through trip from the North Edinburgh Path Network to the Union Canal by 50% within 1 year of project opening.
2. Achieve over 75% public support in the consultation on Planning Consent.
3. Double the proportion of people considering that Dalry Park is a high-quality place for recreation.

**The project plan will reach these outcomes as follows:**

1. Linking up both sides of the railway will allow more through travel and movement, particularly for Dalry residents and student halls nearby.
2. Based on public consultations, the project has already achieved over 75% of public support on the Planning Consent.
3. Improving play and relaxation spaces within the park and improving access links will make it a higher quality recreation space.



Figure 2: Consultant design drawing – masterplan<sup>2</sup>



<sup>2</sup> <https://www.edinburgh.gov.uk/cycling-walking-projects-1/roseburn-union-canal/3>

# 3. Monitoring

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 are delivering a programme of monitoring before and after creation of the new infrastructure, in collaboration with City of Edinburgh Council, to measure its impact on active travel. This report presents a summary of the findings from RMU-led monitoring at the baseline monitoring stage.

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## 3.1 Monitoring tools summary

Broad timings and key elements of the monitoring programme are summarised in Table 2. A route user intercept survey (RUIS), manual count, video manual count and postal survey were chosen as the main monitoring tools RMU would use in this scheme. Follow-up monitoring timings are provisional and may change.

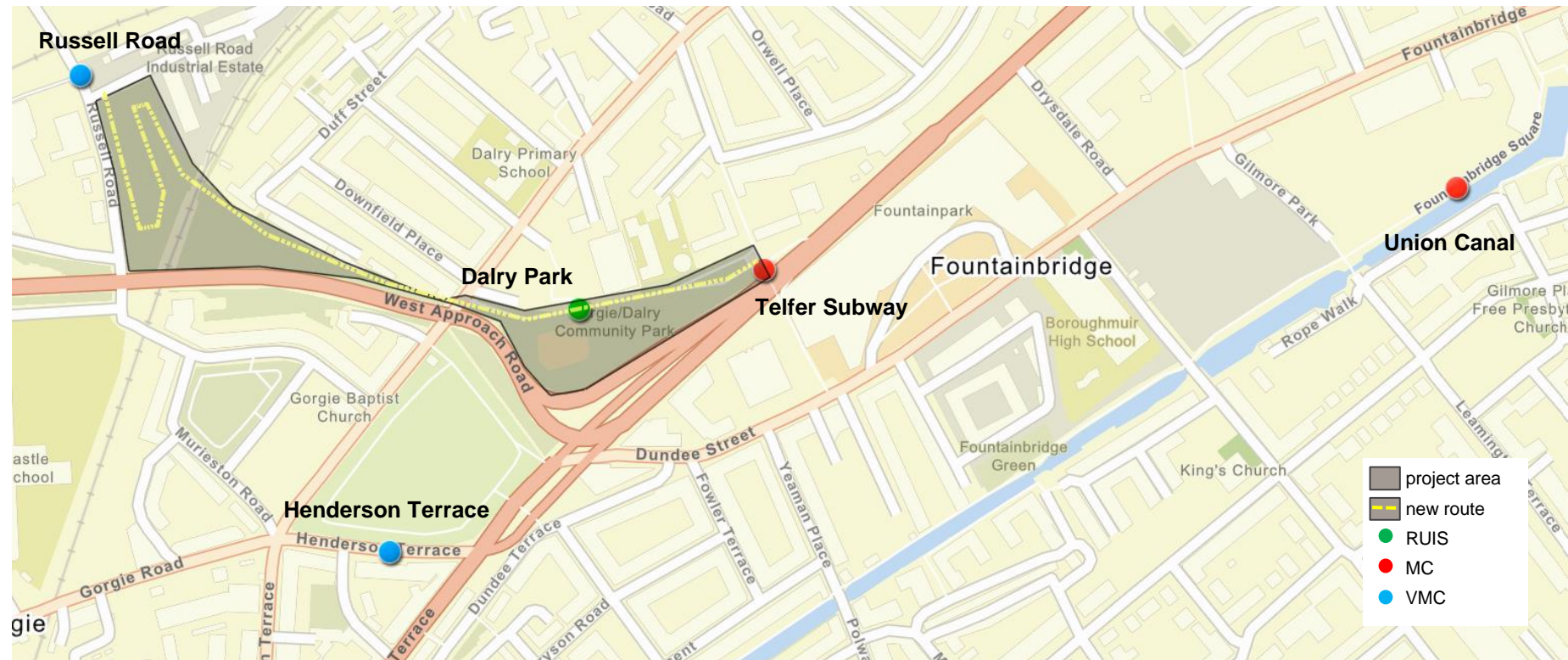
The locations of the RUIS, manual counts and video manual counts are shown in Figure 3

Figure 3. Full details of each monitoring tool are given in the [methodology section](#) of this document.

**Table 2: Monitoring programme summary table**

| Monitoring tool   | Baseline                    |              | Follow-up   |
|---|-----------------------------|--------------|-------------|
| Route user intercept survey and manual count (Dalry Park) | June 2022                   | CONSTRUCTION | summer 2025 |
| Manual count (Union Towpath)                              | June 2022                   |              | summer 2025 |
| Manual count (Telfer Subway)                              | June 2022                   |              | summer 2025 |
| Video manual count (Russell Road)                         | June 2022                   |              | summer 2025 |
| Video manual count (Henderson Terrace)                    | June 2022                   |              | summer 2025 |
| Postal survey   | February 2023,<br>July 2023 |              | summer 2025 |
| Focus group   | n/a                         |              | summer 2025 |

Figure 3: Location of monitoring tools (RUIS, manual count (MC), video manual count (VMC))



# 4. Findings

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## Summary of findings at pre-intervention stage

This section provides a summary of the results of baseline monitoring against the five Places for Everyone outcomes. For the outcome on collaboration with the community we can fully evaluate this scheme. For the other four outcomes the key results at baseline are given here, and where there is the potential for the project to impact on the outcome this has been highlighted.

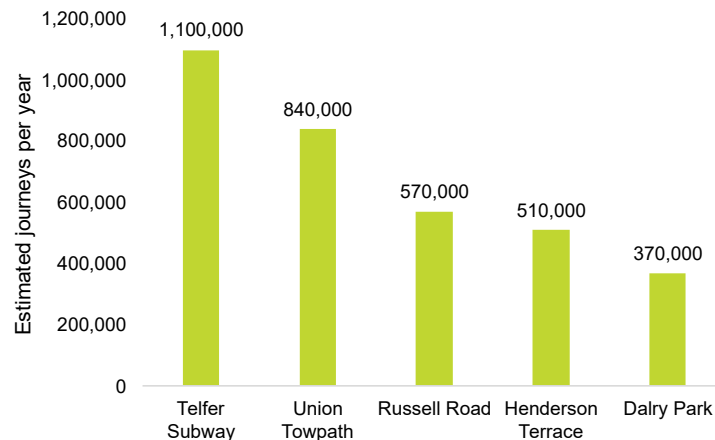
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### 4.1 Active travel levels

#### 4.1.1 Number of annual active travel journeys

Dalry Park is used less for active travel compared to surrounding areas (Figure 4), based on annual usage estimates. There are an estimated 370,000 active travel journeys annually at Dalry Park. At count locations at the Telfer Subway, Union Canal towpath and Russell Road there are significantly more estimated journeys per year. These three locations are all on the intended north-south active travel route that will pass through Dalry Park. Away from the project area, Henderson Terrace also has higher estimated annual usage than Dalry Park. This could be because Henderson Terrace is currently along one of the more convenient routes between Dalry and Roseburn.

At present there is no off-road through-route between Dalry and Roseburn. These results suggest that once the scheme is complete, there is the opportunity for an increase in active travel through Dalry Park, since nearby locations already show higher usage than the park. We hope to see a reduction in usage at Henderson Terrace, in favour of more journeys taking place through the park.

**Figure 4: Annual usage estimates at five locations in or around the project area**

### 4.1.2 Active travel modes

Walking is by far the most popular active travel mode at four of the five locations where counts were carried out, accounting for over 80% of estimated annual journeys (Figure 5). Non-electric cycles account for between 11% and 16% of journeys at these four locations. The exception is Russell Road, where walking and non-electric cycles both make up 47% of journeys.

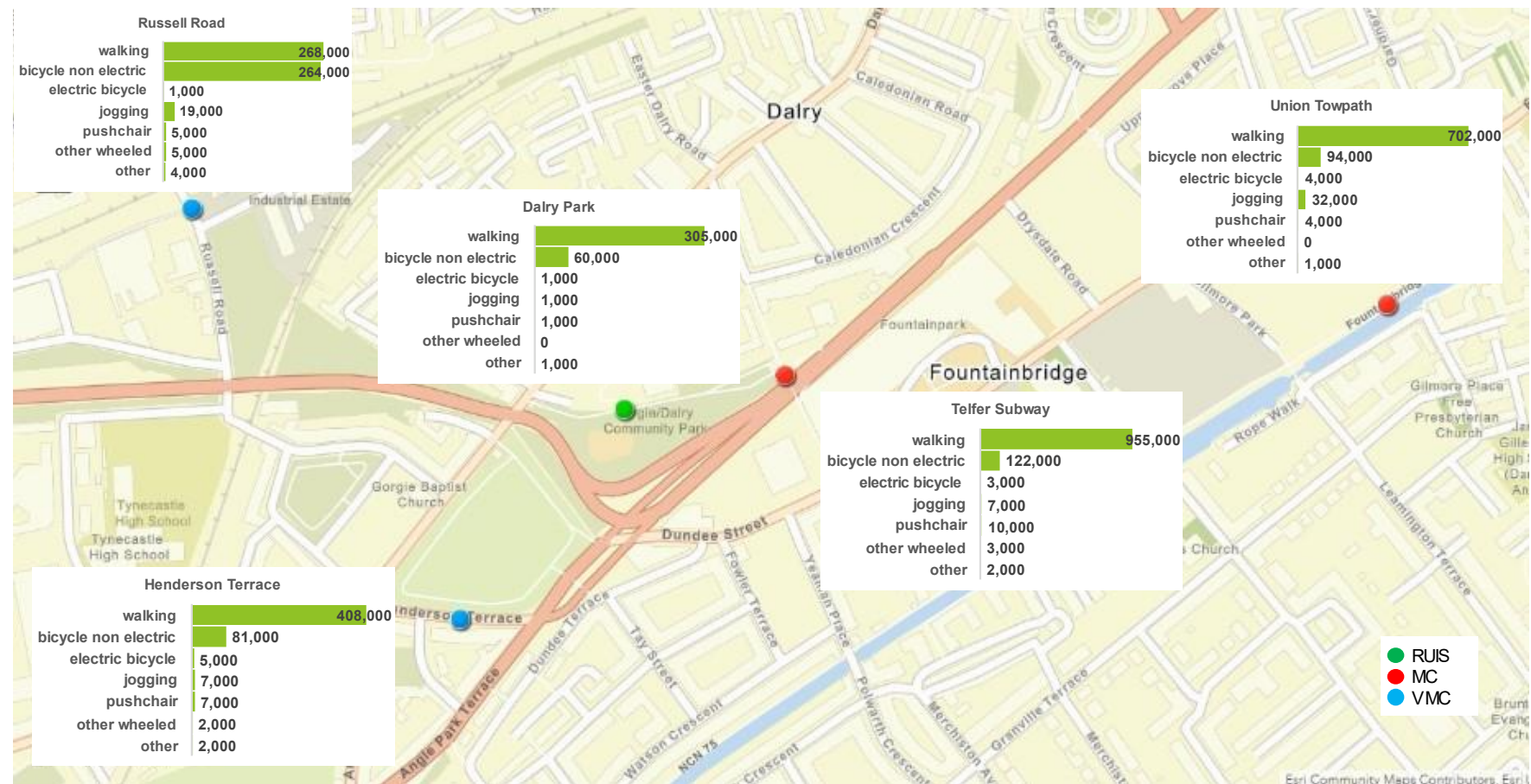
The high number of cyclists at Russell Road could be partly due to the presence of the National Cycle Network on the north side of the main railway at this point. The Russell Road underpass is the only access point between both sides of the railway in this area. Because of this, cycling routes from the four other locations could all be meeting at this point. This could suggest that there is not a coherent and obvious route from the canal to Russell Road (and beyond, to Roseburn), and cyclists are using a variety of routes to make the journey.

The results could also suggest that walking in the Russell Road area, with its dark railway underpass, is not attractive, so there are fewer walking journeys through this location.

The only other significant mode of travel is jogging, accounting for 4% of journeys on the Union towpath and 3% on Russell Road. No other mode of travel had more than 1% of the share at any location. This could suggest that the area is not suitable or welcoming for users of wheelchairs, adapted cycles or pushchairs, but it could also reflect a general lack of usage in the area by these modes.



