



# 11.4 Balgreen Road Walk and Cycle Improvements Consultation Summary Report

February 2017

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# 1 Introduction

The City of Edinburgh Council (CEC) is delivering a package of improvements to the QuietRoute network for walking and cycling across the city. During the Preliminary Design and Detailed design stages, CEC and AECOM are undertaking a range of consultation approaches with stakeholders and the public to achieve better design outcomes.

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 8 at Balgreen Road and Baird Drive.

# 2 Proposals

The proposals were to adapt the existing crossing to allow shared use by people walking and cycling. There were also minor improvements proposed to relocate trees and items of street furniture such as sign posts.

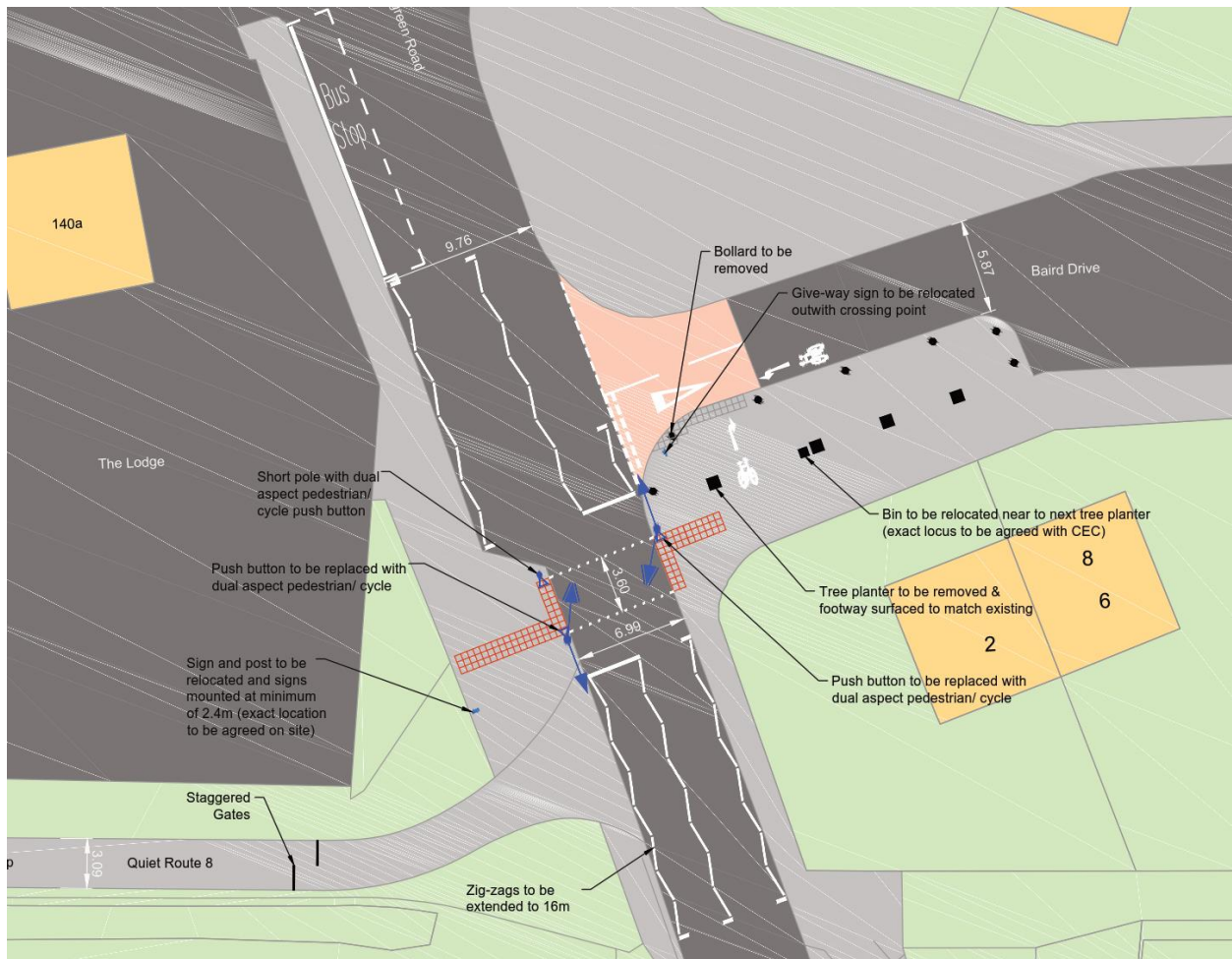


Figure 1 Balgreen Road proposals

## 3 Forms of Consultation

The following forms of consultation have been used for this design scheme at the current stage:

Meeting/workshop with internal Council stakeholders	-	Given the potential intervention measures are minimal , no internal consultation was undertaken
Meeting/workshop with external stakeholders	-	Given the potential intervention measures are minimal, no external consultation was undertaken
Public Exhibition	-	Not required
Consultation Hub	✓	Information was posted on Council's consultation hub from 17/10/16 to 25/11/16.
Leaflets	✓	Not required
Social Media	✓	Advertised the consultation through the Council's Facebook and Twitter pages.
Online Survey	-	No adverse social or environmental issues associated with the proposals and therefore no stakeholder engagement required.
E-mail Consultation	✓	A total of 14 emails were received.

## 4 Stakeholder Consultations

A total of 5 individuals representing 3 organisations provided e-mail feedback during the stakeholder consultation with the split shown in figure 2 below.

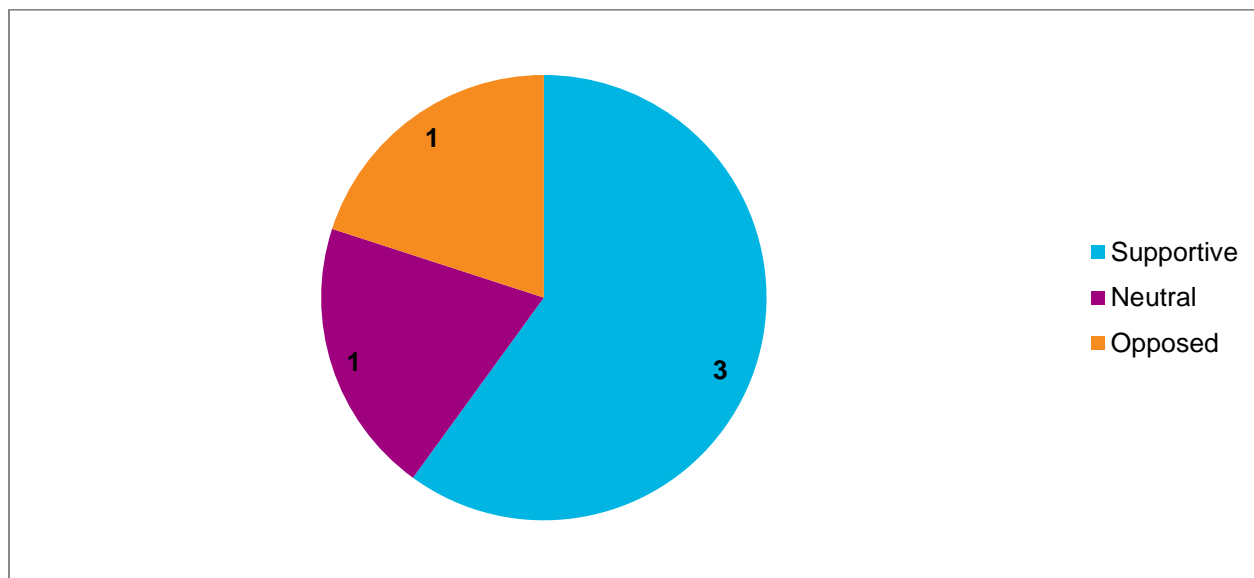


Figure 2 Stakeholder support for proposals

Some of the key issues raised throughout the stakeholder consultation are shown below.

