Craigmillar Niddrie Connections
Concept Design - Engagement Report



November 2026

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Contents

1. Introduction 3
2. Communication and Engagement methods 4
   2.1 Communication 4
   2.2 Engagement 5
   2.3 Community Advisory Group (CAG) 6
   2.4 Local Councillors 6
   2.5 Emergency Services 6
   2.6 Internal Council teams 7
3. Engagement findings – Organisation Responses 8
   3.1 Edinburgh Access Panel 8
   3.2 Living Streets Edinburgh Group 8
   3.3 RNIB 8
      3.3.1 Continuous footways 9
      3.3.2 Access to bus stops 9
      3.3.3 Signal controlled pedestrian crossings 9
4. Engagement findings – Local Business Responses 10
5. Engagement findings - Individual Responses 10
6. Craigmillar Niddrie Connections Consultation 11
Appendix A - Proposals 40
   A1 Scope 40
   A2 Concept Design proposals 41
Appendix B - Visualisations 42
Appendix C - Project Objectives 45
Appendix D - Engagement materials 46
Appendix E - Questionnaire 49

1. Introduction

This report summarises the engagement that has been undertaken in relation to the proposed concept design for the 'Craigmillar Niddrie Connections' project.
The project aims to revitalise the Craigmillar and Niddrie area by creating better spaces for high-quality, safe walking, wheeling, and cycling routes as well as improved bus priority, alongside more attractive places to spend time.
Through this we are looking to provide better connections to surrounding areas, local schools and the Fort Kinnaird shopping centre.

Information about the project scope is included in **Appendix A** of this report.
Visualisations of the proposals can be found in **Appendix B**.

The changes proposed as part of the Craigmillar Niddrie Connections project are in line with the City Mobility Plan, Our Future Streets and follow the 20 Minute Neighbourhood strategy
The three core themes of the City Mobility Plan - People, Place and Movement – helped to inform the detailed Project Objectives which you can find in **Appendix C**.

This report summarises the findings of the engagement on the concept design proposal, undertaken between 16th April and 8th July 2026.

The concept design proposals were informed by initial engagement from 2023 when the Council conducted a survey in Craigmillar and Niddrie to understand local needs, opportunities, and any barriers that limit people making more active, greener travel choices.

The top three words to describe how the Niddrie Mains Road area feels were *Busy, Traffic, and Congested.*

When asked about what could improve the experience of spending time on the High Street, most comments were about maintenance, safety, environment, and amenities, such as:

- Better care and maintenance of public realm around shopfronts, more bins, and upgraded street furniture.
- More greenery, benches, better pavement, and less traffic.
- More police presence to deter antisocial behaviour.
- More local shops, family friendly cafes, pubs, and better leisure facilities.

For suggested improvements to make it easier to access the High Street by walking, wheeling, cycling or public transport most commented on road safety, maintenance, wider transport access, and sustainable travel.

The main barriers to movement identified in the area are:

- poor quality of dropped kerbs, pavements, roads;
- lack of provision for cyclists and safe junctions;
- cars parked everywhere; and
- frequent vehicle speeding and traffic jams.

2. Communication and Engagement methods

Information about how the concept design engagement was communicated and the different methods that were used to gather views are set out below.

See **Appendix D** for Engagement materials.

2.1 Communication

Phase	Details
Pre-launch engagement	• Proposals were shared with the Community Advisory Group (CAG) - see 2.3
Engagement period	• The public engagement was launched on the 16th of April 2026 with social media postings and press release. • Email notifications were issued to all stakeholders and those on the project mailing list at the start of the engagement period. • Information was shared on CEC Facebook, Bluesky and Nextdoor throughout engagement period. • 6500 leaflets were distributed door-to-door to residents and building occupiers in the entire project area (Prestonfield Avenue to Fort Kinnaird). • 100 leaflets were hand-delivered to businesses in the project area • Lamp post wraps were placed at key locations along and just outside the project area. • A4 posters in 4 languages (English, Polish, Arabic and Turkish) were put up in local schools, community centres, library, medical centre and shops

Table 1. Communication activities around the Concept Design survey

2.2 Engagement

Engagement Method	Details
Survey	• An online survey was hosted on the Council's Consultation Hub from 16 April until 8 July 2026. 256 completed surveys were received through the project online survey over the engagement period. • Paper copies of the survey were available at the public events, in local schools and Craigmillar library and on request. • Written responses were received from various organisations. The comments have been included in the survey results.
Public events	• Public events were organised to encourage people to fill out the survey and to answer people's questions • A combined on-street event and a drop-in event was held at Craigmillar Library on 11 May on at the White House on 27 May 2026. The events were well attended with over 100 guests • The proposals were also presented to Junior Road Safety Officers from Castle View Primary School.
Business events	• Local businesses were personally invited to the drop-in events, and some businesses allowed us to hang up posters.
Stakeholder meetings	• In-person and online meetings were held with major stakeholders • Meetings were also held with internal Council teams (see 2.6)

Table 2. Engagement around the Concept Design survey

2.3 Community Advisory Group (CAG)

A Community Advisory Group consisting of major stakeholders was created during Stage 1 of the Craigmillar Niddrie Connections project (then called the Niddrie Mains Road and Highstreet project). The purpose of the group is to inform the project team of relevant local considerations and provide feedback on plans for engagement.

Membership of the group includes:

- Local Councillors
- Local schools
- Police representatives
- Organisations such as Craigmillar Alliance Trust, Thistle Foundation, Connecting Craigmillar, Craigmillar Literacy Trust, Sandys Community Centre, The Venchie, Jack Kane Community Centre, Craigmillar Now, Porty Community Energy, A Place in Childhood
- Edinburgh Access Panel
- Living Streets
- Spokes

The CAG met online in 2 groups before the official start of the engagement period on 20 and 25 March 2026.

The group will continue to inform the project as it progresses and will be key in the development of the upcoming stages of the project.

2.4 Local Councillors

As well as being invited to the CAG, the four local councillors have been invited to engage with the project throughout its development stages.

2.5 Emergency Services

Emergency Services have been informed of the proposals as they have developed, and engagement with them will continue as the project progresses.

2.6 Internal Council teams

The emerging concept design proposals were informed by discussions with the following internal Council teams:

- Active Travel
- Road Safety
- Public Transport
- Network Management and Traffic Signals
- Park and Greenspaces
- Structures and Flooding
- Women's Safety
- Street Lighting
- Roads Operations

Feedback received has been collated and will inform the next stage of the design

3. Engagement findings – Organisation Responses

The following section summarises the feedback that was received to the concept design from various organisations - in alphabetical order. The feedback was received through the online survey, via a written submission or in meetings.

The feedback will be used to inform the next stage of the design process.

3.1 Edinburgh Access Panel

The Edinburgh Access Panel commented that they are generally happy with the proposed design. They request to minimise the loss of blue badge parking opportunities.

They would like to see a level change between the footway and the cycle lane, and request that there will be sufficient space at bus stop bypasses for queuing and alighting passengers.

The Access Panel has concern about traffic that queues from busy side road exits will block the continuous footway and cycle lane.

3.2 Living Streets Edinburgh Group

Living Streets feel that the project is mainly an Active Travel project and that there is too little emphasis on improving the 'Place' aspect of the area.

They accept that some areas currently have very wide footways and that some of these are changed into cycle lanes and bus lanes. They would however like to see a minimum footway width of 3m.

Living Streets generally welcome the improvements of junctions and Cairntows Park, they have concerns regarding the merger of some of the bus stops and the use of bus stop bypasses and suggest to enhance some of Niddrie Mains Road's pedestrian crossings and to extend the 20mph speed limit to Fort Kinnaird.

Living Streets also comments that it would prefer to see more, smaller projects that improve pedestrian spaces rather than bigger projects like this one.

3.3 Lothian Buses

Lothian Buses has provided comments to the project's Concept Design. They have given input regarding the location of bus lanes as well as bus stop locations: requests for new stops, and to merge or to move stops.

3.4 RNIB

The RNIB recognises the intention to create better spaces for high-quality, safe walking, wheeling, and cycling routes. However, they state that some of the designs presented in the plans could create challenges for blind and partially sighted people in terms of getting around. These include:

1. Continuous footways
2. Access to bus stops which intersect with cycle-lanes
3. Signal controlled pedestrian crossings

3.3.1 Continuous footways

The RNIB is particularly concerned about the continuous footway across Craigmillar Castle Gardens (onto Peffermill Road), since this is considered a busy road. They further state that there is currently a lack of consistency around tactile paving at continuous footways, which makes it harder for blind and partially sighted people to get around. They therefore urge against the use of continuous footways, until they can be made safe for blind and partially sighted people to use.

3.3.2 Access to bus stops

The RNIB is concerned about the creation of bus stop bypasses which feature dual cycle-lanes, stating Transport Scotland, Cycling by Design (2026) guidance, which says: “two-way cycle tracks can cause difficulties where kerbside activity is high, such as at bus stops, parking and loading areas.”. Given the high numbers of pedestrians in this area, the RNIB has concerns about the use of bus stop bypasses featuring bi-directional cycle-lanes on the north side of the road. Further comments are made regarding the width of the island and situations where the island is combined with a signalised crossing (see also 3.3.3).

3.3.3 Signal controlled pedestrian crossings

The RNIB wondered if the signals of the signalised crossings at bus stop bypasses are installed on the pavement or on the bus stop island. The Council confirmed that the signals are located on the pavement. This means that. in this situation, the cycle lane is part of the signalised crossing.

In conclusion, the RNIB stated:
“We would urge the local authority to revise its approach to installing bus stop bypasses and continuous footways mentioned in the consultation response.”

The Council would like to note that the design team follows the Edinburgh Street Design Guidance and best practice guidance, such as Cycling by Design, when designing continuous footways, bus stop bypasses and pedestrian crossings.

A trial is being carried out regarding tactile paving at continuous footways, and the design team will follow the recommendations resulting from the trial.

4. Engagement findings – Local Business Responses

100 Leaflets were hand-delivered to businesses in the project area advising them of the concept design engagement. From the responses received to the engagement, none appeared to be from, or on behalf of a business.

5. Engagement findings - Individual Responses

There was a total of 256 responses to the survey which was live from the 16th of April to the 8th of July 2026. The following section considers the responses to the survey.

The original questionnaire can be found in **Appendix E**

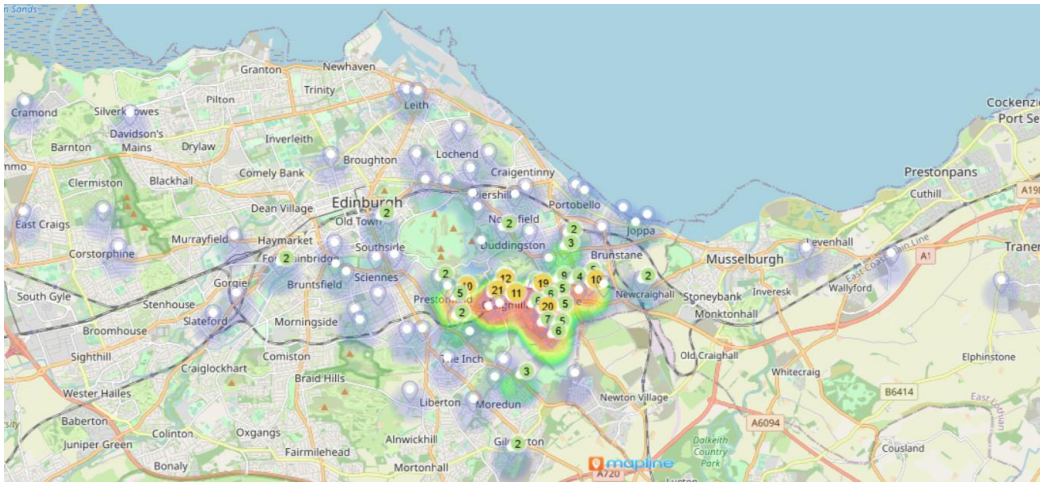
6. Craigmillar Niddrie Connections Consultation

Web page: https://consultationhub.edinburgh.gov.uk/sfc/craigmillar-niddrie-connections
The activity ran from 16/04/2026 to 08/07/2026
Responses to this survey: 256

1: What is your name?
There were 248 responses to this part of the question.

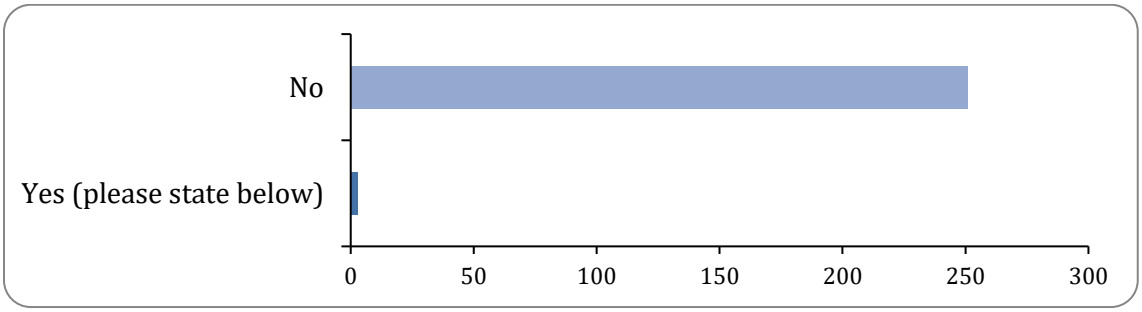
2: What is your postcode?
There were 256 responses to this part of the question.

The image below shows the locations of the people who filled in the questionnaire. Around 65% of the responses came from the project area (EH16), another 18% came from just outside the project area (EH15 and EH17).





3: Are you responding on behalf of an organisation?
There were 256 responses to this part of the question.



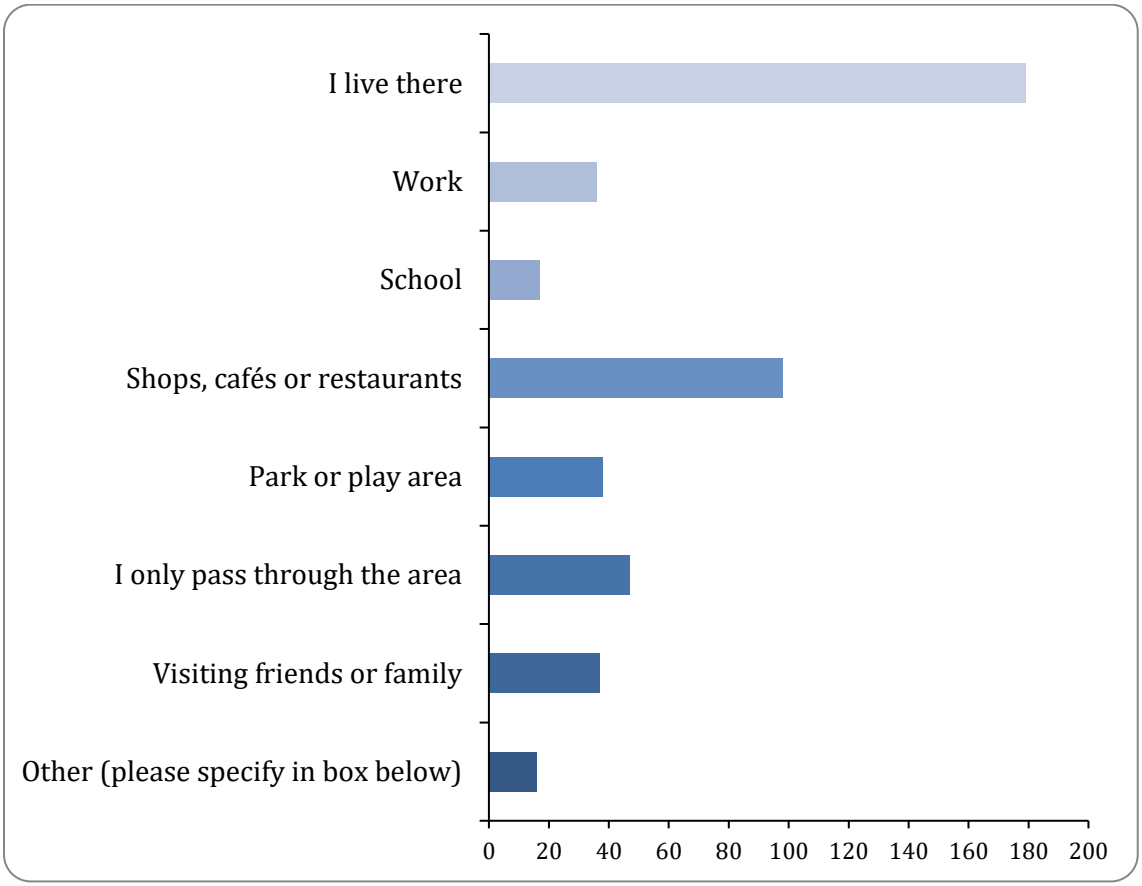
Option	Total	Percent
No	251	98.05%
Yes (please state below)	5	1.95%
Not Answered	0	0.00%

Graph/ Table 1: Organisation

Organisations:
Carr Gomm
Edinburgh Bus Users Group
Living Streets
RNIB
Spokes Lothian Planning Group

We separately received a written response from the Edinburgh Access Panel, Living Streets and the RNIB (see chapter 3)

4: What are the main reasons you usually visit the project area? (Select all that apply)
There were 254 responses to this part of the question.



Option	Total	Percent
I live there	179	70.47%
Work	36	14.17%
School	17	6.69%
Shops, cafés or restaurants	98	38.58%
Park or play area	38	14.96%
I only pass through the area	47	18.50%
Visiting friends or family	37	14.57%
Other (please specify in box below)	16	6.30%
Not Answered	0	0.00%

Graph/ Table 2: Main reason to visit the area

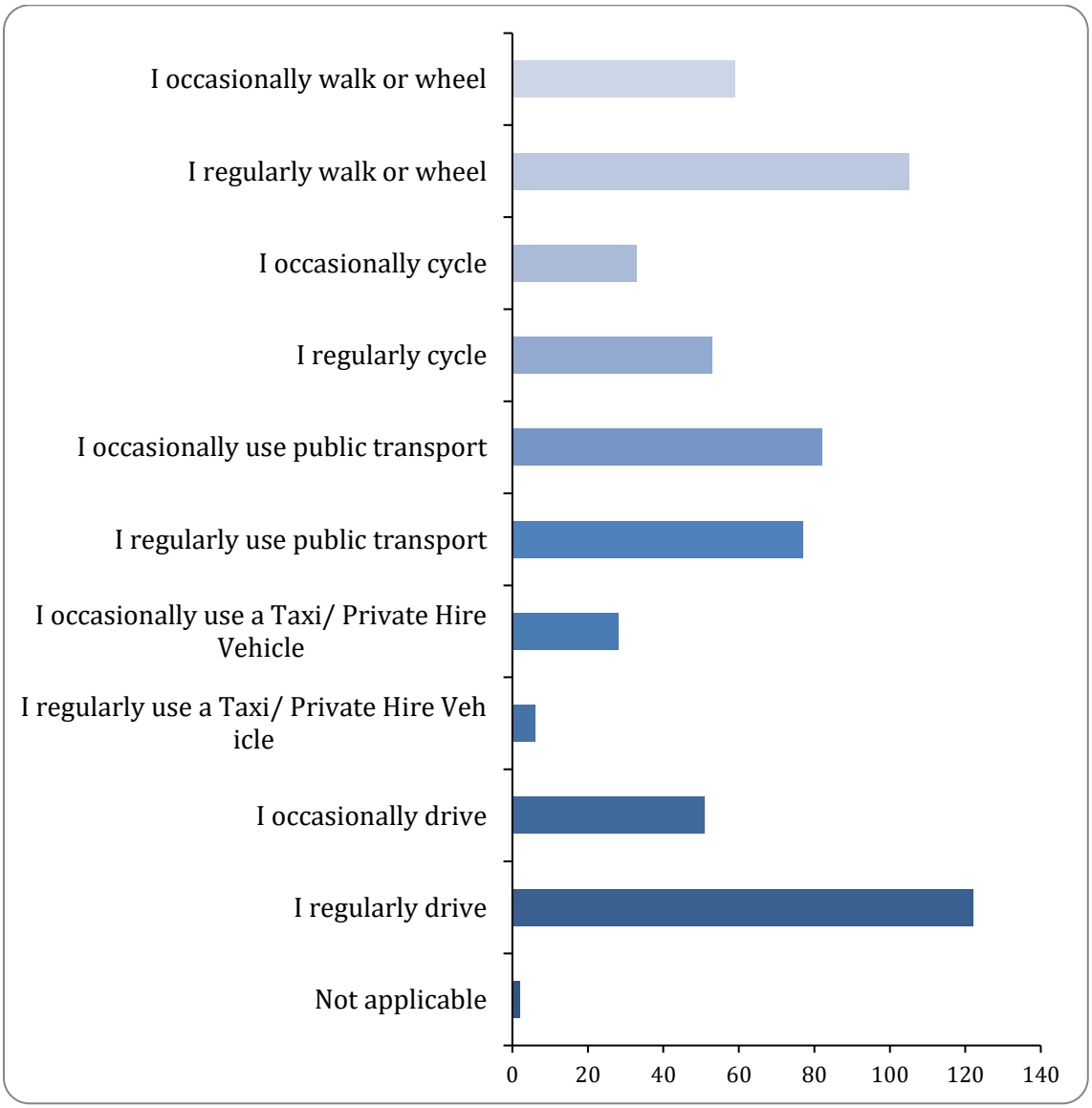
Other reasons

Other reasons for visiting that were mentioned are:

- Visiting the:
    - Library
    - Medical Centre
    - Nursery
    - Jack Kane Centre
    - Fort Kinnaird
- It's a main transport corridor/ interchange for residents of the wider area

5: How do you usually travel around Craigmillar and Niddrie?