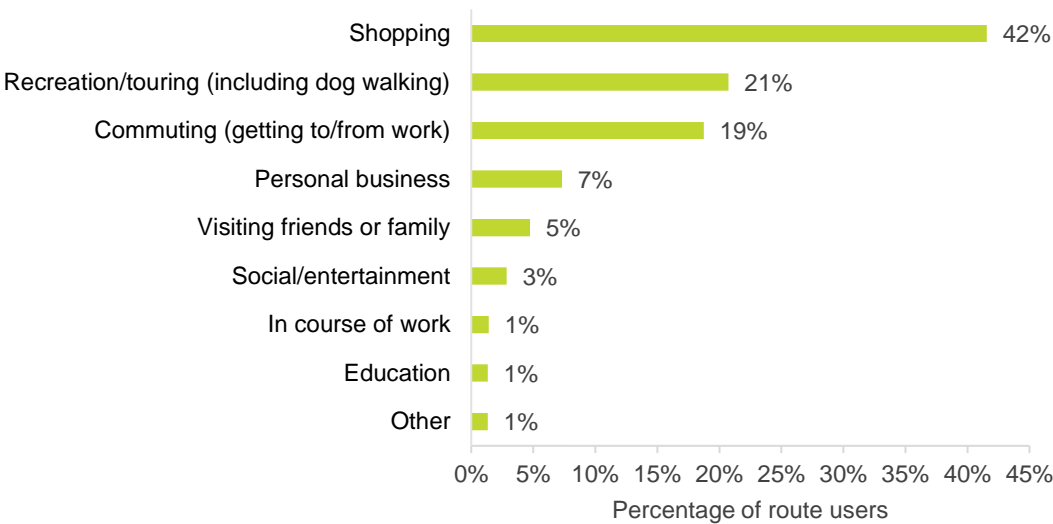
Figure 5: Annual usage estimate by mode at five locations in or around the project area



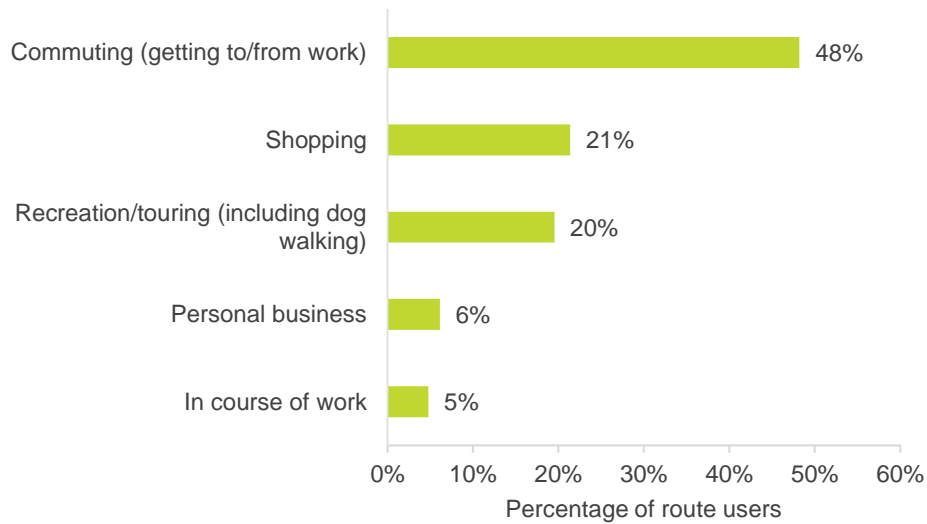
### 4.1.3 Journey purpose

Shopping is the most common purpose for active travel journeys made through Dalry Park, cited by 42% of route users. Recreation/touring is the second most common purpose (21%), closely followed by commuting at 19%. Amongst cyclists, commuting is more dominant, accounting for 48% of all journeys, with shopping falling to 21% and recreation at 20%. Journey purposes of route users are illustrated in Figure 6 and Figure 7.<sup>3</sup>

**Figure 6: What is the purpose of your current journey? (RUIS, all route users, n=170)**



<sup>3</sup> Additional categories which had no responses (“Getting to/from holiday base”, “Escorting to school” and “Other escort”) have been left out of the charts for clarity.

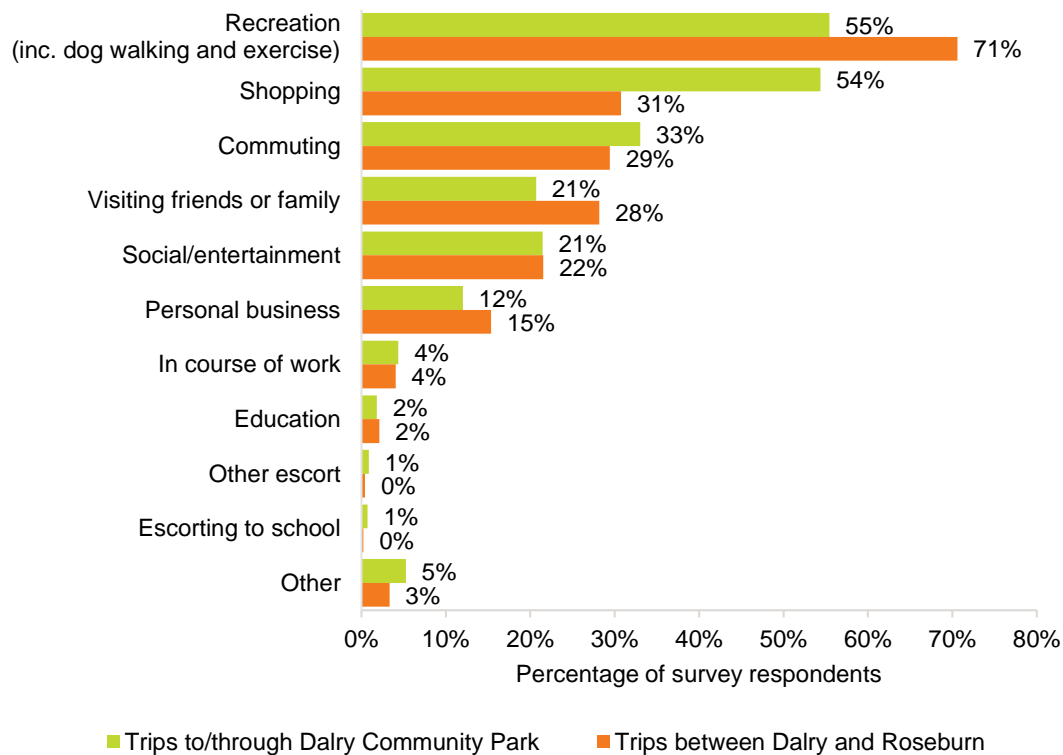
**Figure 7: What is the purpose of your current journey? (RUIS, cyclists only, n=36)**

Amongst respondents of the postal survey, recreation is the most popular journey purpose, both for trips through Dalry Park and between Dalry and Roseburn, with shopping the second most popular purpose (Figure 8).<sup>4</sup>

For trips between Dalry and Roseburn, 71% of postal survey respondents gave recreation as a journey purpose, while 31% gave shopping, 29% commuting and 28% visiting friends and family. For journeys to and through Dalry Park, 55% of respondents identified recreation, but shopping was only one percentage point behind. This is to be expected given the presence of a supermarket close to the park. Commuting was the third most popular journey purpose (33%), followed by “visiting friends and family” and “social/entertainment” (21%).

<sup>4</sup> In the postal survey respondents were asked to identify all journey purposes (whereas respondents of the RUIS were asked specifically about their current journey) so the percentages add up to more than 100%.

**Figure 8: What is the purpose of your trips to/through Dalry Park (postal survey, n=333) and between Dalry and Roseburn (n=320)?**



#### 4.1.4 Journey length and frequency

The majority of journeys through Dalry Park are less than 2 miles in length and made at least twice per week. Figure 9 and Figure 10 show journey lengths and frequencies for all route users, cyclists only and pedestrians only.<sup>5</sup> Cyclists typically travel further than pedestrians. The most common trip length for cyclists is 6-10 miles (25%), just ahead of 1-2 miles (24%) and 3-5 miles (23%), while 50% of pedestrians and 45% of all route users travel 1-2 miles. 64% of all journeys are made at least twice per week. This figure rises to 71% amongst cyclists.

Journey frequencies were lower amongst respondents of the residents' survey. Only 41% of respondents walk<sup>6</sup> to/through Dalry Park at least twice per week, and only 20% do so between Dalry and Roseburn (Figure 11). 11% said that they never walk to/through Dalry Park. 17% said that they never walk between Dalry and Roseburn. The proportion of local people walking in the project area regularly is lower than the average for Edinburgh. The

<sup>5</sup> In the RUIS at Dalry Park, no wheelchair users or people walking with aid were interviewed. All references to "pedestrians" in RUIS results refer to people walking or dog walking.

<sup>6</sup> In the postal survey, respondents were asked separately about journeys involving walking, cycling, and wheeling. All references to "pedestrians" in postal survey results refer specifically to walking journeys.

Walking and Cycling Index<sup>7</sup> for 2023 shows that 66% of Edinburgh residents walk or wheel at least five days per week.

Cycling trips made by the local population are even less frequent. Only 10% of respondents say that they cycle to/through Dalry Park at least twice per week, and 11% say that they do so between Dalry and Roseburn. The proportion of respondents who said that they never cycle to/through Dalry Park is 59%. The proportion who said that they never cycle between Dalry and Roseburn is 52%.

Levels of cycling are close to those for Edinburgh as a whole. 19% of local residents say that they cycle to/through Dalry Park at least once per week, and 21% say that they cycle between Dalry and Roseburn at least once per week. For comparison, 22% of Edinburgh residents cycle at least once per week (2023 Walking and Cycling Index).

Very few people wheel in this area. 0.9% of respondents who answered the question on wheeling frequency said that they wheel to/through Dalry Park, and 1.8% said that they wheel between Dalry and Roseburn. A significant number of people did not answer this question. It is possible that these are people who use a wheelchair but never wheel in the area, which would make the corresponding percentages even lower. The proportion of residents who wheel in this area is similar to the wheeling levels for Edinburgh as a whole. In Edinburgh 0.6% of people surveyed in the Walking and Cycling Index said that they use a wheelchair, 0.2% use a mobility scooter and 0.1% use an adapted cycle.<sup>8</sup>

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<sup>7</sup> <https://www.sustrans.org.uk/the-walking-and-cycling-index/edinburgh-walking-and-cycling-index/>

<sup>8</sup> 1233 Edinburgh residents were surveyed between March and June 2023.

Figure 9: Journey length for pedestrians (n=134), cyclists (n=36) and all route users (n=170) (RUIS)

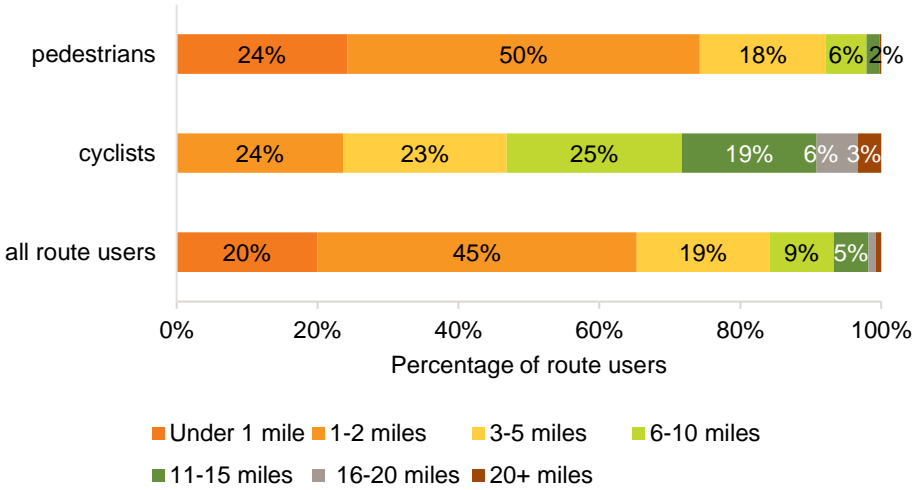
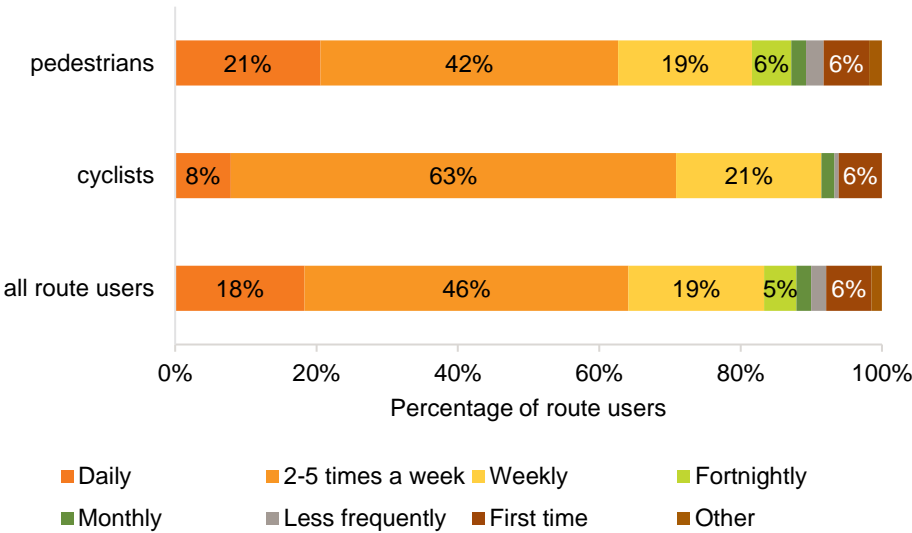
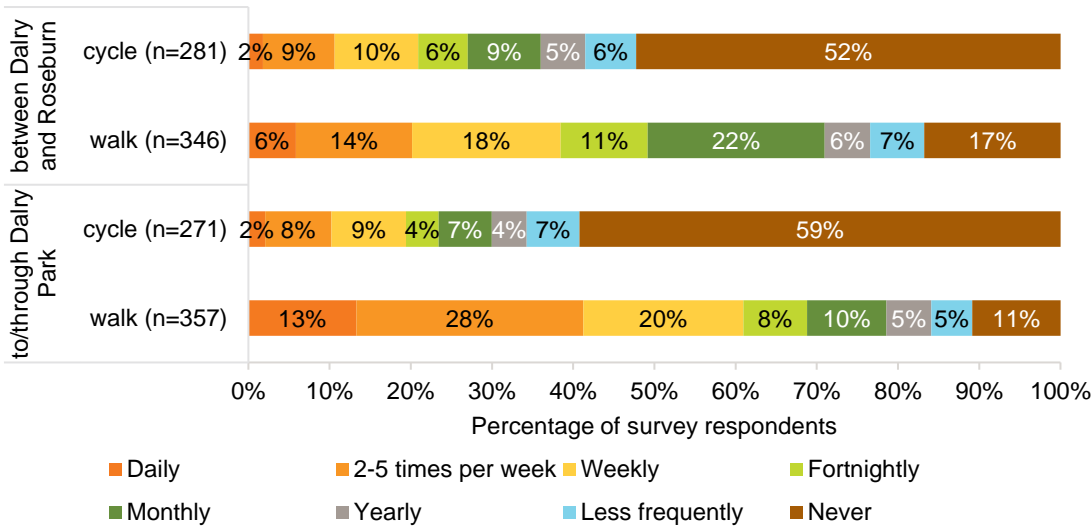


Figure 10: Journey frequency for pedestrians (n=134), cyclists (n=36) and all route users (n=170) (RUIS)





**Figure 11: Journey frequency by mode for journeys between Dalry and Roseburn and to/through Dalry Park, from the residents' postal survey**



## 4.2 Collaborative design with the community

The outcome to ensure collaborative design with the community can be evaluated at this stage, since all activities designed to meet this outcome were carried out prior to the building of the project. This section contains an evaluation of this outcome rather than a report on the baseline data.

