

11.1 & 11.2 Bankhead Drive, Bankhead Avenue and South Gyle Access 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 Bankhead Drive, Bankhead Avenue and South Gyle Access.

2 Proposals

The new cycle and walking proposals for South Gyle Access, Bankhead Avenue and Bankhead Drive are illustrated in figures 1 to 6 below.

At the southern extent of South Gyle Access the existing signalised crossing will be upgraded to form a toucan crossing with a widened central island and reduced crossing stagger (figure 2). The western footway between Bankhead Drive and Flassches Yard has been widened to create a 4.50m wide shared path (figure 3). The ramps on approach to Flassches Yard have also been widened to 3.50m and a new signalised crossing has been provided adjacent to the northern ramp, facilitating pedestrian/ cyclist movements across South Gyle Access (figure 3). On the east of South Gyle Access continuous crossings have been introduced on the Station Mews Housing Development and the exit road for Forrester/ St. Augustine High School (figures 1 & 2). The latter has also been narrowed to reduce the crossing width for pedestrians and cyclists.

On Bankhead Drive an additional crossing facility has been included to facilitate the desire line of cyclists travelling north on Bankhead Avenue wishing to access QuietRoute 8, located on the north of Bankhead Drive. To provide this crossing the dedicated left turn lane from Bankhead Drive to Bankhead Avenue has been removed and the footway built out into the road at this location (figure 5).

On Bankhead Avenue the eastern footway has been widened to provide a 4.0m wide shared use facility with white line segregation. A raised table has been provided across the access for the Makro development. This will ensure pedestrians and cyclists are able to negotiate this junction with ease. Widening of the footway will necessitate the loss of a small section of the existing verge and will require the road to be narrowed between the access to Makro and Bankhead Drive (figure 6).



Figure 1 South Gyle Access proposals (1 of 4)

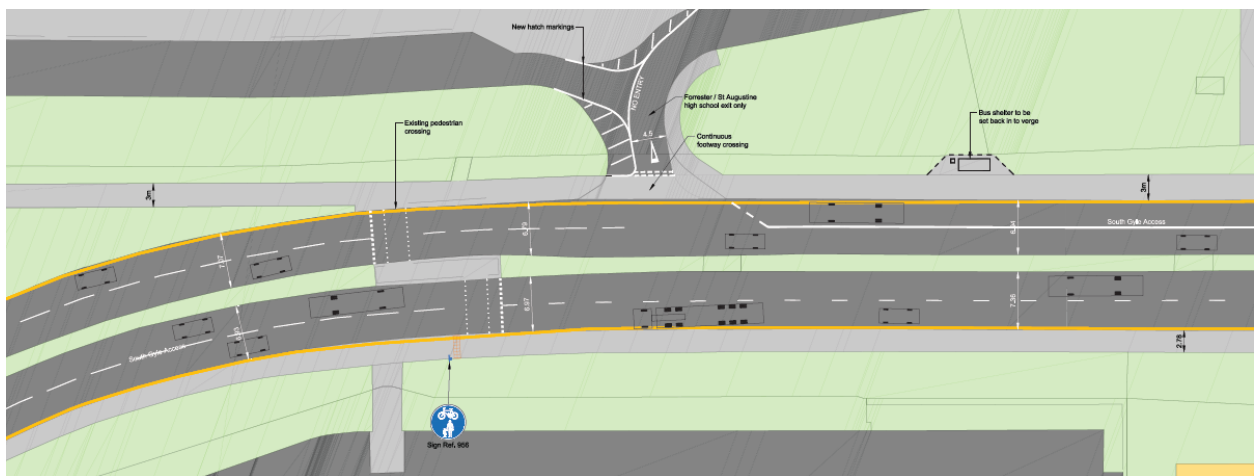


Figure 2 South Gyle Access proposals (2 of 4)



Figure 3 South Gyle Access proposals (3 of 4)

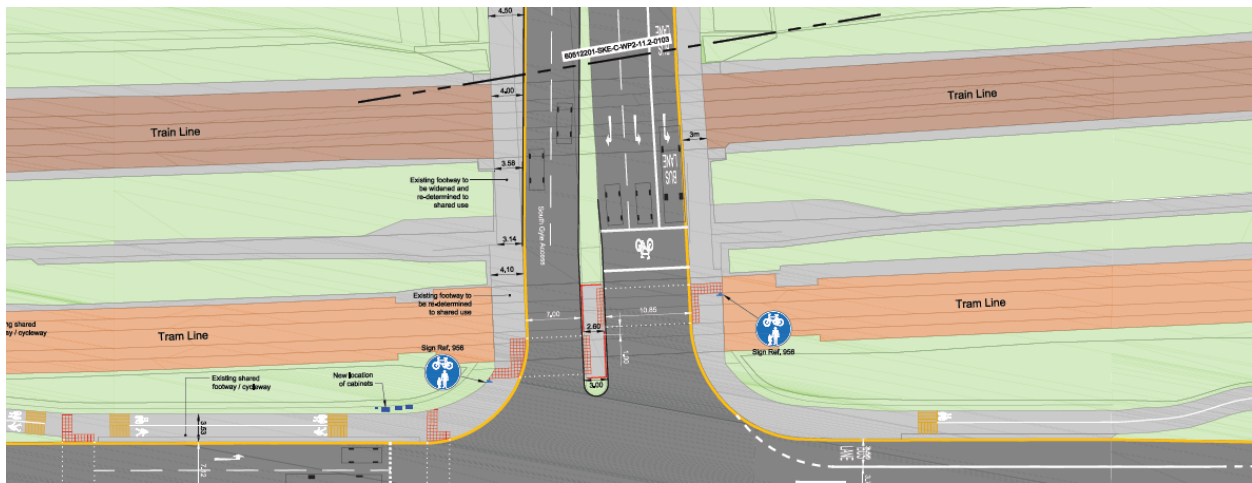


Figure 4 South Gyle Access proposals (4 of 4)