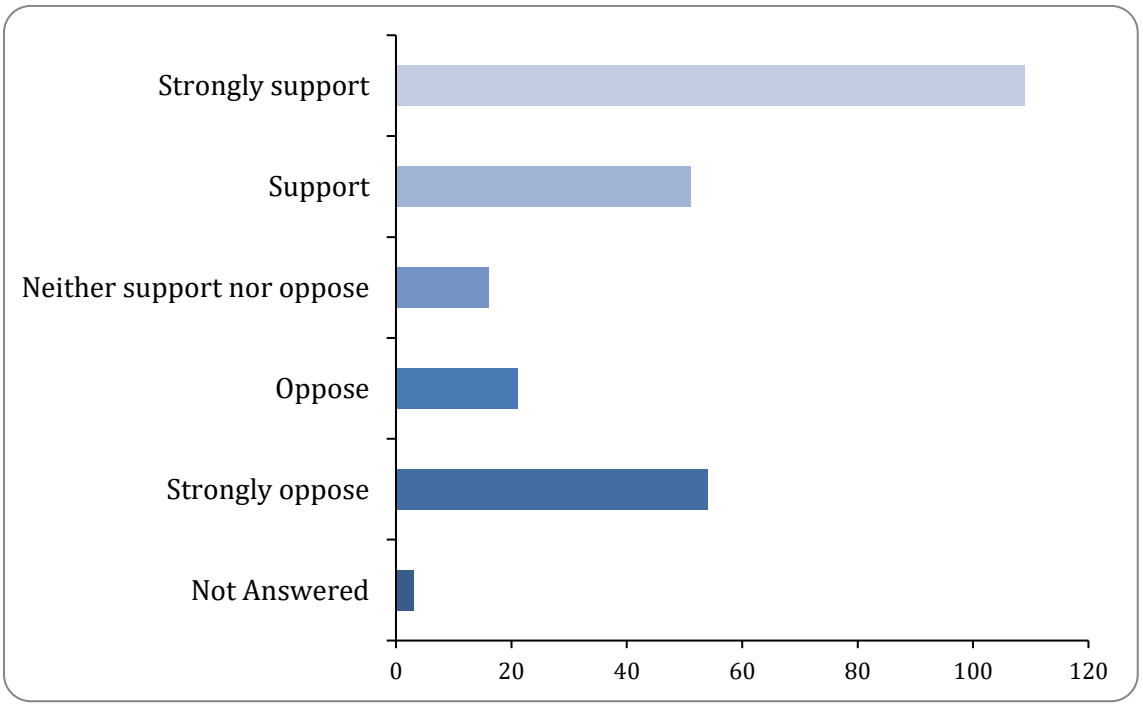
There were 254 responses to this part of the question.



Option	Total	Percent
I occasionally walk or wheel	59	23.23%
I regularly walk or wheel	105	41.34%
I occasionally cycle	33	12.99%
I regularly cycle	53	20.87%
I occasionally use public transport	82	32.28%
I regularly use public transport	77	30.31%
I occasionally use a Taxi/ Private Hire Vehicle	28	11.02%
I regularly use a Taxi/ Private Hire Vehicle	6	2.36%
I occasionally drive	51	20.08%
I regularly drive	122	48.03%
Not applicable	2	0.79%
Not Answered	0	0.00%

Graph/ Table 3: Travel through the area

6: To what extent do you support the proposals for Peffermill Road?
There were 251 responses to this part of the question.



Option	Total	Percent
Strongly support	109	42.91%
Support	51	20.08%
Neither support nor oppose	16	6.30%
Oppose	21	8.27%
Strongly oppose	54	21.26%
Not Answered	3	1.18%

Graph/ Table 4: Support and opposition for the Peffermill Road proposals

Total support:	160 (63.0%)
Total opposition:	75 (29.5%)
Neither support nor oppose/ not answered:	19 (7.5%)

7: Please could you explain your choice, giving brief details on what you agree or disagree with?

There were 206 responses to this part of the question.
Below you find a summary of the points that were mentioned most.

Reasons to support the proposals.
Respondents support the proposals because they feel that the proposals:

- will help deal with the busy traffic in this area in a safe and sustainable way
- will support safe cycling, also for children and young people
- will reduce cycling on the pavement
- will be good for pedestrians and wheelchair users
- will reduce bus journey times
- will support people's health and the environment
- provide a safe alternative for the NCN1 cycle route when it is dark

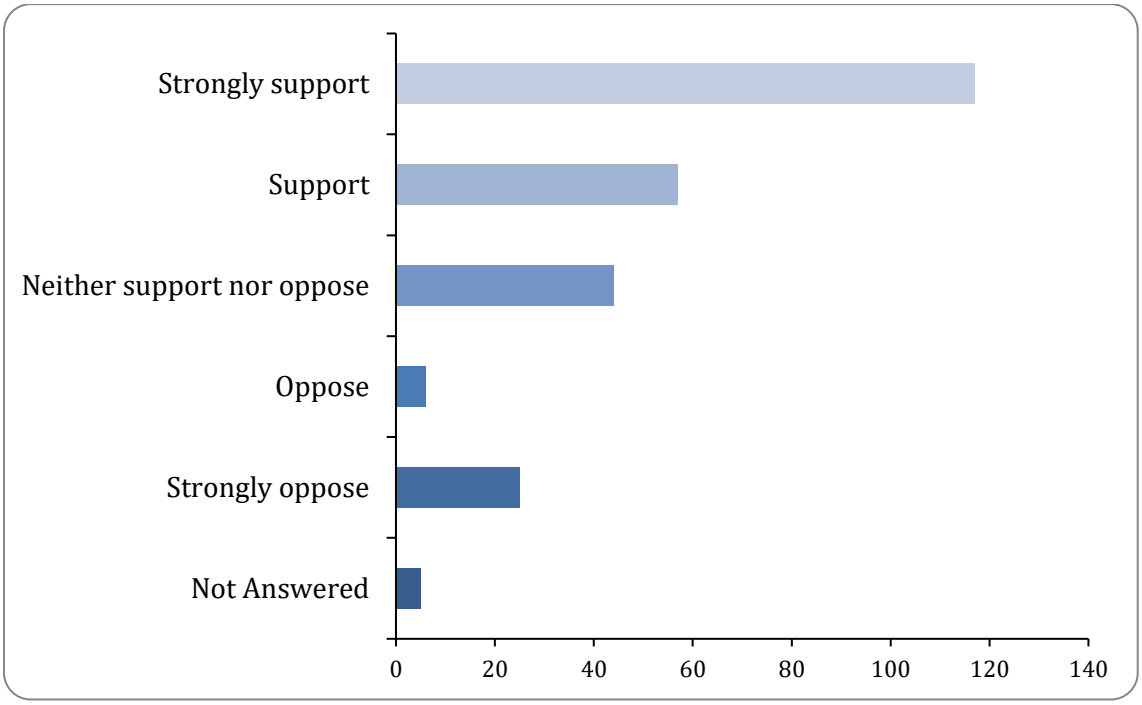
Reasons to oppose the proposals
Respondents oppose or question the proposals because they feel that the proposals:

- will take away road space on a busy traffic corridor. Some people would rather see more vehicle lanes
- create cycle lanes that are not required, and/ or will not be used
- don't leave enough room for emergency services
- reduce the number of parking spaces, especially at the east end of Peffermill Road
- are not suitable for people with visual impairments (especially bus stop bypasses and continuous footways)

Further comments and suggestions

- there should be a better access to/ exit from the cycle lane at the west.
- the project should extend to Cameron Toll roundabout
- improve the link through King's Haugh
- there should be a safe route to Holyrood Highschool
- having uni-directional cycle lanes instead of a bi-directional cycle lane would be better
- make sure the cycle lanes will not be used to speed on e-bikes
- bus stop bypasses should be well-designed
- include signage to nearby paths

8: To what extent do you support the proposals for Cairntows Park?
There were 249 responses to this part of the question.



Option	Total	Percent
Strongly support	117	46.06%
Support	57	22.44%
Neither support nor oppose	44	17.32%
Oppose	6	2.36%
Strongly oppose	25	9.84%
Not Answered	5	1.97%

Graph/ Table 5: Support and opposition for the Cairntows Park proposals

Total support:	174 (68.5%)
Total opposition:	31 (12.2%)
Neither support nor oppose/ not answered:	49 (19.3%)

9: Please could you explain your choice, giving brief details on what you agree or disagree with?
There were 154 responses to this part of the question.

Reasons to support the proposals
Respondents support the proposals because they feel that the proposals:

- will make the park more attractive for the community
- will improve access to the park and thus contribute to people's wellbeing
- will provide a good alternative for walking, wheeling or cycling along the busy Duddingston Road West
- will mean an improvement for the area (play park, seating, new planting etc.)

Reasons to oppose the proposals
Respondents oppose or question the proposals because they feel that the proposals:

- will impact the football pitches
- will attract vandalism
- will result conflicts between walkers and cyclists on the new paths
- Weekend parking will be required for the football pitches

Further comments and suggestions

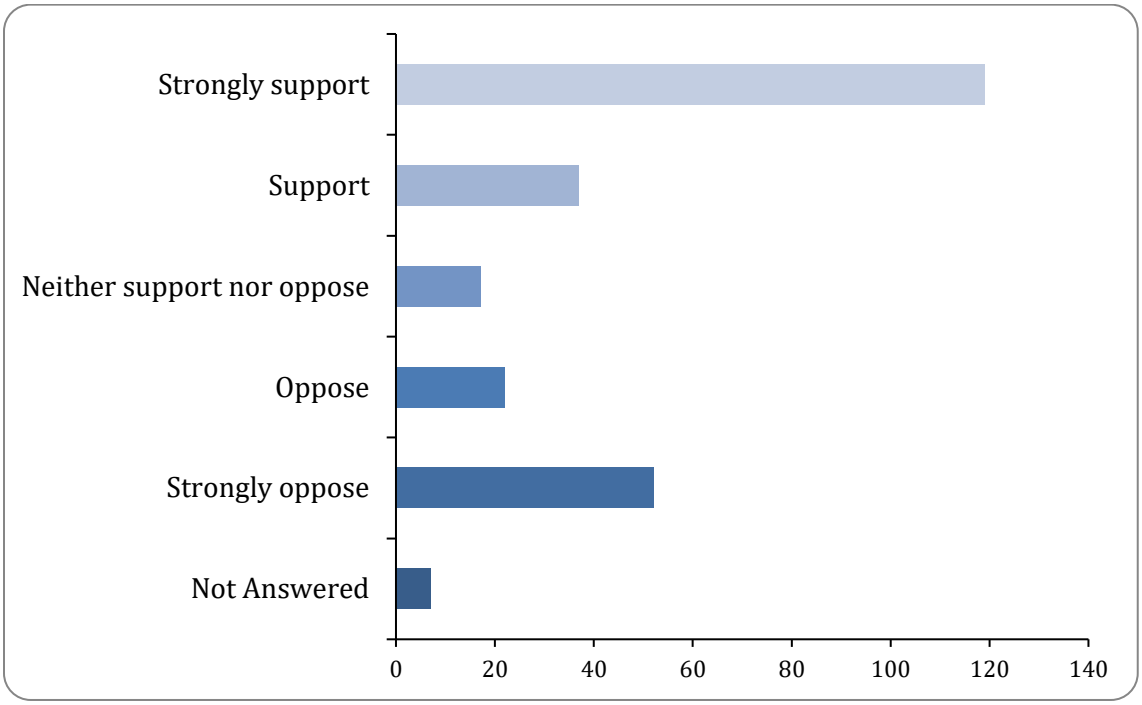
- prevent or minimise tree loss when creating a new entrance to the park
- opportunity to create a community garden
- paths will need good lighting, install CCTV
- good maintenance will be crucial
- continue the path to the NCN1

10: Would you have any other suggestions to improve Cairntows Park?
There were 95 responses to this part of the question.

Suggestions that were mentioned are:

- create a play park that is accessible for all
- install outdoor fitness equipment and table tennis tables
- include seating, (picnic) tables and litter bins
- allow space for a local market or community festival
- provide a café and toilets

11: To what extent do you support the west end of Niddrie Mains Road?
There were 247 responses to this part of the question.



Option	Total	Percent
Strongly support	119	46.85%
Support	37	14.57%
Neither support nor oppose	17	6.69%
Oppose	22	8.66%
Strongly oppose	52	20.47%
Not Answered	7	2.76%

Graph/ Table 6: Support and opposition for the proposals for Niddrie Mains Road west

Total support: 156 (61.4%)
Total opposition: 74 (29.1%)
Neither support nor oppose/ not answered: 24 (9.5%)

12: Please could you explain your choice, giving brief details on what you agree or disagree with?
There were 197 responses to this part of the question.

Reasons to support the proposals
Respondents support the proposals because they feel that the proposals:

- will keep cyclists safe on this busy road
- will support cycling to school, shops and other local destinations, reducing the need to use the car when travelling short distances
- will reduce pavement cycling, as well as cyclists slowing down the traffic
- will improve pedestrian safety (especially the continuous footways and zebra crossings)
- which merge bus stops that are close together will improve bus journey times
- will provide a safe alternative for the innocent railway path at night
- will improve the area with more greenspace

Reasons to oppose the proposals
Respondents oppose or question the proposals because they feel that the proposals:

- will lead to more congestion
- doesn't leave enough room for emergency services

Further comments and suggestions

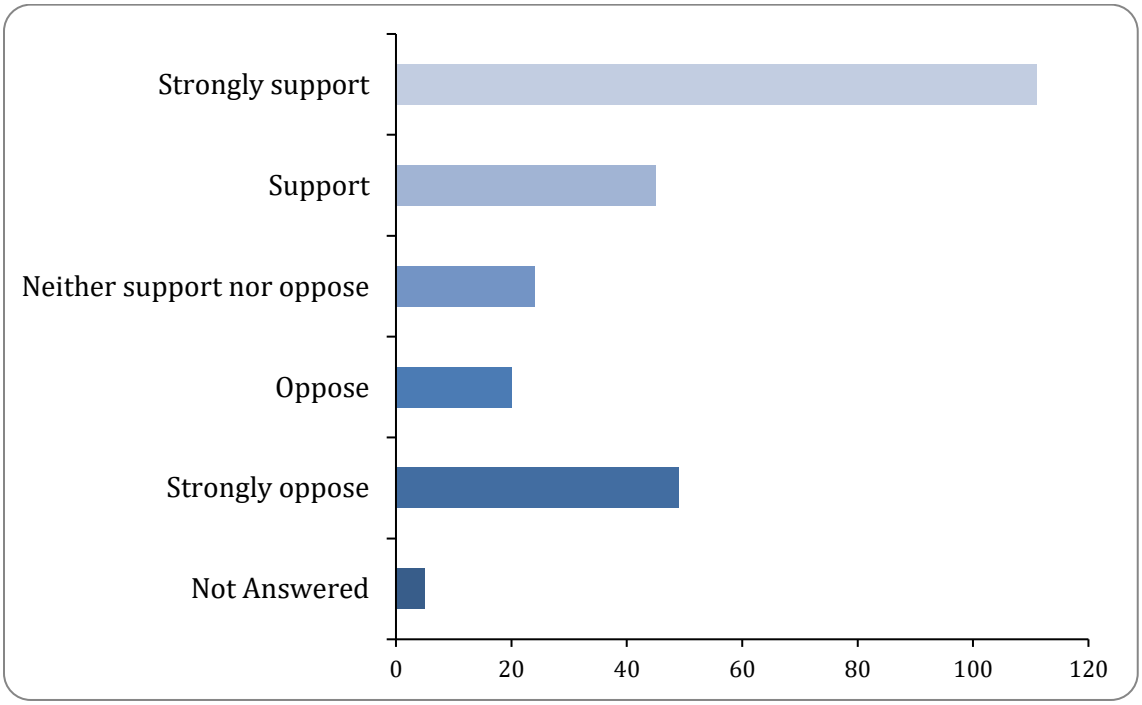
- some people fear the impact of the roadworks that will be required, good phasing and programming will be crucial
- can the bus lane continue further into the town centre?
- improve crossing opportunities around Wauchope Avenue
- make sure there are enough disabled bays
- The bus stop outside the Highschool can be very busy, create a bus layby at this location

13: Would you have any other suggestions to improve the west end of Niddrie Mains Road?
There were 111 responses to this part of the question.

Suggestions that were mentioned are:

- take action to develop the grounds at the west end of Niddrie Mains Road
- improve the path opposite the White House
- restrict the time people can park near the shops
- restrict rat run past Castleview Primary School
- install bollards to prevent parking on the cycle lane and the pavement

14: To what extent do you support the proposals for Niddrie Mains Road east?
There were 249 responses to this part of the question.



Option	Total	Percent
Strongly support	111	43.70%
Support	45	17.72%
Neither support nor oppose	24	9.45%
Oppose	20	7.87%
Strongly oppose	49	19.29%
Not Answered	5	1.97%

Graph/ Table 6: Support and opposition for the proposals for Niddrie Mains Road east

Total support: 156 (61.4%)
Total opposition: 74 (29.1%)
Neither support nor oppose/ not answered: 24 (9.5%)

15: Please could you explain your choice, giving brief details on what you agree or disagree with?

There were 164 responses to this part of the question.

Reasons to support the proposals

Respondents support the proposals because they feel that the proposals:

- will keep cyclists safe and promote cycling
- will improve the Greendykes junction for everyone
- of the bus lanes will improve bus journey times
- which merge bus stops that are close together will improve bus journey times

Reasons to oppose the proposals

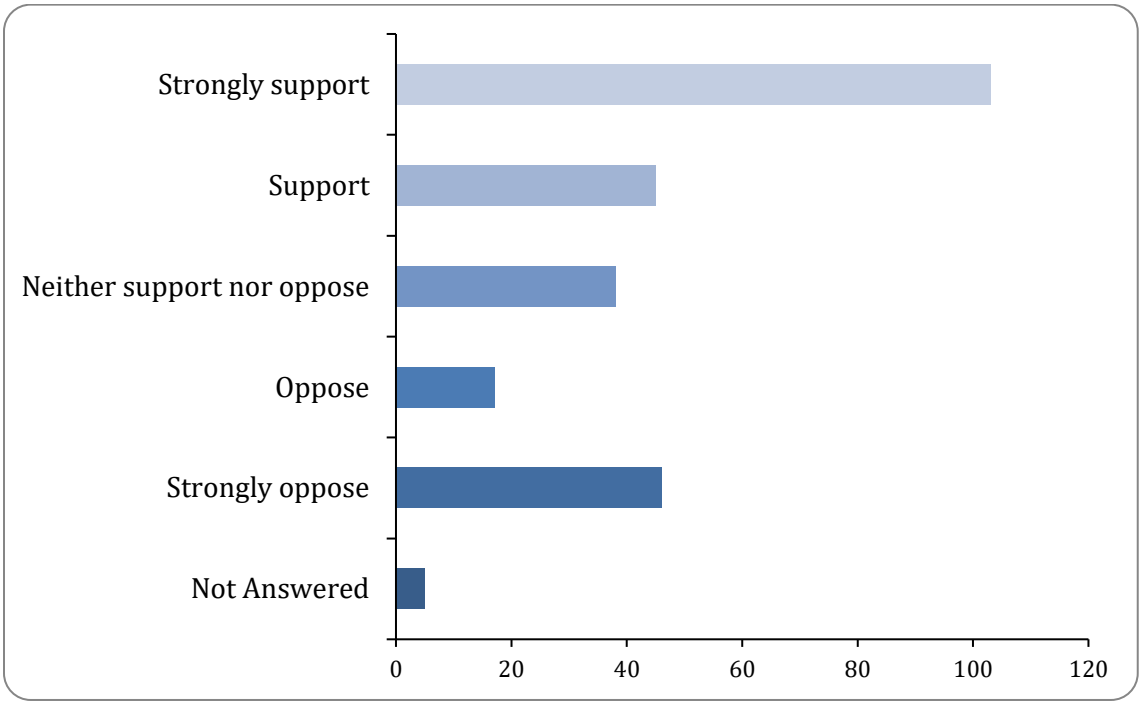
Respondents oppose or question the proposals because they feel that the proposals:

- will lead to more congestion, especially the reduction of lanes at the Wisp junction
- remove bus stops which should be kept

Further comments and suggestions

- Respondents would like to see right turn filters for traffic coming from the Wisp and from Duddingston Park South, and smarter traffic signals that respond to traffic, cycle and pedestrian levels
- Continuous footways on more side roads
- Bus lane cameras and double yellow lines to enforce proper use of the bus lanes
- Move the eastbound Hay Drive stop to the main road
- Improve the path to the Jack Kane Centre
- Keep the Hay Avenue stops at their original locations – nearer the side roads
- Reduce the speed limit from 30 to 20mph

16: To what extent do you support the proposals for Newcraighall Road west?
There were 249 responses to this part of the question.