Table 1 Balgreen Road – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Shared use toucan crossing could lead to potential conflict between people walking and cycling.	2
2	Provide greater links to and along Baird Drive for people cycling	2
3	Reduce corner radii	2

Source: External stakeholder workshop and dedicated consultation e-mail address

The full list of stakeholder consultation comments is provided in **Appendix A**.

## 5 Public E-mail and Verbal Consultations

A total of 9 local residents provided e-mail feedback during the stakeholder consultation.

Figure 3 below shows that the majority of stakeholders were supportive of the proposals.

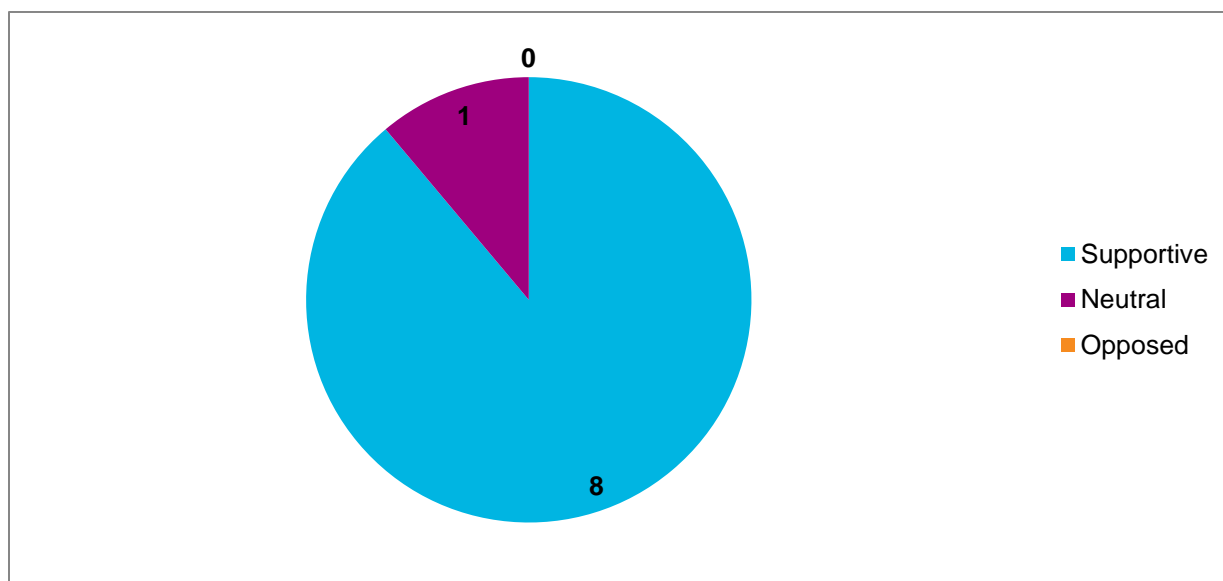


Figure 3 Public support for proposals

Some of the key issues raised throughout the public consultation are shown below.

Table 2 Balgreen Road – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Provide safe location for people cycling east to join Baird Drive, it is unclear from the current proposals how they would do this.	4
2	Remove the access controls at the bottom of the path to Balgreen Tram stop or replace with bollards.	2
3	Consider wider redesign of Balgreen Road and inclusion into the 20mph scheme.	2

Source: External stakeholder workshop and dedicated consultation e-mail address

The full list of stakeholder consultation comments is provided in **Appendix A**.

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## 6 Consultation Summary

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In summary, it was found that the majority of consultees were generally supportive or strongly supportive of the proposals with minor improvements required.

The key issues raised included concerns that a safe facility for people cycling east through the crossing to join Baird Drive. Consultees also said that cycling facilities should be extended along Baird Drive, potentially in the form of a segregated cycleway.

A number of consultees also highlighted that changing to a toucan crossing could lead to potential conflict between people walking and cycling and that some would prefer to see either greater segregation, or clear signage indicating that the area is designated shared use for walking and cycling.

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## 7 Design changes based on consultation

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Based on the feedback from this consultation the Council shall be making the following design changes detailed below. A full listing of all the responses received are detailed in the Appendices below, along with a reply from the Council where appropriate and related to the design.

