

Barnton Connections Stage 2 Consultation Report

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1. Introduction

1.1 Background and objectives

Barnton Connections is a project designed to improve everyday mobility within the local area by helping people stay connected to the places and services they rely on most. Building on the city's wider ambitions for healthier, more sustainable neighbourhoods, the project seeks to make it easier, safer, and more attractive for people to walk, wheel and cycle for short, local journeys. To achieve this, Barnton Connections will deliver a coordinated package of active travel measures that enhance accessibility, strengthen local links, and support more inclusive travel choices for residents, visitors and businesses.

The project is part of the Council's City Mobility Plan and will improve a section of the city's Primary Cycle Network, in line with the Council's Future Streets Framework.

In advance of the public consultation the project team met with members of Cramond, Barnton and Cammo Community Council and The Royal Burgess Golfing Society. Feedback gathered helped the design team to understand existing problems and opportunities, this information informed the development of concept designs and helped shape the public consultation materials.

During January 2025, Jacobs conducted a survey of traders as part of the concept design process. Traders were shown the initial concept designs and asked to complete a survey about their loading requirements and views on active travel. The feedback gathered helped the design team understand existing parking and loading requirement that informed the further development of concept designs. Findings from the traders survey have been reported separately.

This report details the approach and key findings from a 14-week public consultation, delivered by Jacobs on behalf of CEC, between 3 November 2025 and 9 February 2026. The consultation sought feedback on the concept designs to help inform the subsequent detailed design stages.

Activities undertaken during this consultation period included:

- Delivering information leaflets to households and businesses on/near the corridor;
- Providing detailed project information on CEC's Consultation Hub, offering stakeholders and members of the public a way to review proposals and submit feedback;
- Promoting the online consultation through local stakeholders, community leaders, and the Council's Communications Team;
- Parent and pupil engagement with Cramond Primary School and The Royal High School;
- Two public drop-in events within the project area.

This report summarises the consultation exercise for Stage 2 of the Connecting Barnton project and outlines feedback received from members of the public and key stakeholders on the concept designs.

1.2 Report Structure

- Section 2: Proposals;
- Section 3: Consultation activities;
- Section 4: Consultation responses;
- Section 5: Conclusion.

2. Proposals

Proposals have been developed to Stage 2: Concept Design. This stage has focused on establishing and assessing a range of design options that respond to the project objectives, local context, and stakeholder feedback. The concept designs aim to provide a clear understanding of potential interventions, their spatial arrangement and their expected benefits, allowing for informed discussion and refinement before moving into more detailed design stages. Further development will build on this foundation.

2.1 Overview

The location of the route is shown below in Figure 1. The project area includes:

- Maybury Road (from Cammo Meadows to Barnton Junction);
- Barnton Junction;
- Whitehouse Road (from Barnton Junction to Barnton Avenue West).

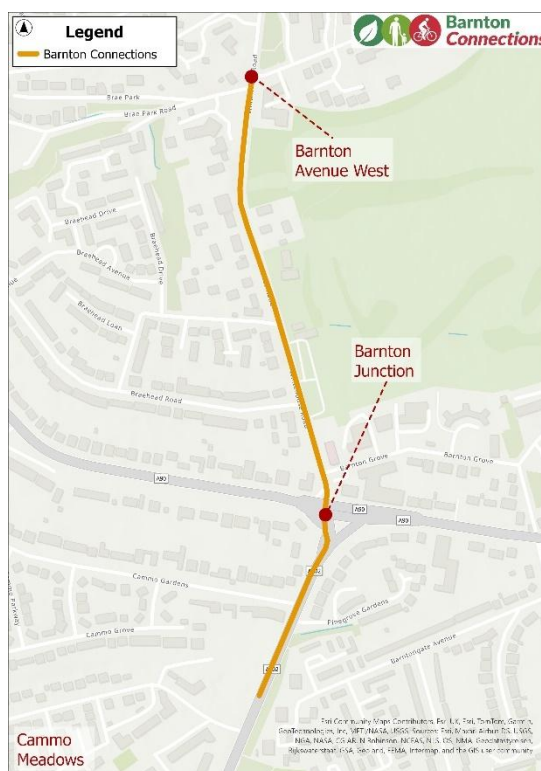


Figure 1 Barnton Connections route

Key proposal features include:

- Improved footways and crossings making the area more accessible for pedestrians and wheelchair users and more pleasant spaces to spend time in.
- A cycle track segregated from vehicles and pedestrians, making it easier to cycle between Cammo Meadows and Whitehouse Road.
- Better public spaces with new planting.
- Improved connections, including linking into the National Cycle Network at Braepark Road and Barnton Avenue West.
- Dedicated loading space for businesses on Whitehouse Road.
- Changes to traffic movements including a new signalised junction with pedestrian crossings at Cammo Gardens, and lane changes at Barnton junction.

3. Engagement activities

3.1 Approach

Activities focused on informing the wider community while targeting specific groups for engagement on issues or areas of interest. Stakeholders and members of the public were invited to contribute feedback. Table 1 details the methods used.

Table 1 Consultation activities

Activities	Details
Leaflet distribution to residents and businesses	3,300 leaflets were delivered to residents and businesses within a defined distribution area, covering all streets where changes are proposed. The full extent of this distribution area is provided in Appendix A, a copy of the leaflet issued is provided in Appendix B.
Lamp post wraps	Lamp post wraps were installed at various locations on along Maybury Road and Whitehouse Road.
Consultation Hub	The consultation materials were made available through CEC's Consultation Hub, providing a central online resource for anyone interested in the proposals. The Hub included an overview of the project aims, 3D visualisations, a rendered plan view to support understanding of the design intent and technical design drawings. It also hosted supporting information on the rationale for the proposals and the anticipated benefits. An online survey was provided to gather comments and feedback from residents, businesses and other stakeholders. The survey questions are provided in Appendix C.
Stakeholder and individual notifications	Email notifications were issued to key stakeholders and individuals who had registered an interest in the project. In addition, a dedicated project email address was set up. In cases where email addresses could not be obtained for key stakeholders, correspondence was issued via hand-delivered letters.
Social media and EH Direct advert	350 impressions were recorded on a post shared on the Nextdoor app. 774 link clicks and 15,000 impressions on an advert shared on Facebook, and an EH Direct advert which was delivered to 5,000 addresses.
Stakeholder Meetings	In advance of the public consultation, dedicated stakeholder meetings were held with The Royal Burgess Golfing Society and Cramond, Barnton and Cammo Community Council. These sessions informed development of the concept designs and consultation materials. During the public consultation further engagement was carried out with parents and pupils at Cramond Primary School and Cramond Primary Parent Council. These sessions provided an opportunity to present the emerging proposals in detail, walk through the design rationale, and respond directly to questions.

Drop-in Sessions	Two drop-in events were held at The City Gates Church, providing an accessible venue for local residents and businesses to view the proposals, ask questions, and share feedback. Around 173 people attended the drop-in events held in November and December.
School engagement	Students from the Royal High School participated in the engagement process through attendance at one of the public drop-in events where they were given a dedicated presentation delivered by the project team. Additional school-focused engagement was carried out at Cramond Primary, where a drop-in session was held for parents alongside a series of workshops with groups of pupils, followed by an online presentation to Cramond Primary Parent and Staff Council.

3.2 Supporting visualisations

To support clear and accessible communication of the proposed changes, one 3D visualisation and a rendered plan view of the route were developed to illustrate the proposals. The 3D visualisation depicted key design elements and their integration with the existing environment, enabling stakeholders and the wider community to gain a clearer understanding of the potential impacts and benefits of the proposals. Presenting the information in a visual format helped make complex design concepts more tangible and supported more informed feedback.

The visualisation and rendered plan view were shared alongside other consultation materials, including technical design drawings and explanatory text, through both online and in-person engagement activities.



Figure 2 Barnton Connections 3D visualisation

4. Consultation responses

This section summarises all feedback received during the consultation period, drawing on a range of activities designed to gather views from residents, businesses, parents and pupils, and other stakeholders. Responses include findings from the survey, written submissions and comments shared during drop-in events. Together, this provides a comprehensive picture of how people use the area, their priorities, and their views on the proposals.

4.1 Survey responses

This section summarises the feedback gathered through the public survey, which formed a key part of the consultation process. In total, **832 survey responses were received, comprising 820 online and 12 hard copies**. The following analysis outlines levels of support, key themes, and specific comments provided by participants, offering insight into how the proposed changes are viewed by those who live, visit or travel through the Barnton area.

To better understand the breadth and depth of views shared through the consultation, all written comments were reviewed and grouped into key themes. This thematic analysis brings together the most commonly raised issues, concerns and opportunities identified by respondents, highlighting patterns that emerged across a wide range of perspectives. The aim of the 'themed analysis' sections is to present a clear and balanced summary of the main topics raised, reflecting where there is strong consensus, areas of mixed opinion, and aspects of the proposals that generated particular interest or concern.

A summary of respondents' design-related feedback is provided in Section 4.5. In summary, participants offered a broad range of suggestions focused on improving safety, accessibility, and the overall quality of the street environment.

4.1.1 Respondent profile

This section provides an overview of the individuals and organisations who took part in the survey. It summarises who responded, how they are connected to the project area, and how they typically travel within it.

A total of 832 respondents provided their postcode information. The majority of respondents (668, 80%) are from EH4, covering Barnton, Cramond, Davidson's Mains and Blackhall. The second-largest cluster is EH12 (94, 11%) covering Corstorphine, Clermiston and South Gyle.

Table 2 Respondent postcodes

Prefix	Count	Percentage
EH4 (Barnton, Cramond, Davidson's Mains, Blackhall)	668	80.3%
EH12 (Corstorphine, Clermiston, South Gyle)	94	11.3%
EH14 (Currie, Balerno, Juniper Green, Wester Hailes, Riccarton, Slateford)	10	1.2%
EH30 (Armadale/Bathgate)	10	1.2%
Other postcodes	50	6%

There were 823 responses to the question on whether individuals were responding personally or on behalf of an organisation.

- 99% (816 respondents) participated as individuals.
- 1% (7 respondents) responded on behalf of an organisation. 6 of these provided details of their organisation; Barnton Pharmacy, Scotmid Coop, HcL Transport, Cramond School, Cloudberry Gift & Coffee Shop, Blackford Safe Routes.

Participants were invited to select all relevant options describing their connection with the project area. A total of 832 individual responses were submitted across all options. Results are shown in Chart 1.

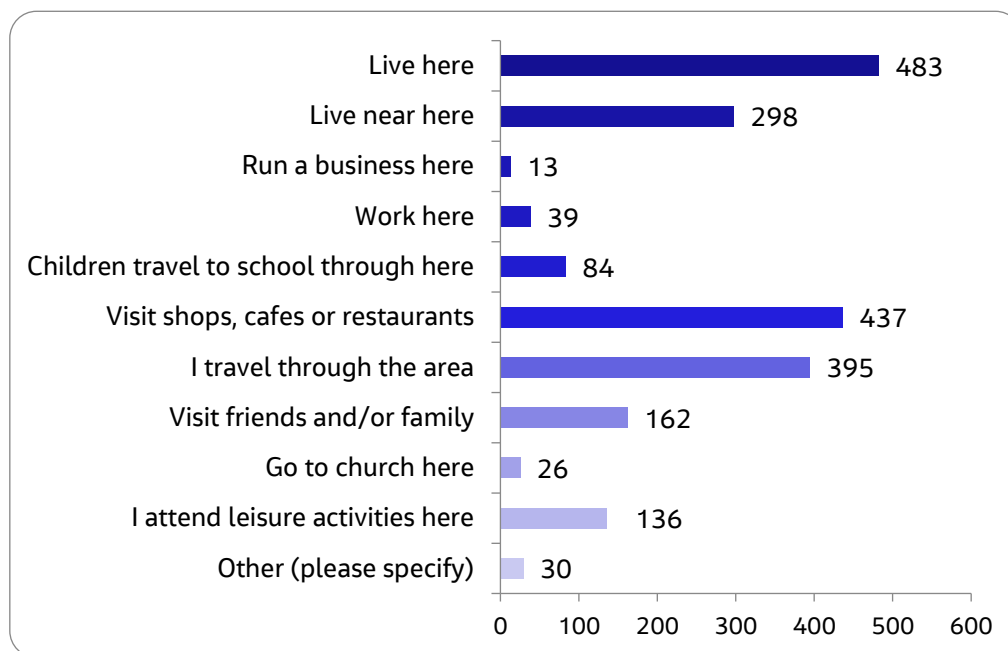


Chart 1 Connection with the project area

This indicates a diverse respondent profile, with strong representation from residents (both within and near the area), regular visitors, and people who travel through the corridor as part of daily routines.

Respondents were asked how they usually travel within the study area, with the option to select multiple modes. A total of 832 individual responses were recorded. Results are shown in Chart 2.

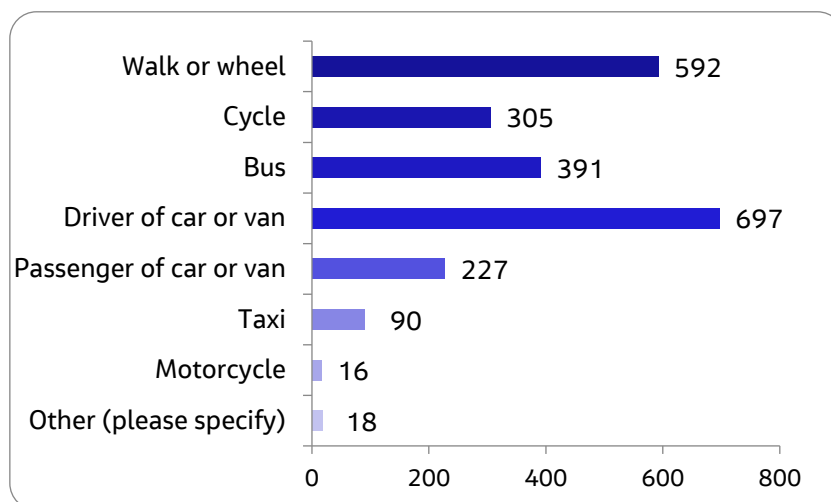


Chart 2 Usual modes of travel in the project area

The most common way respondents travel is by driving a car or van, with 697 responses, making it the dominant mode reported. Active travel is also significant: 592 people walk or wheel, and 305 cycle. Public transport use is strong, with 391 respondents travelling by bus.