Option	Total	Percent
Strongly support	103	40.55%
Support	45	17.72%
Neither support nor oppose	38	14.96%
Oppose	17	6.69%
Strongly oppose	46	18.11%
Not Answered	5	1.97%

Graph/ Table 7: Support and opposition for the proposals for Newcraighall Road west

Total support:	148 (58.3%)
Total opposition:	63 (24.8%)
Neither support nor oppose/ not answered:	43 (16.9%)

17: Please could you explain your choice, giving brief details on what you agree or disagree with?

There were 147 responses to this part of the question.

Reasons to support the proposals

Respondents support the proposals because they feel that the proposals:

- will keep cyclists safe and promote cycling
- will improve pedestrian safety (especially the continuous footways and zebra crossings)
- of the bus lane will help consistency of bus journey times
- of additional cycle parking at Fort Kinnaird are a good idea

Reasons to oppose the proposals

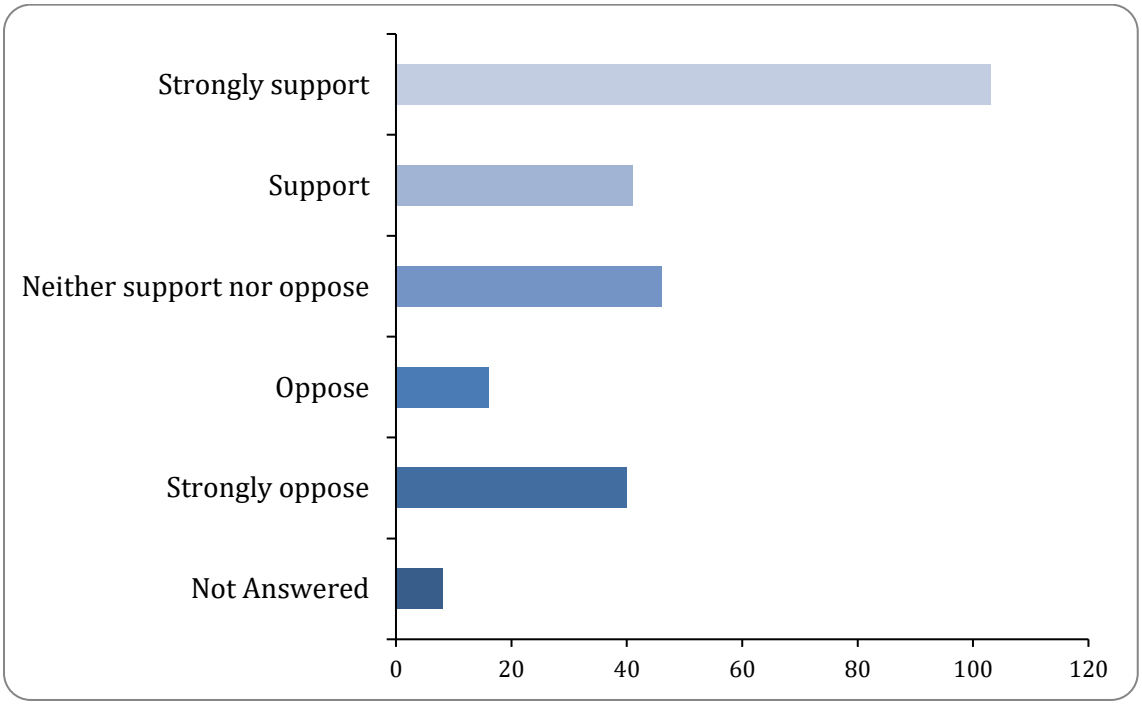
Respondents oppose or question the proposals because they feel that the proposals:

- will lead to more congestion, especially the reduction of lanes at the Wisp junction
- create cycle lanes that are not required, and/ or will not be used

Further comments and suggestions

- The exit and entry to the cycle lane should be improved
- Can the cycle lane continue to or even beyond the roundabout?
- Provide pedestrian crossings, ideally combined with a cycle crossing, at the roundabout
- There should be a proper link to the path that leads to ASDA
- More side roads along this stretch should have continuous footways
- Please install cycle parking at more locations of Fort Kinnaird
- Reduce the speed limit from 30 to 20mph

18: To what extent do you support the proposals for Greendykes Road?
There were 246 responses to this part of the question.



Option	Total	Percent
Strongly support	103	40.55%
Support	41	16.14%
Neither support nor oppose	46	18.11%
Oppose	16	6.30%
Strongly oppose	40	15.75%
Not Answered	8	3.15%

Graph/ Table 8: Support and opposition for the proposals for Greendykes Road

Total support:	144 (56.7%)
Total opposition:	56 (22.0%)
Neither support nor oppose/ not answered:	54 (21.3%)

19: Please could you explain your choice, giving brief details on what you agree or disagree with?

There were 133 responses to this part of the question.

Reasons to support the proposals

Respondents support the proposals because they feel that the proposals:

- will encourage children to cycle to school
- will provide a better cycle route to and from the Royal Infirmary
- to provide a northbound St Teresa Church bus stop will be very useful

Reasons to oppose the proposals

Respondents oppose or question the proposals because they feel that the proposals:

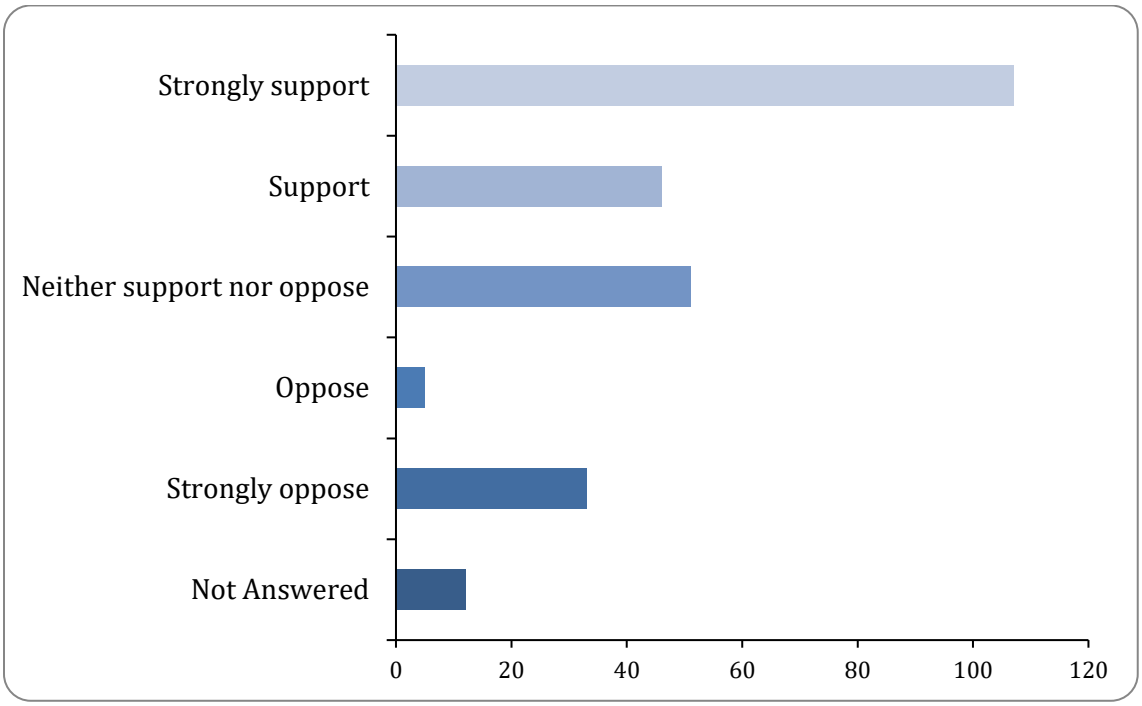
- create cycle lanes that are not required, and/ or will not be used
- will create a new bus stop close to an existing bus stop (please note that the new stop will serve right-turning buses only)

Further comments and suggestions

- The bi-directional cycle path along Greendykes Road should run all the way to Niddrie Mains Road
- The side roads should have continuous footways or raised tables
- Litter is an issue in this area, please install more litter bins
- Can more trees be planted along this route?

20: To what extent do you support the proposals for the road outside Castleview Primary School?

There were 242 responses to this part of the question.



Option	Total	Percent
Strongly support	107	42.13%
Support	46	18.11%
Neither support nor oppose	51	20.08%
Oppose	5	1.97%
Strongly oppose	33	12.99%
Not Answered	12	4.72%

Graph/ Table 9: Support and opposition for the proposals for the road outside Castleview Primary School

Total support: 153 (60.2%)
Total opposition: 38 (15.0%)
Neither support nor oppose/ not answered: 63 (24.8%)

21: Please could you explain your choice, giving brief details on what you agree or disagree with?
There were 114 responses to this part of the question.

Reasons to support the proposals
Respondents support the proposals because they feel that the proposals:

- will create a safer street outside the school
- will encourage children to walk and cycle to school
- will reduce rat running

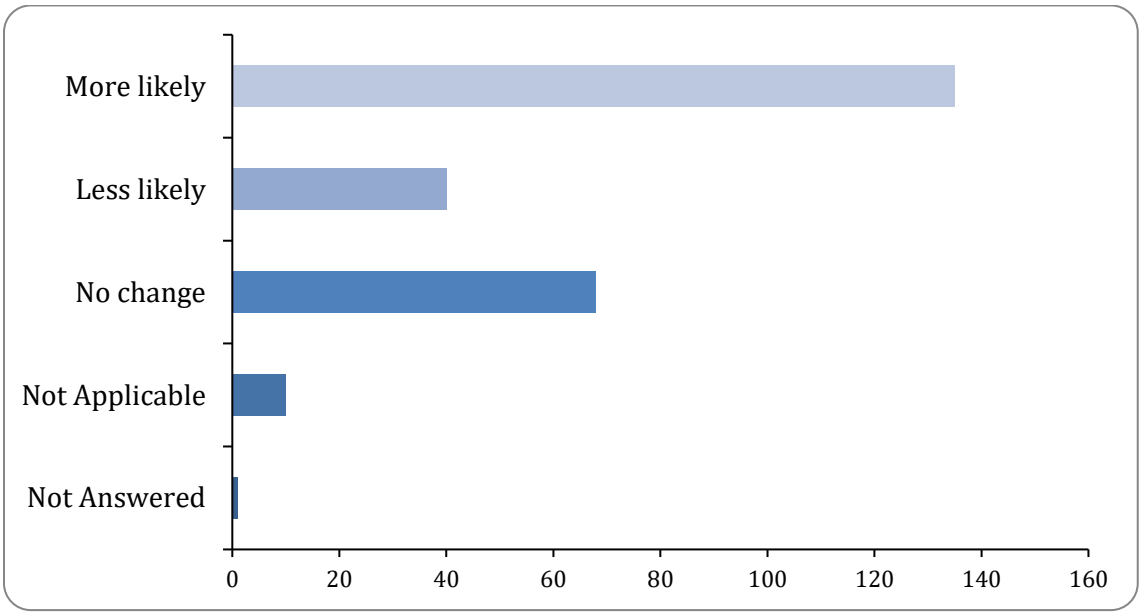
Reasons to oppose the proposals
Respondents oppose or question the proposals because they feel that the proposals:

- will hinder their route choice

Further comments and suggestions

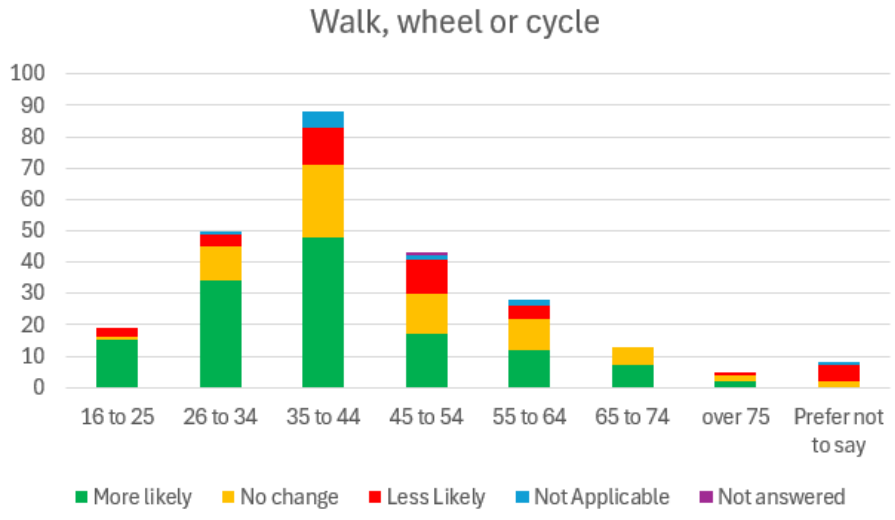
- If the school street is not enforced, it may not work as intended
- A modal filter at the junction of Craigmillar Castle Avenue and Craigmillar Castle Loan may be a better option
- Make sure the school street does not impact disabled people nor the Community Centre
- Apply double yellow lines on street corners to improve sight lines
- Please install a pedestrian crossing across Craigmillar Castle Road at Craigmillar Castle Avenue to improve travel to and from school and to the park
- Combine the changes with behaviour change work at the school

22: Would the proposed changes make it more or less likely that you or your family would walk, wheel or cycle to the local schools, shops, parks and other destinations?
There were 253 responses to this part of the question.



Option	Total	Percent
More likely	135	53.15%
Less likely	40	15.75%
No change	68	26.77%
Not Applicable	10	3.94%
Not Answered	1	0.39%

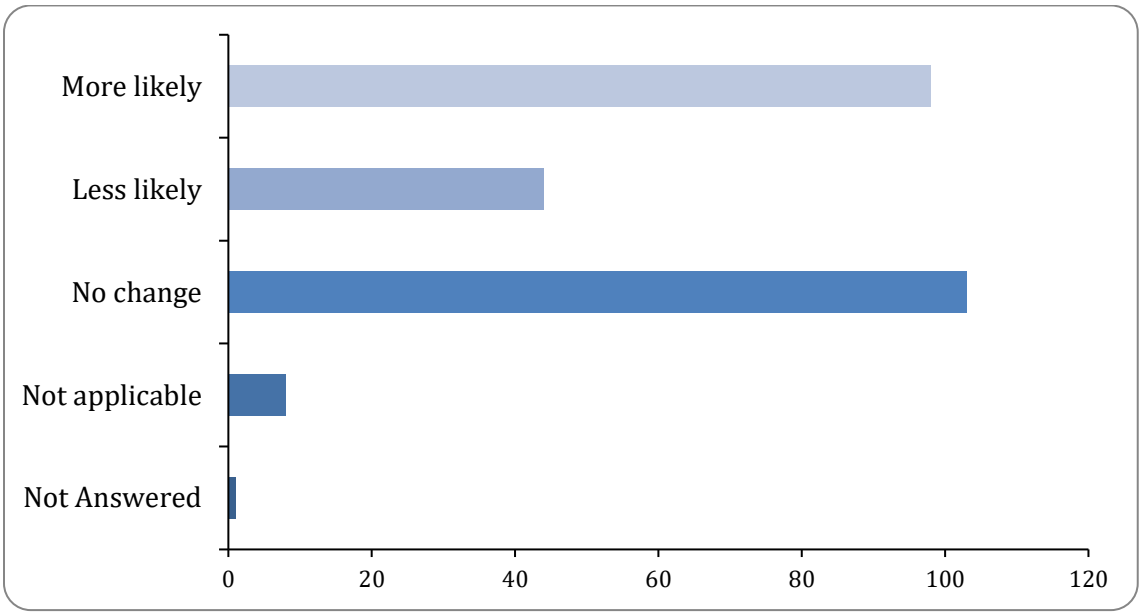
Graph/ Table 10: Walk, wheel or cycle more or less to the local schools, shops, parks and other destinations



Graph 11: Walk, wheel or cycle: more or less – by age

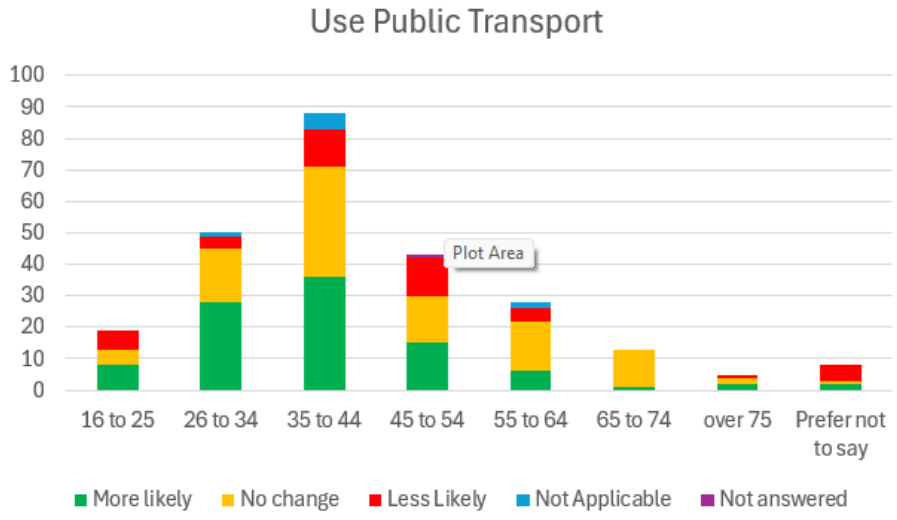
23: Would the proposed changes make it more or less likely that you or your family would use public transport?

There were 253 responses to this part of the question.



Option	Total	Percent
More likely	98	38.58%
Less likely	44	17.32%
No change	103	40.55%
Not applicable	8	3.15%
Not Answered	1	0.39%

Graph/ Table 12: Use public transport: more or less following the proposals



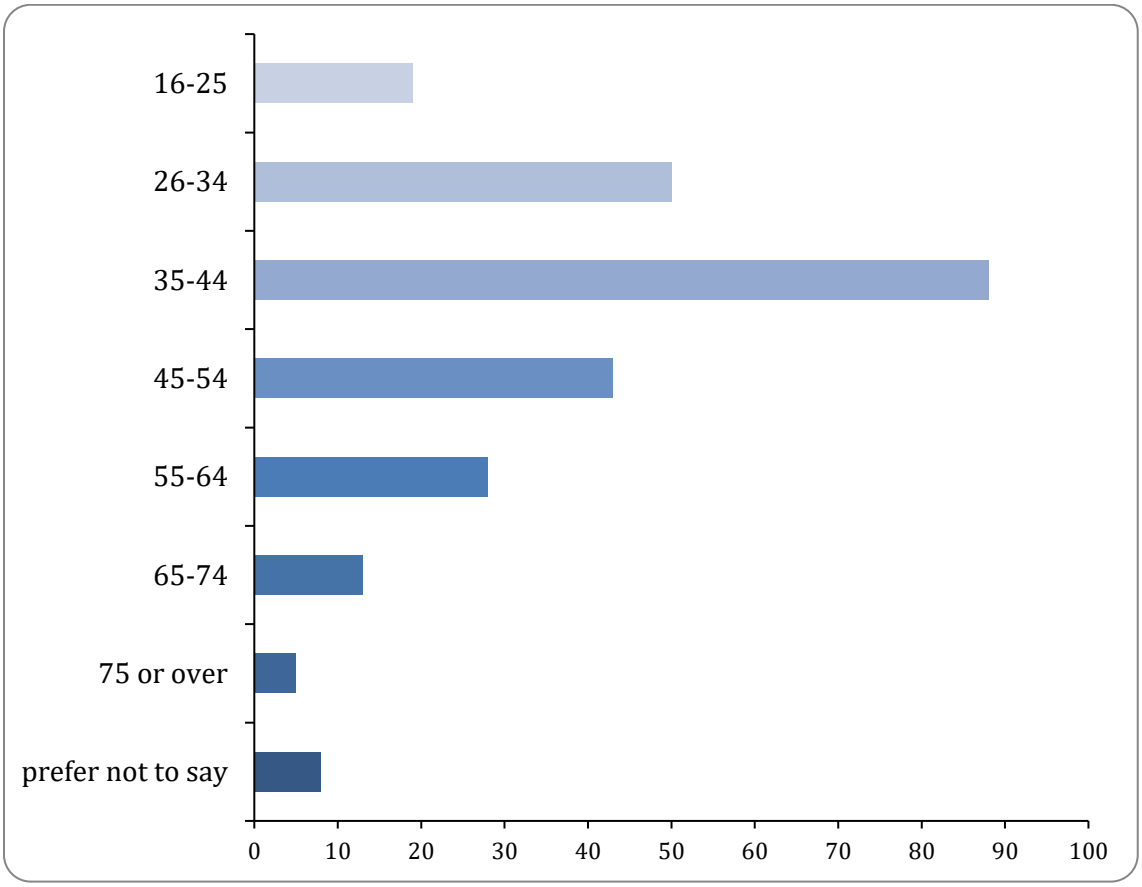
Graph/ Table 13: Use public transport more or less – by age

24: Is there anything else you would like to tell us about the design proposals?
There were 131 responses to this part of the question.

Suggestions and comments that were raised multiple times are:

- Bus lane cameras and double yellow lines along the corridor are required to enforce restrictions and make the bus lanes work.
- Make sure there are enough benches along the length of the route to support people walking
- More cycle parking will be required near the shops and parks
- Prevent cars from parking in the cycle lane or on the pavement
- Try to minimise disruption during construction. NMR and Greendykes Road cannot be worked on at the same time
- Try to include as many green spaces as possible, it will make the area feel more lively and pleasant
- Improve the pavements and the road surface where possible

25: What age group do you belong to?
There were 254 responses to this part of the question.