Only 20% of postal survey respondents said that they knew more than “just a little” about the project prior to receiving the survey, and 46% said that they knew “nothing at all”. Given that 32% of Edinburgh residents have lived at their address for less than 3 years, we would hope that close to 70% of residents would be aware of the project. More could be done in future projects to raise awareness of these interventions. More could also be done to raise awareness of the consultation activities, since around two-thirds of postal survey respondents had not engaged with the project, and were not aware of engagement opportunities.

However, the fact that 83% of respondents agree with the proposals is notable. It is particularly notable that it is higher than general support for active travel interventions across Edinburgh (60%),<sup>9</sup> since the observed trend for sustainable travel interventions is that public

<sup>9</sup> <https://www.sustrans.org.uk/the-walking-and-cycling-index/edinburgh-walking-and-cycling-index/>

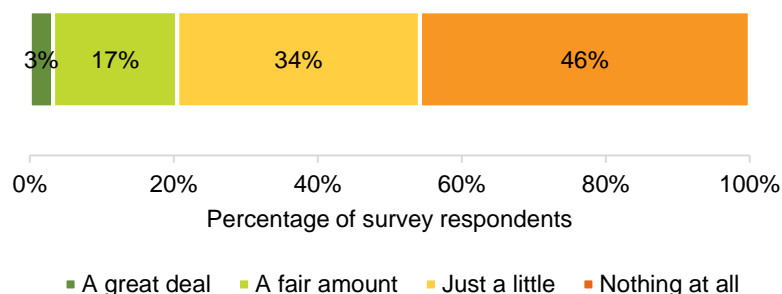
support drops immediately prior to implementation.<sup>10</sup> Although the level of engagement was low, the fact that support is so high at this point, and that the majority of residents (79%) agree that their views were considered at least “a little” suggest that the proposals do meet the needs of the community.

#### 4.2.1 Prior knowledge of the project

Almost half of all respondents to the postal survey (46%) said that they knew “nothing at all” about the project prior to receiving the survey,<sup>11</sup> with around one-third (34%) saying they knew “just a little”. Only 20% said they knew “a great deal” or “a fair amount” (Figure 12).

Note that some of the respondents may not have been living in the area for long enough to have prior knowledge of the project. Data from the Scottish Household Survey<sup>12</sup> for 2021 shows that 32% of Edinburgh residents have lived at their current address for less than three years. For the whole of Scotland, 24% have lived at their current address for less than three years.

**Figure 12: Before receiving this survey, how much would you say you knew about the project? (postal survey, n=366)**



<sup>10</sup> Musselwhite, C., Lyons, G. (2009) ‘Exploring the public acceptability of road pricing’. *Proceedings of the 41st Universities Transport Studies Group Conference*. University College London. <https://uwe-repository.worktribe.com/output/999958>

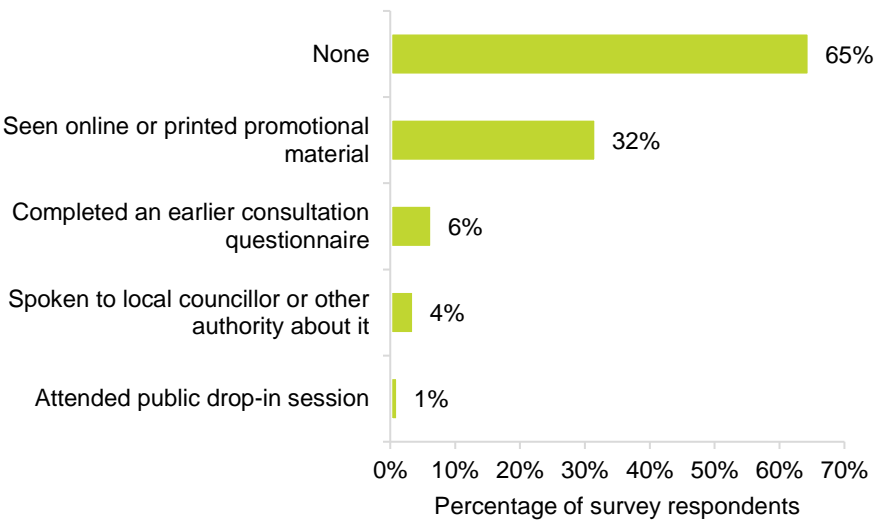
<sup>11</sup> Respondents were asked “before receiving this survey, how much would you say you knew about the Roseburn to Union Canal Cycle Link project?” For the survey in July 2023 this question was reworded slightly to “before receiving this survey *and work began*, how much would you say you knew about the Roseburn to Union Canal Cycle Link project?”

<sup>12</sup> <https://www.gov.scot/collections/scottish-household-survey-publications/>

### 4.2.2 Levels and means of engagement

Almost two-thirds (65%) of postal survey respondents had not engaged with the project by any of the means listed in our question (Figure 13). 32% said that they had seen online or printed promotional material, 6% said that they had completed an earlier consultation questionnaire, 4% said that they had spoken to a local councillor or other authority about it, and 1% said that they had attended a public drop-in session.

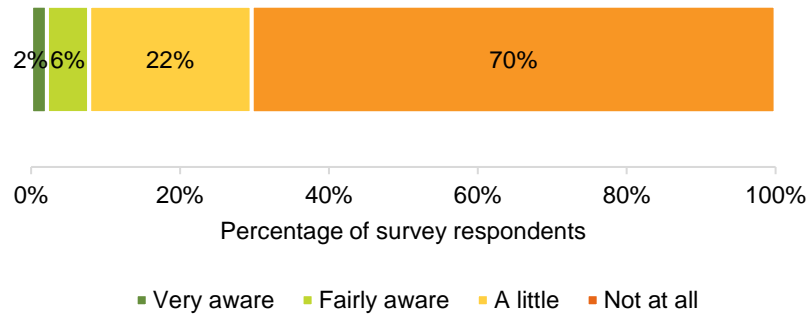
**Figure 13: Have you engaged with the project by any of the following means? (postal survey, n=363)**



### 4.2.3 Awareness of engagement opportunities

Postal survey respondents were asked how aware they have been of the community consultation and engagement opportunities provided regarding this project. 30% said at least “a little”, while 70% said “not at all”. Only 2% were “very aware” of such opportunities (Figure 14).

**Figure 14: How aware have you been of the community consultation and engagement opportunities provided regarding this project over the last few years? (postal survey, n=365)**



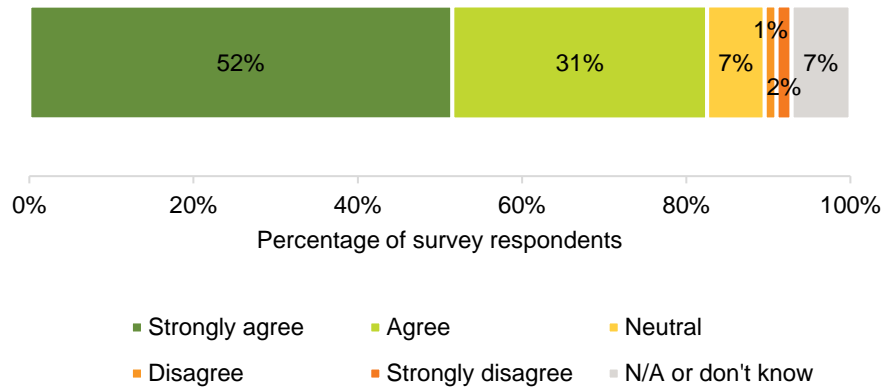
#### 4.2.4 Levels of agreement with the proposed intervention

Although prior engagement appears to be low, there was a high level of agreement with the proposed improvements amongst postal survey respondents (Figure 15). When asked “To what extent do you agree or disagree with the proposals to improve the walking, cycling and wheeling infrastructure in and around Dalry Community Park?” 83% agreed or strongly agreed with the proposals, with only 3% disagreeing or strongly disagreeing. 7% responded “N/A or don’t know”.

Further evidence of general support for projects such as this is given in the 2023 Walking and Cycling Index report.<sup>13</sup> This reports that 60% of Edinburgh residents agree that increasing space for people socialising, walking and cycling on their local high street would improve their local area.

<sup>13</sup> <https://www.sustrans.org.uk/the-walking-and-cycling-index/edinburgh-walking-and-cycling-index/>

**Figure 15: To what extent do you agree or disagree with the proposals to improve the walking, cycling and wheeling infrastructure in and around Dalry Community Park?**  
(postal survey, n=362)



79% of postal survey respondents felt that the views of the community were considered in the development of the project plans (11% said “a great deal”, 36% said “a fair amount”). Only 21% felt that the views of the community were not considered at all (Figure 16).

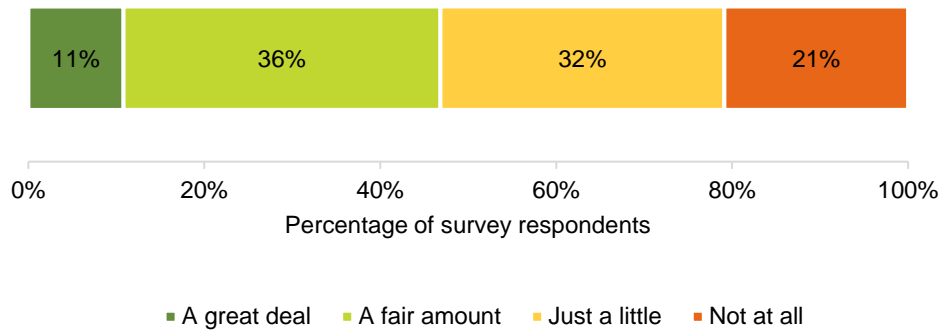
*“I have been waiting for this for years. I travel from Dalry to Roseburn several times a week and the proposed path, especially the Duff St entrance, will cut a huge corner off the route as well as bring much needed green space to the area.”*

*“I am very happy to hear about this project as the area is full of unused potential.”*

*-postal survey respondents*

In the residents’ postal survey, 43% (n=175) of free comments received offered support to the project. This was the most common theme of all comments received, far ahead of complaints or specific concerns. Project-related concerns were raised about the loss of trees, access during the park closure and the lack of engagement with the community.

**Figure 16: To what extent do you feel the views of the community were considered in the development of the project plans? (postal survey, n=320)**



## 4.3 Quality of place

### 4.3.1 Net Promoter Score

The route user intercept survey at Dalry Park and the postal survey asked respondents how likely it is that they would recommend this route to a friend, on a scale of 0 (very unlikely) to 10 (very likely). This is a useful measure for calculating the Net Promoter Score (NPS).<sup>14</sup>

Amongst all route users the NPS is +10, which suggests that, on average, route users would recommend the route only slightly. Amongst cyclists the score is higher (+26), with pedestrians scoring only +6. Females rate the route more highly than males (+20 compared to +4), and the over-65s give the highest score of all demographic groups, whether by age, gender or mode (+30).

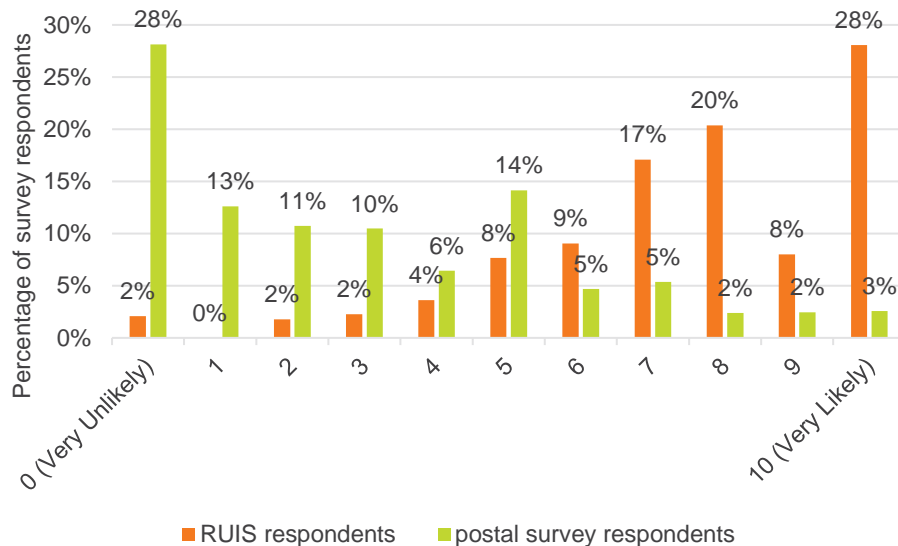
From the postal survey, which includes people who don't use the park frequently, the NPS for the park was much lower (-82), indicating that in general people would not recommend it. Females rated the route lower than males did (-84 compared to -81), and the lowest score was given by the over-65s (-91). Figure 17 shows that the distribution of scores for the postal survey is in general much more skewed to the lower end, compared to those for the RUIS.

<sup>14</sup> The Net Promoter Score is the percentage of promoters (those who give a score of 9 or 10) minus the percentage of detractors (those who give a score of 0 to 6), giving a score ranging from -100 to +100.



This is to be expected, as those who use the park are more likely to rate it highly than those who don't.