Changes to be included:

- We shall change the design to bring the pavement entry/exit point on Baird Drive further east, away from the junction. This will make it safer and easier for cyclists to join the crossing from Baird Drive and rejoin the road (Baird Drive) from the pavement.
- We shall include dropped kerbs and shared use re-determination along the widened section of pavement between Saughton Hall Drive and the crossing of Balgreen Road. This shall provide the access that you have highlighted.



# Appendix A - Full List of Stakeholder Consultation Comments

Date	Organisation/ Type	Comment	Consultation Type	Council Response
2016.10.24	Murrayfield CC	<ul style="list-style-type: none"> <li>I can see that this a standard crossing which separates vehicles from pedestrians and cyclists but how are the pedestrians separated from the cyclists? At rush hours there are a lot of people at that crossing but the cyclists are on their bikes on the pavement which is where the pedestrians are supposed to be. That could cause a right mix up to the disadvantage of those on foot, among which are a lot of primary school children going to Balgreen School. We can be sure that the cyclists will be reluctant to get off their bikes on the pavement.</li> <li>This requires more careful consideration.</li> </ul>	E-mail consultation	We have given due consideration to the proposed sharing of space of people on bikes and foot. We believe that the number of people on foot and bike here is compatible with the shared use facilities proposed. Such infrastructure has been shown to work well at other locations in the city.
2016.11.08	Living Streets	<p>Firstly, I am not sure that the junctions conform to the requirement in the Street Design Guidance to "minimise corner radii". On the face of it, the drawings look like corner radii are being maintained at the existing geometry (e.g. at Balgreen Road, but also generally)?</p> <p>Other key points of principle Design explicitly conform to the Edinburgh Street Design Guidance Space:</p> <ol style="list-style-type: none"> <li>1. An increase (or no net loss) of pedestrian space.</li> <li>2. Footways meet recommended widths.</li> <li>3. Conflicts with cyclists are avoided, with dedicated and well-defined space provided for pedestrians (including separated 'tiger' crossings).</li> </ol> <p>Crossings:</p> <ol style="list-style-type: none"> <li>4. Junctions make foot crossing easier by being raised, with radii of corners and widths minimised</li> <li>5. In busier areas, controlled crossings are provided in convenient places, with acceptable waiting and crossing times.</li> <li>6. Pedestrian priority is made clear at all the key crossing points of the cycle routes, eg with continuous footways across side streets at</li> </ol>	E-mail consultation	<p>Within the available budget, and given that there is already a raised table to slow traffic, we do not consider that changing the corner radii is required.</p> <p>Concerning the principles: The Street Design Guidance is carefully considered in all our projects. Its guidance is then weighted against the available budget and context of each street.</p> <p>Points 1-6: All of these items are important design considerations in all of the Council's Active Travel schemes. These are balanced against the street context and project parameters, such as:</p>

junctions.

Equalities:

7. The design incorporates features to assist people with disabilities, including dropped kerbs (where continuous footways are not feasible), seating and tactile paving.

Public realm:

8. The footway is made free from clutter.

9. Guardrails are avoided / removed.

Impact of traffic:

10. If the area is a residential or shopping street or busy pedestrian route the speed is 20mph and the design helps to achieve this speed

11. The level of parking and access to motor vehicles is appropriate and does not dominate the space.

12. Concerned over the rise of shared use paths which increase potential for conflict.

13. Would like to see strategic walking routes.

available space, available budgets and levels of traffic, pedestrians and cyclists.

7. Equalities assessments are undertaken for every scheme and incorporated in the designs

8. A de-cluttering exercise shall be undertaken for every design

9. This is always considered in all our designs

10. The 20mph plans are clearly outlined and are outside of the scope of this scheme.

11. The level of required parking is always considered against the aims of each scheme.

12. We believe that use of shared use facilities can be the most appropriate solution in certain locations, particularly at junctions. However, use of segregated facilities is usually our preferred option, indeed the current Active Travel design schemes include significantly more segregated cycle/walking facilities than shared use.