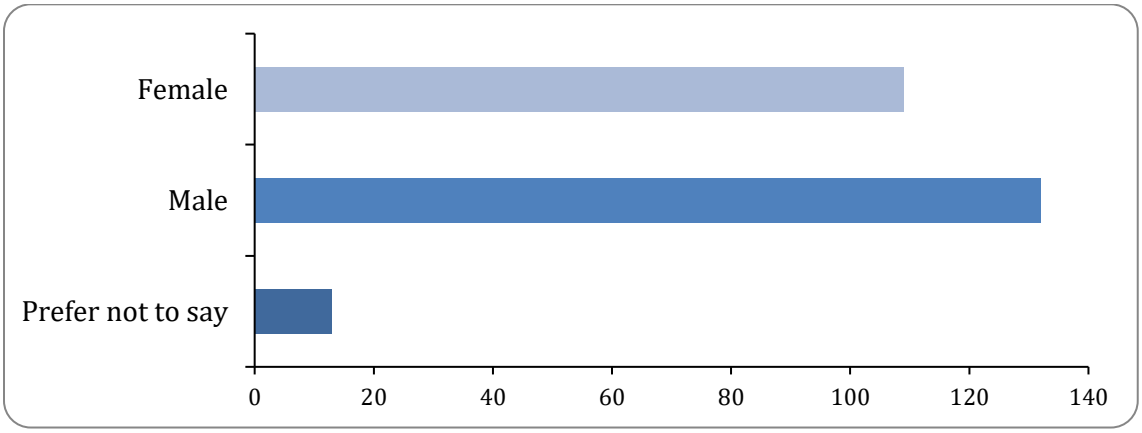


Option	Total	Percent
under 16	0	0.00%
16-25	19	7.48%
26-34	50	19.69%
35-44	88	34.65%
45-54	43	16.93%
55-64	28	11.02%
65-74	13	5.12%
75 or over	5	1.97%
prefer not to say	8	3.15%
Not Answered	0	0.00%

Graph/ Table 12: Age group

26: What is your sex?

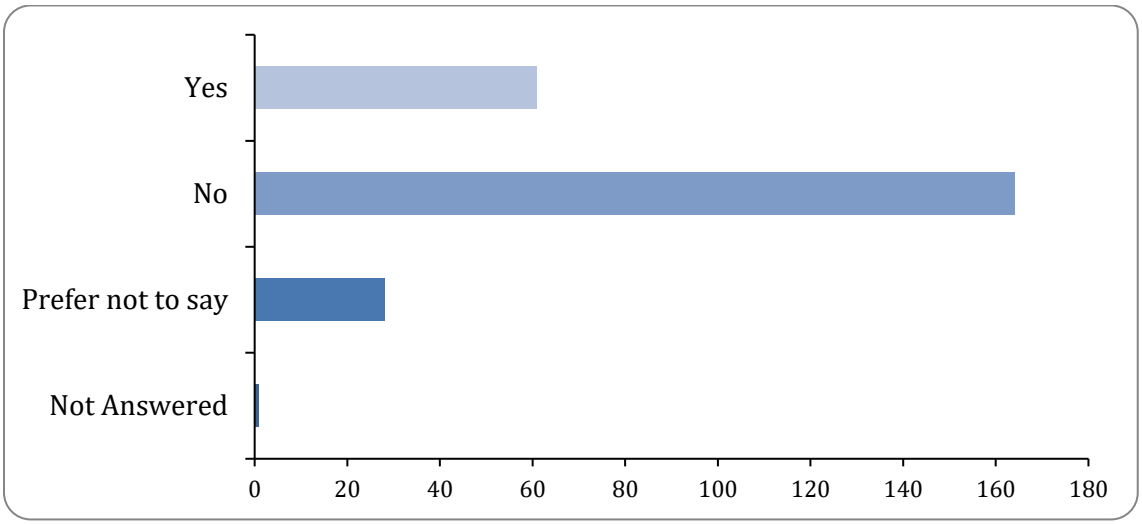
There were 254 responses to this part of the question.



Option	Total	Percent
Female	109	42.91%
Male	132	51.97%
Prefer not to say	13	5.12%
Not Answered	0	0.00%

Graph/ Table 13: Sex

27: Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?
There were 253 responses to this part of the question.



Option	Total	Percent
Yes	61	24.02%
No	164	64.57%
Prefer not to say	28	11.02%
Not Answered	1	0.39%

Graph/ Table 14: Long term health condition

Question 22 *(Would the proposed changes make it more or less likely that you or your family would walk, wheel or cycle to the local schools, shops, parks and other destinations?)* was answered as followed by the 61 people who indicated that they have a health condition:

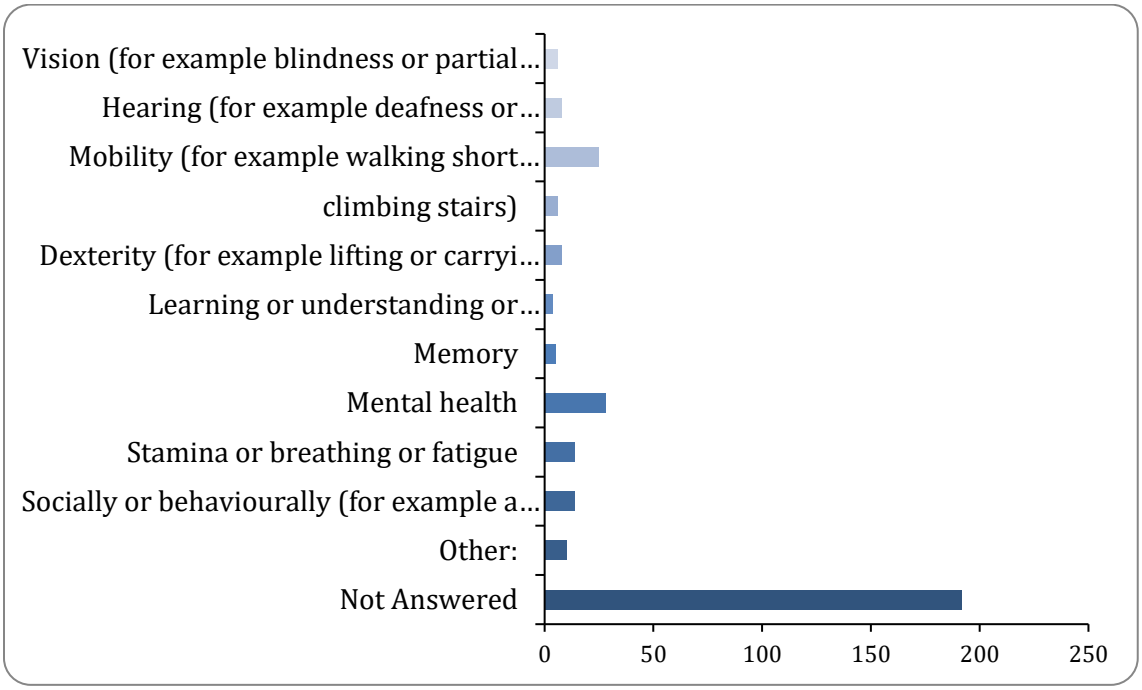
More likely: 30
No change: 16
Less likely: 13
Not applicable: 2

Question 23 *(Would the proposed changes make it more or less likely that you or your family would use public transport?)*
was answered as followed by the 61 people who indicated that they have a health condition:

More likely: 21
No change: 22
Less likely: 16
Not applicable: 2

28: If answer 'Yes', do any of these conditions or illnesses affect you in any of the following areas?

There were 62 responses to this part of the question.

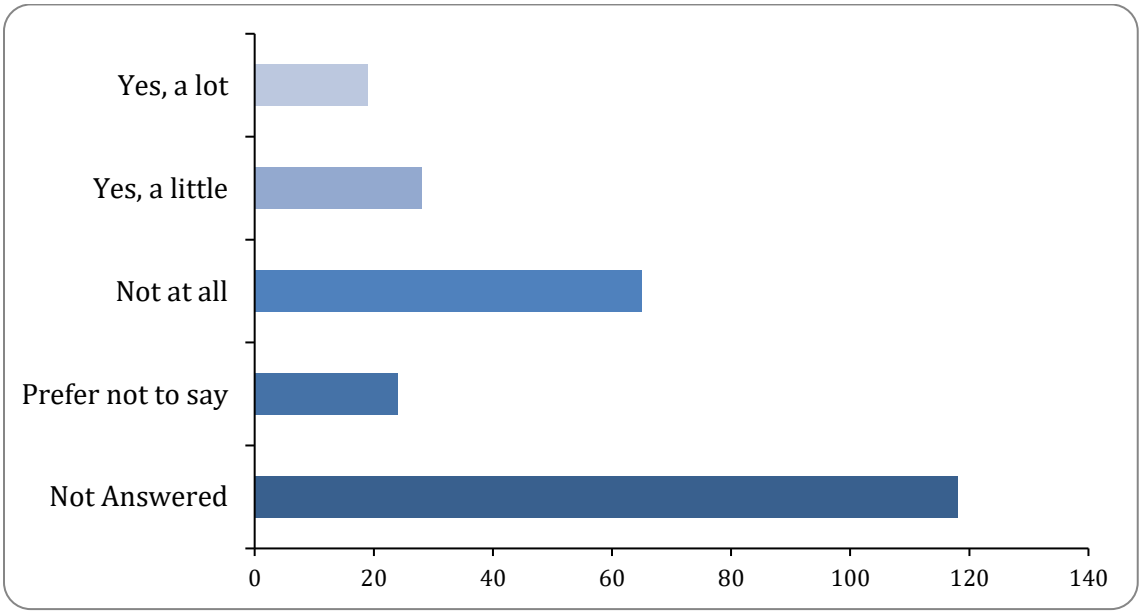


Option	Total	Percent
Vision (for example blindness or partial sight)	6	2.36%
Hearing (for example deafness or partial hearing)	8	3.15%
Mobility (for example walking short distances or	25	9.84%
climbing stairs)	6	2.36%
Dexterity (for example lifting or carrying objects, using a keyboard)	8	3.15%
Learning or understanding or concentrating	4	1.57%
Memory	5	1.97%
Mental health	28	11.02%
Stamina or breathing or fatigue	14	5.51%
Socially or behaviourally (for example associated with autism spectrum disorder (ASD) which includes Asperger's, or attention deficit hyperactivity disorder (ADHD))	14	5.51%
Other:	10	3.94%
Not Answered	192	75.59%

Graph/ Table 15: Areas affected by health condition

29: Does your condition or illness/do any of your conditions or illnesses reduce your ability to carry-out day-to-day activities?

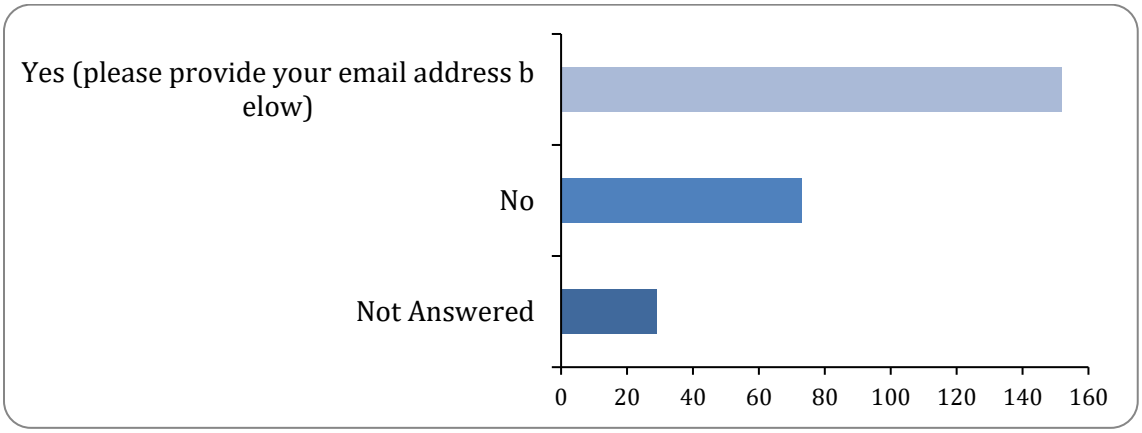
There were 136 responses to this part of the question.



Option	Total	Percent
Yes, a lot	19	7.48%
Yes, a little	28	11.02%
Not at all	65	25.59%
Prefer not to say	24	9.45%
Not Answered	118	46.46%

Graph/ Table 16: Health condition reduces ability to carry out day-to-day activities

30: Would you like to be kept up to date on this project?
There were 225 responses to this part of the question.



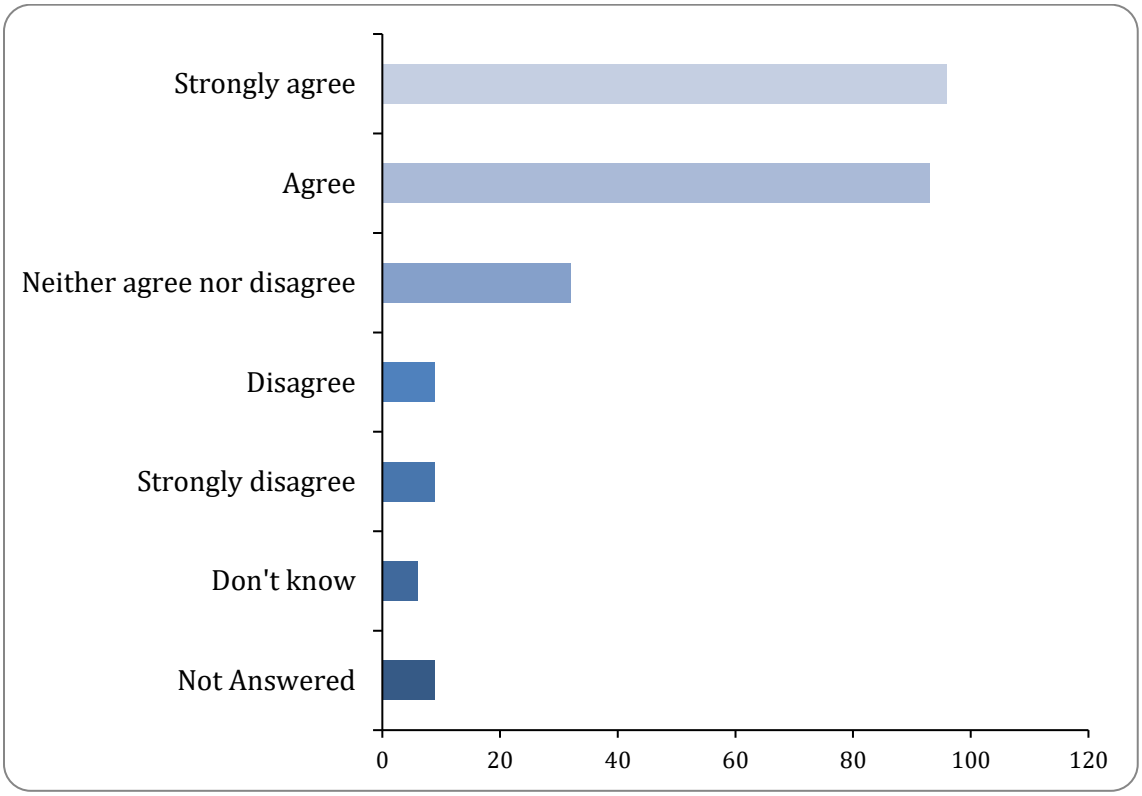
Option	Total	Percent
Yes (please provide your email address below)	152	59.84%
No	73	28.74%
Not Answered	29	11.42%

Graph/ Table 17: Keep up-to-date on the project

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

- I was given all the information that I needed to have my say.

There were 245 responses to this part of the question.

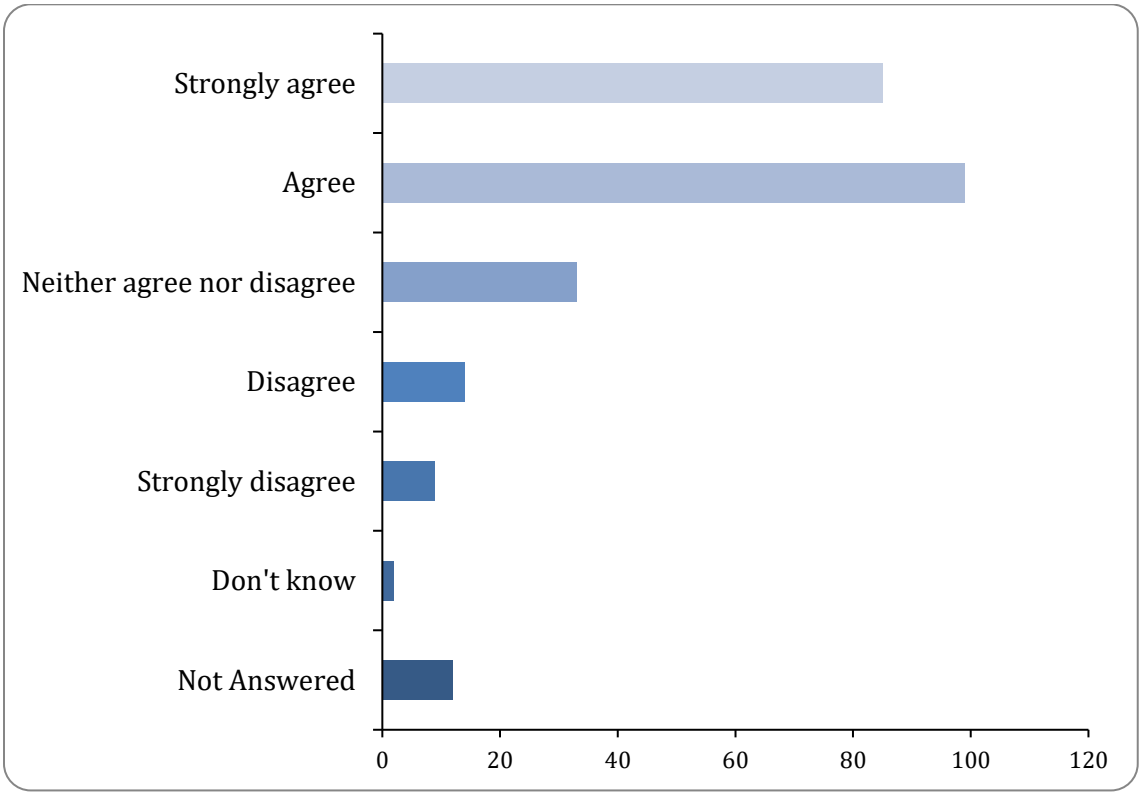


Option	Total	Percent
Strongly agree	96	37.80%
Agree	93	36.61%
Neither agree nor disagree	32	12.60%
Disagree	9	3.54%
Strongly disagree	9	3.54%
Don't know	6	2.36%
Not Answered	9	3.54%

Graph/ Table 18: I was given all the information that I needed to have my say

- This engagement exercise was clear and easy to understand.

There were 242 responses to this part of the question.

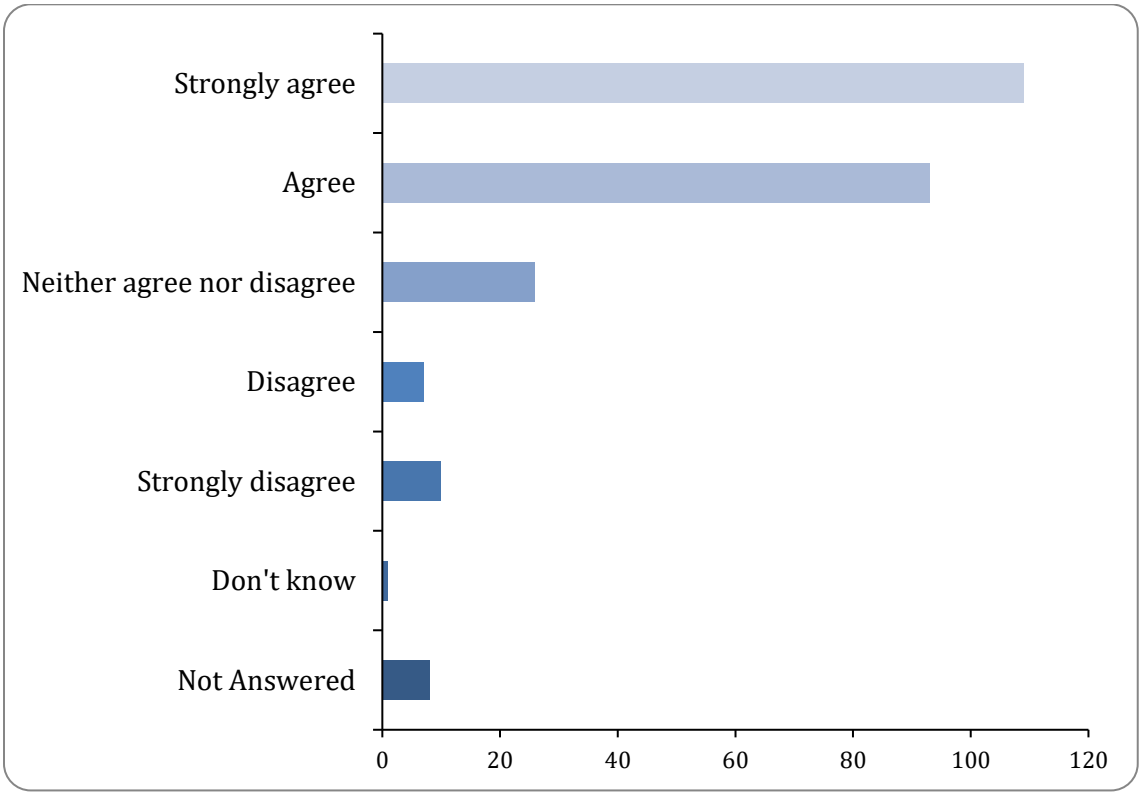


Option	Total	Percent
Strongly agree	85	33.46%
Agree	99	38.98%
Neither agree nor disagree	33	12.99%
Disagree	14	5.51%
Strongly disagree	9	3.54%
Don't know	2	0.79%
Not Answered	12	4.72%

Graph/ Table 19: This engagement exercise was clear and easy to understand

- I was given the opportunity to have my say.