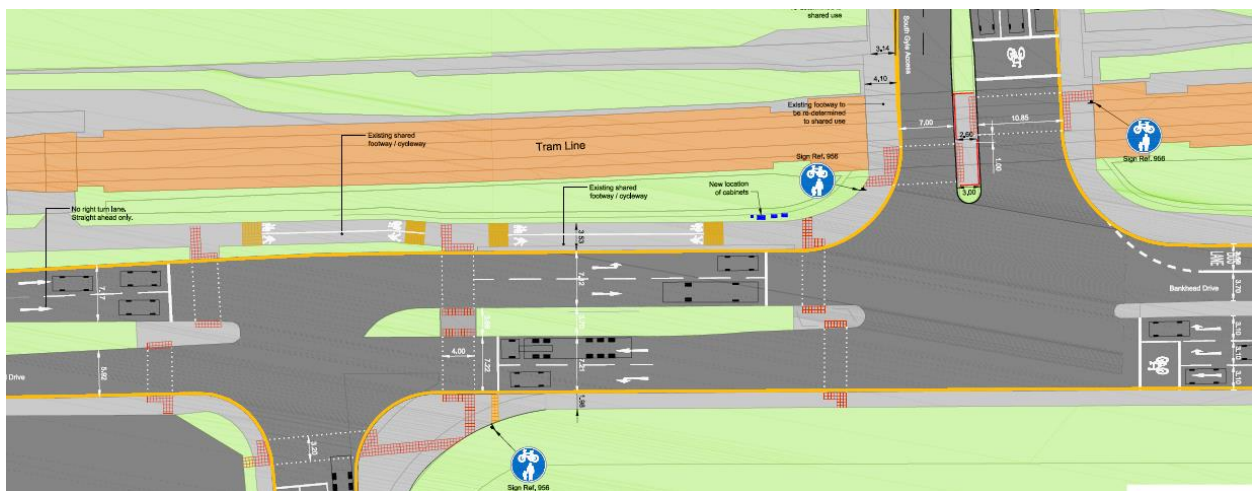


Figure 5 Bankhead Drive proposals

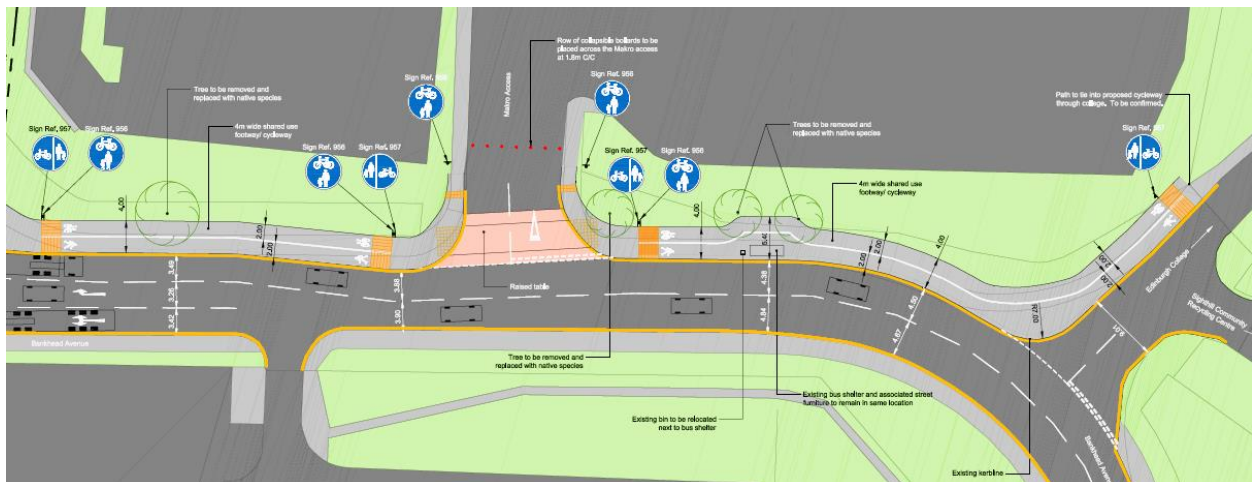


Figure 6 Bankhead Avenue proposals

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 | - | - |
| Meeting/workshop with external stakeholders | ✓ | Meetings were held with key external stakeholders in September and October. |
| Public Exhibition | - | - |
| Consultation Hub | ✓ | Information was posted on The Council's consultation hub from 14/10/16 to 26/11/16. |
| Leaflets | - | Given the non-residential nature of the area, e-mails were sent to all major businesses and stakeholders instead of leaflets. |
| Social Media | ✓ | Consultation through the Council's Facebook and Twitter. |
| Online Survey | ✓ | An online survey was included on the consultation hub. A total of 40 responses were received on the survey. |
| E-mail Consultation | ✓ | A total of 3 emails were received. |

4 Stakeholder Consultations

A total of 3 individuals representing 3 organisations provided e-mail feedback during the stakeholder consultation with Figure 7 below showing the split in opinion. Some of the key issues raised throughout the stakeholder consultation are then shown in table 1 below.

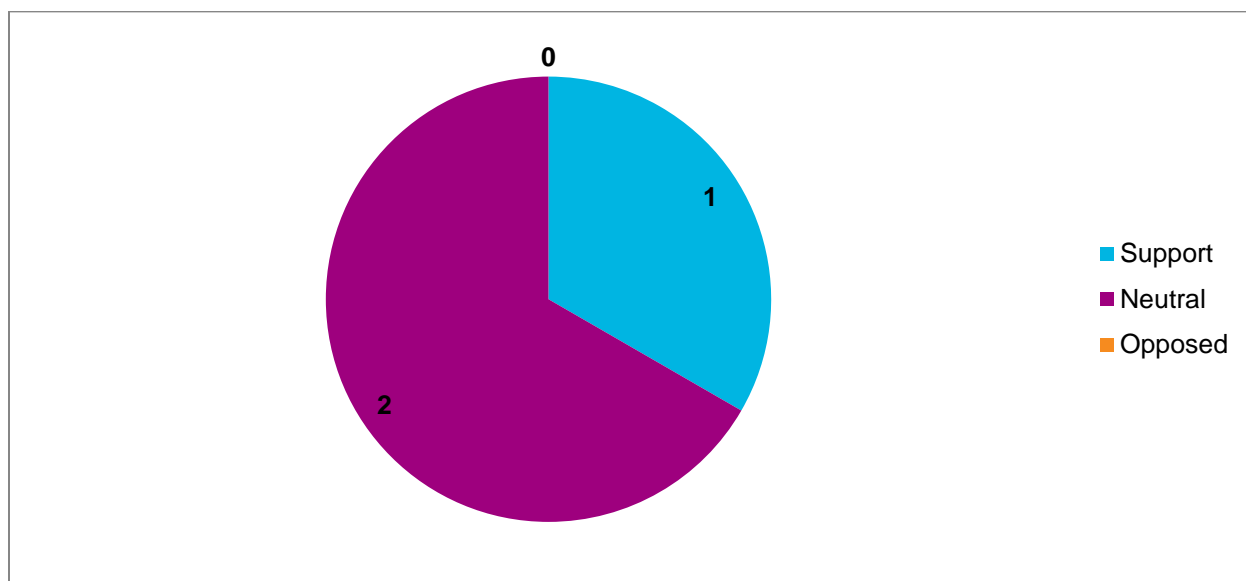


Figure 7 Stakeholder support for proposals

Table 1 Issues raised:

| Issue Rank | Issue | No. of Responses |
|------------|--|------------------|
| 1 | A single stage signalised crossing would be preferred | 1 |
| 2 | A dropped kerb at the Bankhead Avenue/ Edinburgh College access would enable cyclists to use the facility southbound prior to continuing along Bankhead Avenue (Westbound) | 1 |
| 3 | Avoid the use of shared use footways | 1 |

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

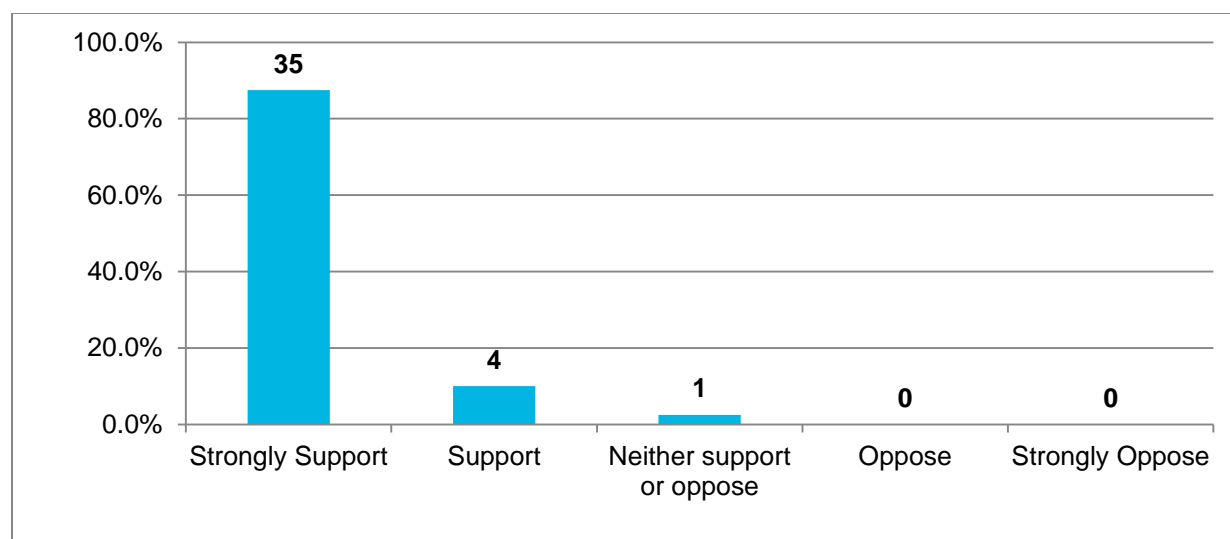
The proposed walking and cycling improvements are principally located within an industrial area of Edinburgh. As such, no formal public consultation was undertaken. Members of the public were able to provide comments on the proposals via the online survey which is detailed in Section 6.

6 Online Survey Consultations

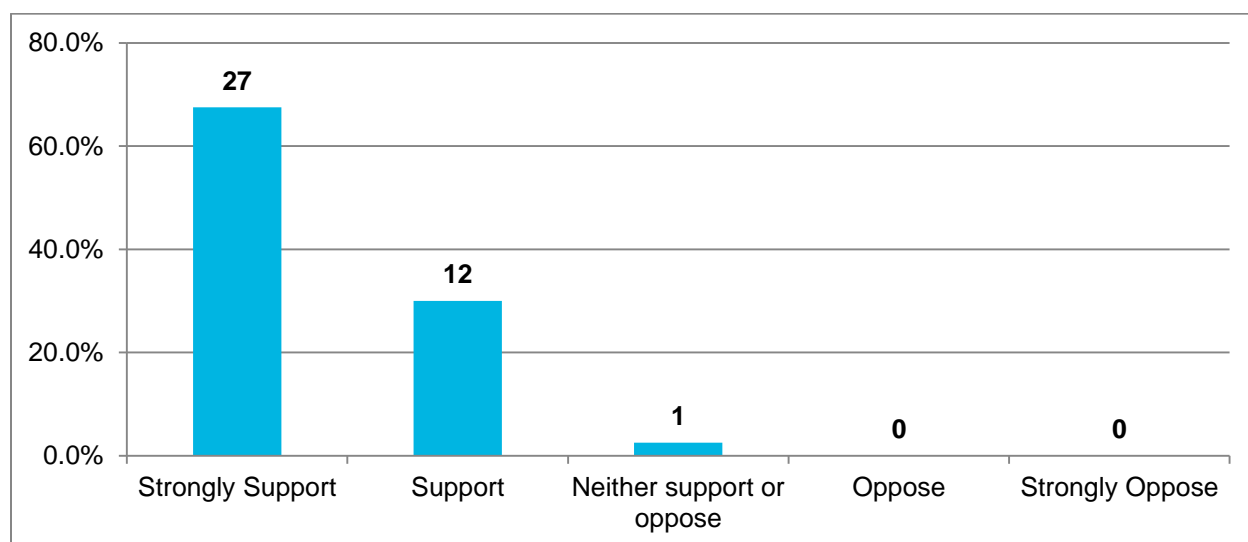
There were 40 responses to the online survey which are summarised here.