4.1.2 Views on proposals

To support a clear understanding of views and make it easier for respondents to consider each part of the route, the survey was structured in four sections. The first section focused on Maybury Road, followed by a section on Barnton Junction. The survey then explored views on Whitehouse Road at the local shops, before finally looking at Whitehouse Road further north. This structure helped respondents provide location-specific feedback and ensured that comments could be accurately linked to each area.

This section of the report provides a summary of the feedback received for each of these four areas, reflecting how the survey was organised and allowing location-specific themes to be clearly identified.

4.1.2.1 Maybury Road

A total of 818 people responded to the question about to what extent did they agree that proposals for Maybury Road will improve conditions for people walking, wheeling and cycling.

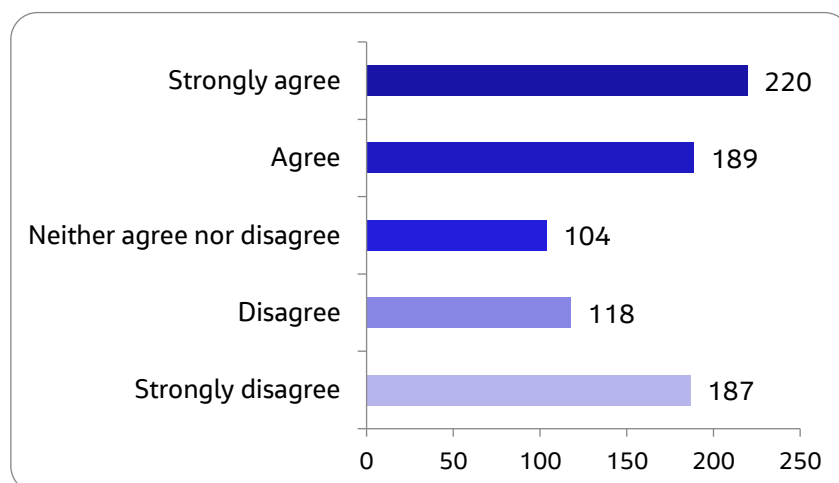


Chart 3 Extent of agreement that Maybury Road proposals will improve active travel conditions

Responses showed a wide range of views. Just over half of respondents expressed agreement, with 26.9% (220 people) strongly agreeing and 23.1% (189 people) agreeing that the proposals would lead to improvements. A further 12.7% (104 respondents) neither agreed nor disagreed, 14.4% (118 people) disagreed and 22.9% (187 people) strongly disagreed. Overall, while those that agreed the proposals would improve conditions for active travel were more common than those who disagreed, the results indicate a mixed set of views on the expected effectiveness of the proposals.

Table 3 Extent of agreement that Maybury Road proposals will improve active travel conditions

Option	Total	Percent
Strongly agree	220	26.9%
Agree	189	23.1%
Neither agree nor disagree	104	12.7%
Disagree	118	14.4%
Strongly disagree	187	22.9%

Respondents were also invited to provide reasons for their answer. A total of 525 (64% of respondents) submitted written comments, offering detailed feedback and highlighting specific issues, concerns, and suggestions. These qualitative responses are explored further in the themed analysis that follows.

There is broad support for safer crossings and better lighting. Underlying many comments is a sense that the area's infrastructure has not kept pace with large-scale housing growth.

Of the comments made, views on the proposed cycle track are highly polarised. Many of the comments note support for it, describing it as urgently needed to make what they see as a route that is hostile for walking and cycling trips safer. However, the majority of those who made comments on the need for a cycle track raise objections to it, citing low existing cycling demand, concerns that reducing road width or removing traffic lanes will increase congestion, and a general distrust of cyclists' behaviour or compliance.

A large number of comments express frustration about wider issues related to the perception of cumulative impacts of recent and ongoing changes in the area. Respondents frequently refer to pressures created by the Cammo Meadows development, construction at West Craigs, and prolonged roadworks on Maybury Road. Many also highlight concerns about reduced road capacity resulting from lane removals or the introduction of bus lanes, alongside a wider perception that public transport provision has not kept pace with local growth or demand.

They describe a network that is struggling to cope, with overloaded junctions, unsafe or difficult turning movements, rising levels of rat-running through Cammo and Strathalmond, and bus services that are seen as inadequate for current demand. This broader context underpins much of the feedback on the proposals.

There is a sizeable number of consultation responses that express strong concerns about traffic congestion, opposition to removing the right-turn into Cammo Gardens, and wider dissatisfaction with recent and ongoing development pressures in NW Edinburgh. Many respondents believe that allocating space to active-travel will worsen congestion at Barnton Junction and along Maybury Road, particularly if additional signals are added.

The proposed right-turn ban into Cammo Gardens is the most consistently opposed aspect of this section of the proposals. Respondents cited a range of reasons for this opposition, including perceived safety risks associated with turning right into Cammo Road alongside fast-moving traffic on the A90, longer and less convenient journeys and the potential for additional tailbacks on Queensferry Road. These issues collectively make the turn ban one of the most contentious elements raised in the feedback.

However, a sizeable number of respondents take the opposite view, expressing support for a signalised junction at Cammo Gardens. They describe the current exit as unsafe, particularly when the yellow box is ignored, and believe that introducing traffic signals would improve safety and provide a more reliable way for residents to turn out onto the main road. This support often comes with caveats, including a desire to retain the right turn into Cammo Gardens and to ensure the signals are synchronised with Barnton Junction.

The table below presents thematic analysis of the open-text responses. It groups comments into key themes, provides an indicative sense of how commonly each theme appeared, and summarises the viewpoints expressed. Example quotations are included to illustrate the range of perspectives provided by respondents.

Table 4 Themed analysis - Maybury Road

Key themes (with indicative prevalence)	Summary
Opposition to removing the right turn into Cammo Gardens (extremely common; strongly negative)	This is by far the most repeated concern amongst commenters. Those who expressed opposition describe the right-turn ban as detrimental, unsafe, and disproportionate. Many state that they rely on this manoeuvre daily and that the alternative (turning right into Cammo Road from Queensferry Road) is unsafe. Concerns raised: ▪ Right turn at Cammo Road is already dangerous due to fast traffic and no waiting space. ▪ Removing the right turn forces long detours (East Craigs roundabout or looping via Cammo Meadows). ▪ Increased congestion at Barnton Junction and Queensferry Road. ▪ Discriminates against long-established residents compared with the new development, which retains turning provision. Example views <i>"The right turn into Cammo Gardens is essential. Removing it will cause accidents at Cammo Road – it's already unsafe."</i> <i>"A huge detour for residents; utterly unnecessary if lights are being added anyway."</i> <i>"This proposal penalises existing Cammo households while giving the new estates full access."</i>
Support for traffic lights at Cammo Gardens (common; supportive with caveats)	A sizeable number of comments support a signalised junction because exiting Cammo Gardens is currently described as dangerous, especially when the yellow box is ignored. Support is often qualified with suggestions: ▪ Retaining the right turn into Cammo Gardens and/or improvements to the right turn into Cammo Road. ▪ Synchronising traffic signals with Barnton Junction. ▪ Preventing queuing back to Barnton junction. ▪ Providing adequate lanes on Maybury Road. Example views <i>"Lights are long overdue – the junction is lethal."</i> <i>"Support the lights, but only if the right turn stays."</i> <i>"Please coordinate the signals; otherwise it will gridlock."</i>
Traffic congestion, junction overload, and	Many commentators state that additional traffic signals will congestion, causing: ▪ Tailbacks to Queensferry Road, ▪ Queuing into Barnton Junction,

concerns about additional signalisation (extremely common; strongly negative)	▪ Increased pollution, ▪ Slower bus journeys, ▪ Longer emergency-vehicle response times. Many commenters expressed frustration about: ▪ the Cammo Meadows traffic lights, ▪ recent lane reductions, ▪ the single northbound lane approaching Queensferry Road, ▪ and the cumulative effect of multiple new junctions. Example views <i>"Another set of lights within 100 metres of Barnton will be chaos."</i> <i>"Traffic already queues back to Gamekeepers Road. This will make it worse."</i> <i>"Congestion has become unbearable since the new development—this will tip it over the edge."</i>
Resistance to the provision of a cycle track (very common; negative)	Very common is comments that oppose the principle of dedicating significant road space to cycling at this location. Reasons commonly cited: ▪ Very few cyclists currently use Maybury Road. ▪ Existing footway is already used as an informal shared path. ▪ Concern that cycle lanes will narrow the carriageway and increase congestion. ▪ Widespread distrust of cyclist behaviour (speed, red-light compliance). ▪ Preference for off-road routes (e.g., via Cammo Walk, River Almond, inside the estates). Example views <i>"I've lived here 40 years – hardly any cyclists use this road."</i> <i>"Use the quiet routes instead; Maybury is too busy to cycle safely even with a path."</i> <i>"The cycle lane is a waste of money and will block traffic for thousands of drivers."</i>
Desire for safer walking and cycling infrastructure (Moderately common; strongly supportive)	A minority of the comments advocate for the cycle route and improved crossings, describing: ▪ the current road as dangerous and unpleasant, ▪ the need for a fully segregated link to Queensferry Road and West Craigs, ▪ benefits for family cycling and children accessing school or nurseries. Several request: ▪ wider cycle track (3 m+), ▪ physical protection from vehicles, ▪ continuation beyond Cammo Meadows, at least as far as Cramond Primary School, ▪ priority at side roads, ▪ reduced traffic speeds.

	Example views <i>"Long overdue—Maybury Road is terrifying to cycle on."</i> <i>"A segregated track would finally make this safe for families."</i> <i>"Please ensure it's wide enough for cargo bikes and trailers."</i>
Concerns about Queensferry Road/Cammo Road Junction Safety (very common; concerned)	Many comments express concern that if the right turn into Cammo Gardens is removed, the Cammo Road junction must be upgraded, ideally with signals, because: ▪ speed on Queensferry Road is high. ▪ the central waiting area is small. ▪ visibility is poor. ▪ buses force vehicles into dangerous positions. Example views <i>"If you remove one right turn, you must fix the other."</i>
Dissatisfaction with local infrastructure, housing expansion and poor public transport (very common; strongly negative)	Underlying sentiment: the area is overloaded by new development without corresponding investment. Key points: ▪ Lack of bus services (especially East Craigs–Gyle link). ▪ Lack of new schools or medical facilities despite thousands of new homes. ▪ Congestion attributed to council planning decisions. ▪ Concern that Cammo Meadows received extensive infrastructure that older neighbourhoods never got. Example views <i>"You built thousands of houses with no transport plan. Now you punish drivers."</i> <i>"Before changing Maybury Road, fix the bus services — we feel trapped."</i> <i>"The Gyle connection should have been delivered years ago."</i>
Safety concerns at Barnton Junction (pedestrian and traffic) (common; concerned)	Some comments express concern about the safety of Barnton junction and ask for: ▪ safer pedestrian phases ▪ clearer signals ▪ the removal of nearside signals ▪ rationalised crossings ▪ better enforcement of red lights and yellow boxes Example views <i>"The Barnton crossing is a death trap—drivers regularly run red lights."</i> <i>"Modern near-side signals are nearly invisible when crowded."</i>
Concerns about parking and impacts on Barnton	Some comments express concern about parking provision: ▪ Parking bays ▪ Manoeuvring space at Scotmid

Shops (common; concerned)	▪ Kerbside space for elderly residents Some comments perceive that reduced parking threatens the viability of local shops. Example views <i>"Removing the forecourt space at Scotmid will cause chaos."</i> <i>"Older residents rely on being able to park near the pharmacy."</i>
Requests for alternative solutions (occasional)	Alternatives to the proposals suggested in the comments were: ▪ Pedestrian bridge or underpass through Barnton junction ▪ Shared-use footpaths/ footways instead of a segregated cycle track ▪ Retain two lanes for traffic ▪ Widen the road approaching Barnton Junction ▪ Use a raised table at Cammo Gardens rather than signals ▪ Improve Cammo Walk and river routes for cycling instead Example views <i>"Build a pedestrian bridge—solves everything without adding lights."</i> <i>"Just repaint the yellow box more often."</i>
Positive support for full scheme (occasional)	Some comments support the scheme as it is, describing it as: ▪ safer ▪ modern ▪ necessary for long-term behaviour change ▪ beneficial for children and family cycling Example views <i>"Fantastic plan—can't happen soon enough."</i> <i>"This will finally make it safe to walk and cycle here."</i>

4.1.2.2 Barnton Junction

A total of 820 people responded to the question about to what extent did they agree that proposals for Barnton Junction will improve conditions for people walking, wheeling and cycling. Views were mixed, with responses distributed across the full range of agreement.

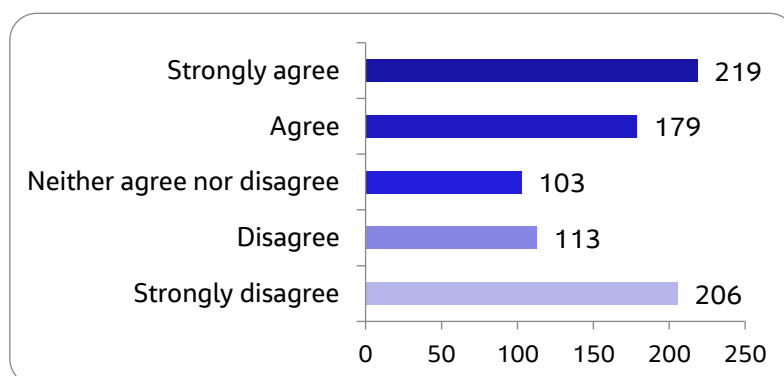


Chart 4 Extent of agreement that Barnton Junction proposals will improve active travel conditions

Just under half of respondents expressed agreement, with 26.7% (219 people) strongly agreed and 21.8% (179 people) agreed that the proposals would lead to improvements. Meanwhile, 12.6% (103 people) were neutral, stating they neither agreed nor disagreed. A similar proportion expressed concerns. 13.8% (113 people) disagreed and 25.1% (206 people) strongly disagreed that the proposals would improve active travel conditions. Overall, the results show a polarised response.