There were 246 responses to this part of the question.



Option	Total	Percent
Strongly agree	109	42.91%
Agree	93	36.61%
Neither agree nor disagree	26	10.24%
Disagree	7	2.76%
Strongly disagree	10	3.94%
Don't know	1	0.39%
Not Answered	8	3.15%

Graph/ Table 20: I was given the opportunity to have my say

Appendix A - Proposals

This appendix presents the Concept Design proposals for Craigmillar Niddrie Connections that were presented to the public during this stage of engagement. These proposals are at the 'Concept Design' stage and therefore may change in response to this engagement and to factors influencing design in the following stages.

A1 Scope

Figure A1 shows the Craigmillar Niddrie Connections project area. It starts on Peffermill Road, just west of the junction with Prestonfield Avenue, continues along the full length of Niddrie Mains Road and the west end of Newcraighall Road, and ends at the west end of Fort Kinnaird. The scope includes the main junctions along the corridor, side road junctions and Cairntows Park.

The eastern branch of Greendykes Road and the area outside Castleview Primary School are also included.

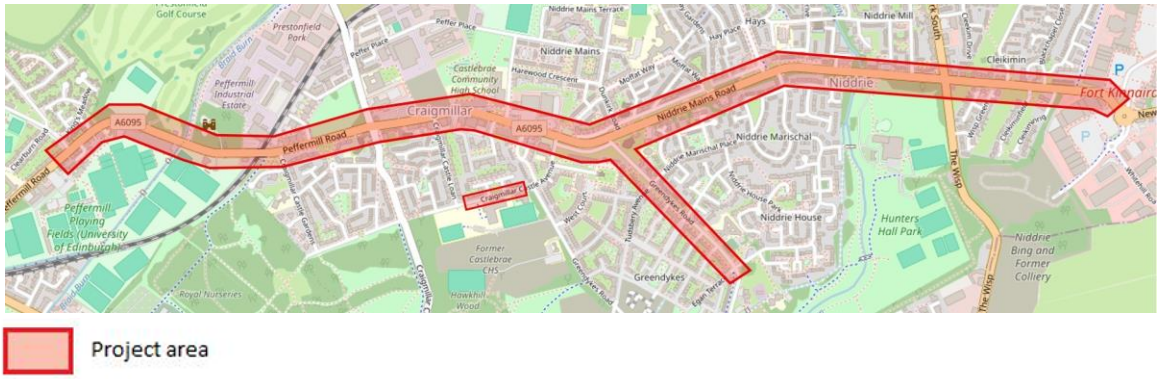


Fig.A1 Map of the project area

A2 Concept Design proposals

The key features of the Concept Design are:

• A protected, two-way cycle lane along the length of the corridor, with bus stop bypasses to improve cycle safety.

• Bus lanes on approach to the main junctions, except in the Highstreet area, where we want to limit the width of the road to create a ‘street’ rather than a ‘road’ experience.

• Continuous footways across side streets and pedestrian crossings on desire lines to support safe and comfortable walking and wheeling.

• A Highstreet with attractive public realm, featuring more seating opportunities, greenspaces and street trees.

• Improvements to Cairntows Park, making the park more attractive to a larger part of the community.

The proposals are presented in the Consultation questionnaire (see **Appendix E**).
You can view the full concept design drawing pack here.

Visualisations of the proposals can be found in **Appendix B**.

Appendix B - Visualisations



Fig.B1 Craigmillar Castle Road – Duddingston Road West junction – current and proposed

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Fig.B2 Niddrie Mains Road (west) at the White House – current and proposed



Fig.B3 Niddrie Mains Road (west) at Craigmillar Library – current and proposed

Appendix C - Project Objectives

PEOPLE

Create a **safer** High Street

Improving visibility, road safety at key junctions and crossings, and outdoor community space opportunities.

Build a **coherent identity** for the high street

Linking into previous, ongoing, and future projects through cohesive design interventions and community engagement.



PLACE

Develop a unified, **vibrant landscape** and **streetscape**

A High Street which is climate resilient, enhances biodiversity, and is a welcoming to people of all ages and abilities to dwell in and enjoy.

Increase the **vitality** of the **high street businesses**

Ensuring that public realm improvements link into the planned council-led developments in and around the High Street.



MOVEMENT

Create and **enhance connections** within the area and to nearby attractions

Improve accessibility and movement for people walking, wheeling and using sustainable modes of transport - improving bus experience where possible.

Prioritise and **dedicate street** space to **pedestrians**

Supporting sustainable modes of movement such as walking, wheeling, cycling, and taking the bus over individual car use delivering key actions for Edinburgh's Mobility Plan.



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Appendix D - Engagement materials



Fig.D1 A5 Flyer

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Craigmillar Niddrie Connections

Share your views



Help us make your streets easier for everyone to get around local shops, schools and other community facilities along:

- Peffermill Road
- Niddrie Mains Road
- Newcraighall Road

Online survey
Tell us what you think from 16 April to 8 July 2026

Information sessions
Craigmillar Library
Monday 11 May, 10am to 7pm

The White House
Wednesday 27 May, 11am to 2pm

www.edinburgh.gov.uk/craigmillarniddriesurvey

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Craigmillar Niddrie Connections

Görüşlerinizi paylaşın



Yerel mağazalar, okullar ve diğer toplum tesisleri boyunca herkesin sokaklarınızda daha kolay dolaşabilmesine yardımcı olmamızı sağlayın:

- Peffermill Road
- Niddrie Mains Road
- Newcraighall Road

Çevrim içi anket
16 Nisan ile 8 Temmuz 2026 arasında düşüncelerinizi bize bildirin

Bilgilendirme oturumu
The White House
Çarşamba 27 Mayıs
11.00 – 14.00 arası

www.edinburgh.gov.uk/craigmillarniddriesurvey

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Craigmillar Niddrie Connections

شاركونا آراءكم



ساهموا معنا في تنظيم شوارعكم لتسهيل وصول الجميع إلى المتاجر المحلية والمدارس والمرافق المجتمعية الأخرى في المناطق التالية:

- Peffermill Road
- Niddrie Mains Road
- Newcraighall Road

استبيان إلكتروني
يرجى إبداء الرأي خلال الفترة من 16 أبريل وحتى 8 يوليو 2026

جلسة معلومات
The White House
الأربعاء 27 مايو 2026
11 صباحًا حتى 2 بعد الظر

www.edinburgh.gov.uk/craigmillarniddriesurvey

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Craigmillar Niddrie Connections

Podziel się swoimi poglądami



Pomóż nam ułatwić poruszanie się po Twoich ulicach w drodze do lokalnych sklepów, szkół i innych obiektów użyteczności publicznej wzdłuż dróg:

- Peffermill Road
- Niddrie Mains Road
- Newcraighall Road

Ankieta online
Podziel się swoją opinią w okresie od 16 kwietnia do 8 lipca 2026 r.

Sesja informacyjna
The White House
Środa 27 maja
11:00-14:00

www.edinburgh.gov.uk/craigmillarniddriesurvey

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Fig.D2 A4 Poster in English, Turkish, Arabic and Polish

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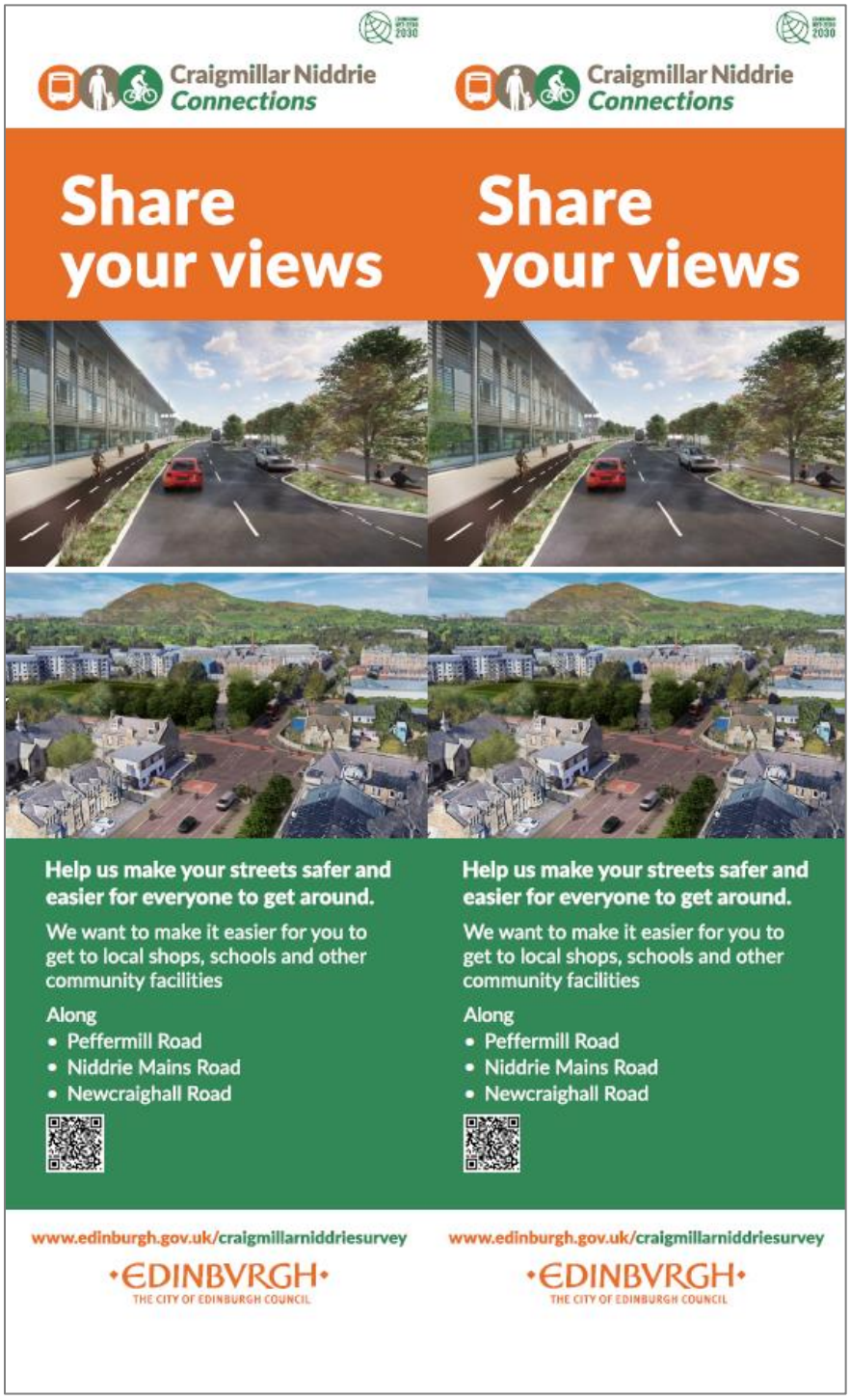


Fig.D3 Lamp post wrap

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Appendix E - Questionnaire

Craigmillar Niddrie Connections

Overview

Closes 8 Jul 2026
Opened 16 Apr 2026

Contact
CraigmillarNiddrie@edinburgh.gov.uk

We want to revitalise the Craigmillar and Niddrie area by creating better spaces for high-quality, safe walking, wheeling, and cycling routes as well as improved bus priority, alongside more attractive places to spend time.

Through this we are looking to provide better connections to surrounding areas, local schools and the Fort Kinnaird shopping centre.

Fig.1 Map of the project area



This project aligns with the Council's City Mobility Plan, and the Future Streets strategy which sets out an approach to how space is allocated on the city's streets and roads.

Through these plans, our aim is to provide a more connected, safer and welcoming environment for everyone in Edinburgh's neighbourhoods and key travel corridors. Future Streets identifies Peffermill Road, Niddrie Mains Road and Newcraighall Road as part of the primary cycle and public transport network and secondary network for walking.

You can read the latest about the project here: www.edinburgh.gov.uk/craigmillarniddrie

Related Council projects in Craigmillar and Niddrie are:

- New Primary School at Hunter's Hall Park
- Craigmillar and Peffermill Court
- Craigmillar new homes
- Where possible, we will also work together with the 'Pride in Place' board

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Events

Drop-in event - Craigmillar Library

From 11 May 2026 at 10:00 to 11 May 2026 at 19:00

Add to my Calendar (.ics)

101 Niddrie Mains Rd, Edinburgh, EH16 4DS

▶ More information

Drop-in event - The White House

From 27 May 2026 at 11:00 to 27 May 2026 at 14:00

Add to my Calendar (.ics)

70 Niddrie Mains Rd, Edinburgh, EH16 4BG

▶ More information

About this questionnaire

The proposals are still being developed but build on initial feedback we received in the summer of 2023.

You can read the initial feedback here.

We have split the project area into 7 sections:

1. Peffermill Road - From Prestonfield Avenue to the junction with Duddingston Road West

2. Cairntows Park

3. Niddrie Mains Road west - from Duddingston Road West to Greendykes Road

4. Niddrie Mains Road east - from Craigmillar Castle Avenue to the junction with The Wisp

5. Newcraighall Road west - from The Wisp to Fort Kinnaird

6. Greendykes Road - from Niddrie Mains Road to Egan Terrace

7. Castleview Primary School - Craigmillar Castle Avenue

For each area we provide a description of the proposed design, and you can download detailed drawings. This is followed by questions about each section.

Paper versions of the questionnaire can be picked up from Craigmillar library, The White House and local schools.

HAPPY TO TRANSLATE

Please email the Interpretation and Translation Service at its@edinburgh.gov.uk quoting reference **26-0376**

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Opening questions

▼ Why we need this information and how it will be used

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

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

If you wish, we will use your email address to contact you to let you know the results of this consultation and the actions we are taking because of the consultation.

1. What is your name?

2. What is your postcode?

(Required)

3. Are you responding on behalf of an organisation?

- ○ No
- ○ Yes (please state below)

Organisation

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4. What are the main reasons you usually visit the project area? (Select all that apply)

(Required)

- ☐ I live there
- ☐ Work
- ☐ School
- ☐ Shops, cafés or restaurants
- ☐ Park or play area
- ☐ I only pass through the area
- ☐ Visiting friends or family
- ☐ Other (please specify in box below)

You have 50 characters remaining

5. How do you usually travel around Craigmillar and Niddrie?

- ☐ I occasionally walk or wheel
- ☐ I regularly walk or wheel
- ☐ I occasionally cycle
- ☐ I regularly cycle
- ☐ I occasionally use public transport
- ☐ I regularly use public transport
- ☐ I occasionally use a Taxi/ Private Hire Vehicle
- ☐ I regularly use a Taxi/ Private Hire Vehicle
- ☐ I occasionally drive
- ☐ I regularly drive
- ☐ Not applicable

Peffermill Road: from Prestonfield Avenue to the junction with Duddingston Road West

Description of the changes:

- Protected, two-way cycletrack on the north side of the road, starting at Prestonfield Avenue to safely cycle to Craigmillar, Niddrie and Fort Kinnaird
- Continuous footways (see below) and Zebra crossings to help people cross side roads
- Bus stop bypasses (see below) to create a safe place for people to wait for the bus whilst also providing continuous safe cycling.
- Signalised crossings to safely cross the road near bus stops
- Bus lane on approach to the junction with Duddingston Road West to improve bus journey times
- Parking will be removed on the southeast side of Peffermill Road to create space for the cycletrack and the bus lane. New loading and parking bays will be created on the east side of Craigmillar Castle Road
- Separate crossing phase for cyclists and for pedestrians, so that each group can move safely and easily

You can find the drawings of the proposals for Peffermill Road on the next pages

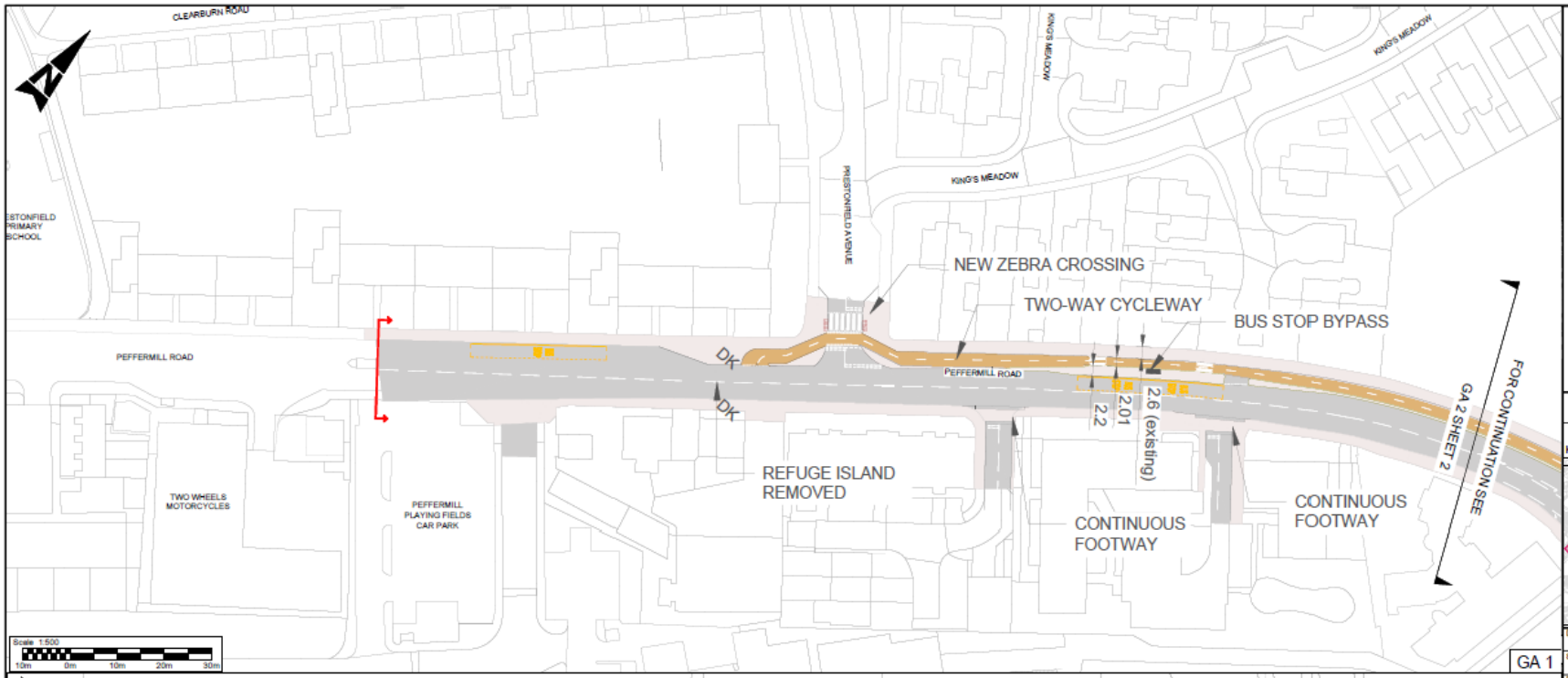
▼ What is a Continuous footway?