13. This is an objective in the Active Travel Action Plan that we do want to address.

2016.11.29 Spokes

- Great to see the junction at Balgreen finally upgraded to a toucan crossing. This formalises a crossing that cyclists have been using since the excellent path along the tram line opened a few years ago.
- The main feedback I have is that it still seems awkward the way that the crossing is accessed from the Baird Drive side. Westbound cyclists have to squeeze down the side of traffic queuing to turn into Balgreen road and eastbound cyclists have to cross queuing traffic and be extremely careful they don't emerge into the path of a vehicle turning into Baird Drive from Balgreen Road -- not at all safe.

E-mail consultation

Similar to your suggested design alterations. We shall change the design to bring the pavement entry/exit point on Baird Drive further east, away from the junction. This will make it safer and easier for cyclists to join the crossing from Baird Drive and rejoin the road (Baird Drive) from the pavement.

- I'd encourage you consider a two way cycletrack along the build out on Baird Drive (i.e. between the kerb line and the tree planters) so that cyclists are segregated from any queuing traffic. This means that eastbound cyclists rejoining the road can do so safely well away from the junction itself and any queuing traffic that might obscures sightlines for drivers. This would seem cheap to do with just a kerb to drop and the loss of possibly one or two parking spaces to accommodate room for cyclists to emerge.
- I'm also interested in council policy on installing inductive loops on the approaches to toucan crossings so that they are triggered as cyclists approach. I don't believe any exist in Edinburgh but I understand that they have been used in toucan crossings elsewhere in the UK. These loops reduce friction for cyclists using the crossing (if they approach at the right time they may not need to stop at all), which seems desirable given that council's ambition to make cycling an attractive form of transport.
- Finally, I hope you'll also explore options for linking the crossing with Saughtonhall Drive -- this would provide a better connection between Western Terrace and Saughtonhall with the path along the tram line. At the moment, north/eastbound cyclists cannot use the crossing and have to go straight onto Balgreen Road and then immediately pull out into traffic to turn right. Re-designating part of the build out as a cycletrack or shared space would at least allow north/eastbound cyclists to use the toucan crossing and then cycle north across the build out to join Saughtonhall Drive. Reducing the corner radius at Saughtonhall Drive would also help -- it's obscenely big at the moment and not conducive to pedestrian crossing either.

We shall include dropped kerbs and shared use re-determination along the widened section of pavement between Saughton hall Drive and the crossing of Balgreen Road. This shall provide the access that you have highlighted.

We are aware of the inductive loop technology but, based on available budgets and levels of usage, we are not considering implementing it at this location.

2016.11.26 Spokes	<p>Spokes welcomes the opportunity to comment on the Council proposals for improving the crossing at Balgreen Road between Baird Drive and the path running parallel to the tram line so that it is improved for walkers and cyclists.</p> <p>We recognise that the proposals to replace the Puffin Crossing with a Toucan; and moving or removing various obstacles around the crossing will improve it for both cyclists and pedestrians. It is unfortunate that this remedial work is needed at all as it should all have been done as part of the original creation of the crossing, which formed part of the Tram Installation works. However, beneficial though the proposals are, we feel that the failure of the proposals to provide a clear route for cyclists moving through the junction from west to east is a serious omission as it means that individual cyclists need to make their own arrangements for</p>	E-mail consultation	<p>We shall change the design to bring the pavement entry/exit point on Baird Drive further east, away from the junction. This will make it safer and easier for cyclists to join the crossing from Baird Drive and rejoin the road (Baird Drive) from the pavement.</p>
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joining eastbound traffic on Baird Drive having crossed Balgreen Road. We believe this will be an off putting factor to less confident cyclists. Given the Council's ambitions to achieve a significant uptake in cycling we believe more needs to be done to make the eastbound route safe and obvious.

This could be achieved by implementing the following measures:

Southbound traffic on Balgreen Road is stopped before the junction with Baird Drive and a right turn prohibition is enacted for traffic exiting Baird Drive. With these measures in place, when the pedestrian/cyclist phase of the crossing is active, cyclists would be able to go safely and directly to Baird Drive to continue eastwards. It would also be advisable to minimise potential pedestrian and cyclist conflict at the crossing by widened it northwards from its existing location.