Table 5 Extent of agreement that Barnton Junction proposals will improve active travel conditions

Option	Total	Percent
Strongly agree	219	26.7%
Agree	179	21.8%
Neither agree nor disagree	103	12.6%
Disagree	113	13.8%
Strongly disagree	206	25.1%

A total of 552 (67%) of respondents provided reasons for their answer in the open-text box. The views expressed in those comments were highly polarised.

The majority of written comments that express a view for or against cycle track element raise points of opposition. The commonly cited reasons given are the perceived trade-offs in traffic performance required to provide space for a cycle track - the perception that right-turn capacity from Whitehouse Road onto Queensferry Road will reduce, access into Cramond, general fears of increased congestion, rat-running, and delays. Many respondents also raised concerns relating to any reduction in on street car parking, linking this to a perception that this will impact businesses, and perceived difficulties for elderly or disabled residents.

A smaller number welcomed the proposals, particularly those improvements that increase crossing safety, widen pedestrian space, and create a segregated cycle route. Supportive respondents tended to be current cyclists, parents with children, or people who described current conditions as intimidating or unsafe.

Several cross-cutting themes emerged repeatedly: concerns about long wait times at crossings, the desire for single-stage pedestrian crossings, the complexity of the junction, suggestions for grade-separated crossings (bridge/underpass), and distrust around cycling demand or the prioritisation of cycle infrastructure.

Table 6 Themed analysis - Barnton Junction

Key themes (with indicative prevalence)	Summary
Concern about increased congestion and traffic (very common; strongly negative)	Large numbers of respondents believe the proposals — especially the removal of the second right-turn lane from Whitehouse Road — will significantly worsen congestion. Many describe current queues as already reaching back to Gamekeepers Road or further, and expect these to worsen. This is particularly emphasised by Cramond residents who rely on Barnton Junction as one of only two exits. Example views <i>"Traffic is already backed up to Gamekeepers Road with two lanes — one lane will be pandemonium."</i> <i>"It can take 30 minutes to get out of Cramond as it is. Reducing lanes will create gridlock."</i> <i>"These proposals add delay, fumes and frustration for no benefit to most road users."</i>

Objection to reduction of right-turn capacity from Whitehouse Road (extremely common; strongly negative)	This was the single most frequently mentioned issue. Many said turning right toward Queensferry/Fife is already constrained and removing one lane would half throughput, causing queues, idling, and safety risks. Example views <i>"Removing the second right turn is a huge mistake. It works well now and needs more time, not fewer lanes."</i> <i>"Only 4–5 cars get through at present. With one lane this will drop to 2–3."</i> <i>"This impacts buses too — the 47 already struggles."</i>
Fears of rat-running and local streets impacts (common; negative)	Respondents anticipate more traffic diverting via Gamekeepers Road, Barnton Park, and surrounding residential streets if junction capacity is reduced. Example views <i>"Cramond will become even more of a rat run."</i> <i>"Drivers already cut through Barnton Park Crescent — this will make it worse."</i>
Parking loss and impacts on local shops (very common; strongly negative)	Many residents and business users express concerns that reduced parking and tighter road space will harm viability of the shops and restrict access for elderly residents, carers, delivery vehicles, and people with mobility challenges. Example views <i>"The shops rely on easy parking — reducing it will kill local business."</i> <i>"We care for elderly relatives and need close access to chemist and Scotmid."</i> <i>"The EV chargers have already displaced parking and caused issues."</i>
Limited perceived need for cycle infrastructure (very common; negative)	A recurring narrative is that cycling levels are low, demand is minimal, and the junction is unsuitable for cycling regardless of improvements. Some argue that alternative off-road routes exist (Cammo Walk, underpass near Miller & Carter). Example views <i>"I almost never see cyclists here — why spend so much?"</i> <i>"There are quieter routes that avoid this junction entirely."</i> <i>"Cycle lanes cause more conflict with pedestrians."</i>
Support for improved pedestrian crossings, particularly safer and larger islands (common; supportive)	Supportive respondents highlight long crossing times, multiple stages, and safety issues with current layouts. Many welcome wider islands and clearer crossings but question the need for two-stage designs. Example views <i>"Crossing here is stressful — the wider islands are overdue."</i> <i>"A single-phase crossing would be much better."</i> <i>"Cars run red lights — anything to improve pedestrian safety is good."</i>

Calls for grade separated crossings (bridge or underpass) (common)	A large number of respondents propose a pedestrian/cycle bridge or underpass as the only meaningful way to ensure safety without affecting traffic flow. Example views <i>"We need a flyover like in Europe — safest for all."</i> <i>"A bridge would stop all the congestion issues."</i> <i>"The current design still leaves people in the middle of the road."</i>
Concern about impact on emergency access or Cramond egress (common; negative)	Strongly expressed mainly by Cramond residents. Many report long delays and say reducing lanes worsens emergency response risks. Example views <i>"If there's an emergency, we're stuck — this makes it worse."</i> <i>"We're already hemmed in; don't reduce capacity."</i>
Requests for light timing improvements (common)	Many comments say that problematic signal phasing — particularly for northbound Maybury Road → Whitehouse Road traffic and right-turns — is a bigger issue than physical lane layout. Example views <i>"Only 3 or 4 cars get across each cycle — lights need more green time."</i> <i>"Traffic jumps red because the waits are so long."</i>
Concern about cycle/pedestrian conflicts (common; negative)	Particularly with mini-zebra crossings and bus stop bypasses. Concerns come from elderly residents, people with mobility or sensory impairments, and local bus users. Example views <i>"Floating bus stops are dangerous for older people."</i> <i>"Cyclists ride fast and silently — this will increase accidents."</i> <i>"Crossing the cycle lane multiple times is risky."</i>
Landscaping (moderately common; mixed)	Some welcome greenery; others say it will be neglected, reduce visibility, obstruct maintenance or take up needed road space. Example views <i>"Low maintenance planting is good if maintained."</i> <i>"Waste of money — these spaces just become weeds."</i> <i>"Landscaping reduces sightlines at a busy junction."</i>
Supportive views on cycling/walking upgrades (occasional;	Some respondents strongly support the scheme, saying the junction is currently intimidating for people walking or cycling and that the upgrades are necessary for safety and meeting wider policy goals. Example views

strongly supportive)	<i>"This will finally make it safe to cycle to work."</i> <i>"Crossing improvements will help families with prams and wheelchairs."</i> <i>"Long overdue — I strongly support this."</i>
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4.1.2.2.1 Police box

The police box was moved from its original location during previous changes to the junction. It may need to be moved as part of these works. A total of 379 people shared ideas for where the police box could be moved to, or how it could be used in a new way in a new location. The full range of suggested locations and uses is provided in Appendix D.

4.1.2.3 Whitehouse Road (between Barnton Junction and Braehead Grove)

A total of 818 people responded to the question about to what extent did they agree that proposals for Whitehouse Road (between Barnton Junction and Braehead Grove) will improve conditions for people walking, wheeling and cycling.

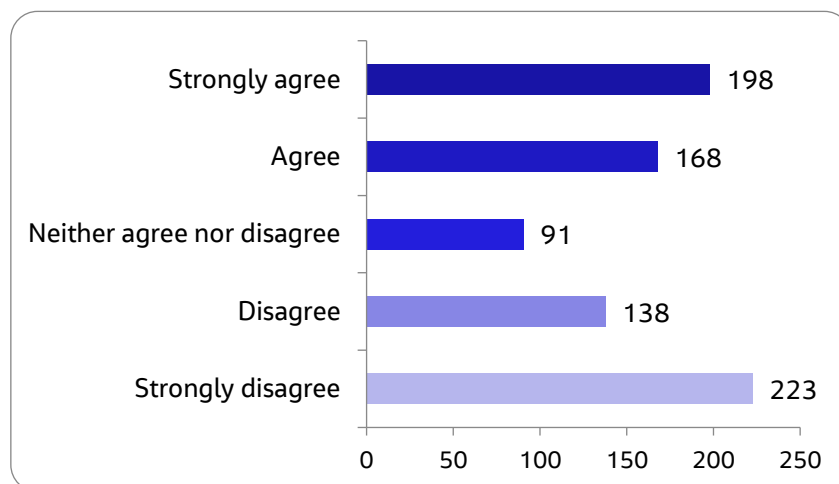


Chart 5 Extent of agreement that Whitehouse Road (between Barnton Junction and Braehead Grove) proposals will improve active travel conditions

Overall, opinions were mixed, with responses spanning the full range of agreement. Just under half of respondents (44.7%) indicated some level of agreement, with 24.2% strongly agreeing and 20.5% agreeing that the proposals would lead to improvements. A smaller proportion (11.1%) were neutral. Meanwhile, 44.2% expressed disagreement, split between 16.9% disagreeing and 27.3% strongly disagreeing, making strongly disagree the single most common response. This distribution suggests a polarised view of the proposals.

Table 7 Extent of agreement that Whitehouse Road (between Barnton Junction and Braehead Grove) proposals will improve active travel conditions

Option	Total	Percent
Strongly agree	198	24.2%
Agree	168	20.5%
Neither agree nor disagree	91	11.1%
Disagree	138	16.9%
Strongly disagree	223	27.3%

A total of 560 respondents provided reasons for their answer in the open-text box. Findings show the proposals are highly contested. The dominant concerns are parking loss/business viability and traffic flow. There is meaningful support for safer active travel if it is continuous, legible, and low-conflict, with clear pedestrian priority and robust enforcement. The swap of sides for the cycle track is a focal point for criticism, with requests for uni-directional on both sides and/or continuous on west side.

Table 8 Themed analysis - Whitehouse Road (between Barnton Junction and Braehead Grove)

Key themes (with indicative prevalence)	Summary
Parking availability and displacement (very common; strongly negative)	Strong, repeated concern that removing on-street parking will displace vehicles into Braehead Road/Grove and Barnton Grove, worsen congestion/sightlines, and harm shops dependent on quick stops (pharmacy, Post Office, Scotmid, cafés, Herringbone). Recurrent suggestions: retain more short-stay bays, time-limited parking, consider access to Burgess car park, or alternative off-street provisions. Example views <i>"If you remove the parking... say goodbye to those shops. People who can't stop won't shop."</i> <i>"Double yellows will force parking onto side streets... Braehead Road often down to one lane already."</i> <i>"Retain existing parking... proposal removes over 50% of provision."</i>
Business and local economy impact (very common; strongly negative)	Many fear reduced footfall and viability risks for shops and services. Example views <i>"The proposed changes threaten the existence of the local post office as a viable business."</i> <i>"Removing parking at peak times will push customers elsewhere; businesses will close."</i>
Traffic flow and congestion/lane configuration (very common; strongly negative)	Many request to retain two right-turn lanes onto Queensferry Road, cautioning that any narrowing will back queues to Gamekeepers Road and gridlock. Calls for yellow box/Keep Clear at Braehead Road/Barnton Grove, and concern that bus stops may block lanes. Example views <i>"Two lanes to turn right must be retained; otherwise dangerous rush-hour congestion will be worse."</i> <i>"Extend the yellow box to keep Braehead Road and Barnton Grove usable."</i>
Cycle track configuration (uni vs bi-directional; side-swap) (very common; mixed)	Many respondents prefer uni-directional tracks on both sides for legibility and junction safety, or to keep the route on the west side to avoid crossing mid-section. The side-swap at Braehead Road is widely criticised as inconvenient and confusing; several say they would stay on the carriageway rather than cross twice. There is strong support among others for a continuous, protected route that extends to Cramond Primary/foreshore. Example views

	<i>"Bi-directional after the toucan is not best practice; use uni-directional both sides."</i> <i>"Switching sides is baffling; most cyclists won't do it."</i> <i>"Keep it on the west side and extend to the school."</i>
Bus stop bypass (common; mixed)	Many (esp. older/visually-impaired) are uneasy about crossing a cycle track to reach the island; others strongly support bypasses as standard practice if crossings are zebra-controlled with tactiles, approach speeds moderated, and lines of sight preserved. Example views <i>"Bus stop bypass won't work; older people will be confused."</i> <i>"Floating bus stops are crucial — continuous separation is needed for children."</i>
Shared pedestrian-cycle surfaces and crossings (common; concerned)	Requests to avoid shared areas where possible, segregate flows, provide far-side signals preferred by some, longer pedestrian greens, audible/tactile cues, and ensure pedestrian priority is unmistakable. Example views <i>"Near-side signals are hard to see; far-side green/red man preferred."</i>
Disabled access (common; strongly concerned)	Many rely on doorstep access to pharmacy/post office. Keep or increase disabled bays, enforce against misuse by vans, and ensure accessible footway widths and bus boarding Example views <i>"As a registered disabled person, the parking at the shops is a lifeline."</i> <i>"Non-disabled drivers already use the bays — enforcement is essential."</i>
Loading bay location and operation (common; mixed)	Some see a dedicated bay as essential; others say it reduces scarce parking and could be time-windowed (e.g., early morning). Concern that a loading bay may attract illegal short-stay parking. Example views <i>"Why a dedicated loading bay — rarely needed at peak times?"</i> <i>"It will need strong enforcement, or drivers will use it for quick stops."</i>
Network continuity and alternatives (common; mixed)	Support for extending protected facilities to Gamekeepers Road/Cramond PS. Others argue NCN1 underpass at Queensferry Road/Miller & Carter and Cammo Walk already offer quieter routes and may be preferred. Example views <i>"Continue to Cramond Primary; otherwise families won't use it."</i> <i>"Use Cammo Walk/underpass instead of bringing bikes onto Whitehouse Road."</i>

Bus operations and reliability (occasional - common; concerned)	Fear that bus stops will block lanes, worsening queues and bus time reliability. Suggestions: set-back stops/lay-by (where geometrically feasible), or re-site to reduce blocking. Example views <i>"Ensure the bus stop does not block both lanes northbound."</i> <i>"Reliability of the 47 is already an issue."</i>
Enforcement and behaviour (common; concerned)	Calls for enforcement of zig-zags, yellow boxes, double yellows, cycle speeds near crossings/bus stops. Conflicting views on bollards: some want them to stop vehicle incursion; others warn they hinder winter maintenance. Example views <i>"Leith Walk shows drivers will park on infrastructure — use physical protection."</i> <i>"Do NOT use bollards — dangerous and hard to maintain."</i>
Golf club access (common; concerned)	Visibility and turning conflicts at the Royal Burgess access near shops. Suggestions: relocate entrance, use alternative gate, continuous footway with sharp ramp to slow vehicles, or yellow box for sightlines. Example views <i>"The entrance beside the shops is hazardous; consider moving it."</i> <i>"A continuous footway and steep ramp would slow exiting vehicles."</i>
Urban realm and amenities (occasional; supportive)	Requests for trees, quality public space, benches, and more cycle parking near shops (Sheffield stands), with considered access to driveways. Example views <i>"Plant trees — area looks lifeless."</i> <i>"More cycle racks at Scotmid/Herringbone."</i>

4.1.2.4 Whitehouse Road (between Braehead Grove and Barnton Avenue West)

A total of 811 people responded to the question about to what extent did they agree that proposals for Whitehouse Road (between Braehead Grove and Barnton Avenue West) will improve conditions for people walking, wheeling and cycling.