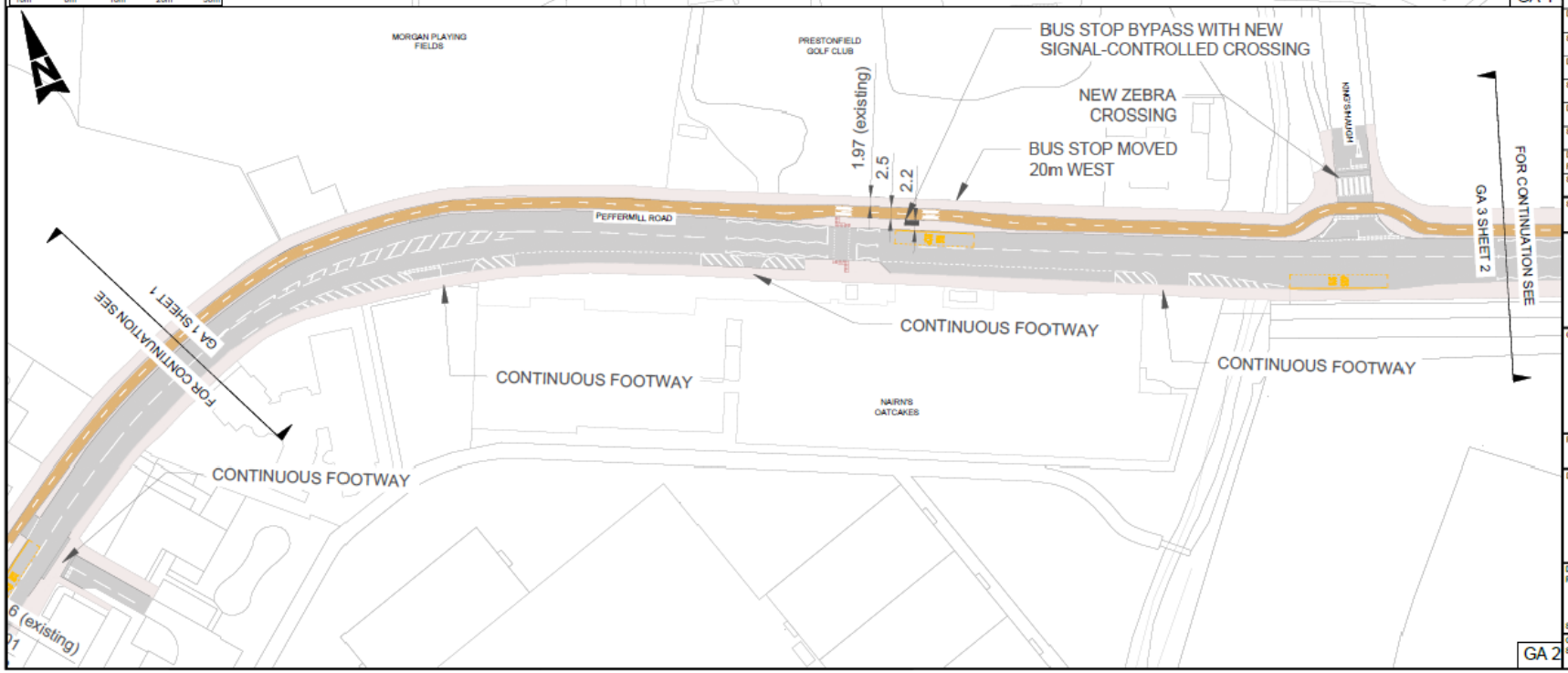
A 'continuous footway' is a junction design where the footway material is continuous across the junction and the roadway ramps up to footway level. This design reduces turning speeds of cars and gives priority to pedestrians.

You can see an example of a continuous footway here:



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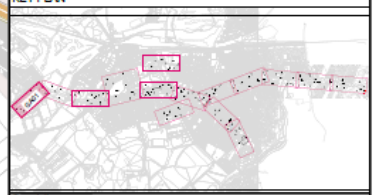


DO NOT SCALE

KEY

- EXISTING TREE
- TREE TO BE REMOVED
- PROPOSED TREE
- ROAD MARKINGS
- PROPOSED TACTILE PAVING
- PROPOSED BUS LANE
- PROPOSED SEGREGATED CYCLE TRACK
- PROPOSED ADVISORY CYCLE LANE
- PAVEMENT
- CARRIAGEWAY
- EXISTING PAVING SURFACE
- PROPOSED RAINGARDENS/BUILDS
- PROPOSED GREENSPACES
- PROPOSED CYCLE RACKS
- PROPOSED PLANTERS WITH BENCH SEATING
- PROPOSED GRASSED MOUNDS
- PROPOSED CIRCULAR BENCH
- INDICATIVE FUTURE FOOTWAY RESURFACING AND WIDENING
- PROPOSED FOOTWAY FEATURE RESURFACING
- FOOTWAY RETAINED
- PROPOSED TACTILE PAVING
- PROPOSED INTEGRATED PLANTER SEATING
- PROPOSED SEATING

KEY PLAN



Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
First Issue	S0	P01.01					

DRAFT

Status	Drawing Suitability
S0	Initial Status

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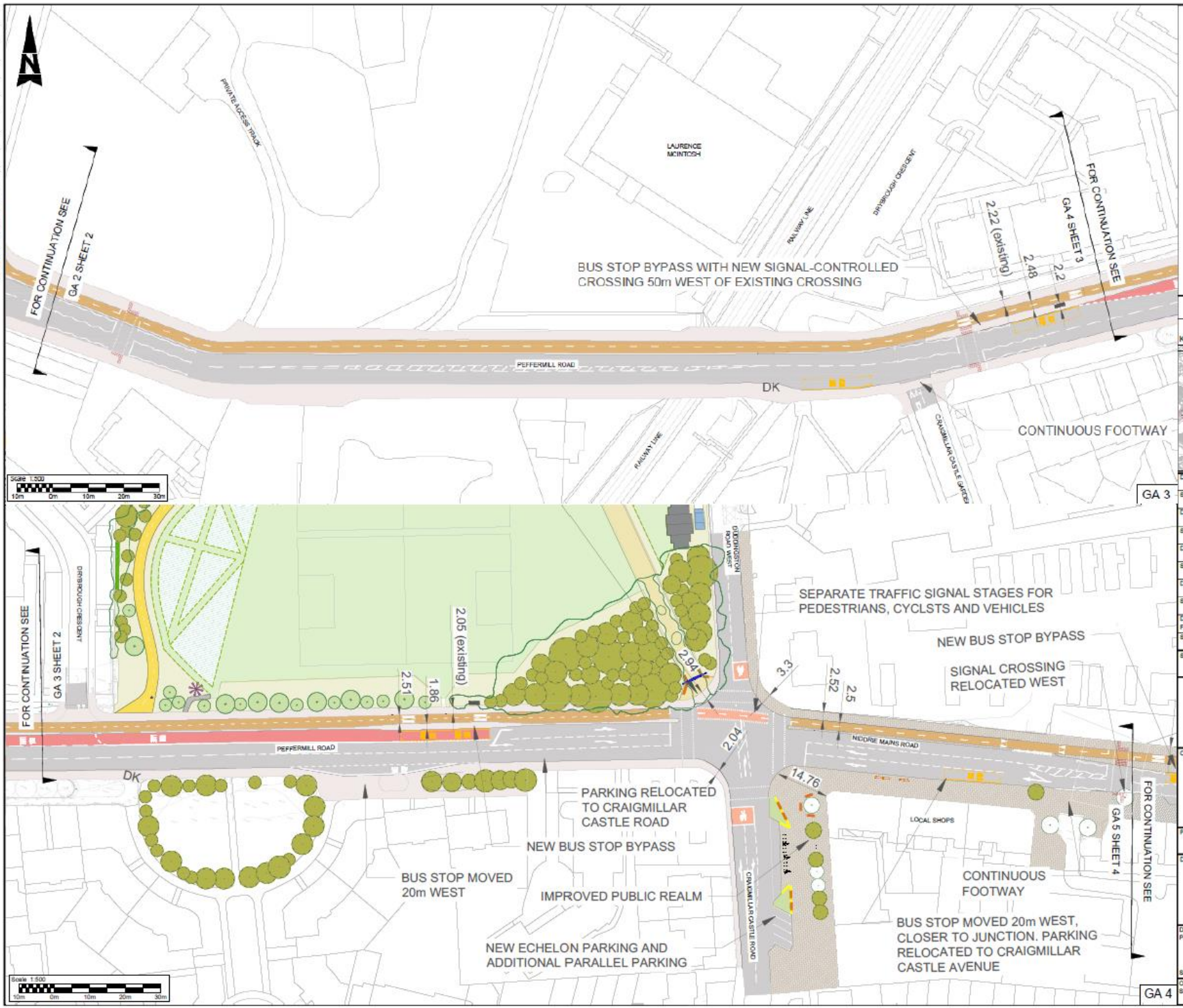
Client: THE CITY OF EDINBURGH COUNCIL

Project Title: Niddrie Mains Road

Drawing Title: NIDDRIE MAINS ROAD SHEET 1 OF 8

Drawing Number	Originator	Functional Breakdown
Project: 100122814 XX	- ATRL -	ELS -
Spatial Breakdown	Form - DR -	Discipline LD - Number 000001

Original Size:	Scale:	Project Ref. No:	Sheet:	Rev:
A1	1:500	100122814	1 of 1	P01.01


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PRIVATE ACCESS TRACK
LAURENCE MCINTOSH
DRUMBOROUGH CRESCENT
RAILWAY LINE
FOR CONTINUATION SEE GA 2 SHEET 2
BUS STOP BYPASS WITH NEW SIGNAL-CONTROLLED CROSSING 50m WEST OF EXISTING CROSSING
2.22 (existing)
2.48
2.2
FOR CONTINUATION SEE GA 4 SHEET 3
PEFFERMILL ROAD
DK
CRAIGMILLAR CASTLE GARDENS
CONTINUOUS FOOTWAY
Scale 1:500
10m 0m 10m 20m 30m
GA 3
FOR CONTINUATION SEE GA 3 SHEET 2
2.05 (existing)
2.51
1.86
2.94
DUDDINGSTON ROAD WEST
SEPARATE TRAFFIC SIGNAL STAGES FOR PEDESTRIANS, CYCLSTS AND VEHICLES
NEW BUS STOP BYPASS
SIGNAL CROSSING RELOCATED WEST
3.3
2.52
2.5
2.04
NIDDRIE MAINS ROAD
14.76
LOCAL SHOPS
PARKING RELOCATED TO CRAIGMILLAR CASTLE ROAD
NEW BUS STOP BYPASS
BUS STOP MOVED 20m WEST
IMPROVED PUBLIC REALM
NEW ECHELON PARKING AND ADDITIONAL PARALLEL PARKING
CRAIGMILLAR CASTLE ROAD
CONTINUOUS FOOTWAY
BUS STOP MOVED 20m WEST, CLOSER TO JUNCTION. PARKING RELOCATED TO CRAIGMILLAR CASTLE AVENUE
FOR CONTINUATION SEE GA 5 SHEET 4
Scale 1:500
10m 0m 10m 20m 30m
GA 4
KEY
EXISTING TREE
TREE TO BE REMOVED
PROPOSED TREE
ROAD MARKINGS
PROPOSED TACTILE PAVING
PROPOSED BUS LANE
PROPOSED SEGREGATED CYCLE TRACK
PROPOSED ADVISORY CYCLE LANE
PAVEMENT
CARRIAGEWAY
EXISTING PAVING SURFACE
PROPOSED RAINGARDENS/SUDS
PROPOSED GREENSPACES
PROPOSED CYCLE RACKS
PROPOSED PLANTERS WITH BENCH SEATING
PROPOSED GRASSED MOUNDS
PROPOSED CIRCULAR BENCH
INDICATIVE FUTURE FOOTWAY RESURFACING AND WIDENING
PROPOSED FOOTWAY FEATURE RESURFACING
FOOTWAY RETAINED
PROPOSED TACTILE PAVING
PROPOSED INTEGRATED PLANTER SEATING
PROPOSED SEATING
KEY PLAN
GA02
GA03
Description
Status Revision Drawn Checked Reviewed Authorised Issue
First Issue
S0 P01.01
Status S0
Drawing Suitability Initial Status
DRAFT
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Project Title
Niddrie Mains Road
Drawing Title
NIDDRIE MAINS ROAD
SHEET 2 OF 8
Drawing Number
Project Originator Functional Breakdown
100122814 - ATRL - ELS -
XX - DR - LD - 00000
Spatial Breakdown Form Discipline Number
Original Size: A1
Scale: 1:500
Project Ref. No: 100122814
Sheet: 1 of 1
Rev: P01.0

▼ What is a Bus stop bypass?

At 'Bus stop bypasses' passengers board and alight from an island between the carriageway and the cycle track. Courtesy zebras on the cycle track support pedestrians to cross to and from the island.

You can see an example of a Bus stop bypass here:



6. To what extent do you support the proposals for Peffermill Road?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

7. Please could you explain your choice, giving brief details on what you agree or disagree with?

You have 5000 characters remaining

Cairntows Park

Description of the changes (the details will depend on further community engagement and availability of funding)

- New gateway and footpath through the park with access near the shops
- Shared-use path between Peffermill Road and Duddingston Road West
- No change to existing football pitches
- New trees and planting in the park
- New play and seating area

You can find the drawings of the proposals for Cairntows Park on the next page

8. To what extent do you support the proposals for Cairntows Park?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

9. Please could you explain your choice, giving brief details on what you agree or disagree with?

You have 5000 characters remaining

10. Would you have any other suggestions to improve Cairntows Park?

You have 5000 characters remaining


DO NOT SCALE
SHARED-USE PATH TO DUDDINGSTON ROAD WEST
NEW GATEWAY AND FOOTPATH THROUGH PARK
SEPARATE TRAFFIC SIGNAL STAGES FOR PEDESTRIANS, CYCLSTS AND VEHICLES
NEW BUS STOP BYPASS
SIGNAL CROSSING RELOCATED WEST
PARKING RELOCATED TO CRAIGMILLAR CASTLE ROAD
NEW BUS STOP BYPASS
BUS STOP MOVED 20m WEST
IMPROVED PUBLIC REALM
NEW ECHELON PARKING AND ADDITIONAL PARALLEL PARKING
CONTINUOUS FOOTWAY
BUS STOP MOVED 20m WEST, CLOSER TO JUNCTION. PARKING RELOCATED TO CRAIGMILLAR CASTLE AVENUE
FOR CONTINUATION SEE GA 3 SHEET 2
FOR CONTINUATION SEE GA 5 SHEET 4
PEFFERMILL ROAD
NIDDRIE MAINS ROAD
DUDDINGSTON ROAD WEST
CRAIGMILLAR CASTLE ROAD
PEFFER BANK
DRYBROUGH CRESCENT
RAILWAY LINE
LOCAL SHOPS
PROPOSED SIGNAL STAGING ARRANGEMENT
KEY PLAN
DRAFT
THE CITY OF EDINBURGH COUNCIL
Niddrie Mains Road
NIDDRIE MAINS ROAD SHEET 3 OF 8
GA 4

Niddrie Mains Road west: from Duddingston Road West to Greendykes Road

Description of the changes:

- Protected, two-way cycle track on the north side of the road
- Continuous footways, raised tables (see below) and Zebra crossings to help people cross side roads
- More greenspaces and seating
- Bus stop bypasses to create a safe place for people to wait for the bus whilst also providing continuous safe cycling
- Signalised crossings to safely cross near bus stops and where people prefer to cross (on 'desire lines')
- Parking bays will be removed from near the junction to create space for the cycle track and a longer right turning lane. New loading and parking bays will be created on the east side of Craigmillar Castle Road
- Eastbound Craigmillar Library bus stop and Wauchope Place bus stop will be combined into one stop outside Castle Brae Highschool to improve bus journey times
- Westbound bus lane from Hay Avenue to Craigmillar Medical Centre

You can find the drawings of the proposals for Niddrie Mains Road west on the next pages

▼ What is a Raised table?

A raised table is a raised sections of the road with a ramp at each side, marked with white arrows to make road users aware. They are designed to slow traffic to a safer speed and provide a safer, more convenient crossing points for pedestrians.

You can see an example of a raised table here:



Figure 3b - Niddrie Mains Road at The White House - proposed design



Figure 4b - Niddrie Mains Road at Craigmillar Library - proposed design



11. To what extent do you support the west end of Niddrie Mains Road?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

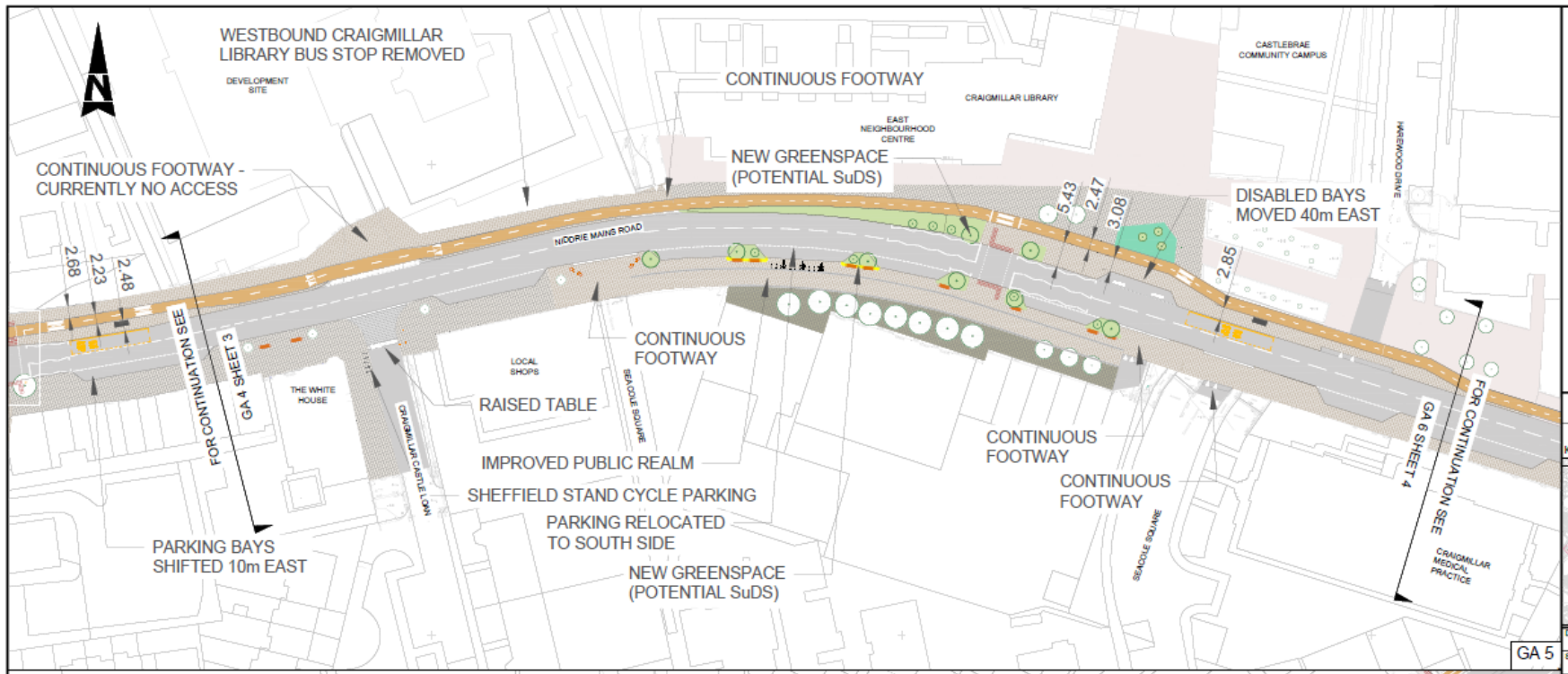
12. Please could you explain your choice, giving brief details on what you agree or disagree with?