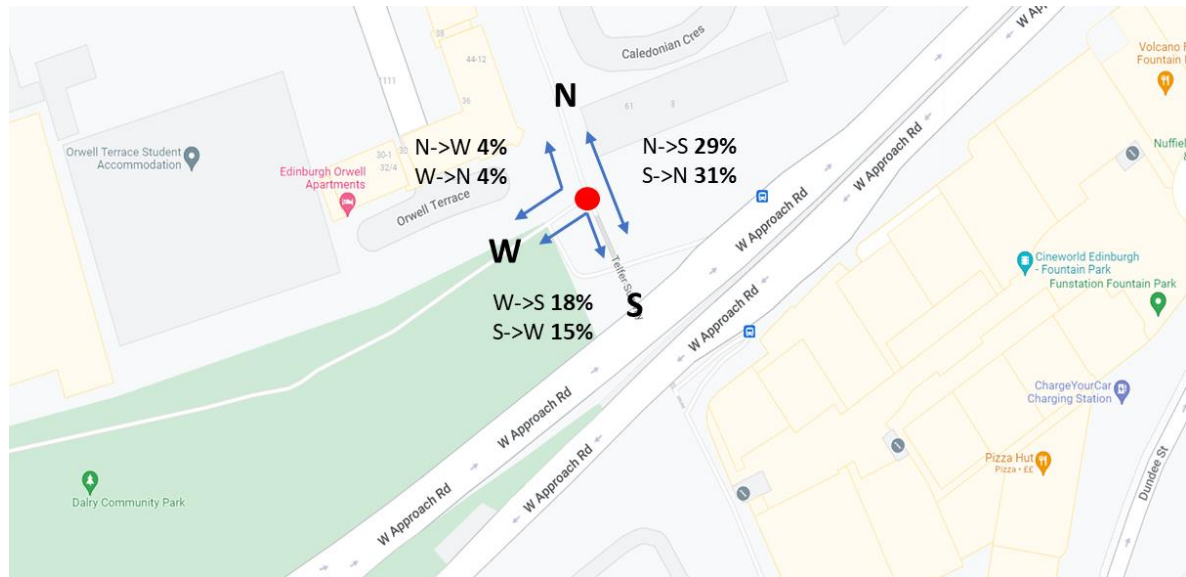
**Figure 17: How likely is it that you would recommend this route to a friend? (RUIS, n=170; postal survey, n=357)**



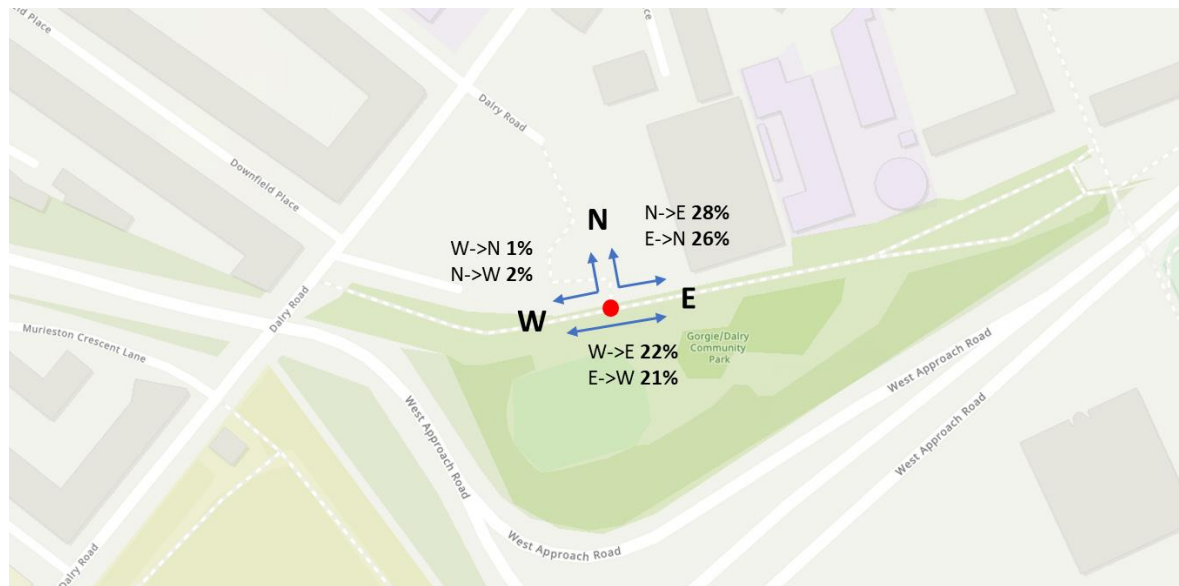
### 4.3.2 Direction analysis as an indicator of route preference

Manual counts at Dalry Park and Telfer Subway indicate that the new route that will be created by the project has the potential to increase journeys through Dalry Park.

From the survey site on the north side of Telfer Subway it is possible to travel in three directions: north along a footpath towards Dalry Road, south through the subway, or west into Dalry Community Park. All route directions and percentages of journeys made are shown in Figure 18. The majority of people emerging from the subway are continuing north towards Dalry Road rather than travelling through the park (31% of all journeys are south to north, compared to 15% that are south to west). The majority of journeys (60%) are along the north-south route. This suggests that people prefer to travel directly along the path towards Dalry Road (via Orwell Terrace) rather than through the park to reach the same road further west. There may be good practical reasons for this (e.g. access to Haymarket Station), but once the project is complete we hope to see more people treating the park as a through-route.

**Figure 18: Observed journey directions from the manual count at Telfer Subway**

Within the park itself, 43% of journeys are through the park, along the route that the project intends to open up. At the Dalry Park survey site it is possible to travel north into the supermarket car park (which allows onward access to Dalry Road), east towards the Telfer Subway, or west towards Dalry Road at the western end of the park. The summary of directions of travel is shown in Figure 19. Only 3% of journeys were between north and west, which is not surprising, since at present this is merely a long route between two points on Dalry Road. Most journeys (54%) at this point are between north and east, suggesting that people are travelling between Telfer Subway and the supermarket, or using the supermarket as a more convenient and/or attractive cut-through from Dalry Road than using the full extent of the park itself. We hope to see more journeys made to and from the west of this point once the project is complete, and onward travel across Dalry Road via the new bridge is possible.

**Figure 19: Observed journey directions from the manual count in Dalry Park**

### 4.3.3 Journey influences

The RUIS at Dalry Park asked a series of questions on the extent to which various factors have influenced the respondent's decision to use the route. Two of the factors, "I like the surroundings on this route" and "To get exercise" are good indicators of the quality of the place, since people are more likely to exercise on a route they like.

The majority of route users (77%) agree or strongly agree that they like the surroundings. However, there is some disagreement, with 8% either disagreeing or strongly disagreeing. Among the over-65s, 14% disagree or strongly disagree (Figure 20).

91% of route users agree or strongly agree that exercise is a motivator for them to use the route (Figure 21). Amongst cyclists this figure rises to 94%. Only 1% of users disagreed to any extent with this factor.

Figure 20: I like the surroundings on this route (RUIS, n=170)

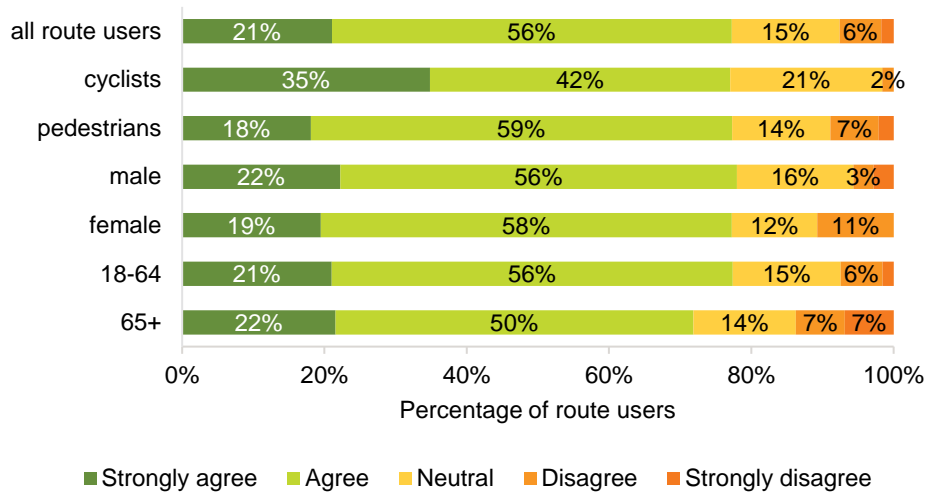
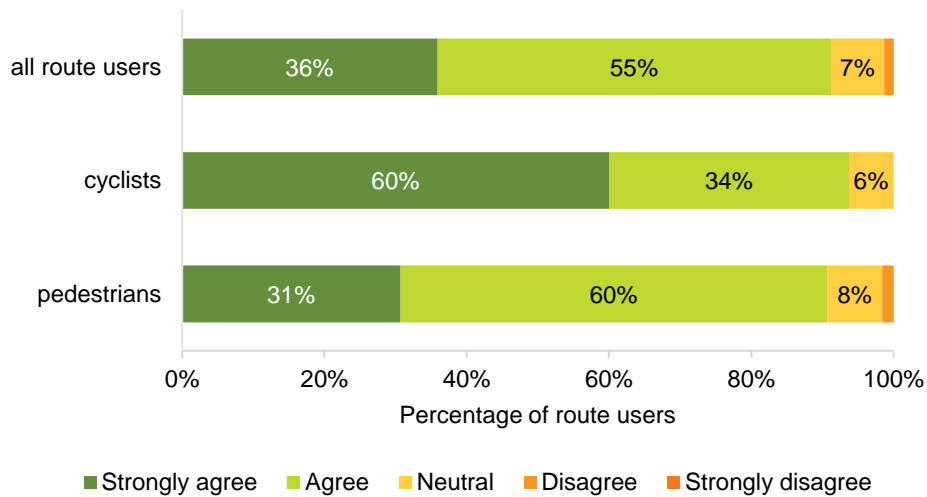


Figure 21: I use this route to get exercise (RUIS, n=170)



#### 4.3.4 Statements about the route

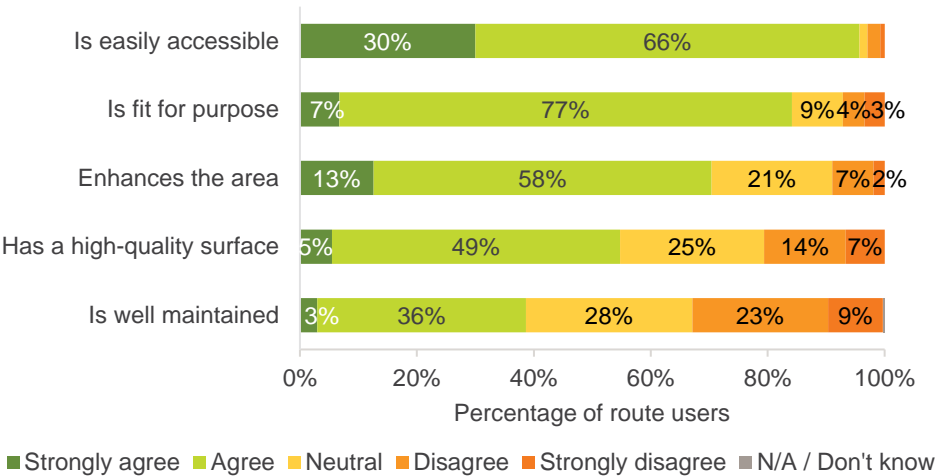
We asked respondents in the route user intercept survey and postal survey how much they agree with a series of statements about the route. These results indicate current levels of satisfaction with the route in its present state and reveal some notable variation in different aspects of the quality of the area (Figure 22).

Accessibility is rated much lower amongst the local population than amongst route users. 96% of route users agree that the route is easily accessible (30% strongly). Only 22% of

residents agree that the park is accessible to people with a range of abilities (23% disagree), while 13% agree that the through-route is accessible to people with a range of abilities, with 34% disagreeing.

84% of route users agree that it is fit for purpose, but only 55% agree that it has a high-quality surface (21% disagree). Only 39% agree that it is well maintained, with 33% disagreeing. Cyclists agree even less that the surface is of a high quality (45%, with 31% disagreeing), although cyclists agree more than any other group that the route is well maintained (52%). 70% of all users agree that the route enhances the area, rising to 88% amongst cyclists only.

**Figure 22: How much do you agree or disagree with the following statements about the route? (Quality of place statements) (RUIS, n=170)**

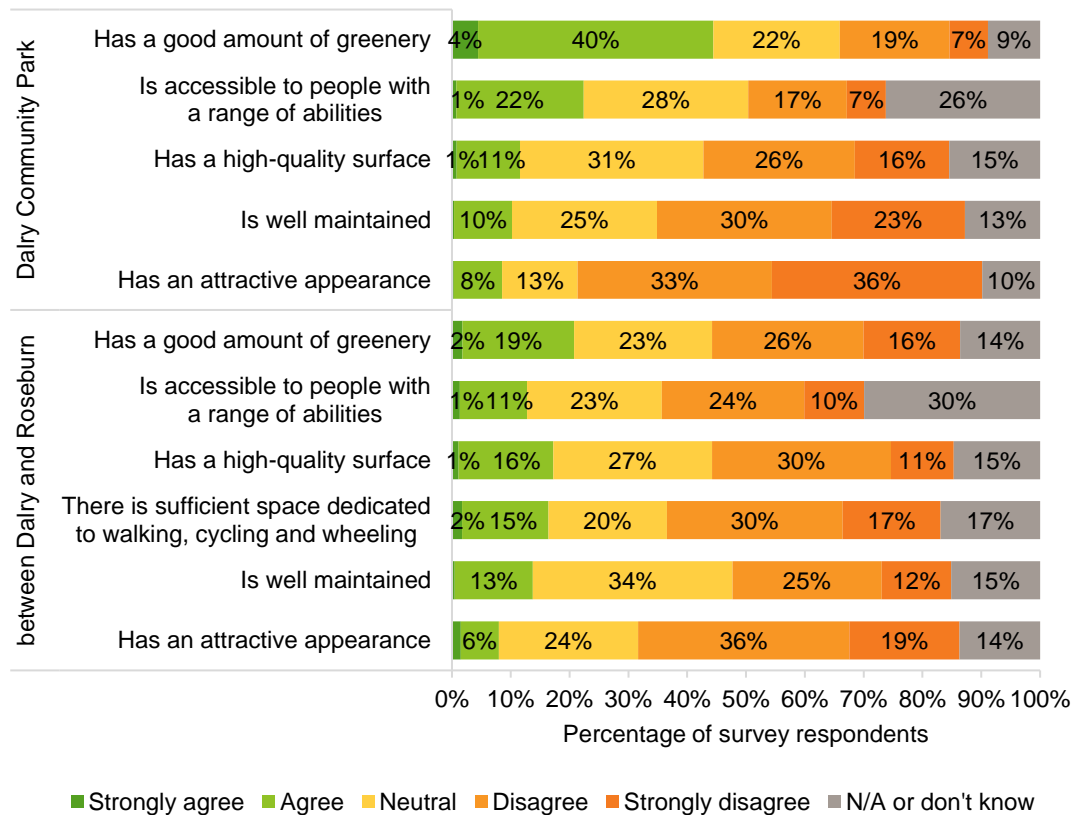


Similar questions were asked in the residents' postal survey, specifically about Dalry Park and the route between Dalry and Roseburn. Lower approval levels were seen than amongst route users (Figure 23). Only 12% of residents agree that Dalry Park has a high-quality surface (42% disagree). 17% agree that the route between Dalry and Roseburn has a high-quality surface (41% disagree). Only 10% of residents agree that the park is well maintained, and 14% agree that the route between Dalry and Roseburn is well maintained (52% and 37% respectively disagree). There were also low levels of agreement that the park and the through-route have an attractive appearance, and that there is sufficient space dedicated to walking, cycling and wheeling.