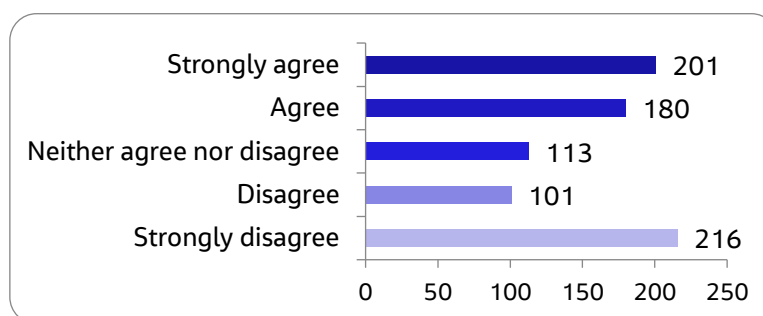


Chart 6 Extent of agreement that Whitehouse Road (between Braehead Grove and Barnton Avenue West) proposals will improve active travel conditions

Responses were mixed, with opinion broadly split. 46% of respondents (381 people) expressed agreement, either strongly agree (24.8%) or agree (22.2%). 39% of respondents (317 people) expressed disagreement, with 26.6% strongly disagreeing, the single largest individual category, and 12.5% disagreeing. 14% (113 people) indicated they neither agreed nor disagreed. Overall, the results indicate a polarised set of views.

Table 9 Extent of agreement that Whitehouse Road (between Braehead Grove and Barnton Avenue West) proposals will improve active travel conditions

Option	Total	Percent
Strongly agree	201	24.8%
Agree	180	22.2%
Neither agree nor disagree	113	13.9%
Disagree	101	12.5%
Strongly disagree	216	26.6%

A total of 447 respondents provided reasons for their answer in the open-text box. Responses are highly polarised. Two dominant positions emerge; strong support for safer active travel, especially children's safety and a continuous protected route to Cramond Primary School and strong opposition focused on loss of parking, congestion, and perceived low cycling demand.

Table 10 Themed analysis - Whitehouse Road (between Braehead Grove and Barnton Avenue West)

Key themes (with indicative prevalence)	Summary
Extension to the route (very common; strongly supportive)	The most frequent theme by far. Respondents stress that stopping the route at Barnton Avenue West renders it unsafe and incomplete, especially after a child's fatality on this route. Many describe the current proposal as "pointless" if it does not continue to the school. Respondents expressed a desire for extension to Gamekeepers Road, Cramond Primary, Cramond Village and Royal High School. Example views <i>"It is incomprehensible this doesn't extend to the primary school after a child was killed."</i> <i>"I will continue to drive my children unless it reaches the school – otherwise it's a cycle lane to nowhere."</i> <i>"This is the biggest shortfall with the whole project."</i> <i>"Please extend at least to Gamekeepers Road or the back school gate."</i>
Removal of parking (very common; strongly negative)	Many fear: ▪ Loss of access for older/disabled residents ▪ Displacement into Braehead, Barnton Park, and other residential streets. ▪ Harm to businesses (Scotmid, pharmacy, Herringbone, Starbucks, Balanced Studio) ▪ Difficulties for deliveries, carers, tradespeople. Example views

	<i>"Removing parking will kill Barnton shops. They need access."</i> <i>"Where do carers park? Where do elderly people go?"</i> <i>"Side streets will become dangerous and congested."</i> <i>"We cannot lose all parking outside Royal Burgess."</i>
Perceived low demand for cycling (very common; strongly negative)	Many say: ▪ Whitehouse Road is "too steep", "rarely used", or "not a desire line" ▪ confident cyclists will remain on the carriageway ▪ kids already cycle on wide footways ▪ the existing River Almond/NCR1 route is "safer and better" Example views <i>"Hardly anyone cycles up here – it's far too steep."</i> <i>"Existing routes are safer and better used."</i>
General support, child safety and active travel benefits (common; strongly supportive)	Support views highlight improved safety, more pleasant walking environment, reducing car dominance and encouraging active travel for families. Among supporters, the case rests almost entirely on: ▪ safer travel to Cramond Primary ▪ reducing near-misses, especially on bin days ▪ reducing high downhill speeds ▪ allowing families to cycle without mixing with traffic Supporters repeatedly contrast this with Queensferry Road where quality is perceived as inconsistent. Example views <i>"This would transform our ability to cycle to school daily."</i> <i>"I see near misses every morning."</i> <i>"Children cycling on pavements is already a problem – this gives them proper space."</i> <i>"This will finally make the area safe for cycling."</i>
Fears about congestion, narrow lanes, build-outs and bus reliability (common; strongly negative)	Respondents predict: ▪ more stationary traffic and emissions ▪ tailbacks from Barnton lights "worsening an already bad situation" ▪ large vehicles unable to pass safely ▪ emergency vehicle delays ▪ bus service reliability worsening further Example views <i>"Traffic is already gridlocked – this will be catastrophic."</i> <i>"You will increase pollution, not reduce it."</i>

	<i>"This is a vital relief route when Queensferry Road is blocked."</i>
Specific design concerns (common; mixed)	Respondents shared concerns reg. side-swapping, shared areas, junction radii, driveways and bollards. Respondents request: ▪ keep the cycleway on one side throughout ▪ avoid shared-use where cyclists come downhill fast ▪ avoid bollards (maintenance, winter gritting, safety) ▪ protect access to driveways ▪ better visibility splays, continuous footways, and cycle priority at side streets ▪ maintain immediate green-man response at crossings ▪ ensure design for cargo bikes Example views <i>"Side swapping is insane – no cyclist will use it."</i> <i>"Bollards are dangerous and unmaintainable."</i> <i>"Our driveway is already dangerous – this makes it worse."</i>
General opposition (very common; strongly negative)	A significant number of respondents reject the entire proposal, often on principle. Example views <i>"Do not do this."</i> <i>"This is anti-car ideology."</i> <i>"The road is perfectly safe as it is."</i>

4.2 Email responses

In addition to the survey responses, 18 email responses were received from stakeholders and members of the public (1 councillor, 7 organisations, and 10 individuals). A summary of email responses by respondent is provided in the table below.

Table 11 Summary of email responses

Respondent	Summary of feedback
Cllr Kevin Lang	Findings from a survey carried out independently during the consultation period, specifically to understand local views on the proposed changes at the Cammo Gardens / Maybury Road junction.
Cramond Barnton and Cammo Community Council	CBCCC acknowledges the aims of promoting active travel but expresses major reservations about the Barnton Connections brief and several aspects of the proposals. Key concerns include the limited study area, lack of consideration for wider neighbourhood traffic issues, insufficient data on current and future cycling demand, and risks to vehicular access, particularly for communities with a high proportion of older residents. Views within the community are mixed: some support the principle of a safe cycle route, especially parents and younger adults, while others—particularly older and less mobile residents—oppose the loss of parking and potential negative impacts on local businesses and accessibility.

	CBCCC supports traffic lights at the Cammo Gardens / Maybury Road junction, ideally with the right turn retained, citing safety benefits. However, the Community Council strongly opposes the removal of the right turn from Barnton and identifies significant safety concerns at the Cammo Road / Queensferry Road junction if this turn is prohibited. Across Barnton Junction and Whitehouse Road, CBCCC supports improvements to crossings and civic space but raises concerns about congestion, parking displacement, potential safety issues for pedestrians, and impacts on the viability of Barnton shops. They request further modelling, cycling demand data, and economic assessments, and encourage continued dialogue as proposals are refined.
Edinburgh Access Panel	The Edinburgh Access Panel supports the need for improvements along Whitehouse Road and Maybury Road due to high traffic volumes and speeding. They emphasise the importance of effective segregation between pedestrians, cyclists and vehicles, including a minimum 50mm level change for delineation to support vision-impaired users. The Panel raises concerns about parking loss, stressing the need to retain kerbside and disabled parking where required. They object to the proposed bus stop bypass opposite Braehead Grove, citing insufficient clear footway space and potential safety risks, and recommend relocating it or redesigning it to comply with accessibility standards. They also request additional or upgraded crossings, including signalised or zebra crossings, particularly where traffic speeds are high. At Barnton Junction, they seek clarity on anticipated cycle flows to and from Queensferry Road, ask whether a CYCLOPS-style layout is being considered, and highlight the need for clear priority rules where pedestrians cross the cycle track. They recommend appropriate signage and request confirmation that a road safety audit will be undertaken. Finally, they ask for clarity on how cyclists will be accommodated south of Cammo Gardens, where the segregated track currently ends, to prevent conflict with pedestrians accessing bus stops.
Edinburgh Bus Users Group (EBUG)	EBUG note that they are often overwhelmed by consultations. They highlight concerns about possible increases in bus journey times on Whitehouse Road and request clarity on the scale of delays, while welcoming improvements forecast on Queensferry Road. They support kerblines changes that help buses pull in but express strong reservations about bus stop bypasses, stressing that cycling improvements must not make bus travel less attractive.
Lothian Buses	Lothian Buses raise significant operational concerns about the draft proposals. They highlight multiple instances where lane widths appear too narrow for large vehicles, particularly around Cammo Gardens, Barnton Junction, and Whitehouse Road, creating safety and manoeuvrability issues for buses. They strongly oppose the removal of the right-turn lane and bus-turning facility at Barnton, noting this would prevent the X47 from serving a key bus stop and undermine commercial viability, as well as limit future service expansion. They also raise concerns about bus stop locations, access issues caused by relocation, proximity of raised tables, parallel parking obstructing kerbside access, and stops not being aligned for dual-door buses. Lothian emphasise that services 32 and 47 are the only buses serving Cramond and the expanding Cammo development, and request modelling to understand the proposals' impact on north-south journey times. They offer to meet to avoid repeating issues experienced during the Leith Connections project.

Living Streets Edinburgh Group	Living Streets Edinburgh broadly supports the aim of improving walking, wheeling and cycling links between Maybury Road and NCN1, recognising the challenges posed by heavy traffic and recent housing growth. Their support is provisional, as they note that no pedestrian-movement modelling has been undertaken, limiting their capacity to provide a definitive assessment. They also express concern that the proposals lack bus-priority measures and may represent too narrow a focus on north-south active travel, suggesting alternative cycling routes should be explored. They welcome several elements—including the simplified two-phase crossing over Queensferry Road, new signals at Cammo Gardens, side-road build-outs, reduced guard railing, and improvements around Barnton shops and Royal Burgess. However, they raise concerns about insufficient footway widening, pedestrian/cycle conflict at junctions, the switch of the cycle track's alignment north of the shops, and especially the inclusion of two bus stop bypasses, which they believe pose significant accessibility risks for older and disabled pedestrians.
Spokes	Spokes strongly supports the proposals, highlighting major safety benefits for cycling and walking and improved connections to NCN1 and new routes at Cammo Meadows. They express major disappointment that the project does not extend north to Cramond, arguing this limits network value and misses an opportunity to connect Cramond Primary to a safe cycle route. Spokes support bus stop bypasses, continuous footways, raised tables, and junction improvements, emphasising adherence to Cycling by Design and the transport hierarchy. Key concerns include potential delays caused by multi-stage signals, the proposed switch of the cycleway between sides of Whitehouse Road, and the need for better crossing design and wayfinding. They also call for space for cycle parking and hire bikes at Barnton shops, and improvements to specific junction stages and segregation gaps across the route.
Cramond Primary Parent and Staff Council	The Parent and Staff Council welcomes the engagement undertaken and supports the principle of improving walking and cycling infrastructure. However, they express strong concern that the proposed cycle route does not extend to Cramond Primary School, a point raised repeatedly by parents, staff, and children. They believe the premature ending of the route could reduce safety for pupils encouraged to cycle. They also highlight fears that the proposals may worsen traffic congestion at peak times, particularly due to lane reductions affecting access to the A90, and raise concerns about the removal of the right turn into Cammo Gardens, which they believe will displace traffic to an already unsafe junction. Additional concerns relate to parking pressures around Barnton shops and potential displacement into residential streets. While supportive of active travel aims, they request that the cycle path be extended to the school and that wider impacts on congestion and safety be reconsidered.
Responses from individuals (10)	Overall, respondents express strong objections to the proposals, citing increased congestion, the perceived need for car parking—particularly at Barnton shops—and inconvenience for motorists, including the removal of the right-turn movement into Cammo Gardens, which they believe will worsen queuing, hinder access, and affect emergency vehicles. Respondents emphasise that these impacts would exacerbate existing and frequent congestion and tailbacks along Whitehouse Road, Gamekeeper's Road and into Cramond, with concerns that wider parts of the local road network, including Maybury Road, Cammo Road and Queensferry Road, would also be adversely affected, particularly during peak periods and roadworks.

Several respondents argue that the consultation lacked sufficient information to assess impacts, with some explicitly requesting access to consultation responses and supporting evidence. Others feel the scheme favours new development over the needs of existing residents and communities. Safety concerns feature prominently, including a resident at Whitehouse Road who fears the narrowed carriageway and cyclists will make accessing their private driveway unsafe. Additional safety concerns relate to revised junction arrangements and traffic signal proposals, with fears of increased collision risk, unsafe right-turn movements and queuing traffic leading to rear-end shunts at nearby junctions.