You have 5000 characters remaining

13. Would you have any other suggestions to improve the west end of Niddrie Mains Road?

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DO NOT SCALE
SHARED-USE PATH TO DUDDINGSTON ROAD WEST
RAILWAY LINE
DRYBROUGH CRESCENT
PEFFER BANK
DUDDINGSTON ROAD WEST
NEW GATEWAY AND FOOTPATH THROUGH PARK
FOR CONTINUATION SEE GA 3 SHEET 2
PEFFERMILL ROAD
2.05 (existing)
2.51
1.86
2.94
SEPARATE TRAFFIC SIGNAL STAGES FOR PEDESTRIANS, CYCLSTS AND VEHICLES
NEW BUS STOP BYPASS
SIGNAL CROSSING RELOCATED WEST
3.3
2.52
2.5
2.04
NIDDRIE MAINS ROAD
14.76
LOCAL SHOPS
FOR CONTINUATION SEE GA 5 SHEET 4
PARKING RELOCATED TO CRAIGMILLAR CASTLE ROAD
NEW BUS STOP BYPASS
BUS STOP MOVED 20m WEST
IMPROVED PUBLIC REALM
CONTINUOUS FOOTWAY
CRAIGMILLAR CASTLE ROAD
BUS STOP MOVED 20m WEST, CLOSER TO JUNCTION. PARKING RELOCATED TO CRAIGMILLAR CASTLE AVENUE
NEW ECHELON PARKING AND ADDITIONAL PARALLEL PARKING
Scale 1:500
10m 0m 10m 20m 30m
GA 4
PROPOSED SIGNAL STAGING ARRANGEMENT
1
2
3
4
5
KEY
EXISTING TREE
TREE TO BE REMOVED
PROPOSED TREE
ROAD MARKINGS
PROPOSED TACTILE PAVING
PROPOSED BUS LANE
PROPOSED SEGREGATED CYCLE TRACK
PROPOSED ADVISORY CYCLE LANE
PAVEMENT
CARRIAGEWAY
EXISTING PAVING SURFACE
PROPOSED RAINGARDENS/BUILDS
PROPOSED GREENSPACES
PROPOSED CYCLE RACKS
PROPOSED PLANTERS WITH BENCH SEATING
PROPOSED GRASSED MOUNDS
PROPOSED CIRCULAR BENCH
INDICATIVE FUTURE FOOTWAY RESURFACING AND WIDENING
PROPOSED FOOTWAY FEATURE RESURFACING
FOOTWAY RETAINED
PROPOSED TACTILE PAVING
PROPOSED INTEGRATED PLANTER SEATING
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Description
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First Issue
S0 P01.01
Status S0
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Client
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Project Title
Niddrie Mains Road
Drawing Title
NIDDRIE MAINS ROAD
SHEET 3 OF 8
Drawing Number
Project Originator Functional Breakdown
100122814 - ATRL - ELS
XX - DR - LD - 000
Spatial Breakdown Form Discipline Number
Original Size: A1
Scale: 1:500
Project Ref. No: 100122814
Sheet: 1 of 1



KEY

- EXISTING TREE
- TREE TO BE REMOVED
- PROPOSED TREE
- ROAD MARKINGS
- PROPOSED TACTILE PAVING
- PROPOSED BUS LANE
- PROPOSED SEGREGATED CYCLE TRACK
- PROPOSED ADVISORY CYCLE LANE
- PAVEMENT
- CARRIAGEWAY
- EXISTING PAVING SURFACE
- PROPOSED RAINGARDENS/SUDS
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- PROPOSED FOOTWAY FEATURE RESURFACING
- FOOTWAY RETAINED
- PROPOSED TACTILE PAVING
- PROPOSED INTEGRATED PLANTER SEATING
- PROPOSED SEATING

KEY PLAN



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Project Title: Niddrie Mains Road

Drawing Title: NIDDRIE MAINS ROAD SHEET 4 OF 8

Drawing Number Project	Originator	Functional Breakd
100122814	- ATRL	- ELS
XX	- DR - LD	- 000

Spatial Breakdown | Form | Discipline | Number

Original Size:	Scale:	Project Ref. No:	Sheet:	Rev:
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Niddrie Mains Road east: from Greendykes Road to the junction with The Wisp

Description of the changes:

- Protected, two-way cycle track on the north side of the road
- Continuous footways, raised tables and Zebra crossings to help people cross side roads
- Bus stop bypasses to create a safe place for people to wait for the bus whilst also providing continuous safe cycling
- Signalised junction at Greendykes Road to help pedestrians and cyclist cross the road safely, and to improve traffic flow from Greendykes Road onto Niddrie Mains Road
- Wauchope Road bus stop and Hay Avenue bus stop will be combined into one stop near Moffat Way/ Niddrie Marischal Street to improve bus journey times
- Jack Kane Centre bus stop and Hay Drive/ Niddrie Mill Avenue bus stops will be combined into one stop to improve bus journey times
- Westbound bus lane from Hay Avenue to Craigmillar Medical Centre and eastbound bus lane from Hay Avenue to The Wisp

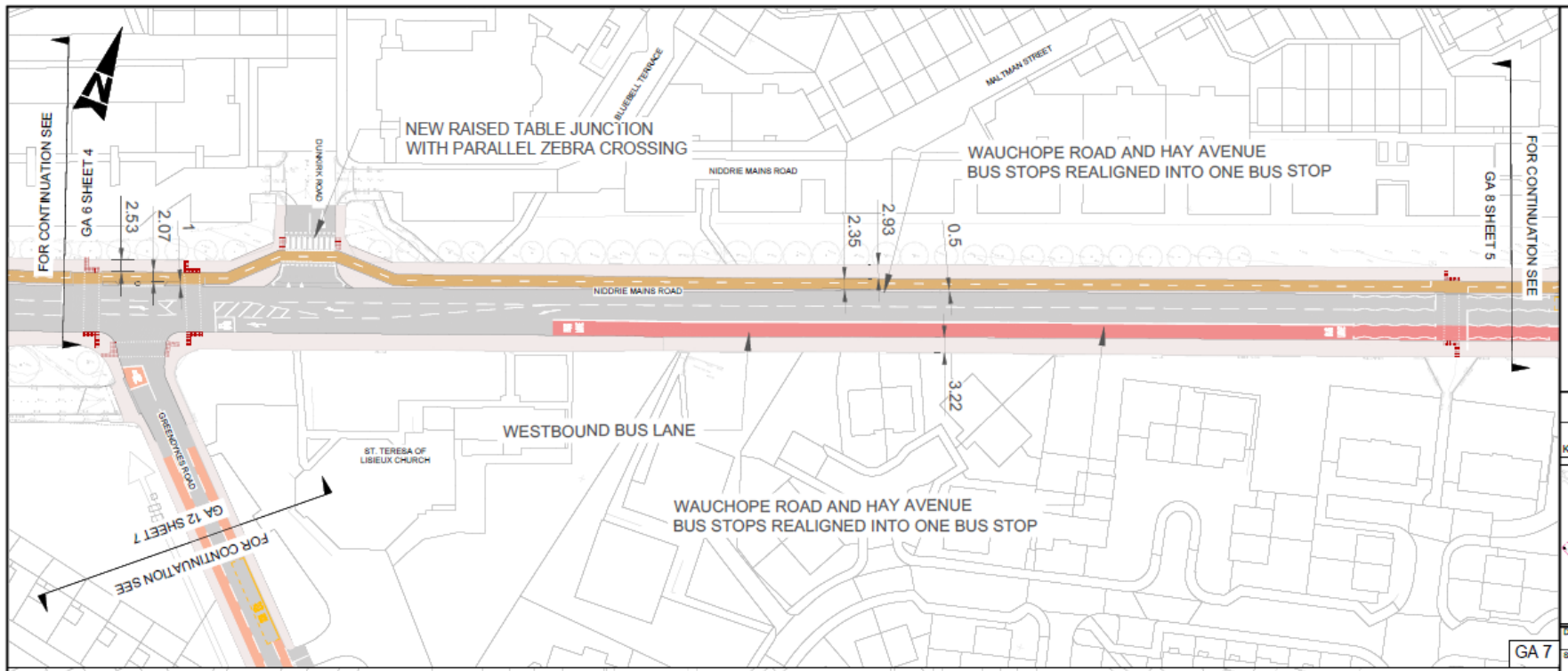
You can find the drawings of the proposals for Niddrie Mains Road east on the next pages

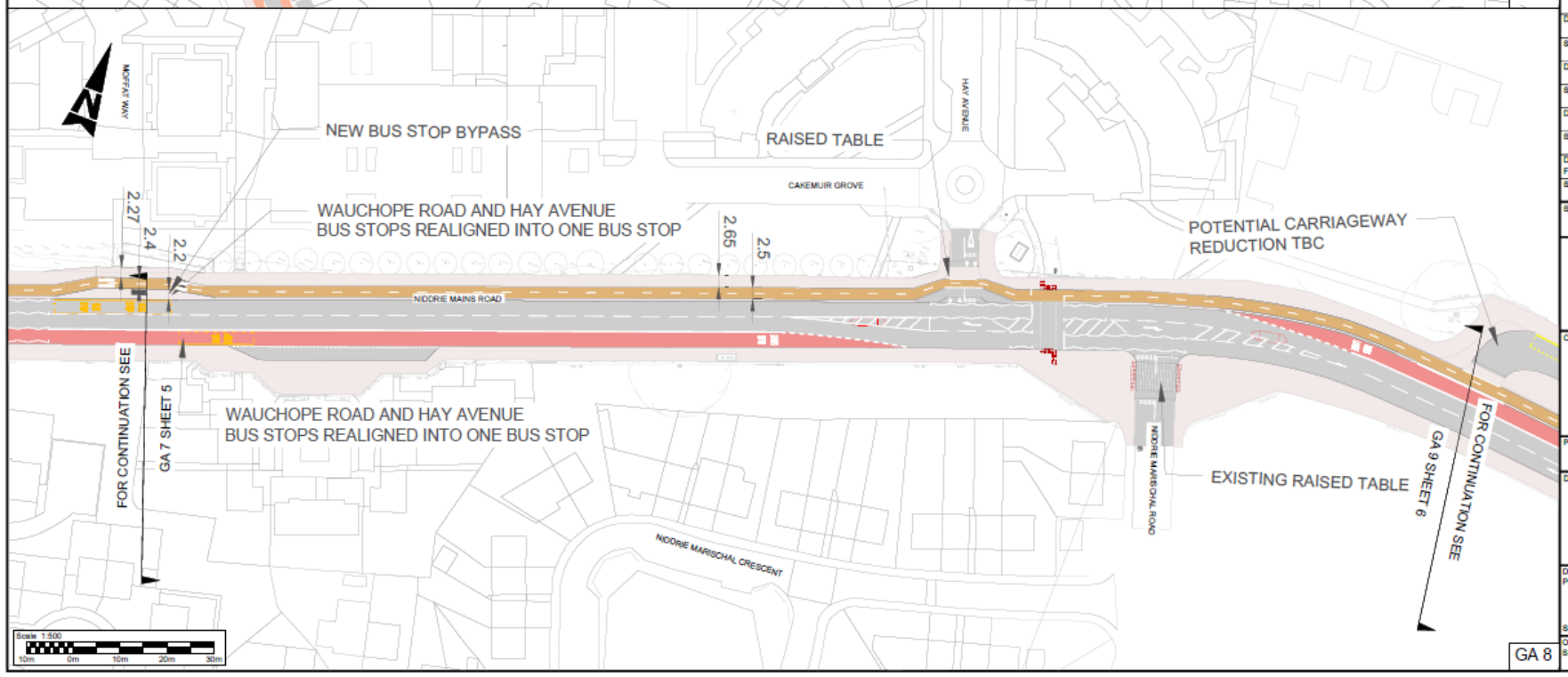
14. To what extent do you support the proposals for Niddrie Mains Road east?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

15. Please could you explain your choice, giving brief details on what you agree or disagree with?

You have 5000 characters remaining





DO NOT SCALE

KEY

EXISTING TREE
TREE TO BE REMOVED
PROPOSED TREE
ROAD MARKINGS
PROPOSED TACTILE PAVING
PROPOSED BUS LANE
PROPOSED SEGREGATED CYCLE TRACK
PROPOSED ADVISORY CYCLE LANE
PAVEMENT
CARRIAGEWAY
EXISTING PAVING SURFACE
PROPOSED RAINGARDENS/SUDS
PROPOSED GREENSPACES
PROPOSED CYCLE RACKS
PROPOSED PLANTERS WITH BENCH SEATING
PROPOSED GRASSED MOUNDS
PROPOSED CIRCULAR BENCH
INDICATIVE FUTURE FOOTWAY RESURFACING AND WIDENING
PROPOSED FOOTWAY FEATURE RESURFACING
FOOTWAY RETAINED
PROPOSED TACTILE PAVING
PROPOSED INTEGRATED PLANTER SEATING
PROPOSED SEATING

KEY PLAN



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First Issue	S0	P01.01				

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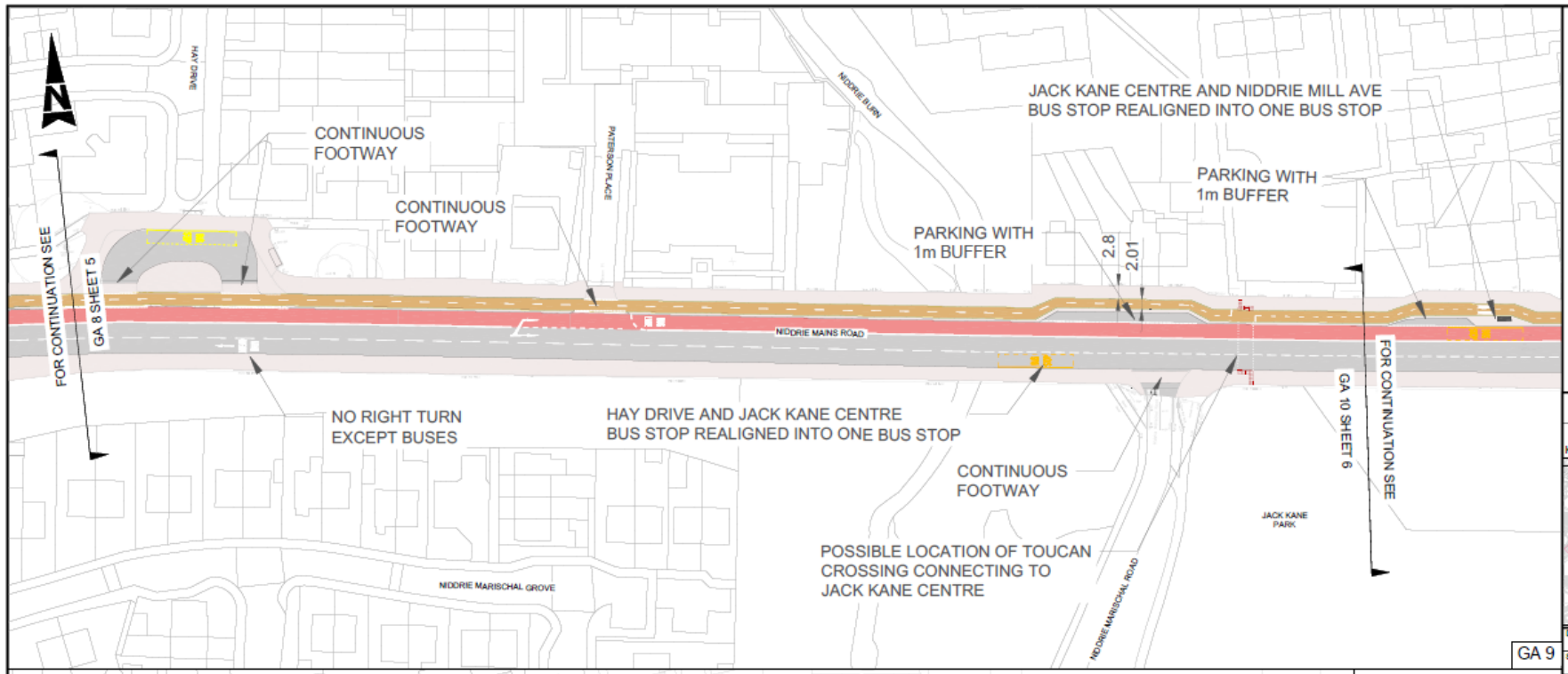
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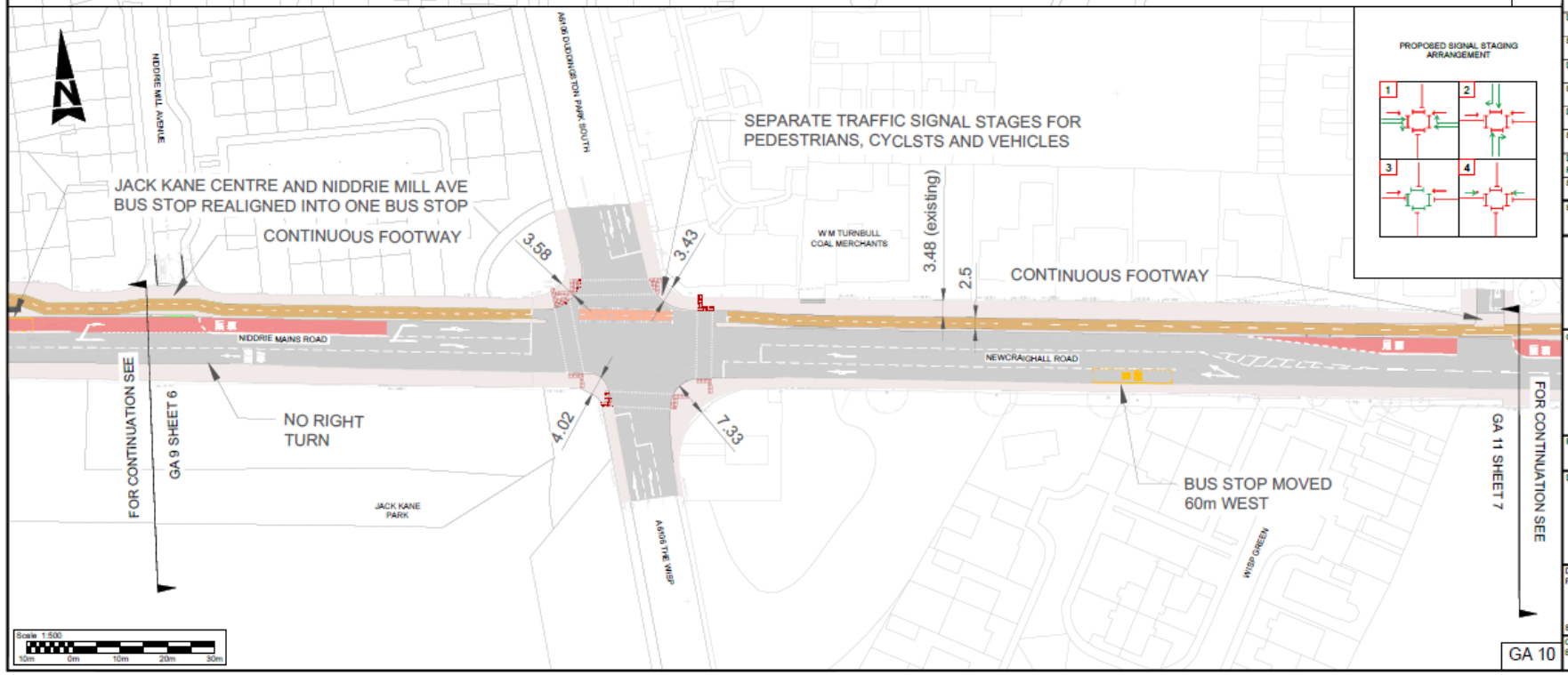
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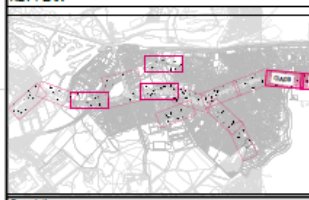
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Drawing Number: Project 100122814 XX | Originator - ATRL | Functional Bre - ELS | Spatial Breakdown | Form - DR | Discipline - LD | Numb - 0

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Project Title: Niddrie Mains Road

Drawing Title: NIDDRIE MAINS ROAD SHEET 6 OF 8

Drawing Number
Project: 100122814 - ATRL - ELS
XX - DR - LD - 0
Spatial Breakdown | Form | Discipline | Num

Original Size:	Scale:	Project Ref. No:	Sheet:
A1	1:500	100122814	1 of 1

Newcraighall Road: from The Wisp to Fort Kinnaird

Description of the changes:

- Protected, two-way cycle track on the north side of the road
- Continuous footways, raised tables and Zebra crossings to help people cross side roads
- Bus stop bypasses to create a safe place for people to wait for the bus whilst also providing continuous safe cycling
- Separate crossing phase for cyclists and pedestrians, so that each group can move safely and easily
- Eastbound bus lane from Hay Peacocktail Close to Fort Kinnaird to improve bus journey times
- Westbound Peacocktail Close bus stop moved westward to provide space for bus lane and right turning lane
- Provision of additional cycle parking near Fort Kinnaird

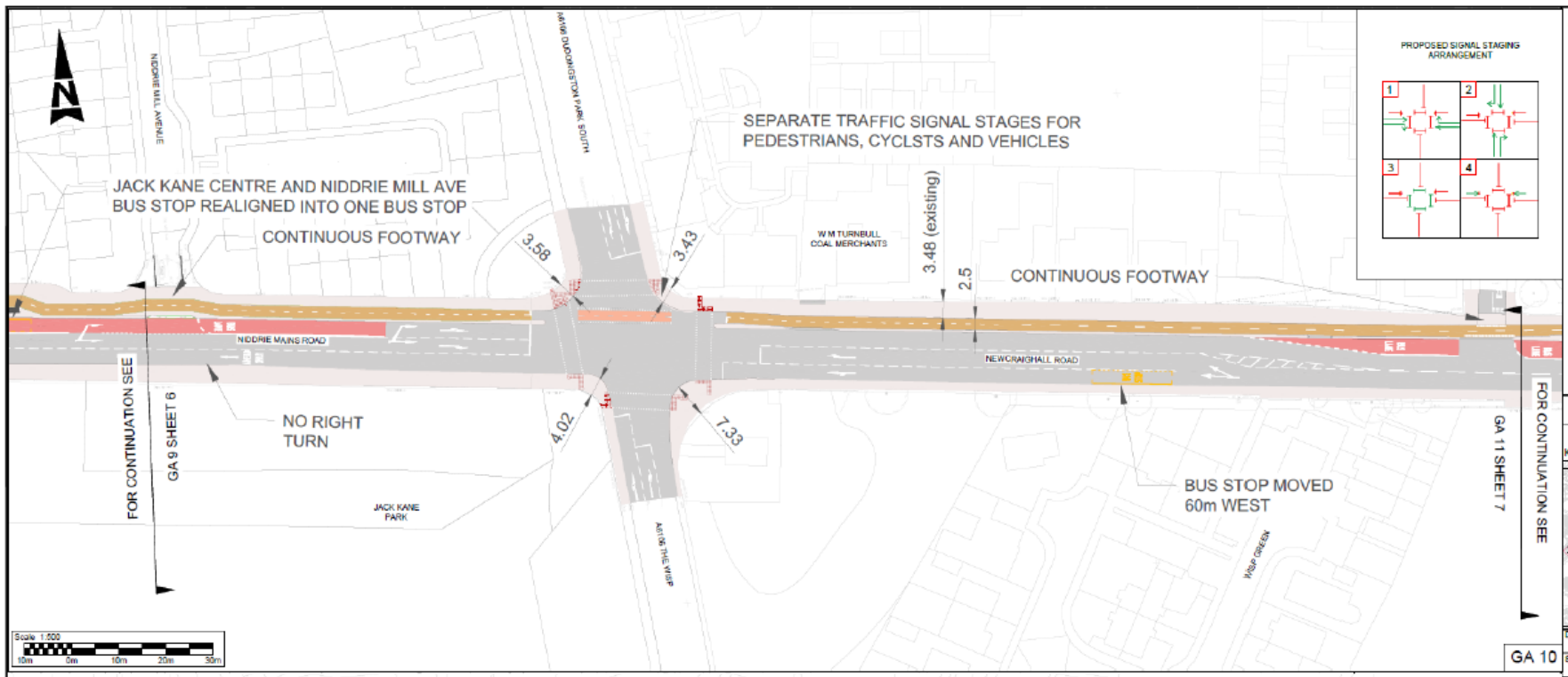
You can find the drawings of the proposals for Newcraighall Road west on the next page