6.1 Level of Support for Improving Cycling and Walking Conditions

To what extent do you support the aim of improving cycling conditions on the route proposed?



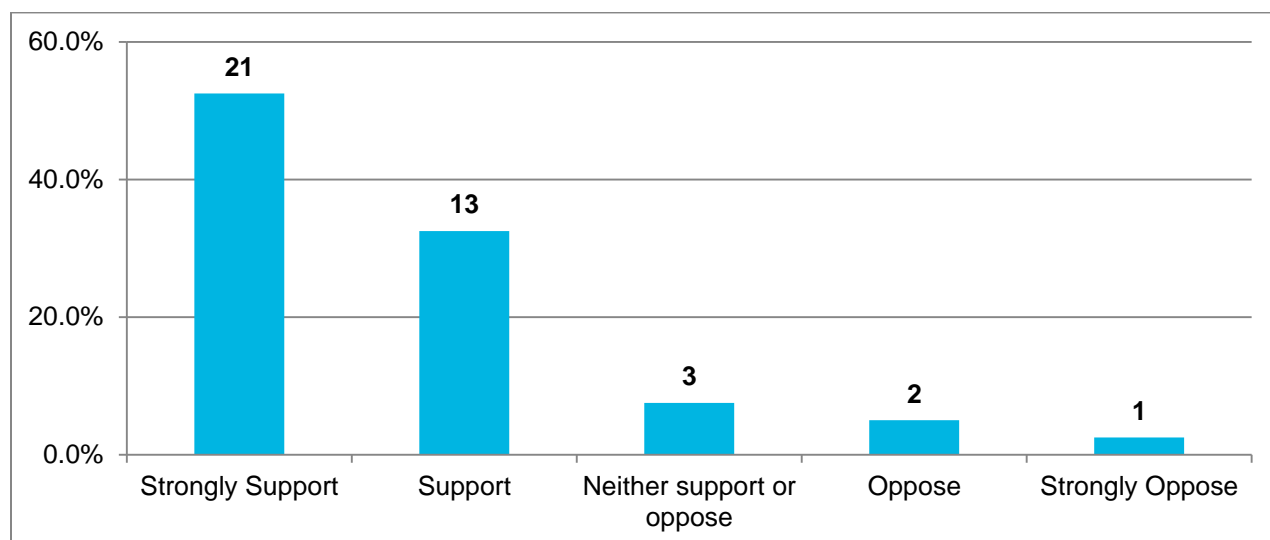
“To what extent do you support the aim of improving walking conditions on the route proposed?”



6.2 Level of Support for Proposals

6.2.1 Bankhead Avenue and Bankhead Drive

“To what extent do you support each of the proposed designs for Bankhead Avenue and Bankhead Drive?”



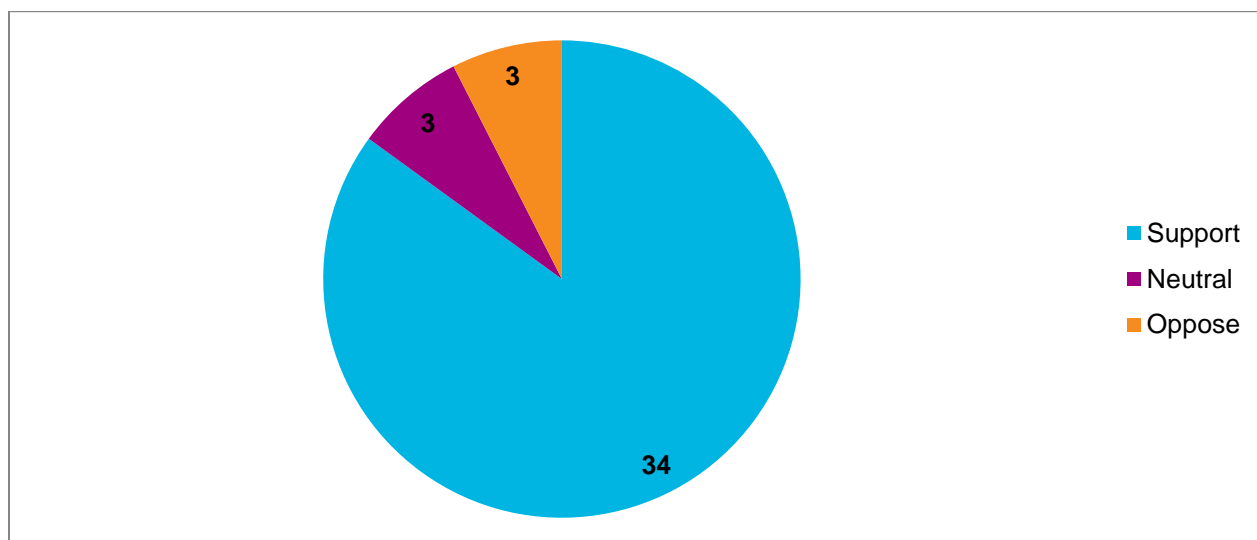
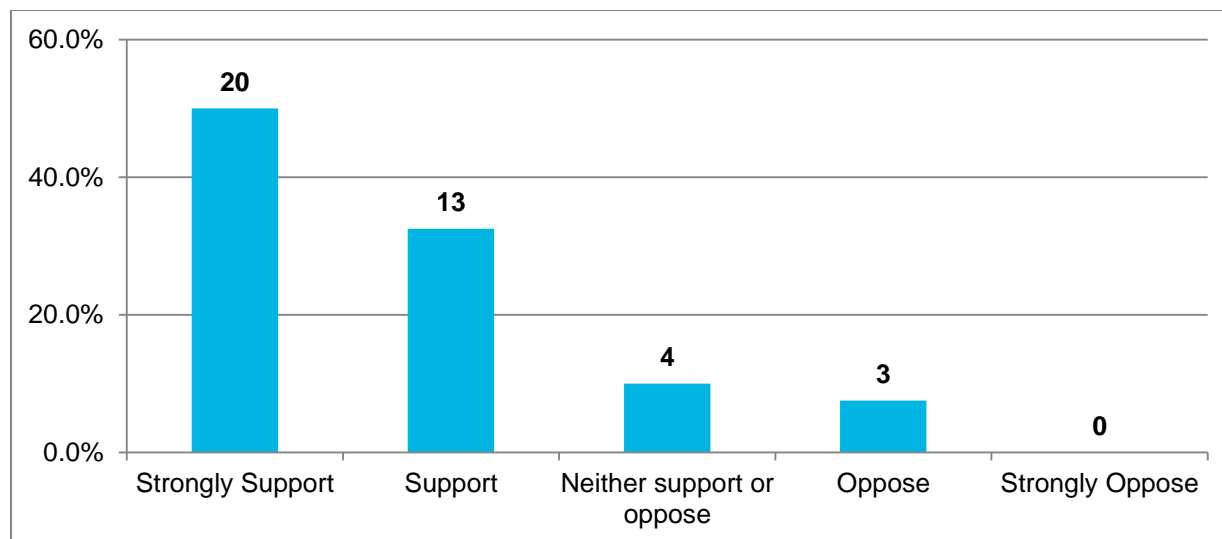


Figure 8 Support for proposals - Online survey

Of the 40 survey respondents, 85.0% were either **supportive** or **strongly supportive** of the proposals on Bankhead Avenue and Bankhead Drive.

6.2.2 South Gyle Access

“To what extent do you support each of the proposed designs for South Gyle Access?”