Respondents argue that disabled and older residents will be disproportionately affected by reduced on street parking, and that displaced vehicles will park in nearby residential streets. Additional issues raised include turning layouts perceived to be unsafe, lack of short-stay spaces for local businesses, risks created by revised loading and parking arrangements, and a belief that cycling improvements are unnecessary or misplaced compared with basic road maintenance. Environmental impacts from slower-moving or idling traffic, including air quality concerns, are also raised.

Several respondents recommend alternative designs, such as starting the cycle track further south, providing replacement public parking at the golf club, redesigning right-turn layouts, changing or adding traffic signal arrangements at specific junctions, or improving signal coordination, and some question whether the project should proceed without more complete supporting information. Others argue that existing cycle routes already serve the area, question whether cyclist numbers justify the investment, and suggest funding would be better directed towards road maintenance or local community infrastructure.

4.3 Drop-in events feedback

This section contains a summary of feedback from public drop-in events (20 November and 1 December 2025). Across the two drop-in events (total attendance: approximately 173 people), attendees provided a wide range of comments focused on junction safety, parking, traffic management, and active travel connections. A significant proportion of feedback related to concerns about the proposed banned right turn into Cammo Gardens, with many residents fearing increased journey times, displaced traffic, and safety risks at the Cammo Road/A90 junction. There were also calls for signalised junctions at Barnton Park/A90 and Cammo Road/A90, reflecting strong concerns about turning safety and pedestrian crossing difficulty at both locations.

Parking emerged as another major theme. Attendees expressed concern about the loss of parking at Barnton shops and on Whitehouse Road, the suitability of disabled parking provision, and potential parking displacement into surrounding residential streets. Some businesses and local residents highlighted existing issues with deliveries, reversing vehicles, and visibility around shopfronts, alongside suggestions for improved lighting and loading arrangements.

Residents also raised concerns about bus stop locations, bus bypass designs, and the risk of congestion where stationary buses block traffic close to Barnton Junction. Several attendees commented on existing traffic issues, including queues on Whitehouse Road, poor driver compliance with “keep clear” markings, and safety risks at informal crossings. A number of people requested enhanced crossing facilities, improved signal timings, or “green-wave” signalling to smooth traffic flow.

Regarding active travel, some attendees welcomed the overall ambition of the scheme, but many emphasised the need to extend the cycle route to Cramond Primary School and into nearby neighbourhoods. Concerns were also raised about driveways adjoining shared-use sections, potential conflicts between pedestrians and cyclists, and perceived risks around the Royal Burgess Golf Club entrance. A small number of attendees voiced general support for the scheme, particularly among families with children.

Overall, the feedback reflects a mix of support for walking and cycling improvements alongside strong concerns about traffic impacts, parking loss, and access to local neighbourhoods. The comments highlight a desire for junction safety improvements and better integration between active travel, public transport, and vehicular access.

4.4 Cramond Primary School feedback

This section summarises the key findings from engagement activities undertaken with pupils, parents/carers, and the Cramond Primary Parent and Staff Council.

A parent/carer drop-in event was held at Cramond Primary School on Friday 16th January 2026, from 08:50 to 09:50. The session, facilitated by two Jacobs employees and one CEC representative, sought feedback on the concept designs from parents and carers of pupils at the school.

This was followed by two workshops with groups of Primary 5-7 pupils, held between approximately 10:00 and 12:00, to gather direct feedback from pupils on the proposals. The topic guide used during the pupil workshops is provided in Appendix E.

The display boards used during the engagement activities, presenting the project and concept designs, were then left in the school for pupils, parents/carers, and staff to view. Leaflets containing project information and a link to the online consultation were also distributed for all pupils to take home.

Subsequently, two Jacobs employees and one CEC representative attended Cramond Primary School's Parent Council meeting on Thursday 29th January 2026, from 19:00 to 20:30, to present the proposals and hear views from Parent Council members.

4.4.1 Parent/carer drop-in

5 people attended the parent/carer drop-in event, with all generally supportive of the proposals. The main concern raised related to why the proposals end at Barnton Avenue West and do not extend to Cramond Primary School. Whitehouse Road is a very busy road, with vehicles often speeding, and safety concerns were highlighted regarding children living south of Cramond Primary School cycling via the proposed route and then having to join the main carriageway at a busy point to reach the school.

4.4.2 Pupil workshops

Across both workshops, pupils reported that they frequently walk, cycle, or scoot in the local area, with popular destinations including Whitehouse Road shops and cafés, Cammo Meadows, Cramond Promenade, and trips with friends. While most enjoy active travel, pupils identified several barriers, particularly the perceived danger of Barnton Junction, difficulties crossing Whitehouse Road and Maybury Road, high traffic volumes, and poor weather. Near misses on Whitehouse Road were mentioned by several pupils.

After reviewing the proposals, pupils were generally supportive and many said they would cycle more often if the improvements were delivered—especially if the route were extended to reach Cramond Primary School, a point raised independently by pupils in both sessions. They also welcomed measures to improve the appearance and attractiveness of Barnton Junction. However, some concerns were expressed about narrow footways in parts of the scheme and potential conflicts with cyclists.

4.4.3 Parent Council Meeting

Cramond Primary School Parent and Staff Council meeting attendees were broadly supportive of providing safe walking and cycling infrastructure in the area, particularly if the route were extended to Cramond Primary School. Some members also suggested a further extension towards The Royal High School. Support was also expressed for CEC's separate proposal to reduce the speed limit on Whitehouse Road.

Some members noted that many children already scoot and cycle to school, but Barnton Junction currently acts as a significant barrier. The school had previously explored establishing a bike bus, but this was not progressed due to safety concerns at the junction. Additional issues were raised regarding drivers jumping red lights and pedestrians feeling unsafe when crossing, particularly where vehicles turn left from Maybury Road towards Fife.

However, while safety improvements at Barnton Junction were welcomed, several concerns were raised about the impact of the proposed design on local motorists, particularly the perceived impact of removing the additional right turn flare for traffic turning right from Whitehouse Road towards Fife. It was also questioned whether the additional left-turn lane from Maybury Road towards Fife is necessary, as this movement does not typically experience significant queuing.

Concerns were also expressed about the removal of the right-turn into Cammo Gardens. Members noted that drivers already block the yellow box at this junction, and felt that introducing signals would not resolve this issue. It was also highlighted that other junctions serving the new development retain right-turn movements in the design, so removing this one felt unfair to residents.

4.5 Design suggestions

Table 12 Design suggestions and designer response

Suggestion	Response
MAYBURY ROAD	
Retain the right-turn into Cammo Gardens (or provide a protected/filter right-turn at the new signals)	There is insufficient road width to create a right-turn filter and therefore to retain the right turn is likely to result in traffic queuing into Barnton Junction.
If the right-turn is removed, upgrade the Cammo Rd / Queensferry Rd junction first	This suggestion will be considered further at the next stage.
Coordinate the new Cammo Gardens signals with Barnton Junction (and existing crossings)	This suggestion will be considered further at the next stage.
Maintain two traffic lanes on Maybury Rd and avoid carriageway narrowing	There is no proposed change to the existing number of traffic lanes on the Maybury Road link. On the Maybury Road approach to Barnton junction the proposal is for the number of left turn lanes to increase from one to two and for the number of right turn lanes to be retained at two. The proposal is for the additional central right turn lane to be removed as, subject to ongoing consultations, this is assumed to no longer be required.
Provide adequate lane widths for 2 large vehicles to pass one another (Lothian Bus feedback). Review geometry and swept paths.	Swept path and geometry analysis has been undertaken to accommodate large vehicle movements. This will be reviewed again at detailed design stage
Include Pinegrove Gardens in the design – retain the right-turn pocket into Pinegrove Gardens; add keep clear markings; or bring Pinegrove into the	This suggestion will be considered at detailed design stage.

signalised design and/or add a Toucan to access the cycle track.	
Alternative to new signals at Cammo Gardens: raised table / zebra; or a grade-separated crossing	The suggested solutions are not feasible at this location. Facilitating a right-out movement from Cammo Gardens requires signalisation to operate safely. A grade separated solution at this junction would likely require the purchase of private land and that is not something the Council is considering in this proposal
Extend and complete the cycle link (and get the transitions right) Continue the route beyond Cammo Meadows to West Craigs/Maybury Junction, Cramond PS, and connect to Route 1 / River Almond / Barntongate; provide a safe southbound transition at the route end; add a Toucan near Pinegrove.	We will report back on the feedback regarding extending the cycle provision further and consider how the proposals tie into potential further links to Cramond Primary and Maybury Junction. The route to the River Almond (part of NCN1) is not being considered for improvement as part of this project and the proposed tie ins to Braehead Road and Barnton Avenue West are considered satisfactory at this time.
Cycle track design quality (width, separation, priority) - Wider bidirectional track (many asked for ≥ 3.0 m), - Physical protection from traffic (some support bollards, others object—request for robust kerb/edge instead), - Coloured surfacing/linework for clarity, - Priority and visibility at driveways/side-roads, - Adequate waiting space for cargo bikes/trailers at signals.	- The cycle track width is dictated by the general constraints of the available width and the need to accommodate pedestrians and vehicular movements. - The separator kerb between cycle track and the road is considered sufficient to protect cyclists however, bollards will be considered at detail design stage at key locations such as the beginning and end or where there are breaks in the separator strip at driveways. - All cycle tracks will be red. This could be red bitumen or red stone chips. This will be decided at technical design stage. - In accordance with the highway code, pedestrians and cyclists will be given priority as they traverse a driveway opening. The design will endorse this behaviour. - We will ensure non-standard bike movements are designed for, allowing space between stop line and push button.
Speed management on Maybury Rd: Enforcement and/or traffic calming to achieve 30 mph, speed cameras, and better compliance; some request a green wave for cyclists.	Currently there are Vehicle Activated Signs (VASs) on Maybury Road to remind drivers of the 30mph speed limit (previous 40mph) Speed cameras are not being considered as part of this scheme.

Pedestrian crossing placement and specification ▪ Move the existing crossing away from the Barnton stop line to reduce blocking, ▪ Rationalise crossings to avoid multi-stage zig-zags, ▪ Prefer far side pedestrian signals over nearside, with audible/tactile features, ▪ Longer pedestrian green and clearer marking/signing.	▪ It's important crossings are as close to the desire line for pedestrians as possible considering safety. ▪ The number of crossings specified is considered necessary. ▪ This is the new standard being adopted by CEC and is considered better for users with visual impairments. ▪ The pedestrian green phase and on-crossing detection will be tested to ensure slower users have enough time to cross.
Parking and loading at Barnton shops: retain or reconfigure parking (e.g. angled bays), preserve manoeuvring space at Scotmid.	Angled parking is an interesting idea to allow users to reverse back into the road without requiring as much space. The manoeuvring space is considered better served as increased public realm space outside Scotmid, possibly lending itself to out door seating.
BARNTON JUNCTION	
Retain right turn lane from Maybury Road into Queensferry Road (part of current bus turning infrastructure, used by X47 to access main Barnton bus stop.	This will be investigated at next stage of design. Design team will need to consider junction phasing and whether ahead movement from Whitehouse Road into Maybury Road is proposed to act as an ahead filter. This would mean the right turn here would need to be banned anyway. However, point taken re X47 needing to access Barnton bus stop.
Review section from Cammo Crescent heading citybound, no indication on position is given to right turning or straight-ahead traffic> the innermost straight-ahead lane is directly aligned with the section of bus lane and bus stop.	The deflection is to allow for buses to pull into a recessed bus stop at Barnton as part of a small bus lane.
Retain two right-turn lanes from Whitehouse Road → Queensferry Road	There is currently a short right turn flare that has a theoretical capacity of two to three car lengths. In freeflow conditions there is limited traffic capacity benefit to the flare and in combination with the other junction changes, modelled junction capacity is not significantly affected by its removal. The proposal to reallocate the space to improve the pedestrian crossing will improve the pedestrian experience.
Improve/extend green time for key traffic movements	This will be considered as part of the junction modelling to ensure a balance between relieving

	congestion and enabling more journeys to be undertaken by foot or on bike.
Provide single-stage pedestrian crossings instead of two-stage	Queensferry Road lies on the primary network for General traffic and Public transport which means that due to the demands of the junction it may not be possible to deliver a single stage crossing at the junction.
Build a grade-separated pedestrian/cycle bridge or underpass	An over-structure that accommodates minimum height requirements and ramp gradients would require significant land purchase or carriageway width reduction. An underpass or series of underpasses, are is unlikely to demonstrate value for money.
Southbound lanes: Provide adequate lane widths for 2 large vehicles to pass one another at pedestrian crossing (Lothian Bus feedback).	Bus movements have been tracked and will be assessed further as the detailed design work progresses.
Maintain or increase parking near shops	The proposal is that an appropriate balance of street space is to reduce the number of car parking spaces from 11 to 8 in order to maintain the number of disabled bays, increase the space for people walking, cycling, and for bus passengers and to provide a dedicated loading bay. There is also a strong safety reason for reducing the complexity of turning and reversing movements at the entrance to the Golf Society.
Improve access for Barnton Grove/Barnton Park residents: ▪ Ease right turn into/from Barnton Grove ▪ Prevent blocking of the yellow box ▪ Maintain adequate capacity on Whitehouse Road ▪ Provide safer cycle/pedestrian interaction near the Grove	▪ The yellow box will be retained at the Whitehouse Road / Barnton Grove junction. ▪ Compliance is difficult to design in. ▪ The capacity of Whitehouse Road is dictated primarily by the Barnton junction signal timings ▪ Further consideration of the crossings near Barnton Grove will be considered at the next stage of design.
Provide a direct pedestrian crossing on east side of the junction.	Due to the operational demands on the Barnton junction, the proposal is that the pedestrian crossing on the east side of the junction will remain a two stage crossing at the existing location.
Ensure clear driver signage and road markings. Concerns about: ▪ drivers entering wrong lanes ▪ misreading new arrangements ▪ current no-entry confusion	Signing and linings will be considered at detailed design.

lane discipline issues at Maybury split	
Retain Maybury Road → Queensferry Road (westbound) free-flow left turn	The existing Maybury Road, Queensferry Road is semi controlled by the pedestrian crossing stage. During consultation users reported safety concerns at the crossing stop line. To improve the safety and comfort of all road users the proposal is for the left turn to be fully signal controlled and the pedestrian crossing on the west side of the junction to be reduced from four steps to two.
Rationalise crossings north of Barnton Junction (no need for two crossings, one is enough).	The signal controlled midblock crossing near Braehead Road is necessary to enable a safe crossing for people, including people with disabilities. The informal crossing at the DD islands at Barnton Grove is on a desire line reported by the local community allows pedestrians a more direct route to the shops.
Rethink bus stop bypass layouts.	The proposed bus stop bypass layouts are in line with guidance at the time of development and facilitate safe movements by all modes. Further refinement will be undertaken at detailed design stage and in response to any changes to national and local guidance.
Consider alternative cycle routing away from the junction. Ideas included: - using Cammo Walk - improving underpass at Cramond Brig - routing via Barnton Park - creating quiet-routes instead of the main junction arm	For cycle tracks to be effective they must they must feel direct to the places people want to go. The suggested cycle routes may have value in themselves or in addition to a direct link between homes, shops, education and employment. Alongside the City Mobility Plan, justification for the need for these interventions (as opposed to alternatives) are set out in the Local Development Plan, Local Development Plan Action Programme and Our Future Streets: a circulation plan for Edinburgh. Maybury Road and Whitehouse are on the Primary cycle network.
Increase cycle track width and reduce sharp bends. Requests to avoid: - tight corners - narrow sections - weaving around obstacles	The design will be subject to further iteration and safety audits.
Add enforcement infrastructure. Suggested additions: - red-light cameras - speed cameras	This suggestion will be considered as part of the detailed design work.