*“Dalry to Roseburn is a route I take because it’s convenient but it’s not pleasant. The underpass [at] Russell Road is dirty, smelly and poorly lit with very bad drainage and always floods and the pavement/road are often covered in broken glass.”*

*-postal survey respondent*

**Figure 23: How much do you agree or disagree with the following statements about the route? (quality of place statements,<sup>15</sup> postal survey, n=343-354)**



Additionally, there were comments from RUIS and postal survey respondents specifically about rubbish, glass, dog waste, used needles, overgrown vegetation and general levels of maintenance in the park.

The most positive result of this series of postal survey questions is that 44% agree that Dalry Park has a good amount of greenery. It should be noted that a relatively large proportion of survey respondents answered “N/A or don’t know” for these questions. The question on accessibility received an “N/A or don’t know” response in 26% (Dalry Park) and 30% (the route between Dalry and Roseburn) of cases, and for the other questions this response ranged from 9% to 17%. This is not surprising, and reflects the fact that many local residents are not necessarily route users.

Generally, route users were positive about the functional aspects of the route (e.g. accessibility, fitness for purpose). However, route users and postal survey respondents were more negative about the levels of maintenance. Postal survey respondents were also more negative in general, particularly about the appearance of the park and the through-route. We

<sup>15</sup> Note that respondents were asked if they agree if there is sufficient space dedicated to walking, cycling and wheeling only with respect to travel between Dalry and Roseburn, and not specifically within Dalry Community Park.



hope to see improvements in these ratings after the route is constructed. Long-term monitoring may be necessary to assess perceptions of maintenance levels.

### 4.3.5 Barriers to active travel

#### 4.3.5.1 Barriers to active travel in Dalry Park

Postal survey respondents were asked which of a series of barriers prevent them from walking, cycling or wheeling in Dalry Park, and between Dalry and Roseburn. Of the barriers which relate to the quality of place, the indirectness of the route (35%) and the condition of the park (22%) were the most commonly-cited barriers to walking in Dalry Park. The condition of the path was cited by fewer respondents (10%) than those who said they have no need or desire to walk in the park (12%).

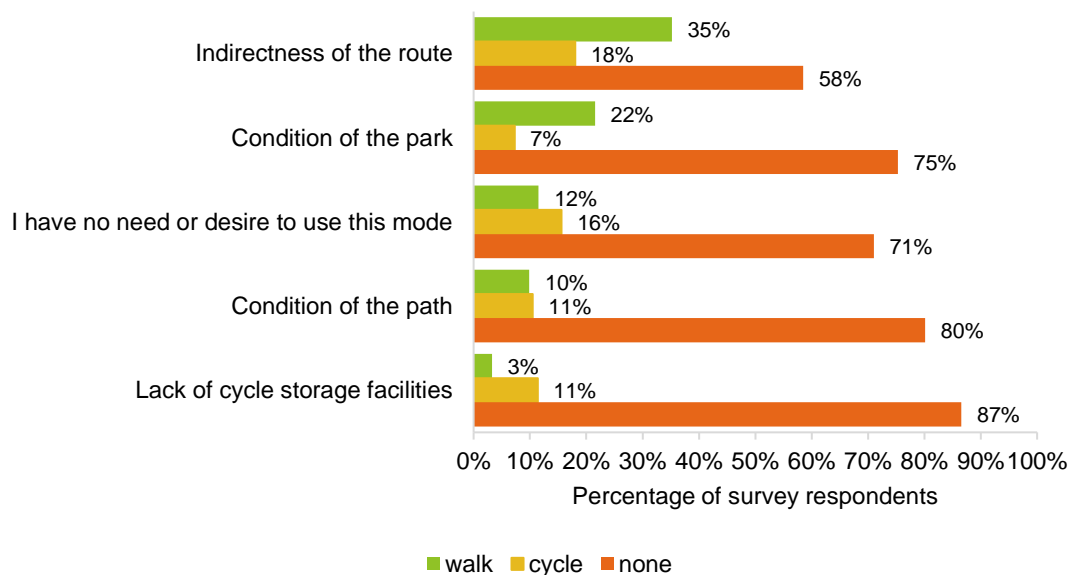
We will show later that safety concerns are, overall, a greater barrier to walking in Dalry Park than quality of place-related factors (section 4.4.4.1). However, the indirectness of the route was the most commonly-cited barrier to cycling in Dalry Park, given by 18% of respondents. The condition of the path and the lack of cycle storage facilities were both cited by 11% of respondents as barriers to cycling, but were given less often than “I have no need or desire to use this mode” (16%).

For all potential barriers to walking or cycling that respondents were asked about, the majority did not see them as barriers (Figure 24, and subsequent graphs illustrating perceived barriers).<sup>16</sup>

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<sup>16</sup> Note that barriers to wheeling have been omitted from these graphs for clarity. Apart from 20% who said that they have no need or desire to use this mode, no more than 2% cited any other barrier as relevant to them for wheeling. This may be because there were few wheelers who responded to the survey rather than a lack of perceived barriers to wheeling.

**Figure 24: Currently what are the barriers preventing you from walking, cycling or wheeling in Dalry Community Park? (quality of place factors, postal survey, n=367)<sup>17</sup>**



#### 4.3.5.2 Barriers to active travel between Dalry and Roseburn

Factors concerning the quality of place are considered greater barriers to walking between Dalry and Roseburn than safety-related factors. The indirectness of the route was the most common barrier to walking (36%), with the condition of the railway underpasses (27%) the second most common. The condition of the paths was recognised as a barrier to walking by 19% of respondents.

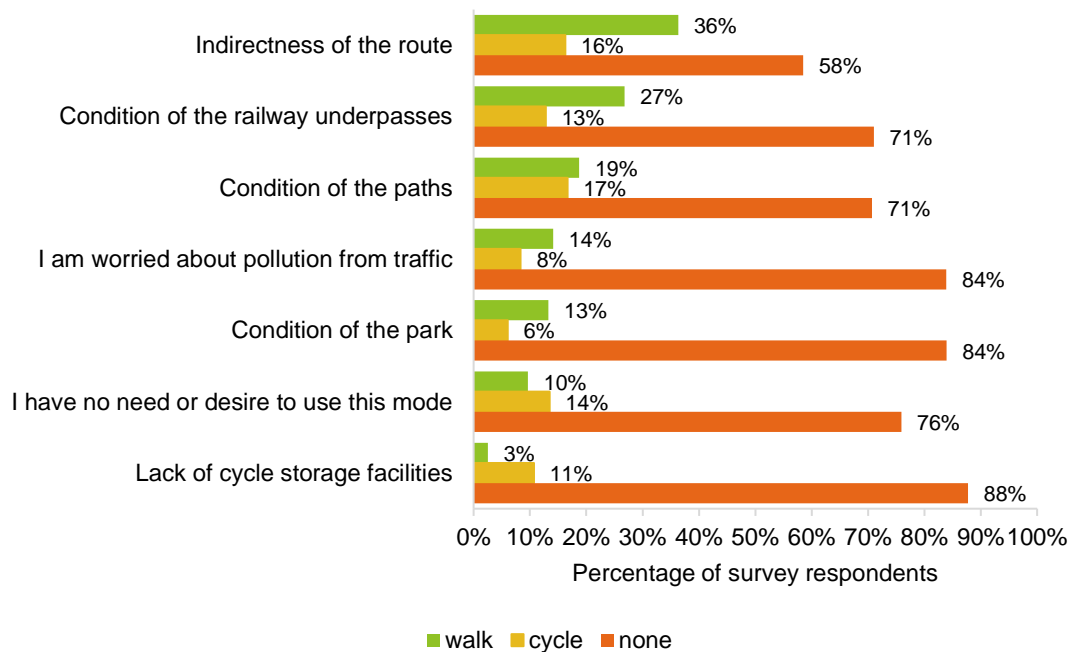
The most common response for quality of place-related barriers to cycling between Dalry and Roseburn was the condition of the paths, cited by 17% of respondents, closely followed by the indirectness of the route (16%).

It is notable that the main difference between these results on perceived barriers to travel in Dalry Park and between Dalry and Roseburn is the proportion who consider the condition of the paths to be a barrier. For travel through Dalry Park 10% of respondents consider this to be a barrier to walking, and 11% consider this to be a barrier to cycling. For travel between Dalry and Roseburn the corresponding percentages are 19% and 17%. This may indicate that current routes between Dalry and Roseburn have poor pathways, which should be improved by the new designated shared-use path.

<sup>17</sup> The response “I have no need or desire to use this mode” has been included in all graphs illustrating perceived barriers for comparison. Note also that the category “none” means that the respondent didn’t select any option (walking, cycling or wheeling), so we assume that they didn’t perceive the item to be a barrier to any mode.

The results for travel between Dalry and Roseburn are shown in Figure 25, and again the barriers to wheeling are omitted due to very low numbers, although 18% said they have no need or desire to use this mode.

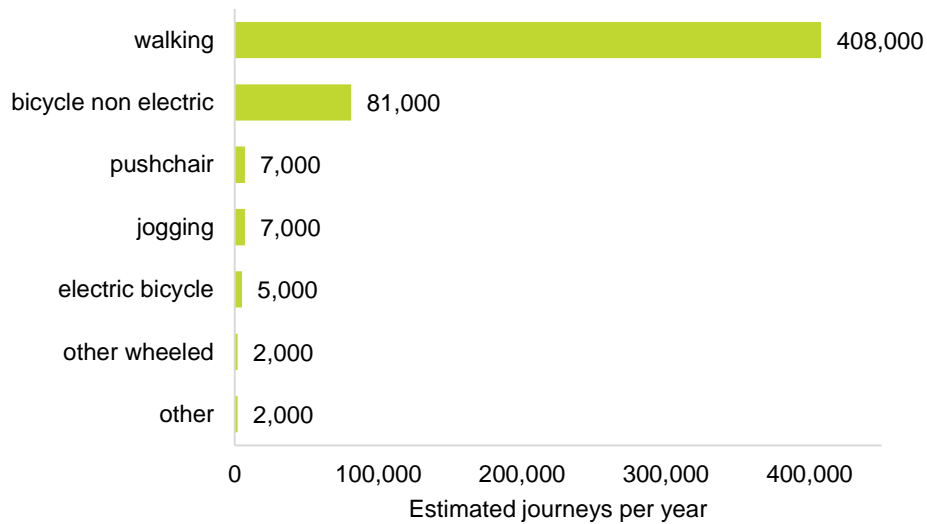
**Figure 25: Currently what are the barriers preventing you from walking, cycling or wheeling between Dalry and Roseburn? (quality of place factors, postal survey, n=367)**



## 4.4 Dedicated space for active travel

### 4.4.1 Journey displacement

A desired outcome from this project is route displacement from nearby roads onto the route through the project area. One of the most direct routes for active travel journeys between Roseburn and the Union Canal currently passes through Henderson Terrace. The video manual count at this location produced an annual usage estimate of 510,000 journeys, made up of 408,000 walking journeys and 81,000 by non-electric cycle. This figure should be monitored after project completion, to assess if any shift towards the park has happened. The full breakdown by mode is illustrated in Figure 26.

**Figure 26: Annual usage estimates by mode at Henderson Terrace**

The most popular locations for active travel in the surrounding area are Union Canal, Dundee Street and the Telfer underpass. 83% of postal survey respondents said that they walk at these first two locations, and 76% said they walk at Telfer underpass. Note that 84% of respondents said that they walk through the project area at Dalry Park at least once a year. Earlier ([Section 4.1.1](#)) we reported that the annual number of trips through Dalry Park is considerably lower than for the surrounding areas. This suggests that, while more people occasionally walk through the park, it is not used as frequently as other locations. It will be important to monitor these figures at follow-up.

The Russell Road rail underpass is the least popular location for walking (only 50% of respondents said they use it), but the third most popular location for cycling (27%, behind Union Canal (33%) and Dundee Street (29%)). Only 3% and 5% of residents cycle on Coffin Lane and in Dalry Cemetery respectively. Coffin Lane's unpopularity with cyclists is to be expected due to the steps involved and the narrow width. The locations that residents were asked about are shown in Figure 27, and the results are shown in Figure 28. Results for wheeling are not shown, as no more than 2% (Dundee Street) said that they wheeled in any location.