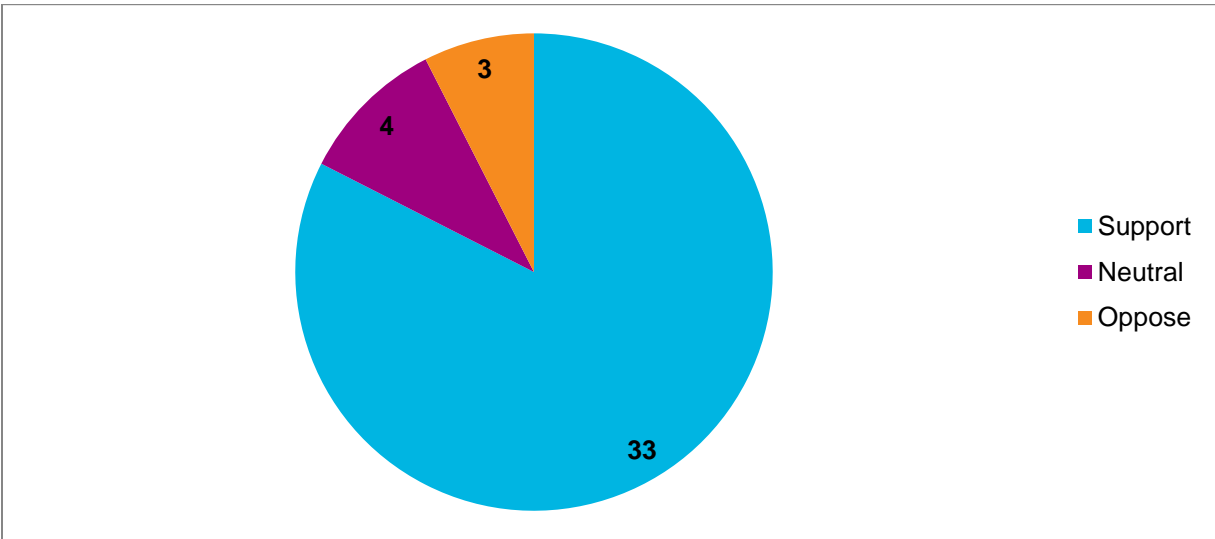
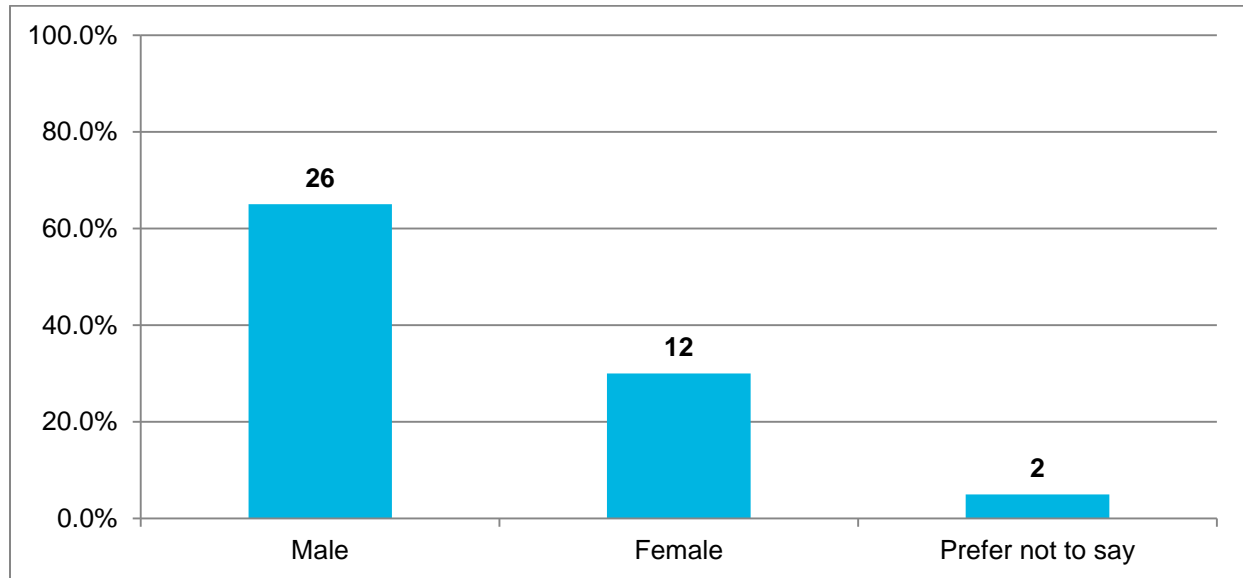


Figure 9 Support for proposals - Online survey

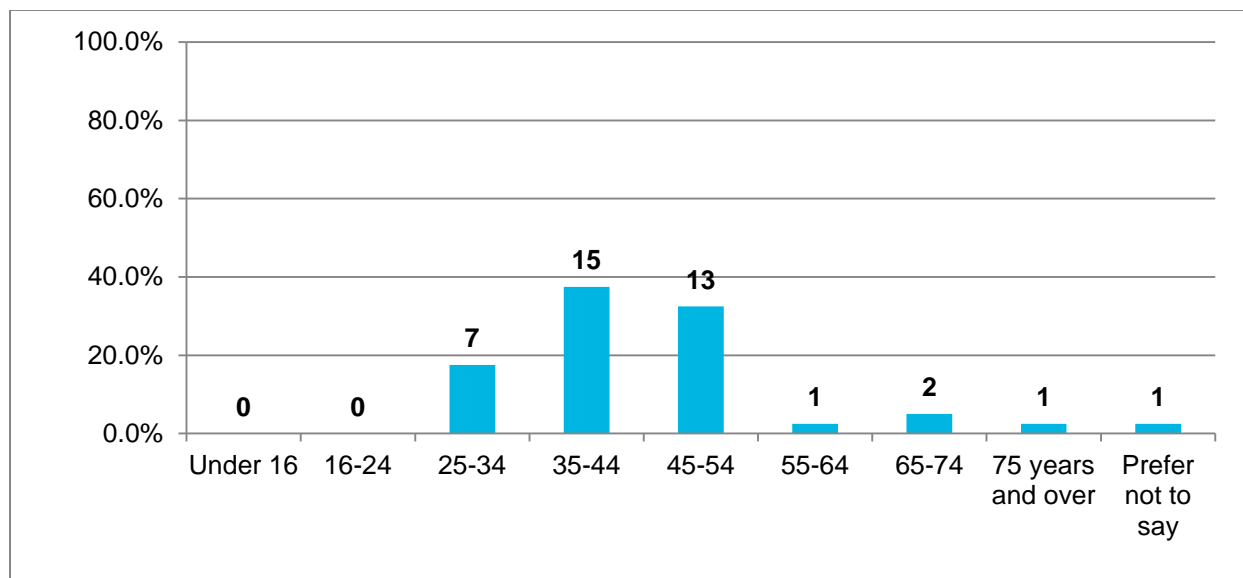
Of the 40 survey respondents, 82.5% were either **supportive** or **strongly supportive** of the proposals on South Gyle Access.

6.3 Survey Respondent Demographics

“Please tell us your gender”



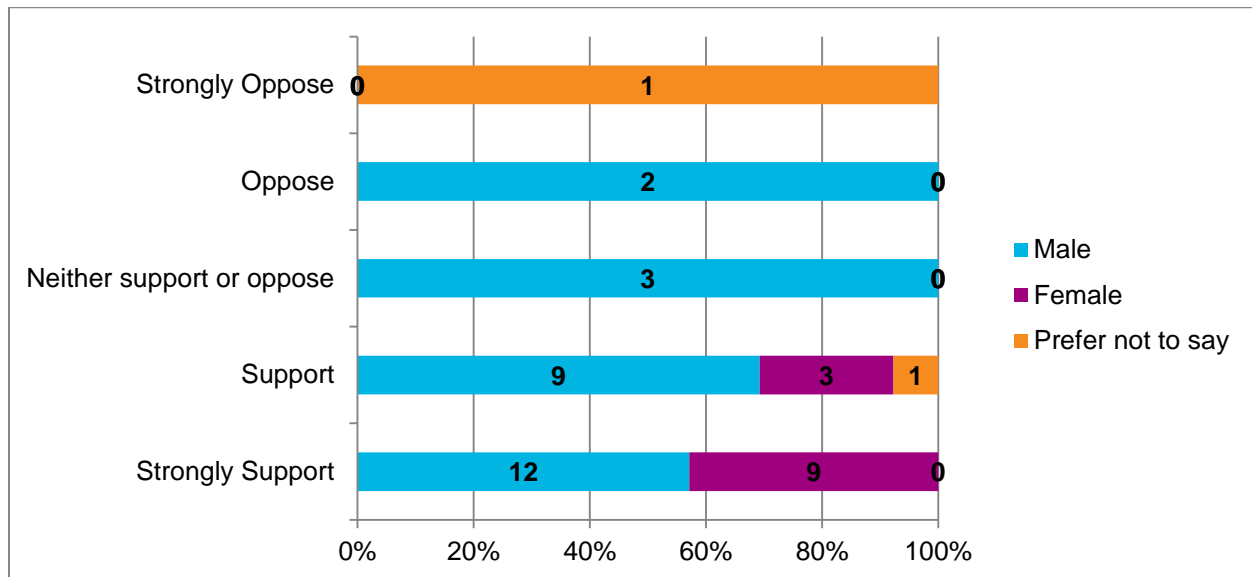
“To which of these age groups do you belong?”