▪ box-junction cameras ▪ better 30mph signage	
WHITEHOUSE ROAD	
Parking provision – retain or increase. Suggestions include: ▪ Provide safer reversing geometry, preferably angled bays rather than nose-in/90° ▪ Increase Blue Badge bays and improve enforcement ▪ Explore shared-use agreements with Royal Burgess Golf Club for overflow parking ▪ Provide short stay bays for shops ▪ Retain parking near Royal Burgess, and between Braehead Grove and shops ▪ Alternative to parallel parking (Lothian Buses concerns this will prevent buses stopping at the kerbside)	▪ Consideration will be given to amending the parking bays during the next stage of design. ▪ The demand for disabled bays can be monitored to determine if an increase is required. ▪ On street parking near the Royal Burgess has been reduced to improve junction visibility and reduce conflicts The need for time-limited parking bays at the shops will be considered at detailed design stage The layout is intended to provide bus drivers with easy access to the kerbside. Further consultation with Lothian Buses will be undertaken at detailed design stage to understand the perceived issue.
Cycle track configuration – avoid side swap / uni-directional. Requests: ▪ Keep the cycle track on one side of the road throughout (most support staying on the west side) ▪ Replace bi-directional track with two uni-directional tracks, one each side ▪ Avoid mid-route side-swap at Barnton Grove/Braehead Road, described as confusing, inconvenient, and unsafe ▪ Improve cycle access from Barnton Grove and Braehead Road (currently unclear) ▪ Provide continuous protected route (if retained), avoiding breaks at crossings ▪ Provide cycle priority or reduced wait times at the toucan ▪ Ensure cycle track is wide enough for cargo bikes ▪ Ensure footway remains generous	▪ The alignment of the cycle track is designed to minimise the number of side road and driveway crossings and to connect people to the Barnton Shops. ▪ A bi-directional cycle track is preferred given the other demands for space are not deliverable ▪ Opportunities to improve transitions into some side roads will be looked at further at the next stage. It is recognised that there are space constraints that may make these connections difficult to achieve Signal timings will be considered at the next stage. ▪ Space for pedestrians and people cycling will be maximised within constraints and other space demands.
Traffic lanes and markings. ▪ Maintain two right-turn lanes at Barnton junction ▪ Add or reinstate Keep Clear or Yellow Box markings at: ○ Braehead Road ○ Barnton Grove	There is currently a short right turn flare that has a theoretical capacity of two to three car lengths. In freeflow conditions there is limited traffic capacity benefit to the flare and in combination with the other junction changes, modelled junction capacity is not significantly affected by its removal. The proposal to reallocate the space to improve the

○ Royal Burgess access ▪ Provide adequate lane widths for 2 large vehicles to pass one another at bend in Whitehouse Road (outside 176). (Lothian Bus feedback).	pedestrian crossing will improve the pedestrian experience. Markings will be considered at the next stage Large vehicle movements have been tracked during design development and will be again at detailed design.
Proposed raised table too close to bus stop locations (Lothian Buses feedback).	Further consultation with Lothian Buses will take place at the next stage.
Bus stop design ▪ Reconsider bus stop bypasses due to perceived safety risk for older or visually-impaired pedestrians ▪ If retained: ○ Add zebra crossings over the cycle track ○ Improve tactile provision and sightlines ○ Add speed-reducing geometry for cyclists approaching the boarding island ▪ Some request bus lay-bys to prevent queuing traffic ▪ Bus stops need to be aligned for dual door buses as currently allocated to journeys on service 47	▪ Bus stop bypasses provide each mode and activity with their own space and takes account of the whole street safety risk, both perceived and actual, to people. The design at each location will be subject to further detailing at the next stage and to safety audit.. ▪ Any bus stop bypasses will: ○ Contain zebra crossings ○ Have tactile paving ○ Speed reducing bends ○ Be visible ▪ The City Council has a presumption against placing bus stops in laybys as this disadvantages people accessing and egressing and disadvantages bus operation. ▪ Edinburgh Street Design Guidance has a presumption against placing bus stops in laybys. ▪ Bus stops will be long enough to accommodate dual door buses as required.
Junction and crossing improvements ▪ Better segregation of pedestrians and cyclists at shared crossings and around bus stops. ▪ Consider far-side pedestrian signals (some find near-side hard to see). ▪ Increase green times for older pedestrians. ▪ Provide straighter, more intuitive alignment through the Braehead crossing (several noted the shown geometry as “squiggly / awkward”). ▪ Add a zebra or signalised crossing near Barnton Grove for better access to bus stops.	▪ The design maximises segregation, taking into consideration local constraints and scheme objectives. ▪ Near side crossings are the standard being adopted by CEC, in line with the latest research. ▪ Signal control detailing will be specified at the next stage of design. . ▪ Crossings will be further detailed at the next stage

▪ Braehead Grove – calls for a yellow box to allow turning. ▪ Brae Park Road: radius too tight, inconsistent geometry, cycle merge poorly aligned, possible need for controlled lights. ▪ Retain instant green-man response at existing crossing – strongly repeated. ▪ Provide tactile cones, audible signals and accessible push buttons. ▪ Consider raised parallel crossings for cycle priority.	
Golf Society access ▪ Relocate or reconfigure the Royal Burgess access (many call it hazardous). ▪ Install a continuous footway across the access with a raised table / ramp to slow vehicles. ▪ Provide yellow box markings to maintain visibility and reduce blocking.	▪ Changes to the Golf Society access arrangements have been considered and rejected for a number of reasons including safety. The proposed layout simplifies movements to address safety concerns with existing movements. ▪ Continuous footways are proposed at both entrance and exit. The details of this will be subject to further work alongside the Golf Society. ▪ Signing and lining/markings will be considered at detailed design stage.
Extension and network continuity ▪ If the scheme proceeds, extend the cycle track to Gamekeepers Road at least, ideally reaching Cramond Primary School and potentially Cramond village. ▪ Link properly to Cammo Walk, NCN1 underpass, and wider network. ▪ Avoid “half-a-route” scenarios where protected space ends abruptly. ▪ Provide clear wayfinding and continuity with wider cycle network.	▪ The northern scope of this work is currently to connect with NCN1 at Barnton Avenue West. The requested extended scope to Cramond Primary School as part of this project is being considered. ▪ To the south the scheme will connect to the existing wide shared footway at Cammo Walk ▪ Way finding will be considered at detailed design stage.
Physical protection and materials ▪ Use physical separators to stop vehicles encroaching onto cycle tracks and footways (citing Leith Walk as precedent). ▪ Others request avoiding bollards, citing maintenance/winter gritting issues. Instead use continuous kerb upstands and/or a level difference.	▪ All cycle tracks will be physically segregated with kerbs. ▪ Bollards will be restricted to limited locations at the beginning and end of a cycle track or at driveways.
Bus operations and road geometry ▪ Ensure two buses can pass simultaneously. ▪ Review the northbound bus stop location to prevent blocking both lanes.	▪ Buses will be able to pass simultaneously along the full length of the scheme.

Improve boarding platform width for wheelchairs and buggies.	The dimensions of boarding widths will be, as a minimum, in line with guidance. This accounts for the needs of all users to access buses. The detail of this will be further considered at detailed design.
Footway width and public realm - Maintain generous footway widths near shops, bus stops, and crossing points. - Avoid or minimise shared-use areas (especially downhill sections) - Add street trees or planting where space permits (but avoid blocking visibility or driveway access). - Add more bike parking, particularly near Scotmid, Cloudberry, and Herringbone.	- The designers have purposefully retained a widened footway at the shops and the overall footway area is increased in the proposals. - Shared-use areas is proposed only for low speed transitioning between infrastructure types. - Green Placemaking has been considered but the design team will look for more at detailed design stage and specify further detail. - Opportunity for bike parking will be investigated at detail design stage.
Safety at driveways - Protect pedestrians at driveways intersecting with the cycle track (especially where bi-directional) - Use clear priority markings where cycle track crosses side roads and accesses. - Introduce ramps for vehicles exiting driveways to force slow speeds - Residents with driveways on Whitehouse Road asked that the proposals be reviewed to ensure safe access and exit from their properties	- Unless there is safety or operational reasons otherwise, at driveways pedestrians and cyclists will in most cases have priority over motorised vehicles. - The road kerbs will clearly delineate the priority with continuity offered to active travel modes. - Where the cycle track is at footway level, ramps will be introduced. For carriageway level cycle tracks the ramp will be at the edge of the footway. - Residents of Whitehouse Road are provided the opportunity to comment during consultations.
Loading bay – alternative solutions - Reduce size of the bay. - Move the bay to Barnton Grove. - Make loading time-restricted (early mornings only). - Reclaim part of the bay for more parking spaces.	- The loading bay has been designed to accommodate two small loading vehicles or one large vehicle. - Representations from businesses suggest that the most appropriate location for loading is at the shop fronts. Moving the bay to Barnton Grove would mean introducing more turning movements on the quiet street. - Timed loading arrangements will be considered at the next stage of design

	▪ The loading bay needs to accommodate the loading vehicles of the businesses
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5. Summary and Next Steps

This report details the approach and key findings from a 14-week public consultation on the subject of the Barnton Connections Concept Design. It was conducted by Jacobs on behalf of the City of Edinburgh Council (CEC), between 3 November 2025 and 9 February 2026.

Scale of response

The consultation response was very strong with a total of 832 respondents to the survey. The majority of respondents (668, 80%) are from EH4, covering Barnton, Cramond, Davidson's Mains and Blackhall. The second-largest cluster is EH12 (94, 11%) covering Corstorphine, Clermiston and South Gyle.

A majority of respondents also provided open text comments on the proposals for each route section: 525 (63% of all respondents) for Maybury Road; 552 (66%) for Barnton Junction; and 560 (67%) for Whitehouse Road.

When asked whether the proposals would improve conditions for active travel, more respondents for each route section agreed than disagreed however the response to this question was very polarised.

Common themes in comments

The open text comments reveal a mixed set of views, with strong and often conflicting opinions expressed on what the street space priorities should be, the potential traffic impacts, neighbourhood movements as well as whether providing for active travel is a priority, and the wider context of development in northwest Edinburgh.

Many respondents strongly support the proposals for improved walking, wheeling and cycling facilities including a continuous, protected cycle route to address present conditions that are described as intimidating and unsafe. For families and people cycling less confidently, the proposals appear to represent a long-needed improvement. Some people highlighted a preference that the cycle track should remain on one side of the road rather than change sides, or should be a uni-directional arrangement.

A comparable proportion of respondents emphasised their concerns that the proposals may worsen congestion, may reduce accessibility to car parking and destinations, or negatively affect local businesses and residents. In many cases, people expressed doubts about the necessity or appropriateness of a dedicated space for cycling, citing limited road width, perceived low cycling demand, concerns about driver delay, and potential conflicts at bus stops, driveways and side roads.

This polarisation of views was evident in the responses across all three route sections (Maybury Road, Barnton junction and Whitehouse Road).

A consistent theme throughout the comments is anxiety about existing traffic pressures and the concern that the proposals may exacerbate this. Many people link these traffic concerns to the cumulative effects of recent and ongoing housing development—particularly Cammo Meadows and West Craigs—alongside roadworks and changes to road capacity. For these respondents, the proposals are viewed not in isolation but against a backdrop of infrastructure that they consider under strain.

The most commented on single design element on the Maybury Road section is the proposed removal of the right turn into Cammo Gardens from Maybury Road. Many voiced their opposition, citing grounds such as increased driver journey length, and displacement of traffic to the Cammo Road/A90 junction. In the case of the latter, the comments express concern that this vehicle turning movement is already difficult or unsafe. There also a strong body of support in the comments for signal control at the Cammo Gardens junction to address difficulties exiting onto Maybury Road, however many of those supportive qualify their views with requests to retain the right turn into Cammo Gardens and to ensure signal coordination with Barnton Junction. This divergence highlights the need for careful balancing of local access needs, wider network impacts and safety considerations.

Amongst comments on the Whitehouse Road section, any reduction in car parking loss is perceived as a concern, especially for older residents. Respondents fear that reduced convenience parking will harm the viability of Barnton shops and push vehicles into surrounding residential streets. Feedback from stakeholders Lothian Buses, the Edinburgh Access Panel and the Community Council stress the importance of maintaining safe kerbside access, disabled parking and workable loading arrangements.

There is broad agreement for several aspects of the proposals. Many welcome safer crossings, improved lighting, simplified junction layouts and measures that prioritise pedestrian safety. Parents, school staff and active travel groups highlight the value of a continuous, safe route, particularly for children travelling to Cramond Primary School, and regret that the northern part of the corridor is not included within the funded scope. Stakeholder organisations representing active travel interests generally welcome the proposals, while offering detailed suggestions for refinement.