In our view, without the proposed additional work that we suggest, the proposals, will be off-putting to a considerable proportion of potential new cyclists and as a result cycling mode share in the city will be reduced below what it could be.

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## Appendix B - Full List of Public Consultation Comments

Date	Organisation Type	Comment	Consultation Type	Council Response
2016.10.25	Local Resident	<ul style="list-style-type: none"> <li>• I welcome proposals to make the crossing of Balgreen road near the junction with Baird Drive officially useable by cyclists. I say officially because forming part of a popular cycle route it is already well used.</li> <li>• As well as having official status the Council proposals have some other minor benefits for cyclists by re-locating street furniture. However, the proposals are totally opaque as to how a cyclist travelling west to east goes over the junction from the tramway cycle path to the quiet street of Baird Drive. I can only assume that the Council is expecting that cyclists will go over the crossing onto the pavement on the east of Balgreen Road and will muddle past any queuing traffic on Baird Drive to cross into the westbound lane to continue along that road. This is an inadequate solution, particularly as the Council is aiming to massively increase cycling volumes in the coming few years.</li> <li>• In my view the improvements must include a clear way for west to east cyclists to negotiate the junction. There are no doubt several options but the ones that make most sense to me would be:               <ol style="list-style-type: none"> <li>1. move the southbound stop line on Balgreen Road back so that it is before the junction with Baird Drive and place yellow hatching marks over the junction area to prevent queuing cars in both directions blocking the junction. This would allow cyclists to move from the west side of the crossing directly into Baird Drive. To prevent a conflict with cars exiting Baird Drive a prohibition on right turns would be required. Also, as these proposals would give greater priority to cars exiting Baird Drive, it could further encourage "rat-running" from Corstorphine Road through the Saughtonhall and Baird residential streets, consideration should be given to road closure measures preventing this through route; or</li> <li>2. include a marked point on the westbound lane of Baird Drive (probably with yellow hatching placed on the east end of the existing raised table) so that a clear point is available for cyclists to move from the pavement onto the eastbound lane of Baird Drive.</li> </ol> </li> </ul>	E-mail consultation	We shall change the design to bring the pavement entry/exit point on Baird Drive further east away from the junction. This will make it safer and easier for cyclists to join/exit the crossing at Baird Drive.

Without something like option 1 or 2 the Council's proposals will need to be re-visited in the next couple of years because they will continue to be unsatisfactory for the growing body of Edinburgh cyclists.

2016.10.29	Local Resident	<p>The crossing from the tram side of Balgreen Road to Baird Drive doesn't seem much improved. A cyclist needs to get to the left hand lane of Baird Drive. The proposals get the cyclist across Balgreen Road, but where to go after that? Cycle on the pavement and out in front of any traffic coming out of Baird Drive? Likely to annoy both pedestrians and vehicles.</p> <p>I don't know what the answer is. Perhaps a short cycle land on the pavement, where it is wide, but that still leaves the cyclist on the wrong side of Baird Drive. A courtesy crossing point would be ideal, where vehicles yield - a zebra crossing type. Another set of traffic lights seems a bit much.</p> <p>Sorry I haven't got the ideal solution.</p> <p>Otherwise, I'm very glad to see investment in quiet cycle routes and the linking up of various routes in this area.</p>	E-mail consultation	<p>We shall change the design to bring the pavement entry/exit point on Baird Drive further east away from the junction. This will make it safer and easier for cyclists to join/exit the crossing at Baird Drive.</p>
2016.10.31	Local Resident	<ul style="list-style-type: none"> <li>• I wanted to email you supporting the proposed changes to the signalled crossing on Balgreen Road. I look forward to seeing a decluttered street environment so that cyclists and pedestrians can get to A to B in a more unimpeded way.</li> <li>• I would like to see the staggered gates removed or widened just before the crossing, as this causes obstructions for those cycling and as there is a slight uphill gradient will be inconvenient for those with any mobility issues, buggies etc to shimmy across the path. It also squeezes pedestrians and cyclists together, creating conflict.</li> <li>• I look forward to seeing a toucan crossing put in place, and would ask that there is clear signage to show that this is shared space between pedestrians and cyclists. My preference would be to see clear segregation in the future to avoid conflict between these two types of road users.</li> <li>• I am slightly concerned with the entry and exit to the crossing from Baird Drive. It is not clear who has priority here and the access point is right at the junction which can cause frustration and conflict when cyclists are trying to get on and off Baird Drive. I can't tell whether there is a dropped kerb here either.</li> <li>• I would like to highlight also the issue with the tunnel that runs parallel to Balgreen Road (even though it is not earmarked for improvements). It is unclear whether this is shared space, although I</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• We do not propose increasing the gaps between the chicane barriers leading up to the tram stop. We have received feedback from local people that their current positioning is important to ensure cyclist's speeds are reduced at this location.</li> <li>• Clear shared use signage and tactiles shall be included in the final design. Use of shared use or segregated facilities is carefully considered and determined on a case by case basis.</li> <li>• We shall change the design to bring the pavement entry/exit point on Baird Drive further east away from the junction. This will make it safer and easier for cyclists to join/exit the crossing at Baird Drive. Dropped kerbs are included.</li> </ul>