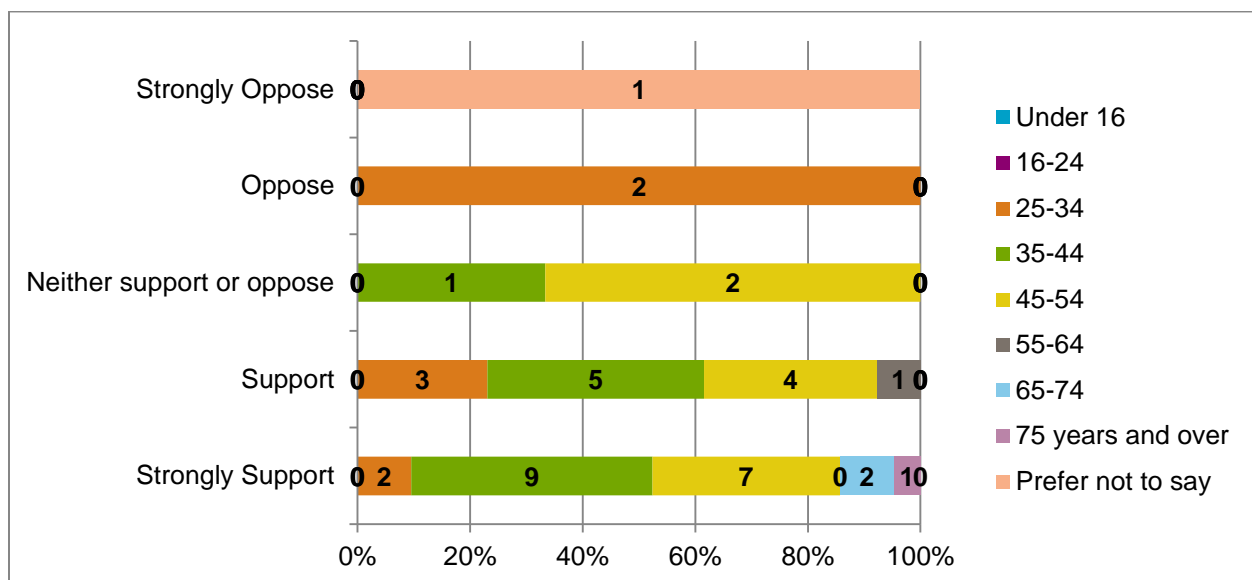
6.4 Demographics of Support for Proposals

6.4.1 Bankhead Avenue and Bankhead Drive

Levels of support for Bankhead Avenue and Bankhead Drive proposals by gender

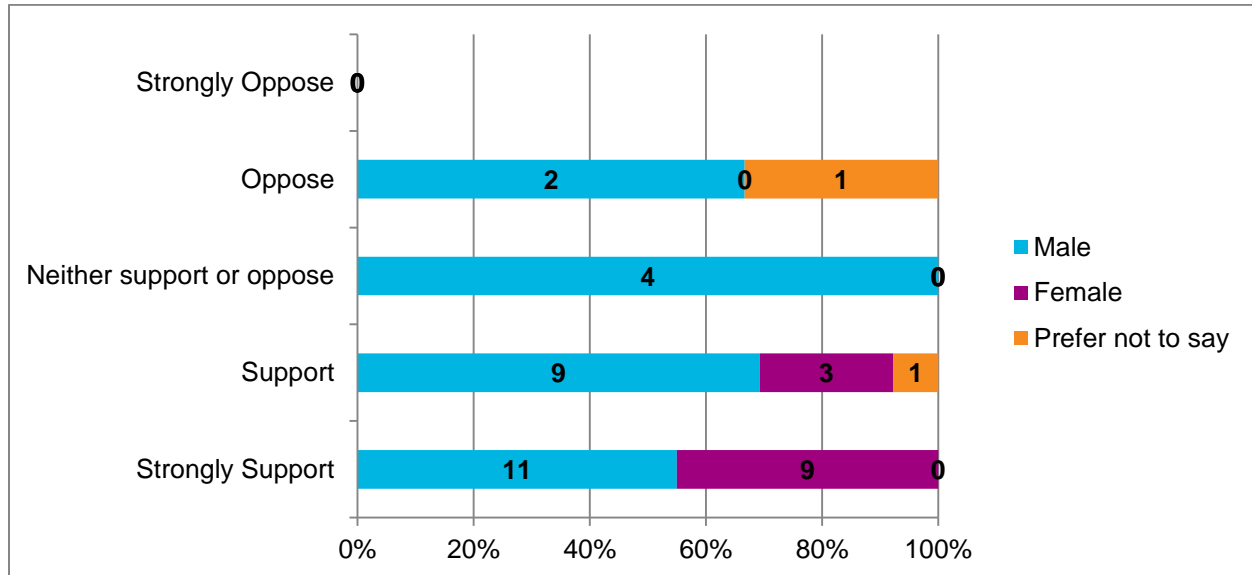


Levels of support for Bankhead Avenue and Bankhead Drive proposals by age

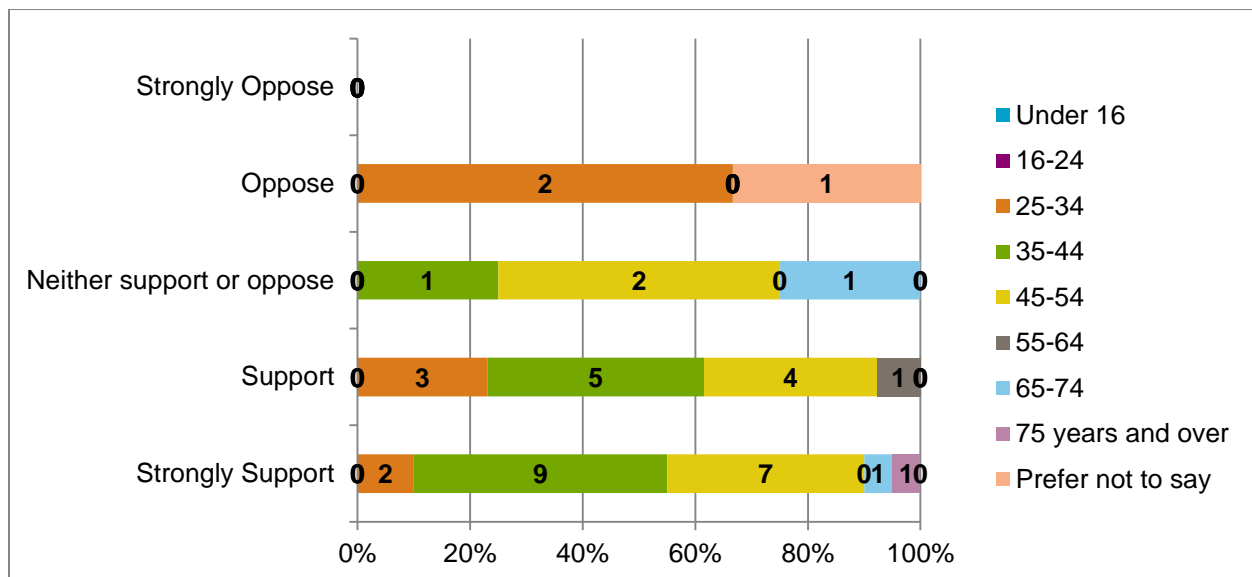


6.4.2 Bankhead Avenue and Bankhead Drive

Levels of support for South Gyle Access proposals by gender

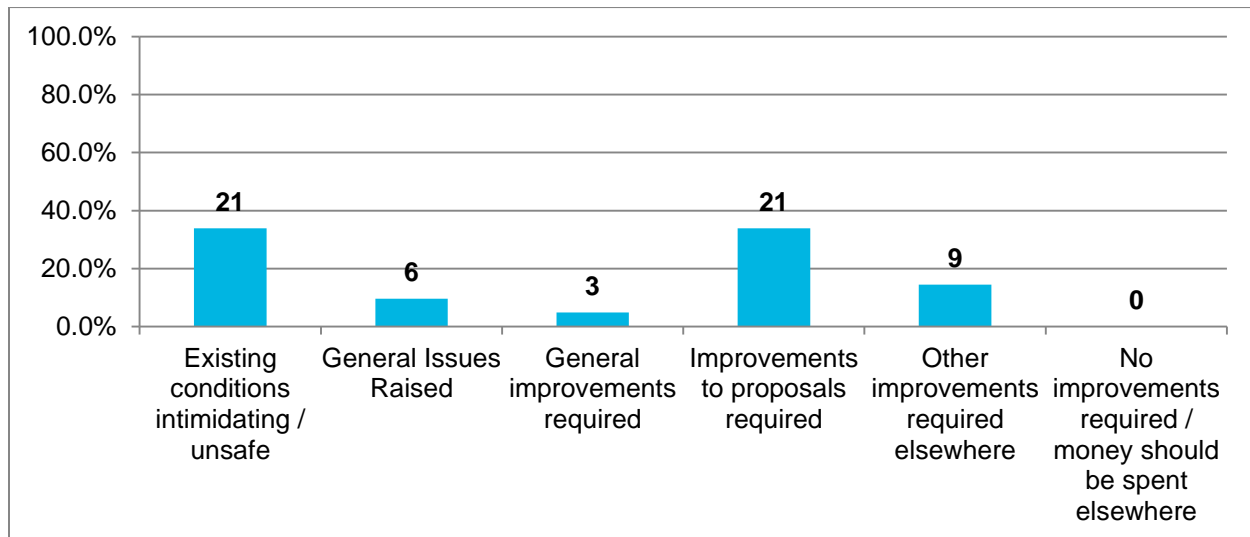


Levels of support for South Gyle Access proposals by age



6.5 Online Survey - Key Issues

Key issues of concern – Online survey



The following sections list the most frequently highlighted reasons people stated for some of the categories shown in the figure above.