Feedback from drop-in events echoes the survey findings, combining strong interest in safer, more accessible junctions with significant concern about traffic displacement, parking, and the cumulative impacts of development. Many residents request further traffic modelling, better integration with public transport, and closer consideration of disabled access and the needs of older people.

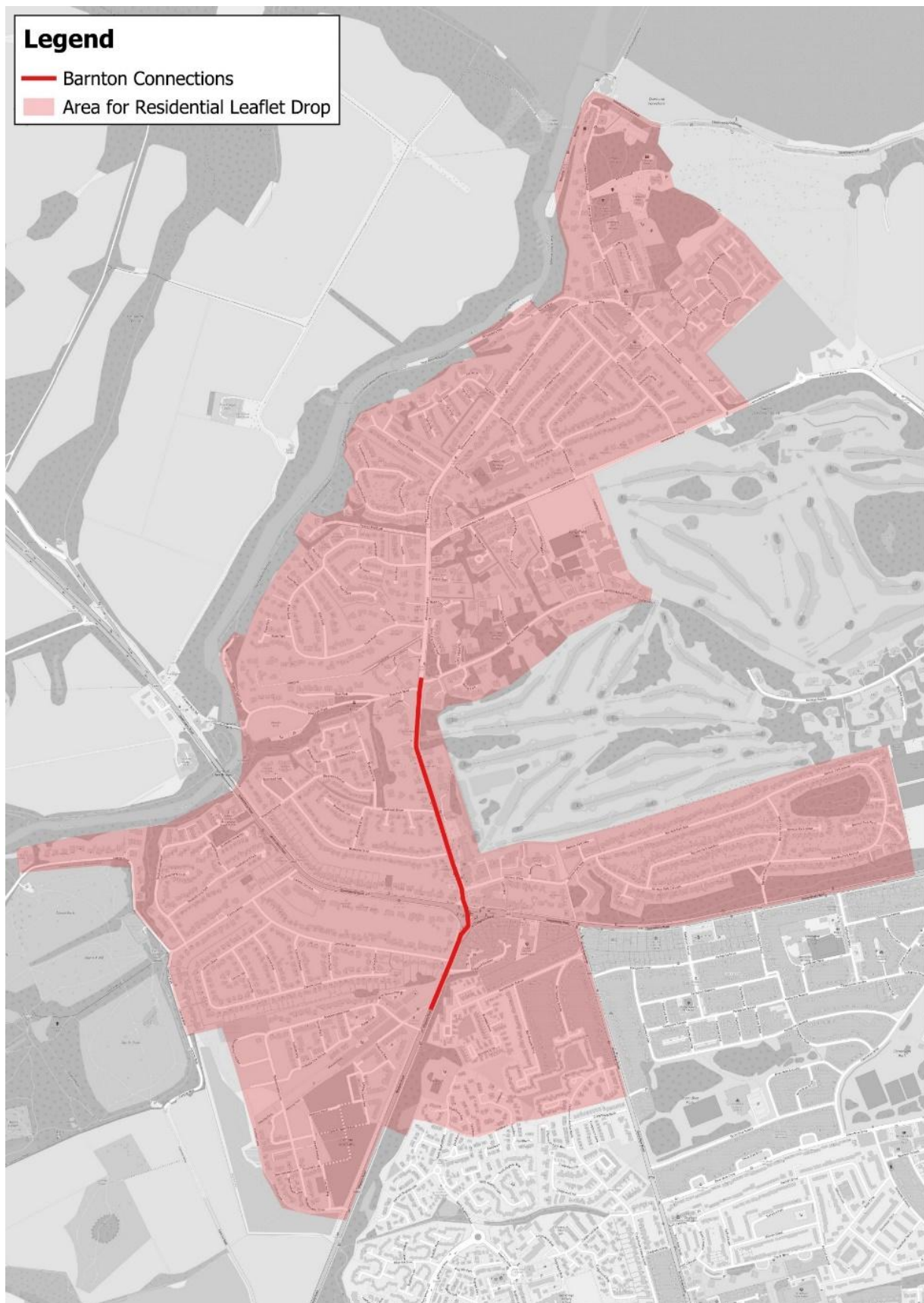
Overall, the consultation reveals a community that is highly engaged and deeply invested in the future of the corridor. While there is agreement for improving walking, wheeling and cycling, this is matched by significant concern about the impact on traffic flow, access and local businesses. The feedback points to the importance of the proposals balancing safety, accessibility, network performance and neighbourhood needs, supported by transparent evidence and continued dialogue with stakeholders and residents.

5.1 Next steps

The following next steps are recommended as part of the next stage of communications planning:

- Consider any additional route scope required regarding the traffic management in the Cammo Gardens/ Cammo Road area; and for the link to Cramond Primary School;
- Consider the design comments provided in Section 4.5 of this report alongside the other Concept Design outputs to refine the scheme layout prior to full detailing;
- Build on the traffic modelling undertaken to date by considering how to analyse and effectively communicate existing and proposed traffic network performance to the public;
- Consider analysis of local business customer travel and spending patterns to analyse the relative value of proposal elements including car parking spaces; and
- Continue to build on key local stakeholders relationships during detailed design and as part of an updated communications plan.

Appendix A. Leaflet distribution area



Appendix B. Leaflet



Share your views



We'd like to hear what you think of our proposals to improve walking, wheeling and cycling in this area.

Online survey

Complete the survey from
3 November 2025 to 26
January 2026

Information sessions

Come along and meet the team

City Gates Church, Whitehouse Road:
20 November, 2pm – 6.30pm
1 December, 2pm – 6.30pm



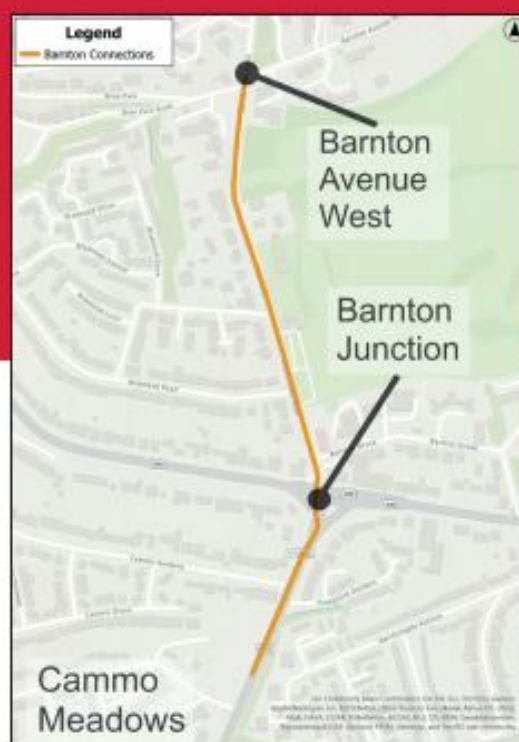
www.edinburgh.gov.uk/barntonconnectionssurvey



We have plans to improve walking, wheeling and cycling from Cammo Meadows, across Barnton Junction up to West Barnton Avenue.

The changes will provide safer and easier access to local shops, schools and other local amenities across a busy junction with:

- more accessible pavements
- safer crossings
- a high-quality cycling route



www.edinburgh.gov.uk/barntonconnectionssurvey

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You can get this document on audio CD, in Braille or large print if you ask us. Please contact Interpretation and Translation Service (ITS) by email at its@edinburgh.gov.uk and quote reference number 25-1393 ITS can also give information on community language translations.

Appendix C. Survey questions

Your details

First we'd like to know a little about you and your relationship to the project area. Apart from your postcode and relationship to the project area, these questions are voluntary and if you do not wish to answer you do not have to.

The Council uses this information to ensure responses to consultations are genuine and that each person is submitting only one response.

The Council may publish responses received to this consultation, but will not publish individual names, email addresses or postcodes. We will publish the names of organisations.

1. The Barnton Connections project proposes improvements for the area around Maybury Road (between Cammo Meadows and Barnton Junction), Barnton Junction, and Whitehouse Road (between Barnton Junction and Barnton Avenue West). Tell us about your relationship to the area, select all the boxes that apply to you

- ☐ Live here
- ☐ Live near here
- ☐ Run a business here
- ☐ Work here
- ☐ Children travel to school through here
- ☐ Visit shops, cafes or restaurants
- ☐ I travel through the area
- ☐ Visit friends and/or family
- ☐ Go to church here
- ☐ I attend leisure activities here
- ☐ Other (please specify)

2. Your details

What is your postcode? (required)

Email address

Yes, I consent to being contacted about this consultation

☐

3. Are you responding as an individual or on behalf of an organisation?

☐

An individual

☐

On behalf of an organisation

If you are responding on behalf of an organisation, please can you tell us the name of it?

4. What is your sex?

☐

Male

☐

Female

☐

Prefer not to say

5. What age bracket do you fit into?

- ☐ 16 and under
- ☐ 17-22
- ☐ 23-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to say

6. How do you usually travel in the project area? Select all that apply

- ☐ Walk or wheel
- ☐ Cycle
- ☐ Bus
- ☐ Driver of car or van
- ☐ Passenger of car or van
- ☐ Taxi
- ☐ Motorcycle
- ☐ Other (please specify)

About this survey

This survey is divided into four route sections to help us understand your views on different parts of the project:

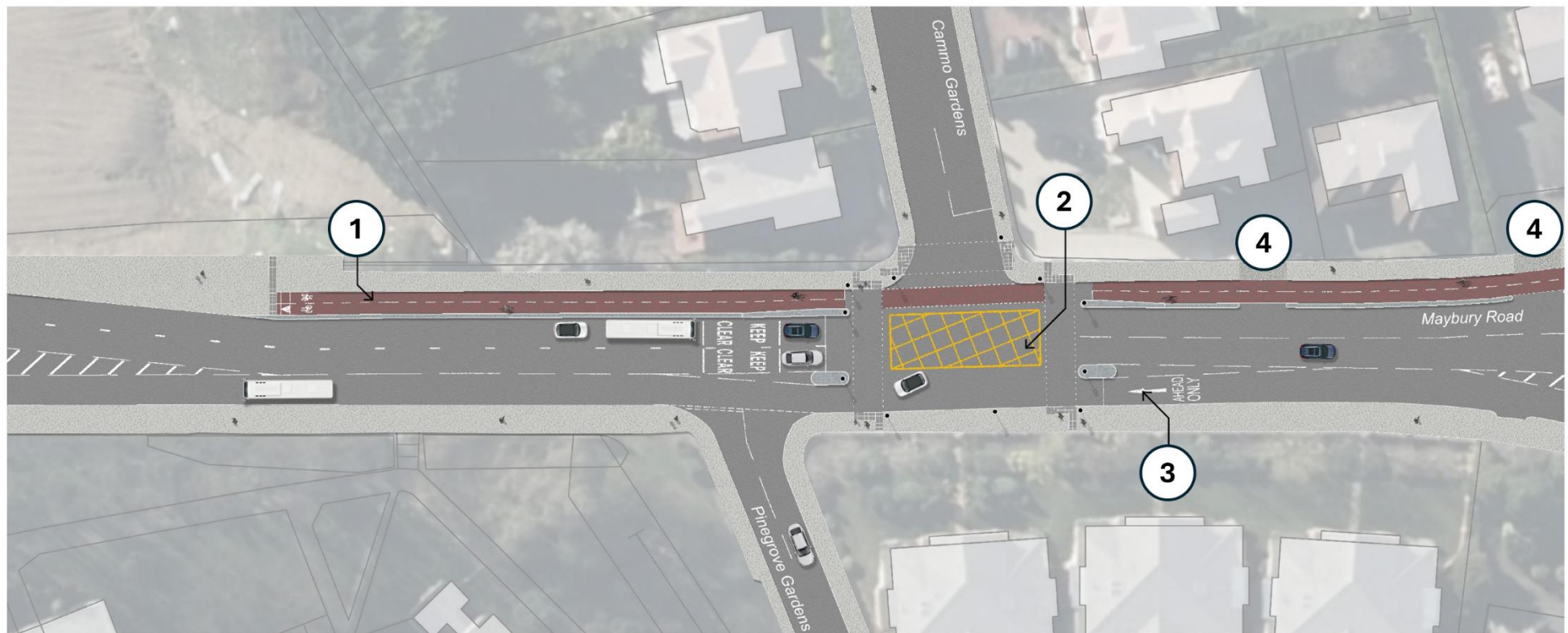
1. **Maybury Road** (between Cammo Meadows and Barnton Junction)
2. **Barnton Junction**
3. **Whitehouse Road** (near the shops to Braehead Gove)
4. **Whitehouse Road** (Braehead Grove to Barnton Avenue West)
5. **Union Canal Link** (Ashley Drive, Ogilvie Terrace, Harrison Gardens, West Bryson Road, Bryson Road and Fowler Terrace)

For each section, you'll be presented with a summary and supporting visuals. You'll be asked to share feedback on each route section. Your feedback will help shape designs and ensure the project meets the needs of people who live, work and travel in the area.

1. Maybury Road (between Cammo Meadows and Barnton junction)

We want to make it easier for people walking, wheeling and cycling from Cammo Meadows to Barnton Junction. Here's what we're planning:

- new two-way cycle track, segregated from pedestrians and vehicles. This would be on the west side of Maybury Road connecting into the new shared use path at Cammo Meadows.
- new signalised junction at Cammo Gardens. A new set of traffic lights would be added at the junction with Cammo Gardens and Maybury Road to help people cross Maybury Road and Cammo Gardens. Traffic lights will make it safer for vehicles entering and exiting Cammo Gardens at Maybury Road.
- changes to vehicle movements – no right turn from Maybury Road into Cammo Gardens. Vehicles travelling from Barnton junction to Cammo Gardens could use Cammo Road instead.



1. Two-way cycle track separated from vehicles and pedestrians. This connects into the new shared use pavement at Cammo Meadows.
2. Traffic lights would be added at the junction with Cammo Gardens, with pedestrian crossings on all sides.
3. Change to vehicle movements – the right turn from Maybury Road into Cammo Gardens would not be permitted.
4. Access to all driveways retained.

7. To what extent do you agree that our proposals for Maybury Road will improve conditions for people walking, wheeling and cycling?