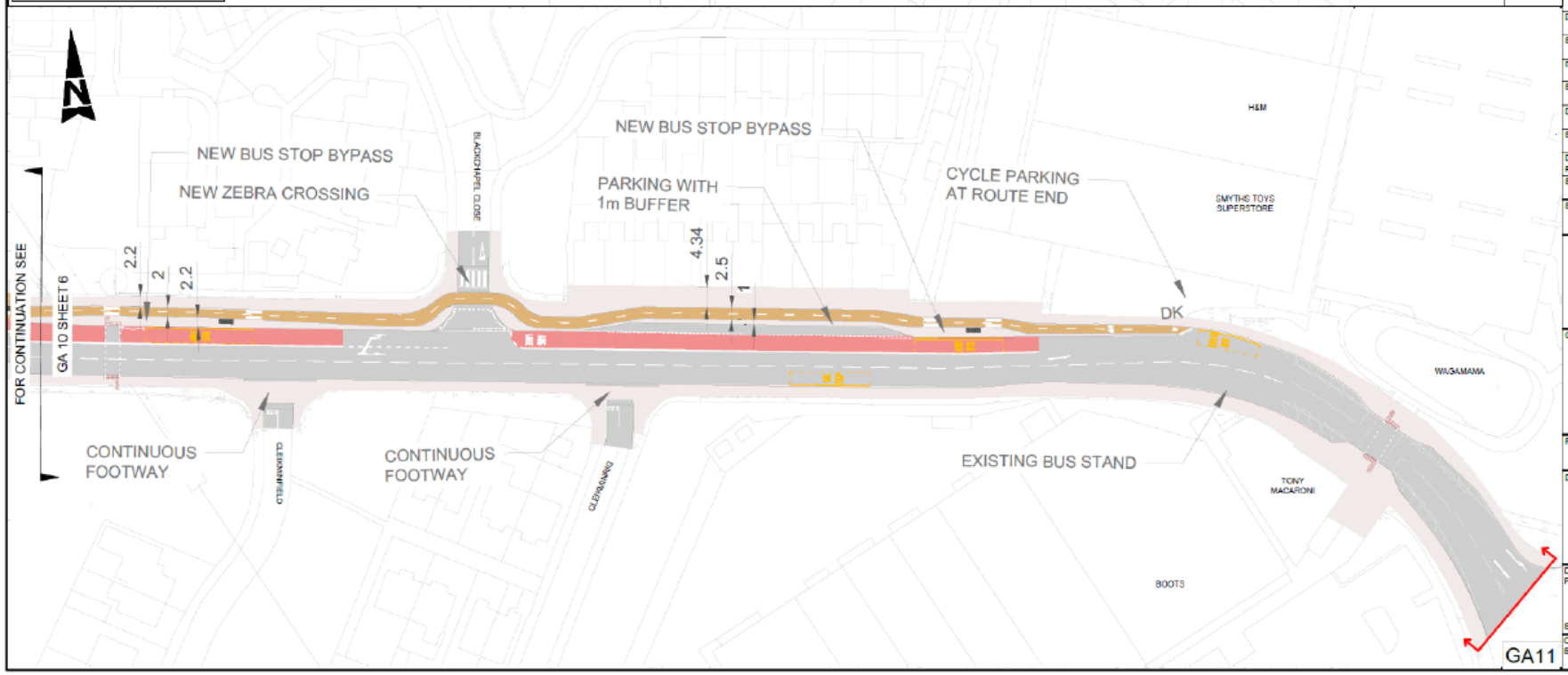
16. To what extent do you support the proposals for Newcraighall Road west?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

17. Please could you explain your choice, giving brief details on what you agree or disagree with?

You have 5000 characters remaining





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SHEET 6 OF 8

Drawing Number	Originator	Functional El
Project 100122814	- ATRL	- ELS
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Spatial Breakdown	Form	Discipline	Num

Original Size:	Scale:	Project Ref. No:	Sheet:
A1	1:500	100122814	1 of 1

Greendykes Road: from Niddrie Mains Road to Egan Terrace

Description of the changes:

- Protected, two-way cycle track on the west side of the Greendykes Road (east arm), continuing on from the existing two-way cycle track on the southern section of Greendykes Road
- Access to and, exit from cycle track onto Greendykes Road. Potential to continue two-way cycle track to Niddrie Mains Road if agreement with landowner can be reached.
- Proposed new northbound bus stop to match southbound St Teresa Church bus stop

You can find the drawings of the proposals for Greendykes Road on the next page

16. To what extent do you support the proposals for Newcraighall Road west?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

17. Please could you explain your choice, giving brief details on what you agree or disagree with?

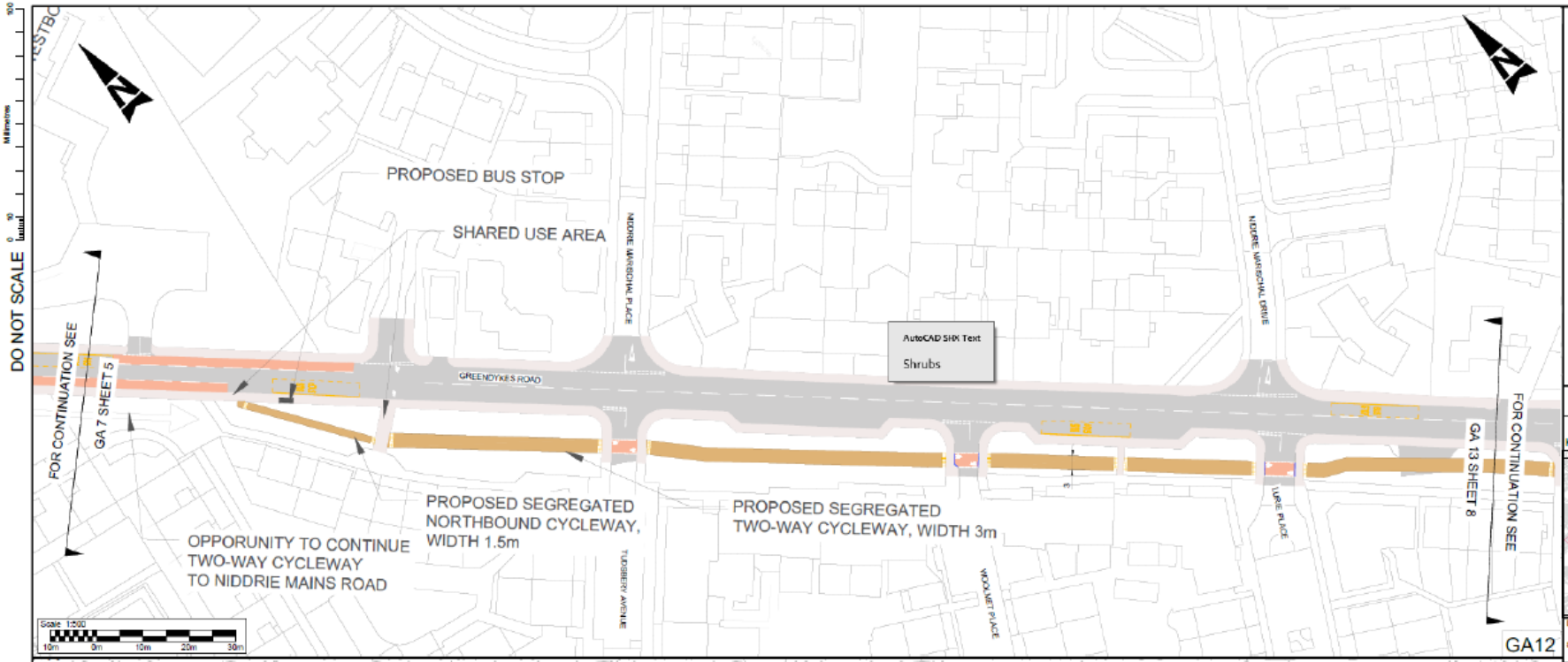
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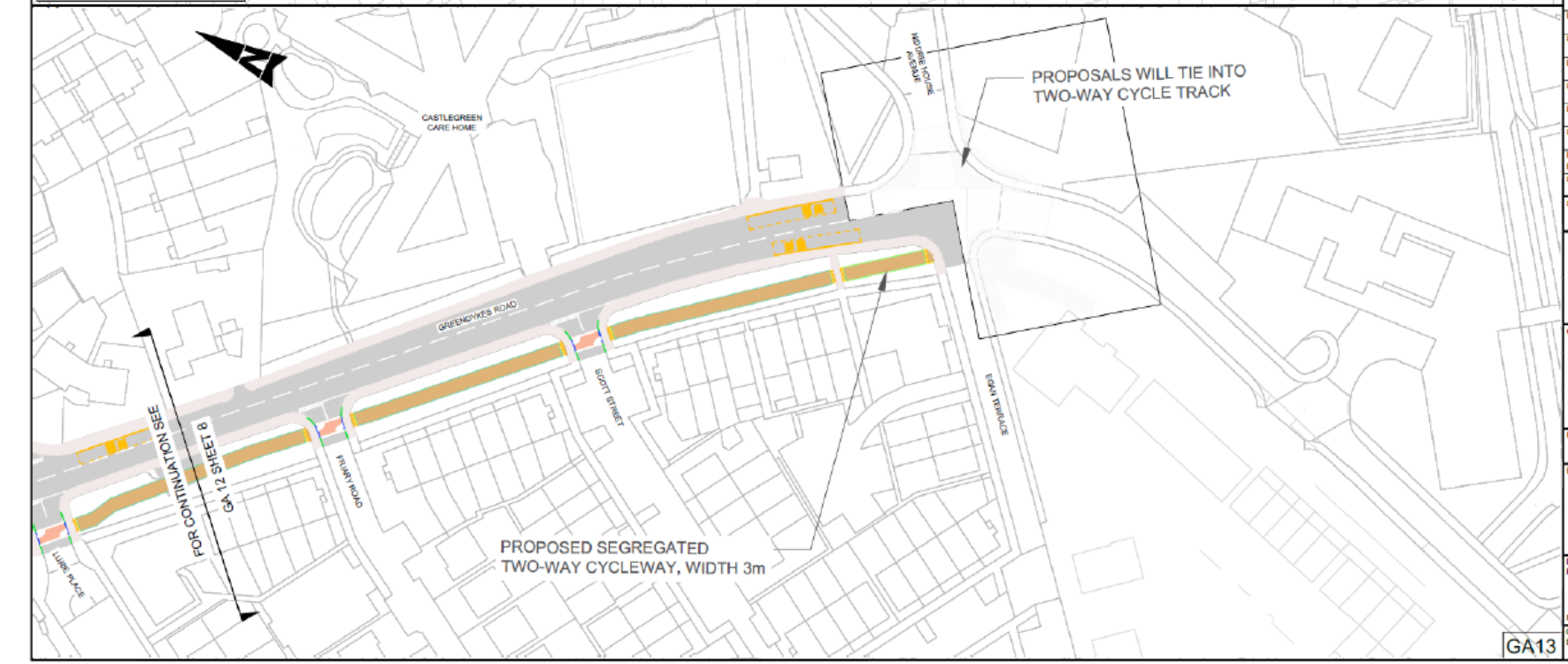
18. To what extent do you support the proposals for Greendykes Road?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

19. Please could you explain your choice, giving brief details on what you agree or disagree with?

You have 5000 characters remaining





KEY

EXISTING TREE
TREE TO BE REMOVED
PROPOSED TREE
ROAD MARKINGS
PROPOSED TACTILE PAVING
PROPOSED BUS LANE
PROPOSED SEGREGATED CYCLE TRACK
PROPOSED ADVISORY CYCLE LANE
PAVEMENT
CARRIAGEWAY
EXISTING PAVING SURFACE
PROPOSED RAINGARDEN/SUDS
PROPOSED GREENSPACES
PROPOSED CYCLE RACKS
PROPOSED PLANTERS WITH BENCH SEATING
PROPOSED GRASSED MOUNDS
PROPOSED CIRCULAR BENCH
INDICATIVE FUTURE FOOTWAY RESURFACING AND WORKING
PROPOSED FOOTWAY FEATURE RESURFACING
FOOTWAY RETAINED
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KEY PLAN



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Project Title: Niddrie Mains Road

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SHEET 7 OF 8

Drawing Number Project	Originator	Functional Breakd
100122814	- ATRL	- ELS
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Spatial Breakdown	Form	Discipline	Number

Original Size:	Scale:	Project Ref. No:	Sheet:	Rev:
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Castleview Primary School: Craigmillar Castle Avenue

- Proposed School Street (see below) with restricted times for vehicle pick-up and drop-off
- Temporary footway widening outside the school will be made permanent
- Side streets opposite the school to be changed to continuous footways

▼ What is a School Street?

A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.

School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme will encourage a healthier lifestyle and active travel to school for families and lead to a better environment for everyone.

Permits are issued to residents to maintain access, Blue Badge holders and other permitted vehicles, such as emergency services, are exempt from the prohibition. These restrictions are enforceable by Police Scotland.

You can read more about School Streets in Edinburgh here.



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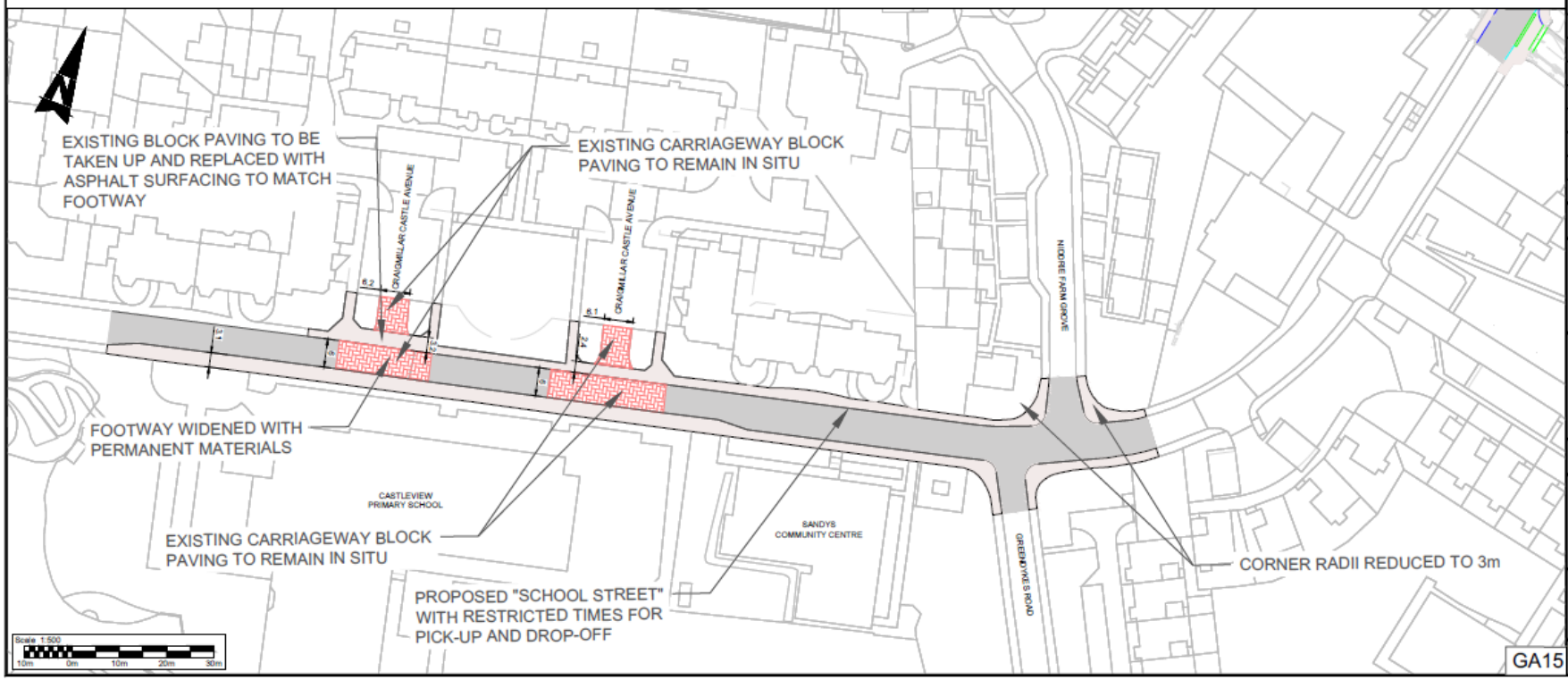
20. To what extent do you support the proposals for the road outside Castleview Primary School?

- ○ Strongly support
- ○ Support
- ○ Neither support nor oppose
- ○ Oppose
- ○ Strongly oppose

21. Please could you explain your choice, giving brief details on what you agree or disagree with?

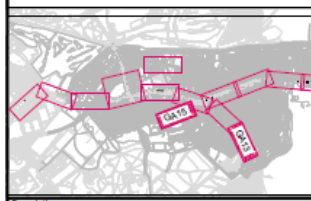
You have 5000 characters remaining

DO NOT SCALE



KEY

- EXISTING TREE
- TREE TO BE REMOVED
- PROPOSED TREE
- ROAD MARKINGS
- PROPOSED TACTILE PAVING
- PROPOSED BUS LANE
- PROPOSED SEGREGATED CYCLE TRACK
- PROPOSED ADVISORY CYCLE LANE
- PAVEMENT
- CARRIAGEWAY
- EXISTING PAVING SURFACE
- PROPOSED RAINGARDEN/SWALES
- PROPOSED GREENSPACES
- PROPOSED CYCLE RACKS
- PROPOSED PLANTERS WITH BENCH SEATING
- PROPOSED GRASSED MOUNDS
- PROPOSED CIRCULAR BENCH
- INDICATIVE FUTURE FOOTWAY RESURFACING AND WIDENING
- PROPOSED FOOTWAY FEATURE RESURFACING
- FOOTWAY RETAINED
- PROPOSED TACTILE PAVING
- PROPOSED INTEGRATED PLANTER SEATING
- PROPOSED SEATING



DRAFT

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised
First Issue	S0	P01.01				

Status: S0 — Drawing Suitability: Initial Status

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Client: THE CITY OF EDINBURGH COU

Project Title: Niddrie Mains Road

Drawing Title: NIDDRIE MAINS ROAD SHEET 8 OF 8

Drawing Number Project	Originator	Functional El
100122814 XX	- ATRL - DR	- ELS - LD - 0
Spatial Breakdown	Form	Discipline Num

Original Size:	Scale:	Project Ref. No:	Sheet:
A1	1:500	100122814	1 of 1

GA15

Further comments

22. Would the proposed changes make it more or less likely that you or your family would walk, wheel or cycle to the local schools, shops, parks and other destinations?

- ○ More likely
- ○ Less likely
- ○ No change
- ○ Not Applicable

23. Would the proposed changes make it more or less likely that you or your family would use public transport?

- ○ More likely
- ○ Less likely
- ○ No change
- ○ Not applicable

24. Is there anything else you would like to tell us about the design proposals?

You have 5000 characters remaining

About you

We are asking the following questions to ensure we receive a comprehensive range of responses and to gain a better understanding of the different views of individuals.

Please note that you do not have to answer the questions below.

25. What age group do you belong to?

- ○ under 16
- ○ 16-25
- ○ 26-34
- ○ 35-44
- ○ 45-54
- ○ 55-64
- ○ 65-74
- ○ 75 or over
- ○ prefer not to say

26. What is your sex?

- ○ Female
- ○ Male
- ○ Prefer not to say

27. Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

- ○ Yes
- ○ No
- ○ Prefer not to say

28. If answer 'Yes' (do you have a physical or mental health condition or illness lasting or expected to last 12 months or more): Do any of these conditions or illnesses affect you in any of the following areas?

- ☐ Vision (for example blindness or partial sight)
- ☐ Hearing (for example deafness or partial hearing)
- ☐ Mobility (for example walking short distances or
- ☐ climbing stairs)
- ☐ Dexterity (for example lifting or carrying objects, using a keyboard)
- ☐ Learning or understanding or concentrating
- ☐ Memory
- ☐ Mental health
- ☐ Stamina or breathing or fatigue
- ☐ Socially or behaviourally (for example associated with autism spectrum disorder (ASD) which includes Asperger's, or attention deficit hyperactivity disorder (ADHD))
- ☐ Other:

You have 100 characters remaining

29. Does your condition or illness/do any of your conditions or illnesses reduce your ability to carry-out day-to-day activities?

- ○ Yes, a lot
- ○ Yes, a little
- ○ Not at all
- ○ Prefer not to say

30. Would you like to be kept up to date on this project?

- ○ Yes (please provide your email address below)
- ○ No

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Feedback about this engagement process

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

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
I was given all the information that I needed to have my say.	○	○	○	○	○	○
This engagement exercise was clear and easy to understand.	○	○	○	○	○	○
I was given the opportunity to have my say.	○	○	○	○	○	○

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

Please submit this questionnaire in the relevant box at Craigmillar Library, Castlebrae Highschool or the White House.

Thank you for your cooperation!

The Craigmillar Niddrie Connections project team

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