Large numbers of residents say that they don't walk, cycle or wheel at these eight nearby locations. At least 37% said that they don't travel through Coffin Lane, Henderson Terrace, Dalry Cemetery, Murieston Park and the Russell Road rail underpass. Telfer underpass, Dundee Street and Union Canal are more popular, since only 22%, 14% and 14% (respectively) said that they don't walk, cycle or wheel through these places.<sup>18</sup>

<sup>18</sup> The numbers reported as saying that they don't walk, cycle or wheel in these locations includes those who did not answer the question at all. The survey asked respondents to

Figure 27: Alternative locations that postal survey respondents were asked if they used

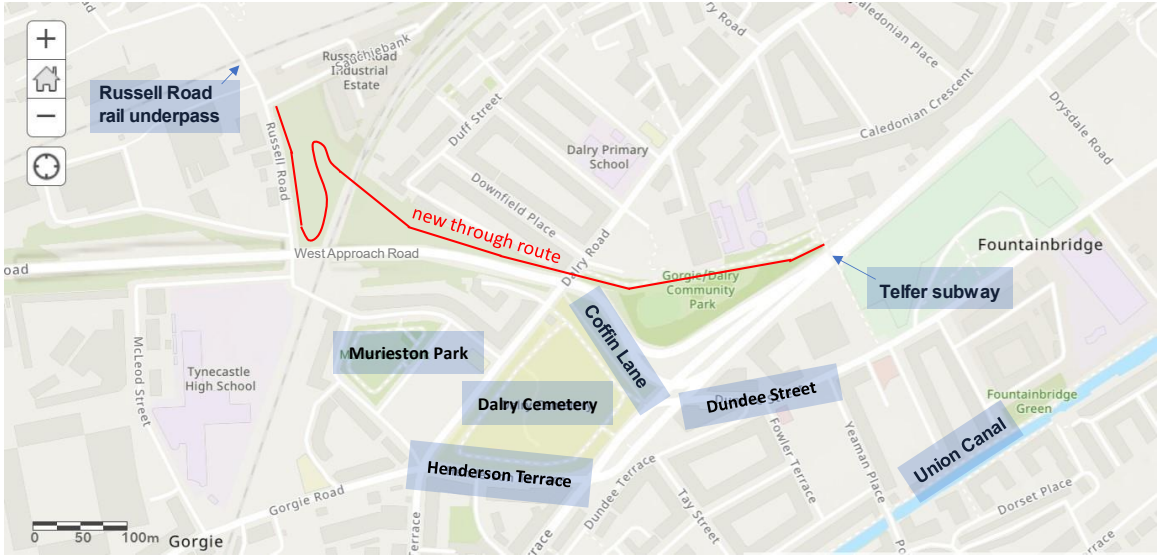
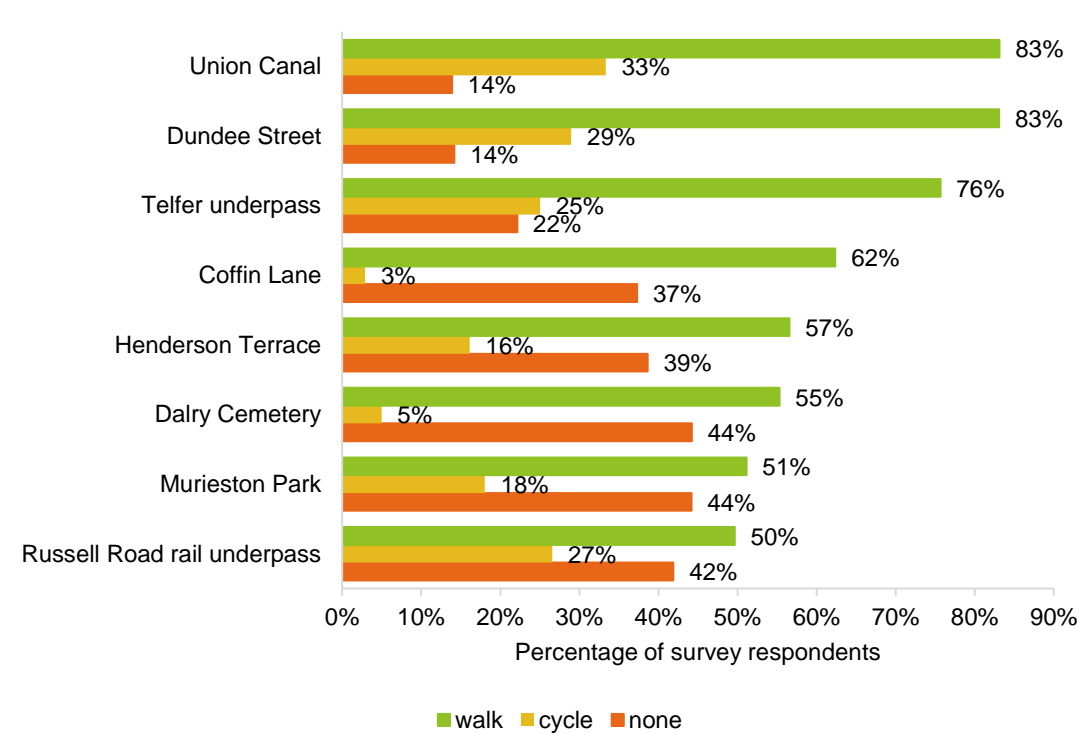


Figure 28: The percentage of residents who use alternative routes near the project area, by travel mode (postal survey, n=367)



select up to three options (walk/cycle/wheel) for each location, so it was assumed that where no option was chosen, the respondent did not travel by any of these modes.

## 4.4.2 Statements about the route

We asked respondents in our route user intercept survey how much they agree with a series of statements about the route. While the previous section presented results based on statements relating to the quality of place, there is also a set of statements directly related to perceptions of safety. The results, summarised for all route users, are shown in Figure 29.

There is good agreement that the route feels safe during the day (87% agree or strongly agree). Agreement is slightly lower amongst female route users (only 82% agree or strongly agree, with 6% disagreeing, 3% strongly).

There is also good agreement that the route feels safe with regard to motor traffic (88% agree or strongly agree). Amongst cyclists, only 74% agree or strongly agree, and 12% disagree. Given that the survey took place on an off-road section of the route, this high level of agreement is perhaps not surprising. Any motor traffic concerns would relate to the areas around the park, rather than the park itself.

Lighting and safety after dark are more of a concern for route users. Only 26% of users agree that the route feels like a safe place to be after dark, with 43% disagreeing (21% strongly). Only 48% agree that the route is well lit (and only 4% strongly agree), with 22% disagreeing (7% strongly). For these two statements 9% and 12% respectively responded “N/A or don’t know”, suggesting that a significant proportion of users could be avoiding the area after dark.

The over-65s had the lowest score for agreement that the route is well lit (38%), but also the lowest score for disagreement (0%). Since 48% were neutral and 14% responded “N/A or don’t know” this also suggests that this group avoids the area at night. 20% of females also responded “N/A or don’t know”.

Only 12% of female route users agree that the route feels safe after dark (1% strongly), with 55% disagreeing. None of the over-65s who responded disagreed that the route is well lit, and yet 71% of this group disagreed that the route feels safe after dark. This may suggest that something other than lighting, perhaps anti-social behaviour, is also a factor after dark. There were specific comments from respondents around insufficient lighting, anti-social behaviour and safety after dark for females.

***“The route is not safe for females after dark.”***

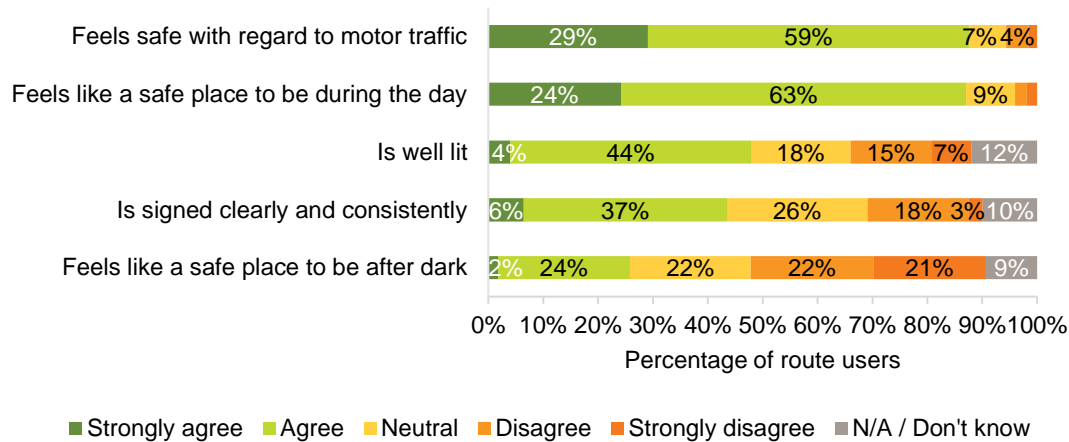
*-RUIS respondent*

***“I feel less safe at night and this would be improved by better lighting and less anti-social behaviour.”***

There was also only moderate agreement (43%) that the route is signed clearly and consistently. 21% disagreed with this statement. There were several comments from respondents that the route requires better signage and segregation.

*-female postal survey respondent*

**Figure 29: How much do you agree or disagree with the following statements about the route? (safety statements, RUIS, n=170)**



Similar questions about safety were asked in the postal survey (Figure 30). As with the questions on the quality of place, the postal survey revealed less confidence in safety in Dalry Park and the through-route between Dalry and Roseburn.

58% of local residents agree that Dalry Park feels safe during the day, with 11% disagreeing. 62% agree that the route between Dalry and Roseburn feels safe during the day, with 7% disagreeing. In both cases this is much lower than the proportion of route users who agreed.

30% of postal survey respondents agree that the route between Dalry and Roseburn is well lit (29% disagree), and 22% agree that the route feels safe in terms of traffic (38% disagree). Otherwise, agreement is no higher than 20% for any other statement on safety. Only 5% of female residents agree that Dalry Park feels safe after dark, and only 10% agree that the route between Dalry and Roseburn feels safe after dark. The corresponding figures for the whole survey base are 8% and 15% respectively.

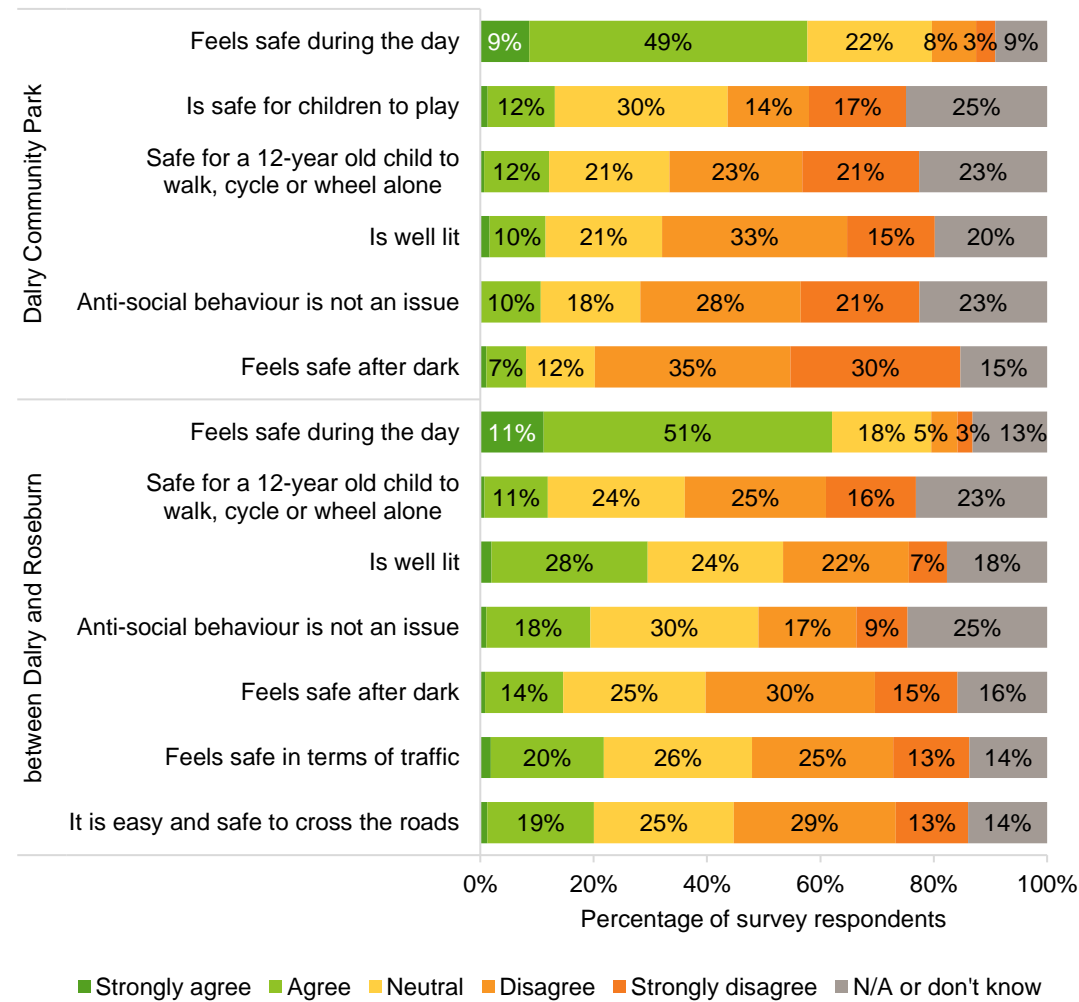
Only 11% of residents agree that anti-social behaviour is not an issue in the park, and 19% agree that it is not an issue on the through-route (disagreement reaches 49% and 26% respectively). Agreement that anti-social behaviour is not an issue is higher for younger age groups, reaching 20% (for the park) and 32% (for the through-route) amongst the 18-24 age group, but falling to just 5% (for both locations) amongst the over-65s. Once again, there are high proportions of respondents who answered "N/A or don't know" for many of these questions, ranging from 9% to 25%.

These results show that there is an opportunity to improve perceptions of safety, particularly after dark and regarding anti-social behaviour. Improved accessibility and lighting, and an increase in natural surveillance from higher numbers of route users should enable improved



perceptions of safety. The results suggest that females and people aged over 65 will particularly benefit from this project.

**Figure 30: How much do you agree or disagree with the following statements about the route? (safety statements,<sup>19</sup> postal survey, n=341-357)**



<sup>19</sup> Note that the set of statements is slightly different for the two parts of the survey. Respondents were not asked about whether it is safe for children to play on the route between Dalry and Roseburn, or about traffic and roads within Dalry Community Park.

### 4.4.3 Comments from postal survey respondents

Analysis of comments invited by our postal survey revealed that the most common concern of local residents is safety in the park. 24% of comments received included one or more aspect of safety, including anti-social behaviour, crime, safety after dark, poor lighting and safety on nearby routes. Other concerns which were raised were rubbish (6%), general maintenance (6%), loss of greenery (3%), pedestrian/cyclist conflict (3%), surface conditions (2%), traffic volume and speed (1%) and accessibility (1%).