6.5.1 Key Improvements Required

21 people (33.9%) of the survey respondents had comments on the proposals. The key issues raised are shown below.

Key Improvements Required – General (6 responses, 15.0%)

- 1 2-stage pedestrian crossings do not give adequate priority to pedestrians/ cyclists. Where space permits, crossings should be made single stage (3)
- 2 Traffic signals should be adjusted to prioritise pedestrians and cyclists (2)
- 3 Care must be taken to reduce pedestrian/cycle conflict on shared use facilities. Shared-use signage and markings should be increased (1)
- 4 Shared-use signs should be placed more frequently to make it clear that cyclists are legitimately on the pavement (1)
- 5 Cyclists going along Quiet Route 8 and crossing South Gyle Access have to wait twice and negotiate some tight turns around barriers. For eastbound cyclists it is a lot quicker to use the road, but that is not practical at busy times or when going westwards (1)

Key Improvements Required – Bankhead Avenue (5 responses, 12.5%)

- 1 A continuous footway should be used at the Makro access to provide priority to pedestrians and cyclists (3)
- 2 It will need to be made clear which areas of the shared footway/cycleway are for pedestrians and which are for cyclists (1)

- 3 The bend radii need to be tightened on the Makro access to prevent vehicles turning in/out too fast (1)

Key Improvements Required – Bankhead Drive (6 responses, 15.0%)

- 1 The remaining crossings on Bankhead Drive remain 2-stage and should be replaced with single stage crossings (2)
- 2 It seems guardrail is included on the central island of the new crossing of Bankhead Drive (1)
- 3 Bankhead Avenue is a busy route with the slip road from Bankhead Drive to Bankhead Avenue reducing some of the congestion. The proposal closes this slip road and this will result in a build-up of traffic trying to head in this direction (1)
- 4 Adequate priority needs to be given to the pedestrian/ cycle crossings of Bankhead Dr/ Bankhead Avenue (1)
- 5 Traffic signals should be adjusted to prioritise pedestrians and cyclists (2)

Key Improvements Required – South Gyle Access (19 responses, 47.5%)

- 1 A single stage crossing should be adopted at the southern end of South Gyle Access. This will provide a direct crossing, with reduced delay to pedestrians and cyclists (10)
- 2 The staggered crossing at the southern end of South Gyle Access should be widened/ redesigned as there is insufficient space for cyclists to pass safely (3)
- 3 It is unclear if both footways on South Gyle Access are to become shared use or if it is only the west footway (1)
- 4 It will need to be made clear which areas are for pedestrians and which are for cyclists (1)
- 5 Design is generally, heavily dependent on 'shared routes' that are narrow, busy and conflicted with pedestrians (1)
- 6 Wider path required on the east side of South Gyle Access for shared use given the heavy school use at peak times (1)
- 7 The bend radii at the roundabout/ access road to St Augustine's High School needs to be reduced to prevent motorists speeding off the roundabout, then failing to observe/ give-way at the path crossing (1)
- 8 The recessed bus stop on South Gyle Access will cause chaos between cyclists and public transport users as one group tries to cycle past while the other tries to board the bus (1)

6.6 Preferred Mode of Travel

Overall, 87.5% of survey respondents said that they currently used active travel means to get to their place of work or study, 27.5% said they walked and 82.5% cycled. Many stated that they both walked and cycled.

97.5% of survey respondents either stated that if they had the choice that they would choose active travel means, or that they wished to continue using active travel means as they currently did.

Some of the key issues that survey respondents said prevented them from travelling by their preferred mode of travel included:

- Existing conditions too dangerous or intimidating (3)
- Existing cycle infrastructure is not joined in a coherent manner (2)
- Lack of dedicated cycle facilities (1)
- Desired route is not suitable as roads are heavily trafficked and intimidating (1)

A full list of consultation comments is provided in **Appendix B** of this Consultation Summary Report.

7 Consultation Summary

The majority of consultees were supportive or strongly supportive of the proposals. The most commonly raised issues during the stakeholder consultations was the preference for single stage signalised crossings, over two stage staggered crossings. In addition, the provision of a dropped kerb at the Bankhead Avenue/ Edinburgh College access would enable cyclists to use the facility southbound prior to continuing along Bankhead Avenue (Westbound). Some feedback highlighted that shared use surfaces should be avoided where possible.

52.5% of survey respondents stated that the existing conditions were currently either intimidating or unsafe.

Regarding the proposals for Bankhead Avenue and Bankhead Drive, 85.0% of online survey respondents were either supportive or strongly supportive of the proposals, 7.5% were neutral and 7.5% were either opposed or strongly opposed. Regarding the South Gyle Access proposals, 82.5% of online survey respondents were either supportive or strongly supportive of the proposals, 10.0% were neutral and 7.5% were either opposed or strongly opposed

52.5% of survey respondents stated that improvements to the existing proposals were required, the most frequent responses included:

- 2-stage pedestrian crossings do not give adequate priority to pedestrians/ cyclists. Where space permits, crossings should be made single stage;
- Traffic signals should be adjusted to prioritise pedestrians and cyclists
- A continuous footway should be used at the Makro access to provide priority to pedestrians and cyclists (3)
- The remaining crossings on Bankhead Drive remain 2-stage and should be replaced with single stage crossings (2)
- A single stage crossing should be adopted at the southern end of South Gyle Access. This will provide a direct crossing, with reduced delay to pedestrians and cyclists (10)
- The staggered crossing at the southern end of South Gyle Access should be widened/ redesigned as there is insufficient space for cyclists to pass safely (3)

7.1 Design changes based on consultation

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 consider a continuous footway at Makro.
- Additional signage and ground markings shall be added along all new sections of shared use pavement.
- The new proposed crossing, at the entrance to Forrester High School, shall be a toucan crossing.
- A decluttering assessment of existing street furniture shall be undertaken.

Appendix A - Full List of Stakeholder Consultation Comments

Bankhead Avenue, Bankhead Drive and South Gyle Access

| Date | Organisation/ Type | Comment | Consultation Type | Council Response |
|----------|-------------------------------|---|----------------------|--|
| 14.11.16 | Spokes (Planning Group) | <p>On the whole these proposals are excellent. This is a tricky junction for cyclists, but could have great advantages, since it lies near the colleges - Napier, Edinburgh Sighthill - and can connect these to the east-west cycle route parallel with the tram; it can also connect the catchment areas of the two schools off S Gyle Access.</p> <p>From S Gyle Access the link via Flassches Yard to S Gyle Cres has always been tricky, and we are pleased that the new crossing of the Access is to be located opposite the link to Flashes Yard.</p> <p>Our one area of disquiet is that this crossing is to be staggered, i.e. in two stages. It would suit QR8 better to have a single-stage crossing if possible.</p> <p>Also, a dropped kerb on the corner of Edinburgh College/Bankhead Ave would enable southbound cyclists to use the facility right to the corner - and then continue west along Bankhead Ave - rather than come off at the Makro junction.</p> | Email | <p>A single stage crossing was considered at this location, however the impact on the performance of the junction, in terms of increased congestion, resulted in this option not being taken forward.</p> <p>The junction mouth at the entrance to the College has been recently upgraded. This involved adding drop kerbs, which are set back from the junction mouth and tightening the radii. A drop kerb at the corner of the junction was considered, however the setback was assessed to be safer. The setback permits vehicles turning into the junction more time to see and slow down for cyclists/pedestrians crossing the junction.</p> |

18/11/2016 Living Streets

A. Introduction

Living Streets Edinburgh Group (LSEG) is the local voluntary arm of the national charity, Living Streets, which campaigns for better conditions for 'everyday walking'. In LSEG our key aim is to promote walking as a safe, enjoyable and easy way of getting around the city.

LSEG will submit individual responses to the Easter Road, Inverleith Place / Inverleith Row / Warriston Gardens / Goldenacre Path, and Meadows to Castle Terrace consultations. However, we wish to respond to the following proposals through this collective response:

- Carrington Road
- Balgreen Road
- Roseburn Park
- Bankhead Drive, Bankhead Avenue and South Gyle Access
- North Edinburgh Path Network
- Lower Granton Road

We welcome the measures included in all these consultations to improve walking. We would however like to make a number of points of principle, as set out in Section (B) below, which should apply to each of these schemes – and indeed to all other schemes which affect Edinburgh streets. And in Section (C) we conclude by addressing three wider strategic issues.

A fundamental point is that all proposals and designs must explicitly conform to the Edinburgh Street Design Guidance (ESDG) for the category/categories of street affected. Until the adoption of finalised Detailed Design Sheets for the ESDG, the latter's Design Principles (as already adopted by the Council) should be adhered to, for example with regard to frequency of pedestrian crossing points, footway width, decluttering, crossfalls, improvements of currently sub-standard pedestrian crossing facilities and junction corner radii (amongst many other issues). These Principles are Council policy, and should also be adhered to in order to avoid the Council being subject to legal challenge under the Equality Act duty to make reasonable adjustments to assist protected groups.