would assume it is as the route allows cyclists to connect to the WoL path and the space is not a footway as it's not directly at the road. Clearer signage around this would be appreciated.

- The tunnel is too narrow and low to be safely determined as shared use. However, we are working on a separate scheme (the link from Saughton Park to QuietRoute 8) which shall provide alternative links to Saughton Park, Gorgie and Balgreen Library and Primary School.

2016.11.02 Unknown	<p>Can the lamp posts be positioned so that they are not placed within the width of the path? Since they are placed in the path this effectively narrows the width of the path past each lamp post, when they could easily have been placed alongside the path, thus maintaining the full width of the path for users. I have never seen lamp posts placed in a road, they are always alongside it, so why do this on a cycle path?</p>	E-mail consultation	<p>At this crossing and adjoining path, there are no street lamps positioned within the width of the path. I presume you are referring to other locations further along the tram path toward Stenhouse. If so, then please be assured that these shall be moved as part of the wider upgrades to QuietRoute 8.</p>
2016.11.18 Local Resident	<ul style="list-style-type: none"> <li>• I welcome the proposed crossing conversion to a toucan crossing, which is a pragmatic and practical improvement on this route.</li> <li>• I would have one minor suggestion for an improvement, however.</li> <li>• Travelling west to east, confident cyclists will use the opportunity of the stopped traffic to turn on to the main carriageway and directly into Baird Drive, rather than have to cede priority to any traffic travelling along Baird Drive.</li> <li>• Less confident cyclists will, however, attempt to turn right on to Baird Drive close to the junction (as drawn), and this may be after traffic has begun moving again on Balgreen Road, thus requiring observation across a full 270 degrees (traffic turning into Baird Drive from either direction, plus traffic approaching Balgreen Road). The exit may also be blocked or obscured by a vehicle waiting to join Balgreen Road, blocking the cyclist's view and that of a driver turning into Baird Drive.</li> <li>• I would suggest that the shared pavement section be extended further along Baird Drive, thus separating/rejoining the carriageway from the junction, reducing the risk of the exit sightlines being blocked and make the cyclist's observation and decision easier with just 180 degrees on a single road to watch.</li> <li>• A tree may still need to be removed, however perhaps not the one marked, depending on the line taken.</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• We shall change the design to bring the pavement entry/exit point on Baird Drive further east away from the junction. This will make it safer and easier for cyclists to join/exit the crossing at Baird Drive.</li> </ul>