***“Not well maintained. Parks are unclean and don’t feel safe, antisocial behaviour is particularly bad around Dalry Community Park and I feel less and less safe walking through this area. I would consider alternative routes in the hours of darkness.”***

***“No parents take children to this park. It’s not a safe place any time of the day.”***

*-postal survey respondents*

### 4.4.4 Barriers to active travel

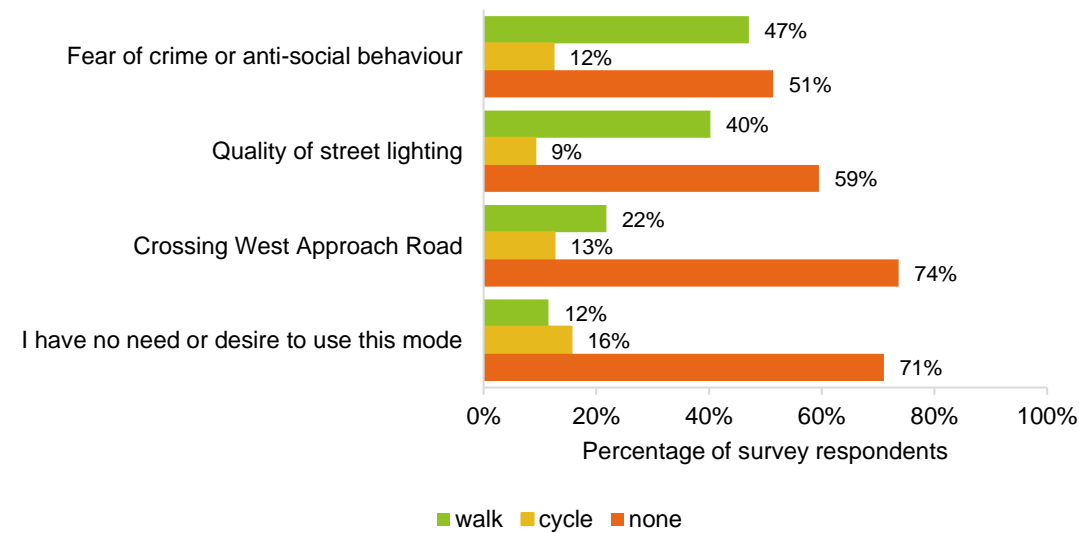
#### 4.4.4.1 Barriers to active travel in Dalry Park

Fear of crime or anti-social behaviour (47%) and the quality of street lighting (40%) were the two most common barriers to walking in Dalry Park cited by postal survey respondents.

Safety-related factors were considered less of a barrier to cycling in Dalry Park than to walking, but 13% of postal survey respondents agreed that crossing West Approach Road is a barrier to cycling in the park.

The graph in Figure 31 shows which safety-related factors are perceived as barriers to active travel in Dalry Park.

**Figure 31: Currently what are the barriers preventing you from walking, cycling or wheeling in Dalry Community Park? (safety factors, postal survey, n=367)**

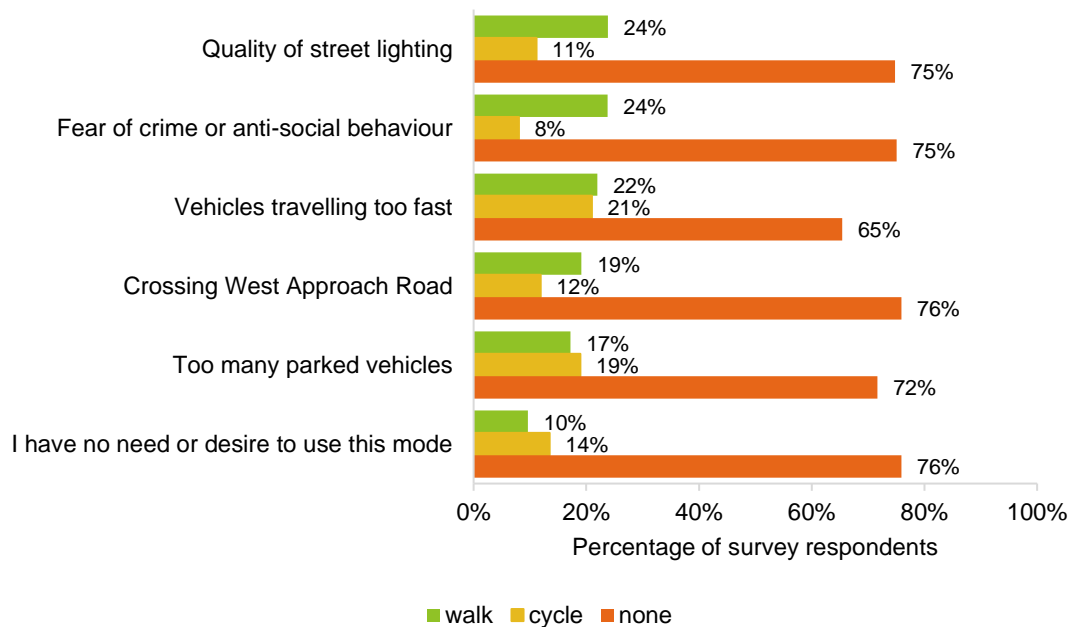


**4.4.4.2 Barriers to active travel between Dalry and Roseburn**

For travel between Dalry and Roseburn, the proportion of people citing safety-related barriers was less than for travel in Dalry Park. However, fear of crime and anti-social behaviour and the quality of street lighting were still both cited as barriers to walking by 24% of respondents.

For cyclists, safety-related factors were the most common barriers to travel between Dalry and Roseburn. Vehicles travelling too fast (21%) and too many parked vehicles (19%) were the most common barriers cited. The results for the through-route are shown in Figure 32.

**Figure 32: Currently what are the barriers preventing you from walking, cycling or wheeling between Dalry and Roseburn? (safety factors, postal survey, n=367)**



## 4.5 Accessibility

### 4.5.1 Annual journeys by mode

Based on annual usage estimates derived from manual counts there are 1700 wheelchair journeys per year at Telfer Subway (0.15% of all active travel journeys at this location), 340 (0.06%) at Russell Road, but only around 100 (0.03%) at Dalry Community Park. The locations are shown on the map in Figure 3. This suggests that the park is not as attractive to wheelchair users as the subway is. Further away from the project area, only around 100 wheelchair journeys per year are estimated on the Union Canal Towpath, where the cobbled surface near the terminus acts as a barrier, but 1200 journeys annually are estimated at Henderson Terrace. Note that the Walking and Cycling Index for Edinburgh (2023) states that 0.63% of people use a wheelchair.

Journeys made by people walking with aid<sup>20</sup> are also noticeably lower at Dalry Park than other locations. Around 100 journeys per year are estimated here, compared to around 600 each at Telfer Subway, Henderson Terrace and the Union Canal Towpath (where the cobbles

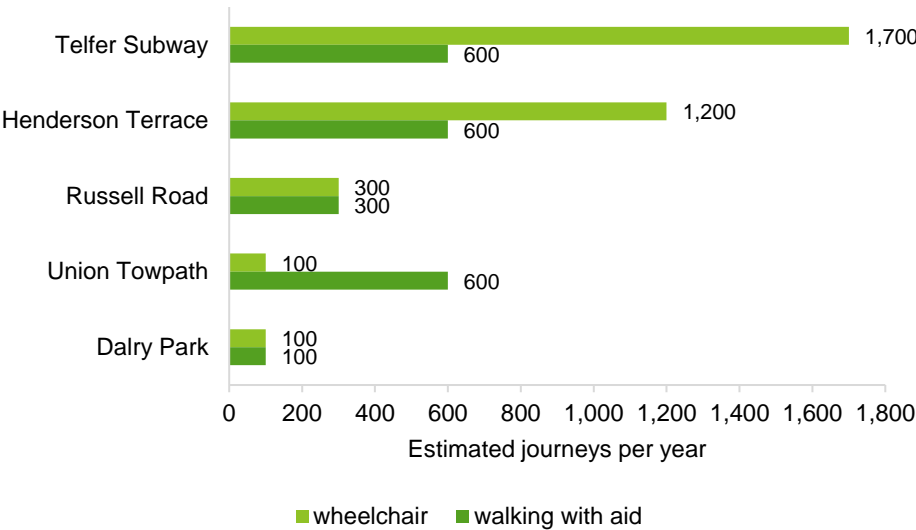
<sup>20</sup> Walking with aid includes people using walking sticks, walking frames or crutches, white canes, service (including guide) dogs, and others.

could act as less of a barrier than they do for wheelchair users). At Henderson Terrace this represents 0.12% of all active travel journeys, while at the other locations this represents no more than 0.07% of all active travel journeys. The Walking and Cycling Index for Edinburgh reports that 3.29% of people use a walking stick or frame, and 0.24% use a cane or guide dog.

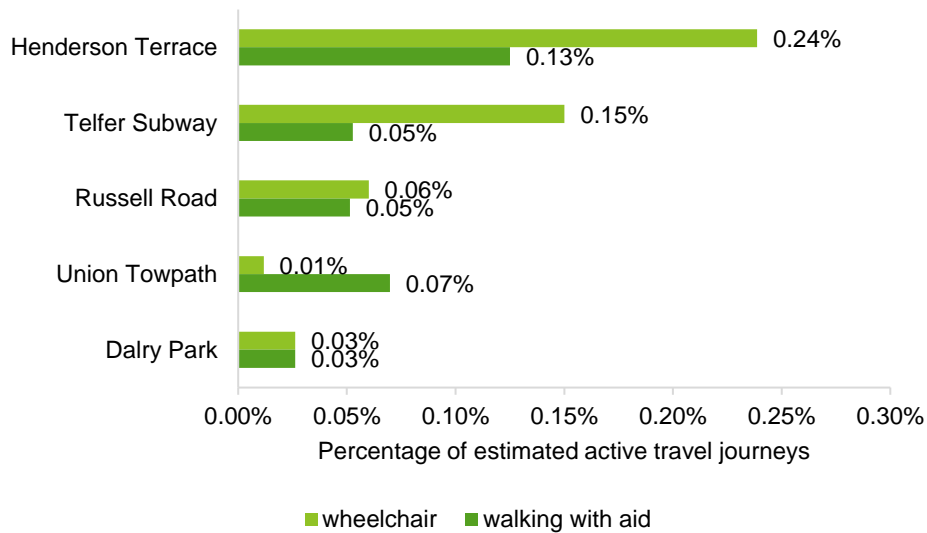
Henderson Terrace, away from the project location, has the highest proportion of annual journeys by people using wheelchairs or walking with aid. 0.24% of journeys here are made by people using wheelchairs, and 0.13% of journeys are by people walking with aid. At Dalry Park the corresponding percentages are both 0.03% (Figure 34).

The scheme is designed to be accessible for all users. After construction we hope to see an increase in wheelchair users and people walking with aid in Dalry Park, when compared with the proportion currently observed in other nearby locations.

**Figure 33: Annual usage estimates for people walking with aid and wheelchair users at various locations**



**Figure 34: Annual usage estimates expressed as a percentage of all active travel journeys, for people walking with aid and wheelchair users at various locations**



#### 4.5.2 Perceptions of accessibility

Route users agree that the route is easily accessible, but are more concerned with signage. This has been discussed in sections 4.3.4 and 4.4.2 respectively. The local population showed less agreement that the route is accessible for people with a range of abilities, and this was also discussed in section 4.3.4.

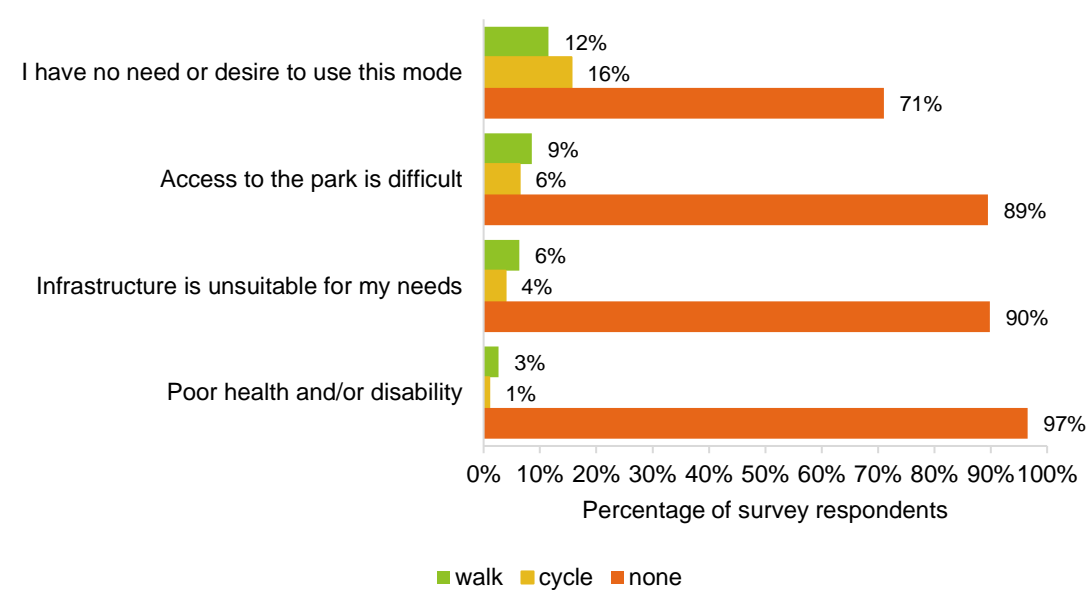
The discussion of safety related questions in section 4.4.2 also relates to accessibility, since access to the park is poorer for those who are concerned about safety.

Some comments received via the postal survey focussed on signage and accessibility. One respondent said *“I greatly welcome the new cycle route, especially as it will avoid cycling in Dalry Road and the difficult right turns into Gibson Terrace and Murieston Crescent, but I wish it also provided a way to avoid the Telfer Underpass, especially the ramp at the Dundee Street end and the hairpin bend under the West Approach Road.”* The proposed Toucan Crossing over West Approach Road should ease concerns such as this. Another respondent said *“On the rare occasion I travel to Roseburn I go via Haymarket then down the main road past Donaldsons. When I try other ways I tend to get lost. A clearly signposted alternative route would be appreciated.”* The new route, with appropriate signage, should provide the alternative route that is needed.

### 4.5.3 Barriers to active travel

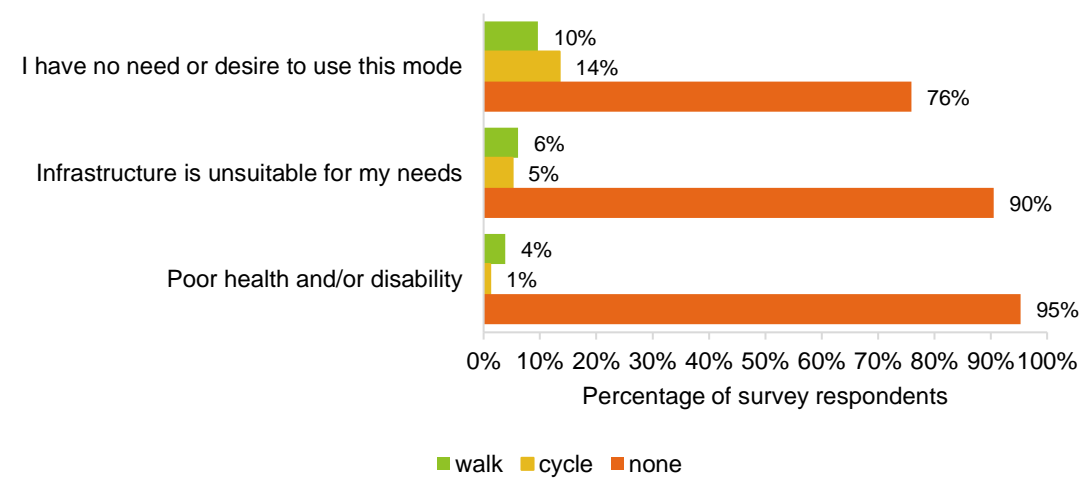
In the postal survey, accessibility-related barriers to active travel in this area were cited less often than the safety and quality of place barriers already discussed. “Access to the park is difficult” and “the infrastructure is unsuitable for my needs” were cited as barriers to walking in Dalry Park by only 9% and 6% respectively, compared to 12% who said that they have no need or desire to walk in the park. For cycling the results are similar (Figure 35). Issues around accessibility are also seen as less of a barrier than issues around safety and quality of place for travel between Dalry and Roseburn, as shown in Figure 36.