B. Key points of principle, Space:

1. An increase (or no net loss) of pedestrian space.
2. Footways meet recommended widths.
3. Conflicts with cyclists are avoided, with dedicated and well-defined space provided for pedestrians (including separated 'tiger' crossings).

Email

The scheme has been designed using the Edinburgh Street Design Guidance (ESDG) as a key design guide reference. This has informed the design in terms of better crossing facilities, including a single stage crossing, and greatly simplified crossing for cyclists and pedestrians from Bankhead Drive to Bankhead Avenue.

The ESDG is the standard to which we want our streets to be. However, it is intended to be applied contextually to the scale of the project being undertaken and the constraints of the specific street. As such explicit conformity is not expected. In the case of this scheme, footways and waiting islands have been widened wherever possible. Decluttering has taken place with signal cabinets being moved off the pavement and further decluttering will be considered at detailed design.

A raised table crossing has been included at Makro and we shall consider whether a continuous footway treatment could be introduced.

Wherever possible this design has tried to maintain or widen footways. This has been done

Crossings:

4. Junctions make foot crossing easier by being raised, with radii of corners and widths minimised
5. In busier areas, controlled crossings are provided in convenient places, with acceptable waiting and crossing times.
6. Pedestrian priority is made clear at all the key crossing points of the cycle routes, eg with continuous footways across side streets at 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.

C. Strategic issues

While we welcome the extensive consultation exercise that the various current cycling scheme proposals represent, we find the extent of the present consultations somewhat overwhelming, especially when conducted all at once. As a voluntary group, we do not necessarily have the information needed to assess each proposal in detail and to respond to each consultation individually in the time available. A phased consultation would have been preferable.

A recurring feature of cycling scheme proposals is the steady introduction of shared use pavements for cyclists and pedestrians. We are very concerned about these in themselves, since there will be inevitable conflicts, with the most vulnerable street user – the pedestrian – typically coming off worst. They also send out the wrong message to a wider audience – that cycling on pavements is increasingly acceptable. It is not, as it encroaches on core pedestrian territory. Instead, where extra space is required for new cycling infrastructure, it should be taken from vehicles, not from people on foot.

More widely, we would also like the Council – and key partners such as Sustrans – to invest in strategic walking routes, separately from these schemes which are effectively based on the needs of cyclists (on 'Quiet Routes').

We see a fundamental difference in the Council's approach to walking – which

at the entrance to the college, the junction of Bankhead Drive/Avenue and along sections of South Gyle Access. Whilst the entire pavement along Bankhead Avenue is widened to 4m (currently it is around 2.5m), this is split (by white line) into a 2m space for pedestrians and a 2m space of cyclists. We would like to widen it further, however the carriageway width and presence of mature trees prevents this. To achieve the current design we are already having to remove four trees (eight will be planted in their place) and narrowing part of the carriageway.

A response concerning the Council's strategic approach to walking will be made separately to Living Streets.

is treated in an ad hoc and reactive fashion – compared to the treatment of cycling infrastructure, which is managed in a strategic, policy-led and pro-active manner. Walking deserves better treatment, commensurate with the theoretical priority it is given in the Council's transport policies.

| | | | | |
|------------|-------------------|--|-------|---|
| 25/10/2016 | Local Business | Of interest to staff Would like to be kept in touch | Email | The business shall be kept informed of the schemes progression and details. |
|------------|-------------------|--|-------|---|

Appendix B - Full List of Online Survey Text Comments

Support for Improving Cycling Conditions

| Ref I.D. | Support for improving cycling conditions on the route proposed | Can you briefly explain your view on the last question? | Council Response |
|----------|--|--|---|
| 2 | Strongly support | Bankhead Drive and South Gyle Access are currently unsafe for cycles, and in order to meet the council's goal of 10% of all trips by active travel by 2020 a network of safe and accessible cycle paths need to be built. While the proposed improvements lack ambition, they will nonetheless make it easier and safer for anyone to get about by cycle along these roads. In particular, parts of the shared use path built as part of the new tram network don't meet current guidelines for ease of use and need to be upgraded. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 4 | Strongly support | Cycling route across the junction at South Gyle Av to Edinburgh Park needs redesigned. It is slow and you need to dismount to cross the staggered pedestrian crossing - particularly with panniers as the railings round the crossing are too narrow. | |
| 5 | Strongly support | I already informally use the footway on east side of Bankhead Ave when north then east; and ditto the footway on W side of S Gyle Access, and the connecting ramp, to connect from S Gyle Cres via Flassches Yards to the crossing of S Gyle Access near Bankhead Drive. It will be great to do these without feeling illegal. | |
| 6 | Strongly support | Strongly support all improvements in the cycling/walking networks | |
| 7 | Strongly support | The route is a major route out to a large number of offices and schools, currently the route is not suitable for inexperienced cyclists. If we are serious about cycling provision routes like this (to where people want to go) need to be opened up to new cyclists. | |
| 8 | Strongly | Cycling in the area is difficult because the roads are busy and the cycling facilities | |

| | | | |
|----|------------------|---|---|
| | support | are badly designed. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 9 | Strongly support | I am a cyclist who believes that accessible cycling opportunities should be available to all. Therefore improvements to infrastructure and conditions would be a good thing. | |
| 10 | Strongly support | The current layout doesn't seem to work for anyone. The layout crossing South Gyle Access at Bankhead is a mess, with a narrow refuge between the lanes at the access road, which can't accommodate shared usage, and the pavement to the west of that is a real pinch point because of all the street furniture that causes narrowing of the pavement and loss of the separation between cyclists and pedestrians. | |
| 11 | Strongly support | The road is very busy and very hostile. There is no cycle-path access from the "Broomhouse Path" alongside South Gyle Access to cut through to South Gyle Crescent. The crossing for South Gyle Access is very poor, it is convoluted, too small and takes too long to use. | |
| 13 | Strongly support | Crossing of these two junction is difficult and long under the current provisions, with small space shared between cyclists and pedestrians | |
| 14 | Strongly support | I cycle to my workplace on Gyle Crescent on a daily basis; therefore any improvement in cycling conditions in this area would be great. | |
| 15 | Strongly support | As a cyclist or bus user, these changes will improve access for pedestrians while causing minimal impact on other road users. Changing the access round the corner from Bankhead Drive onto S Gyle Access will make a big difference, in particular moving the cabinets that currently block the pavement. | |
| 16 | Strongly support | I cycle to work during the spring/summer/autumn months and this area is part of my commute. | |
| 18 | Strongly support | It is not quite clear from the schematics if there are actually any cycling improvements or additional benefit for cyclists. The tram bridge at South Gyle Access requires dismounting for cyclists and two sets of lights to cross at, with middle island being quite constrained for both pedestrians & cyclists, increasingly when there are people heading in both directions. Under the bridge access to South Gyle Access is only really possible with green man is visible. Alternately using the main road and turning right under the tram bridge onto South Gyle Access requires careful negotiation of the road from the Broomhouse roundabout which quickly goes from 1 lane to 3 lanes in a short space and gaining access to the Cycle box can be limited if vehicles are in front, as using inside lane may not be possible if there is a flow of traffic. Making the crossing 1 part not broken and making the West side pavement dual use via side path round to clock tower would | |

| | | | |
|----|------------------|--|---|
| | | be a great improvement. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 19 | Strongly support | I cycle to commute to work. I use the South Gyle Access to access my workplace and i find that bit of the road the most dangerous of my journey. It gets very busy with cars speeding and not hard shoulder. | |
| 20 | Strongly support | These are incredibly busy roads at peak periods with not only cars but buses and heavy goods vehicles. As someone who cycles in this area but lacks the confidence to cycle on these kinds of roads it will be a real improvement and link with other cycle routes heading into the area. | |
| 21 | Strongly support | It's important that measures are taken to improve safety and ease of use for cyclists because cycling is the obvious solution to the city's transport in future. | |
| 23 | Strongly support | Roads are very narrow and a lot of lorries and buses make cycling a serious issue on these roads | |
| 24 | Strongly support | Roads in this area are very busy and safe crossing points are essential. At present, moving through this area on foot or bike is not pleasant; space and speed (in terms of time to wait at lights) are overwhelmingly in favour of vehicles. While the proposed changes could be described as doing the minimum, they still represent an improvement over the status quo and I therefore strongly support them. | |
| 25 | Strongly support | To combat an increasing level of pollution we are experiencing in this city we need to ensure we do everything we can to improve cycling conditions. This is the only way to get people out of cars and onto bikes. | |
| 26 | Strongly support | I think the proposals will improve on the current layout considerably, making it a better cycling and walking experience for all. | |
| 27 | Strongly support | South Gyle Access is very busy at rush hour with fast traffic and buses stopping. It feels quite dangerous. The pavements are wide and not so busy. The pedestrian / cycle crossing is often full of bikes. The proposal is sensible. | |
| 28 | Strongly support | The traffic on South Gyle access is road is very busy and fast and the road space quite limited. It's a key link to office, South Gyle Station and the Gyle Shopping Centre. The Spokes cycling map for Edinburgh indicates that cyclist may use the east side pavement and the link to Flishers Yard. However there are narrow spots especially at bus stops and there are currently no signs in situ to indicate to cyclists and pedestrians that cyclists can use these paths. This creates some discord. | |
| 29 | Strongly support | I regularly cycle in the area and the South Gyle Access road is particularly awkward for getting from Bankhead Drive towards the Gyle. Given that there is a | |

