

# Summary of Business Responses to consultation on possible retention of Spaces for People (SfP) measures: Consultation Hub

Total number of responses received: 179

## Quantitative outcomes

Businesses were asked how they felt (SfP) measures had impacted them:

- Very positive 11%
- Positive 2%
- Negative 15%
- Very negative 66%
- No impact/not sure 6%

A high level of use was reported for every type of SfP measure, with over 70% using most types of scheme 'often', slightly less with schemes to provide space for exercise (50%).

Respondents could select more than one mode of transport for use of the measures, with the majority of respondents using a car to travel on streets which had new measures (87%). Walking was next most popular at 69% followed by cycling (35%); bus at 32% and taxi at 25%.

The percentage of businesses that oppose or strongly oppose retention of each of the following types of measures in pursuance of longer-term objectives was as follows:

- Schools 55%
- Main road cycling 70%
- Shopping streets 73%
- City centre 64%
- Connecting existing walking/cycling routes for leisure 72%
- Quiet Connections for day to day cycling with road closures 68%

Most common disadvantages cited were:

- Harder for businesses to receive deliveries 73%
- Increased traffic congestion 66%
- Harder for residents to park or receive deliveries 64%
- Traffic increases due to diversion caused by road closures 63%

When asked which streets respondents would like to remain following the pandemic, 72% had reported "none" and few respondents mentioned any street they would like to remain.

When asked which streets respondents would like to be removed following the pandemic, 61% of respondents reported "most or all". 23% did not answer this question.

The most nominated individual streets for removal were:

- Morningside Road 15%
- Bruntsfield Place 12%
- Gorgie/Dalry Road 7%
- George IV Bridge 6%
- Tollcross 6%
- St Johns Road 6%
- Braid Road 5%
- Comiston Road 4%

Support for measures being installed was also very low, where 73% said they wished for none of the measures being installed to remain. Reference to individual streets was extremely limited in response to this question.

### **Qualitative outcomes**

Thematic analysis was used to capture the most commonly cited themes emerging from the responses to open-answer questions.

The most commonly cited issues related to:

- **Safety** – comments related to SfP schemes impacting on the safety of streets for people and impacts on vehicular traffic levels, speeds or behaviour on the street
- **Parking and loading** – comments related to the impact of schemes on business loading facilities and customer or resident parking including removal, charges, regulations
- **Consultation** – comments related to the consultation itself/the notification process undertaken as part of Spaces for People

Most of these comments were negative and a very small number of positive and neutral comments were recorded.

### **Conclusion**

The number of responses from businesses is small in relation to the overall number of businesses in the city.

A large majority of businesses that responded have indicated that in broad terms they are opposed to the retention of Spaces for People measures longer-term across the board.

However, in reviewing the data for individual streets nominated for removal, for the most commonly cited issues, and for extent of support or opposition to measures, it appears that retaining measures on Shopping Streets is the issue of most concern to businesses, with 6 of the 8 streets receiving the most nominations for removal being of this type.