**Figure 35: Currently what are the barriers preventing you from walking, cycling or wheeling in Dalry Community Park? (accessibility factors, postal survey, n=367)**





**Figure 36: Currently what are the barriers preventing you from walking, cycling or wheeling between Dalry and Roseburn? (accessibility factors, postal survey, n=367)**



#### 4.5.4 Annual journeys by age

Manual counts at Telfer Subway, Dalry Park and Union Towpath provide annual usage estimates based on broad age categories (under 18, 18-64, 65+). When compared with census results for nearby postcode areas<sup>21</sup> (Table 3), there is evidence that the over-65s are under-represented at Dalry Park and Telfer Subway, whereas the age range of route users at the Union Canal is typical for the area. From the 2011 census, 7% are over 65, but at Dalry Park and Telfer Subway, over-65s make up only 3% and 2% respectively. Children are slightly under-represented at Dalry Park and Telfer Subway (6% and 7% respectively, compared to 9% in the local population).

**Table 3: Annual usage by age group at three locations, compared to census data**

| age group | Telfer Subway | Dalry Park | Union Towpath | census data |
|-----------|---------------|------------|---------------|-------------|
| under 18  | 7%            | 6%         | 9%            | 9%          |
| 18-64     | 91%           | 91%        | 85%           | 84%         |
| over 65   | 2%            | 3%         | 6%            | 7%          |

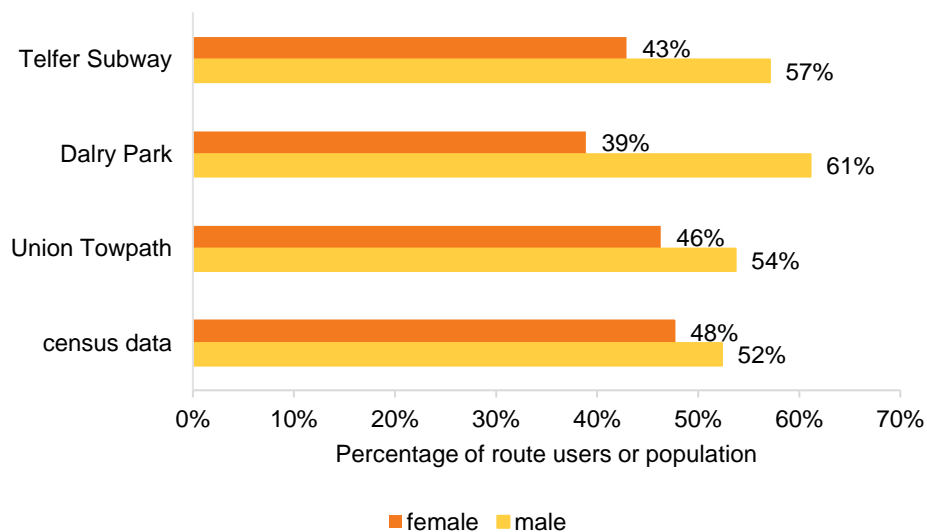
<sup>21</sup> Census data from 2011 for the two closest postcode areas (EH11 1, EH11 2) were used.

### 4.5.5 Annual journeys by gender

Females are under-represented in the project area. Females make up 48% of the local adult population, but only 39% of route users at Dalry Park.

Usage by females was higher at Telfer Subway (43%) and Union Towpath (46%), suggesting that Dalry Park is not an attractive place for females. Comparisons of usage by gender based on manual counts at Telfer Subway, Dalry Park and Union Towpath, and census results for nearby postcode areas are shown in (Figure 37).

**Figure 37: Annual usage by gender (adults only) at three locations, compared to census data**



### 4.5.6 Route usage amongst minority ethnic groups

The proportion of minority ethnic groups using the route is slightly lower than the local population, based on 2011 census data. Table 4 shows that Chinese and Indian groups represent around 2% each of route users, but 3% and 4% respectively of the local population. Scottish and Other British groups, taken together, represent 70% of route users and 71% of the local population. Other White groups are over-represented on the route (16%) compared to the local population (8%). It should be noted that 163 out of 170 RUIS respondents gave their ethnic group, and this results in very few respondents from some of the ethnic groups less represented in the local population.

**Table 4: Comparison of ethnic groups of route users to census data (RUIS, n=163)**

| ethnic group                                       | route users | 2011 census |
|--|-------------|-------------|
| Scottish   | 42%         | 58%         |
| Other British                                      | 29%         | 13%         |
| Other White  | 16%         | 8%          |
| Polish   | 4%          | 4%          |
| Irish  | 3%          | 4%          |
| Chinese, Chinese Scottish or Chinese British       | 2%          | 3%          |
| Indian, Indian Scottish or Indian British          | 2%          | 4%          |
| Pakistani, Pakistani Scottish or Pakistani British | 1%          | 1%          |
| Other Asian  | 1%          | 1%          |
| African, African Scottish or African British       | 1%          | 1%          |
| Caribbean or Black                                 | 1%          | 0%          |
| Other ethnic group                                 | 1%          | 0%          |
| Mixed or multiple ethnic groups                    | 0%          | 1%          |
| Arab, Arab Scottish or Arab British                | 0%          | 1%          |

### 4.5.7 Health and disability

The RUIS at Dalry Park and the postal survey asked respondents if they have any physical or mental health conditions or illnesses. The results, shown in Table 5, show that 7% of route users said that they do have such a condition. Compared to census results from 2011, this group is slightly under-represented on this route, since 12% of the local population said that they have such a condition. Amongst postal survey respondents, 17% said that they have such a condition.

**Table 5: Do you have any physical or mental health conditions or illnesses? (postal survey, n=365; RUIS, n=170)<sup>22</sup>**

| Response | Dalry Park RUIS | Postal survey | 2011 Census |
|----------|-----------------|---------------|-------------|
| Yes      | 7%              | 17%           | 12%         |
| No       | 93%             | 83%           | 88%         |

<sup>22</sup> The Dalry Park RUIS and postal survey data have been re-weighted so that those who answered "Prefer not to say" have been excluded. Before re-weighting, 7% of RUIS respondents answered "Yes", 90% answered "No", and 3% answered "Prefer not to say". For the postal survey the corresponding percentages were 16%, 76% and 8%.

# 5. Conclusions

The Roseburn to Union Canal project has the potential to increase active travel in and around Dalry Park. Both the number and frequency of journeys passing through Dalry Park should be increased by the improvements. At present there is evidence that active travel journeys in the area are not making full use of the park. The number of journeys per year through the park is much lower than at surrounding locations (370,000 compared to 510,000 at Henderson Terrace and 1.1 million at Telfer Subway).

Safety in the area could be improved by providing a more coherent route from Dalry to Roseburn, which the project aims to do. This will encourage people to use the new off-road route, and reduce the number of cycle journeys made on the road at Henderson Terrace. Safety in Dalry Park could be improved by providing a space that is used by more people, increasing natural surveillance, and reducing anti-social behaviour. This in turn should encourage more local residents who currently say they never, or rarely, use Dalry Park, to make use of the new route. At present 11% of local residents say they never walk through the park, and 59% say they never cycle through it.

Removing barriers to access should help to increase usage generally, but in particular by older people, females, and people using wheelchairs or walking with aid. These groups are currently under-represented in Dalry Park. Barriers that should be removed by this project include poor lighting, the indirectness of the route between Dalry and Roseburn, and concerns around anti-social behaviour. The condition of the railway underpass at Russell Road is not being addressed directly by this project, but concerns around this should be noted.

The renovation of the park should improve perceptions of the space amongst both local residents and regular route users. The Net Promoter Score amongst route users (+10) is very low, and amongst the general local population much lower still (-82). Perceptions of accessibility are low amongst local residents, although higher amongst route users. Perceptions around maintenance and surface quality are also low. Perceptions of the amount of greenery are already quite strong. It will be important to maintain this despite the felling of trees that has taken place to create the route.

Results from the postal survey suggest that knowledge of the project was low. Just under half of respondents said they knew nothing at all about it, and almost two-thirds said they had not engaged with the project. Future projects should aim to increase the number of people aware of the engagement opportunities. The most common means of engagement were online or printed material (32% of respondents said they had engaged this way), rather than any earlier consultations or drop-in sessions. Future engagement activities should focus on online or

printed material, but there also needs to be increased publicity around consultations and drop-in sessions.

Despite low levels of prior knowledge and engagement, there is strong agreement with the scheme proposals (83% agreed with them), and 47% agreed that the views of the community were considered. However, there are concerns around the loss of trees required to complete the project.

# 6. Future monitoring

Following completion of the project and after a suitable bedding-in period, Sustrans RMU will revisit the scheme to conduct follow-up monitoring in collaboration with City of Edinburgh Council. The monitoring will focus on measuring the impact of the scheme by using similar tools to those used in baseline monitoring. Follow-up monitoring will take place at the same time of year as the baseline monitoring. This section considers expectations and suggestions for the follow-up monitoring to assess the scheme.

## **Increase active travel**

Repetition of the manual counts at the same locations as baseline will allow us to assess whether or not active travel journeys have increased within the park and along the through-route between Dalry and Roseburn. A further RUIS at Dalry Park, and a follow-up postal survey will provide data on journey frequency and purpose. Permanent counters will be installed at, or close to, Dalry Park for follow-up and long-term legacy monitoring. The exact locations are yet to be determined.

## **Ensure collaborative design with the community**

This has been evaluated in full by baseline monitoring, although it is possible that some of the engagement questions could be repeated if more data is required. Support for the project has been shown to be high, and it could be interesting to find out if support remains high both after project completion and on an ongoing basis (legacy monitoring).

## **Improve the quality of place**

A repetition of the RUIS at Dalry Park and the postal survey will provide insight into any changed perceptions of safety and comfort in the park and along the route. A focus group is planned to provide qualitative data on these perceptions.

## **Increase dedicated space for active travel**

Repetition of manual counts and video manual counts at the same locations as baseline will provide insight into any route displacement as a result of the project. Perceptions of safety and comfort will be provided by a follow-up RUIS and postal survey.

## **Improve accessibility**

Perceptions of accessibility, and any changes to the diversity of users, will be assessed by a follow-up RUIS and postal survey. A focus group for accessibility will provide qualitative data.

# 7. Methodology

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## 7.1 A note on rounding

Please note that percentages and numbers reported on graphs and in-text have been rounded to whole numbers in most cases. Some totals may not correspond to the sum of the individual figures. For annual trip estimates, where the estimated value is in the thousands, the figure has been rounded to the nearest 500, where a figure is in the 10 thousands it has been rounded to the nearest thousand, where a figure is in the 100 thousands, it has been rounded to the nearest ten-thousand. Numbers have been presented according to this same rounding convention in figures, tables and in-text. For clarity, some smaller data labels have been omitted from graphs.

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## 7.2 Route user intercept survey

Route user intercept surveys (RUIS) are conducted over four days, covering a weekday and a weekend day. The survey comprises a manual count of all route users alongside interviews of a convenience sample of the users over a 12-hour period, from 07:00 to 19:00. The manual count identifies pedestrians, cyclists and wheelers, as well as age and gender of route users. The directions of travel are also counted.

A baseline RUIS was conducted in June 2017, but owing to delays in the project, a new baseline RUIS was conducted on 14th, 15th, 16th and 18th June 2022. We reported on the 2022 RUIS in this document.

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## 7.3 Video manual count

Video manual counts (VMC) allow us to count pedestrians, cyclists and wheelers over seven consecutive days, from 06:00-22:00. It is not currently possible to identify age or gender in a video manual count. Where applicable, motor vehicles can also be counted.

VMCs were carried out between 13th and 19th June 2022 during term-time at two sites surrounding the project area: Henderson Terrace and Russell Road. The Henderson Terrace count will provide useful insight into journey displacement once the intervention is



constructed. Russell Road is at the northern extent of the project, so the count here will help us to measure the effect on the number of end-to-end journeys.

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## 7.4 Manual count

Manual counts (MC) are conducted over four days, covering a weekday and a weekend day, like a RUIS. A manual count is also conducted alongside any RUIS, and allows us to count cyclists, pedestrians, wheelers and joggers. Unlike a video manual count, it allows us to identify age group and gender, as well as types of cycle (electric, non-electric or other (e.g. cargo, adapted)) and people using walking aids. The count takes place over a 12-hour period, from 07:00 to 19:00.

Two manual counts were conducted on 14th, 15th, 16th and 18th June 2022 at the Telfer Subway and on the Union Canal towpath. These help us to understand active travel journeys at the eastern extent of the project area. An additional manual count was undertaken with the RUIS within Dalry Park.

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## 7.5 Postal survey

A residents' postal survey allowed us to obtain the views of people who live in the area but don't necessarily use active travel or visit Dalry Community Park, and therefore would not have taken part in the RUIS. The survey was focussed on two aspects of the project, (i) use of the park itself, and (ii) connectivity between Dalry and Roseburn. The survey was sent to 3094 addresses in the immediate vicinity of the park in February 2023. Residents were asked to complete the survey within two weeks. There was an option to complete the survey online. We received 201 responses, which was less than we aimed for. We then ran a second survey in July 2023, also involving 2876 addresses, this time in a nearby set of streets, not overlapping with the original survey. Over the two iterations of the survey we received 367 responses from a combined total of 5970 addresses. The areas that the survey was sent to are shown in Figure 38.

Figure 38: The residential areas to which the postal survey was sent.