☐

Strongly agree

☐

Agree

☐

Neither agree or disagree

☐

Disagree

☐

Strongly disagree

8. Are there any improvements or changes you would suggest to the current designs for Maybury Road (between Cammo Meadows and Barnton junction)?

2. Barnton Junction

We want to improve conditions at Barnton Junction for people walking, wheeling and cycling. The changes would make it easier and safer to get to shops, schools and other important places. Here's what we're planning:

- change the crossing on the west side of the junction so it's safer and easier for people walking and wheeling. We're also making the middle island in the road wider so there's more space and it's safer.
- segregated cycle track will continue across the junction, separated from pedestrian crossing.
- changes to traffic lanes
- junction arm for Maybury to Whitehouse Road (Cramond/Barnton) would be go straight only
- one right turn lane, from Whitehouse Road to Queensferry Road
- police box on Maybury Road would be relocated



1. Two-way cycle track separated from vehicles and pedestrians.
2. Police box would be relocated. We would like the community to suggest what it could be used for.
3. Mobile phone mast equipment not proposed to be moved.
4. Potential to add additional pedestrian crossings.
5. Wider pedestrian crossings.
6. Mini zebra pedestrian crossings over the cycle track.
7. Wide separated crossings for pedestrians and people cycling with shorter overall crossing distance and two stages (instead of four currently).
8. Bigger pedestrian islands.
9. Potential for low level landscaping to soften the landscape.
10. Additional left turn lane from Maybury Road to Queensferry Road west (two lanes instead of one).
11. Central lane from Maybury Road for Whitehouse Road (Cramond/Barnton) traffic only.
12. One right turn lane from Whitehouse Road to Queensferry Road (instead of two currently).
13. Pedestrian priority at vehicle entrances. Access to all driveways will be retained.

9. To what extent do you agree that our proposals for Barnton junction will improve conditions for people walking, wheeling and cycling?

☐

Strongly agree

☐

Agree

☐

Neither agree or disagree

☐

Disagree

☐

Strongly disagree

10. Are there any improvements or changes you would suggest to the current designs for Barnton Junction?

11. The police box was moved from its original location during previous changes to the junction. It may need to be moved as part of these works. Please share any ideas for where the police box could be moved to, or how it could be used in a new way in a new location?

A large, empty rectangular box with a thin black border, intended for users to provide their ideas or suggestions regarding the police box relocation.

11. The police box was moved from its original location during previous changes to the junction. It may need to be moved as part of these works. Please share any ideas for where the police box could be moved to, or how it could be used in a new way in a new location?

3. Whitehouse Road (between Barnton junction and Braehead Grove)

We want to make it easier for people walking, wheeling and cycling on Whitehouse Road. The changes would make it safer and easier to get to shops, schools and other important places.

Whitehouse Road is proposed to be changed to a 20mph limit in advance of these proposals as part of the city wide [20mph for Edinburgh](#) project.

Here's what we're planning through Barnton Connections:

- two-way cycle track, separated from pedestrians and vehicles on Whitehouse Road
- pavement improvements to make crossing the road easier
- improved public space at Whitehouse Road shops
- changes to parking to accommodate wider pavements and the new cycle track
- new loading area for the shops on Whitehouse Road
- improvements to pedestrian crossings on Whitehouse Road



1. Two-way cycle track separated from vehicles and pedestrians.
2. Raised crossing at Barnton Grove moved closer to the desire line at Whitehouse Road.
3. Raised crossing on Whitehouse Road. This would be moved closer to Barnton Grove and raised to make crossing easier. A wider pedestrian island will create more space to wait.
4. New loading area for the shops on Whitehouse Road – a dedicated space for deliveries.
5. Bus stops moved slightly.
6. Bus stop bypass – the cycle track passes behind the bus stop area. People use the zebra crossing to access the bus stop.
7. Changes to parking to accommodate wider pavements and the cycle track. Six parking bays and two disabled bays are retained outside the shops, and space for two vehicles on the opposite side.
8. Access to all driveways will be retained. New raised pavements at entrance/ exit to Royal Burgess Golf Society.
9. A wider signalised toucan crossing shared by pedestrians and people cycling.
10. Area of pavement shared by pedestrians and people cycling on each side of the toucan crossing.
11. New double yellow lines on Whitehouse Road would restrict parking between the Royal Burgess Golf Society and Barnton Avenue West.

12. To what extent do you agree that our proposals on this section of Whitehouse Road (between Barnton junction and Braehead Grove) will improve conditions for people walking, wheeling and cycling?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

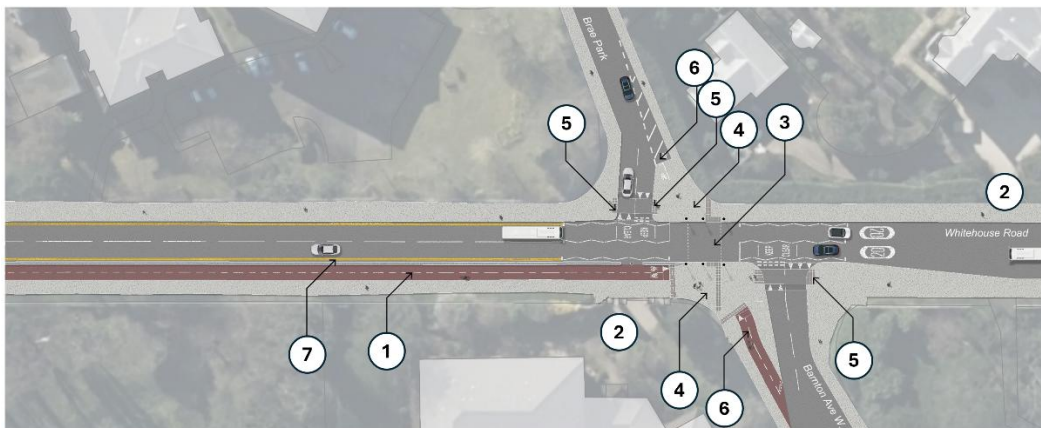
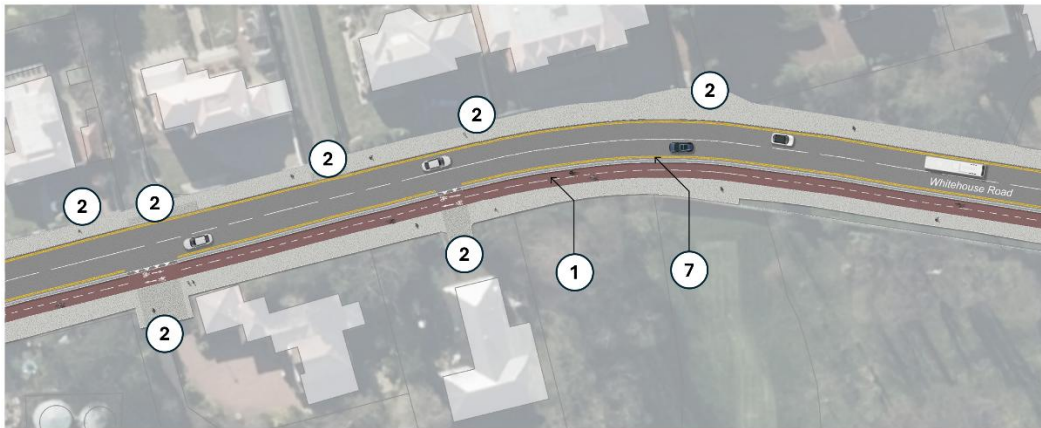
13. Are there any improvements or changes you would suggest to the current designs for Whitehouse Road

(between Barnton junction and Braehead Grove)?

4. Whitehouse Road (between Braehead Grove and Barton Avenue West)

We want to make it easier for people walking, wheeling and cycling on Whitehouse Road. The changes would make it safer and easier to get to shops, schools and other important places. Here's what we're planning:

- two-way cycle track, separated from pedestrians and vehicles on Whitehouse Road as far north as Barnton Avenue West
- tightened junctions with new pavement buildouts at Brae Park Road to make crossing the side streets easier
- changes to parking to accommodate the new cycle track



1. Two-way cycle track separated from vehicles and pedestrians.
2. Access to all driveways will be retained.
3. A wider signalised toucan crossing shared by pedestrians and people cycling
4. Area of pavement shared by pedestrians and people cycling on each side of the Toucan crossing.
5. Pavement buildouts to tighten side street junctions.
6. Connections linking into the National Cycle Network at Brae Park Road and Barnton Avenue West.
7. New double yellow lines on Whitehouse Road would restrict parking between the Royal Burgess Golf Society and Barnton Avenue West.

14. To what extent do you agree that our proposals on this section of Whitehouse Road (Braehead Grove and Barnton Avenue West) will improve conditions for people walking, wheeling and cycling?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

15. Are there any improvements or changes you would suggest to the current designs for Whitehouse Road (Braehead Grove and Barnton Avenue West)

Accessibility

16. Do you believe that the proposals would adversely affect you, for example, due to accessibility needs? (required)

- ☐ Yes – I think the proposals would have a significant adverse effect
- ☐ Yes – I think the proposals would have a slight adverse effect
- ☐ No
- ☐ Don't know

If yes, please could you give more detail on why this is.

17. Do you have a long-term illness or disability that limits your daily activities and travel options?

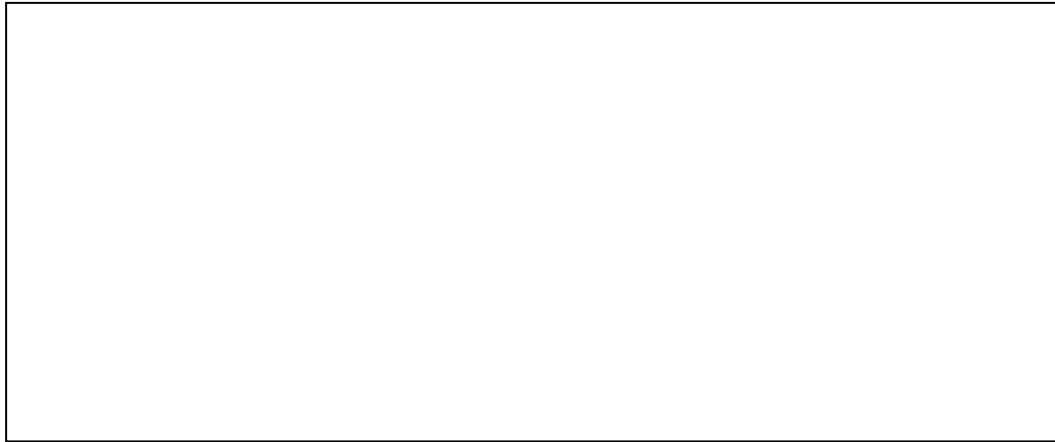
- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Feedback about this engagement process

19. To what extent do you agree or disagree with the following statements about this engagement exercise?

[illegible]

Please provide any other comments or suggestions you may have about this engagement process.

A large, empty rectangular box with a thin black border, intended for users to provide comments or suggestions. It occupies a significant portion of the page below the instruction text.

Appendix D. Police box - suggested locations and uses

Location suggestions included:

- Stay in the immediate area (Barnton junction vicinity)
- Whitehouse Road/Barnton shops area
- Cammon Estate/ Cammo Meadows
- Cramond area
- Other local areas (including; West Craigs, playpark, Maybury Primary School, river Almond, Davidson Mains Park)

Potential uses included:

A. Community uses

- community library/ book swap/book exchange
- Toy swap
- Tool library
- Community notice board / information point
- Food larder / honesty box
- Charitable drop-off/pick-up point
- Community meeting point
- Public history

B. Commercial / Business uses

- Coffee kiosk / coffee shop
- Ice cream stand
- Small retail outlet
- Cake stall (referenced multiple times)
- Local artists / craft makers rotating retail use
- A rentable micro-business space
- Digital parcel locker service

C. Active Travel / Transport Uses

- Wayfinding hub (signpost safer walking/cycling routes)
- Display maps of cycle infrastructure
- Cycling "service box" – tools, pump, water
- Water refill station for pedestrians/cyclists
- Traffic information display / warning sign on top
- Speed camera mounting point

D. Safety / Health Functions

- Defibrillator location (many mentions)
- First aid / emergency reference point
- Community safety hub

E. Arts / Creative / Educational Uses

- Art installation / sculpture feature
- Student or school community project
- Local heritage interpretation (info on history of area)

F. Environment / Nature Uses

- Placed near river, nature reserve, or open space with:
 - wildlife information
 - walking routes
 - educational panels

G. General “Other” Uses

- Police contact point (only a few wanted this)
- Shelter from rain/wind
- Telecoms or pollution-monitoring equipment hub

H. Views That It Should Not Be Repurposed

- Remove completely
- Scrap / recycle / sell it
- Put in a museum

Appendix E. Pupil workshops topic guide

Objective:

To involve young people in shaping the concept design by understanding their current travel habits, perceptions of issues, and gathering feedback on proposed active travel improvements.

Step 0: Warm-up

- Ask:
 - *"Who here has a bike?"*
 - *"Where do you like to ride your bike?"*
 - *"Cycling is sometimes called a 'sustainable transport mode'. Can anyone think of any other Sustainable Transport Modes?"*
Prompts: walking, scooting.
 - *"Who here likes to walk to places?"*
 - *"Why do you enjoy walking and/or cycling?"*
-

Step 1: Understand Current Travel Patterns

- Ask, *"How do you normally travel to school?"*
Prompts: walk, cycle, bus, car.
 - Ask, *"Why do you travel by that mode?"*
Prompts: lift from parents, walking/cycling with friends, fun way to travel.
-

Step 2: Gather Views on Current Issues

- Ask, *"What are the difficulties when cycling?"*
Prompts: crossings, traffic, locking up bike.
 - Ask, *"What are the difficulties when walking?"*
Prompts: distance, hills, traffic, weather.
-

Step 3: Review the Proposals

- Show a map of the Barnton Connections project area.
 - Point out key locations, e.g. the school, shops, NCN.
 - Show the proposals in more detail.
 - Explain what changes are suggested for each route section.
 - *"This is a wider pavement so more people can walk safely."*
 - *"This is a new crossing to help you get across the road."*
-

- *"This is a cycle path so bikes have their own space."*
- Ask:
 - *"Would this help you?"*
 - *"Do you like this idea?"*
 - *"What would you change?"*

END