2016.11.21 Local Resident	<ul style="list-style-type: none"> <li>• If there is genuine appetite for cycling and walking improvements on Balgreen Road as the title suggests then I would like to recommend that Balgreen Road is included in the forthcoming 20mph roll out.</li> <li>• I agree improvements are essential for crossing the road at the tram stop (route 8) and the inclusion of the toucan crossing will be fantastic. Is there a plan for the junction of quiet route 9?</li> <li>• I don't understand how all the much highlighted benefits to pedestrians, residents, cyclists and motorists that the 20mph rollout would bring are being ignored in order to create a drag strip between the crossings of quiet route 8 and 9 through a residential area.</li> <li>• It is much publicised that the speed limit does not control traffic flow. There are six traffic stopping opportunities for traffic between Gorgie Road/Stevenson road and Corstorphine Road. Is getting to one of those lights or junctions seconds earlier in a car worth those in the community missing out on the listed benefits and have a safer walk to school &amp; nursery?</li> <li>• I'd hope and expect that the crossing areas are going to get busier too once all the improvements are made and usage is taken up. This will further highlight the senselessness of maintaining the speed limit at 30mph.</li> <li>• On this road we have families walking to Balgreen Park, Saughton Mains Park, quiet route 8, quiet route 9, Balgreen Primary School, Balgreen Nursery, Balgreen Library, Water of Leith walkway, Carrickknowe Golf course. Murrayfield Medical Centre etc, etc.</li> <li>• It would be fantastic if there was genuine concern to improve cycling and walking on Balgreen Road and not just at one crossing.</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• Changing Balgreen Road to 20mph is outside the scope of this project.</li> <li>• There are intentions to assess and potentially improve the junction on QuietRoute 9.</li> <li>• There are no current plans to change the length of Balgreen Road for walking and cycling, but your views shall be taken into consideration for future schemes.</li> </ul>
2016.11.24 Unknown	<ul style="list-style-type: none"> <li>• I am writing to support the proposals to convert the crossing of Balgreen Rd to a toucan. I use this route every day and being able to use the crossing on a bike legitimately will be of benefit.</li> <li>• I feel that Baird Drive is not a very pleasant place to cycle - the road furniture is very dated and the chicanes force bikes into the paths of motor vehicles. Surely this street could do with an entire revamp, following best practice from the continent.</li> <li>• Better still, would be to continue the cycle path westwards from the toucan along the (disused) path behind the Baird Dr houses and the next to the tram tracks (shown at the very bottom of the drawings), providing a complete off-road route to the Water of Leith.</li> <li>• Of course, when the tram route was designed, the cycle route should have been continued along its entire length, with wide enough bridges to accommodate the path. This would have added virtually zero cost</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• Based on available budgets altering the entire street design of Baird Drive is outside the scope of this project.</li> <li>• In a separate scheme we are proposing to improve the path from Baird Drive to Pansy Walk and connect this to Saughton Park and Balgreen Primary.</li> </ul>



to the project and would have solved many of the problems you are now faced with (e.g. Balgreen Rd crossing, South Gyle Access crossing). This is what would have happened on the continent. Alas, we all know the story of the tram designers not considering bikes.

2017.01.07	Local Resident	I think this looks fine but I have to admit that I've never thought this was a difficult crossing for me or my children. I'm more than happy for this to go ahead but not if it is at the expense of work that could have a bigger impact elsewhere.	E-mail consultation	This scheme is part of the wider package to improve the whole of QuietRoute 8 to bring it up the Council's desired standards.
2016.10.22	Local Resident	<ul style="list-style-type: none"> <li>• While I'm strongly supportive of the overall plans, I'm concerned that the staggered gates leading on to QuietRoute 8 aren't being removed.</li> <li>• National and international best practice shows that in addition to being awkward for regular cycles/pedestrians to use, staggered gates create difficulty for prams, mobility scooters, and cargo cycles.</li> <li>• The rest of QuietRoute 8 uses bollards to prevent motor vehicle access, and there doesn't seem to be a good reason why this section should be any different.</li> <li>• There are actually covered holes near the gates where bollards used to be installed, so the switch back should be inexpensive.</li> </ul>	E-mail consultation	We do not propose increasing the gaps between the chicane barriers or replacing them with bollards. We have received feedback from local people that their current positioning is important to ensure cyclist's speeds are reduced at this location. This is particularly important at this location, as school children regularly use the crossing.