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| | | school there and good cycle routes nearby, it is a great idea to extend the cycle route past the school. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 30 | Strongly support | Roads are clogged up so need to encourage more people to commute by bike, links to West Lothian routes, links to Edinburgh safer. Make journey times faster by bike by changing infrastructure and access. Removing all zig zag barriers. | |
| 31 | Strongly support | This is an area with very little recent infrastructure to promote cycling. It should be the start of many such schemes in the area. Napier University Campus access is car friendly and counter-cycling (I know Edinburgh LA has not jurisdiction on the campus). | |
| 32 | Strongly support | There is a need to improve the conditions for cycling around the Gyle and Bankhead to discourage the use of cars in this heavily congested area. | |
| 33 | Strongly support | These roads are unpleasant for walking or cycling along; as they give the impression of being high speed urban dual carriageways, hostile to anyone other than those in motorised vehicles. Any measures to humanise them are to be welcomed. | |
| 34 | Strongly support | Standard of existing cycling and walking facilities in this area is average to poor. The junctions are all designed for the smooth flow of traffic to the detriment of people on foot and bike | |
| 35 | Strongly support | Rush-hour traffic is very slow, congested. Providing a viable alternative to road transport is the best way to reduce traffic, but presently un-attractive and conflicted. | |
| 37 | Strongly support | This would be a good place for better cycling links | |
| 39 | Strongly support | Healthier less polluting way to travel | |
| 40 | Strongly support | I strongly support improving cycling infrastructure because it's the most healthy, efficient, cleaner, and often quickest method of travel within any city if, and this is major 'if', the correct infrastructure is implemented to ensure safe and continuous flow of cycles and pedestrians. | |
| 1 | Support | The existing route is fairly useable at present by average cyclists. Efforts could be expended elsewhere for greater benefit | |
| 3 | Support | This junction needs improvement but a bolder design could be implemented with a raised cycleway along the tram line. | |
| 17 | Support | The existing provision for pedestrians and cyclists makes it clear that motorised traffic takes priority. As a cyclist under the existing regime, having crossed South | |

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| | | Gyle Access by Bike at the crossing (where the central island is far too narrow) you are dumped onto cycling along South Gyle Access from the crossing. This makes provision for cycling off the road. I would change from Support to Strongly Support if the crossing lights were adjusted to prioritise pedestrians and cyclists crossing to match CECs own hierarchy of prioritisation. | |
| 22 | Support | Bankhead drive is quite a hard road to cross next to Edinburgh college and the recycling centre as cars speed out of college and cars turning right to get into recycling centre it's a wonder no one has been killed there. So anything to improve this for people would be welcome. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 36 | Neither support or oppose | Bankhead Avenue is a busy route with the slip road from Bankhead Drive to Bankhead Avenue reducing some of the congestion. The proposal closes this slip road and this will result in a build-up of traffic trying to head in this direction. Has any traffic counts and traffic modelling been carried out to see what effect this proposal will have? | |

Support for Improving Walking Conditions

| Ref I.D. | Support for improving cycling conditions on the route proposed | Can you briefly explain your view on the last question? | Council Response |
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| 3 | Strongly support | The traffic light control furniture on the corner by Bankhead tram stop forces cyclists into the path of pedestrians. This needs to be fixed. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 6 | Strongly support | as previous response | |
| 8 | Strongly support | It is difficult to cross the roads, and where crossings are provided it can take a long time to get from one side to the other. Motor traffic has too much priority. | |
| 10 | Strongly support | Too much conflict with cyclists and road traffic - anything to reduce that would benefit all parties. | |
| 11 | Strongly support | It is a hostile road and there is only 1 crossing at the Bankhead Drive end and it is very slow to change and the central island is far too narrow. | |
| 14 | Strongly support | If for any reason I don't cycle to work, then I walk, so also very interested in any improvements re walking conditions. | |
| 15 | Strongly support | As per my other comment | |
| 18 | Strongly support | It is not quite clear from the schematics if there are actually in cycling improvements or additional benefit for cyclists therefore pedestrians do not lose any access? As previous answer, sharing the space and the possibility of either widening the pavements for dual usage would be a safer solution. Removing middle island under tram bridge and making the crossing time unbroken by altering the light sequence would also improve safety. Removing some cyclists from the road, to better improved infrastructures. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 20 | Strongly support | As per my previous response - it will allow cycling away from busy traffic - this is something that puts off a lot of cyclists. | |
| 21 | Strongly support | Walking is a very healthy and natural form of transport. It should be enhanced whenever possible. | |
| 22 | Strongly support | It's very dangerous to cross road round about Edinburgh College as the cars come | |

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| | support | out very fast I have seen lots of pedestrians having difficulty crossing there. So any improvement would be welcome. | |
| 23 | Strongly support | Lack of proper footpaths from Edinburgh Park station is needed | |
| 24 | Strongly support | For the same reasons as I strongly support the aim of improving cycling conditions. | |
| 26 | Strongly support | Current layout is too narrow | |
| 27 | Strongly support | See previous comment. | |
| 28 | Strongly support | Pedestrians would benefit from a wider path and being aware that the routes are shared use. | |
| 31 | Strongly support | Getting to college and other workplaces in the area by bus and walking should be promoted. Mainly car access has been promoted at the expense of easy or pleasant walking. | |
| 33 | Strongly support | As for cycling, these are unpleasant urban dual carriageways, right next to schools and a college, so should be made more accessible for active travel uses and less so for motorised vehicles. | |
| 34 | Strongly support | Staggered crossings, long wait times, guardrail and some narrow footways (particularly on Bankhead Avenue) make for a generally poor walking environment in the area at the moment | |
| 35 | Strongly support | As above. | |
| 36 | Strongly support | We need to improve pedestrian safety and encourage people to walk more. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 37 | Strongly support | Walking in this area can be quite difficult | |
| 39 | Strongly support | Access to schools and work places | |
| 40 | Strongly support | I strongly support improving walking infrastructure in the area because currently cycles and pedestrians have to share a a 3m wide space. This is unacceptable where there is ample space to work with. The cycle lane alone should be 3m with pedestrians provided with another 2-2.5m further away from the road, the spray and the pollution. | |
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| 1 | Support | as previous | |
| 2 | Support | Given that pedestrian provision is already provided on nearly all roads throughout the city, I don't think improvements to walking should be prioritised over providing space for cycling. However, all improvements which reduce conflict between cycles and pedestrians are welcome, as are those which discourage private car use. | |
| 4 | Support | As stated before - slow light change (for pedestrians) at junction & very narrow mid-junction island. | |
| 5 | Support | Where these are shared-use with cycling, wider paths are needed. Better crossing of Bankhead Drive, at the junc with S Gyle Access, is needed. Also, at east side of S Gyle Access, wider path needed for shared use and heavy school use at peak times | |
| 7 | Support | Currently there is not enough clarity on to allow sharing of space between different traffic types putting cyclists and pedestrians in conflict. The location of the cabinets on Bankhead Drive has always been a problem, but there is also a lamp post in the cycle lane on the other side of the crossing. | |
| 13 | Support | Crossing of these two junction is difficult and long under the current provisions, with small space shared between cyclists and pedestrians | |
| 16 | Support | Why not. | |
| 17 | Support | The existing provision for pedestrians and cyclists makes it clear that motorised traffic takes priority. As a cyclist under the existing regime, having crossed South Gyle Access by Bike at the crossing (where the central island is far too narrow) you are dumped onto cycling along South Gyle Access from the crossing. This makes provision for cycling off the road. I would change from Support to Strongly Support if the crossing lights were adjusted to prioritise pedestrians and cyclists crossing to match CECs own hierarchy of prioritisation. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 19 | Support | I am not familiar with Bankhead Drive. I use South Gyle Access and i think the footpath should be widened to allow to share with cyclist. | |
| 29 | Support | The walking facilities seem to be fine at present, but if a cycle path is put in place, it will need to be made clear which areas are for pedestrians and which are for cyclists. | |

Support for Proposals – Bankhead Avenue/ Bankhead Drive

| Ref I.D. | Support for proposals | Can you briefly explain your view on the last question? | Council Response |
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| 2 | Strongly support | As proposed, the 4.0m wide shared use path along Bankhead Ave is a welcome improvement, but as is always the case with shared use facilities in a city environment care must be taken reduce pedestrian/cycle conflict. National best practice would dictate grade separation between cycles and pedestrians, but at the very least the amount of shared-use signage should be increased and cycle/pedestrian symbols painted on the pavement in a manner which encourages all users to keep left. Additionally, the raised table provided across the Makro access should be a pedestrian/cycle priority junction to keep with the best practice employed in the South Gyle Access portion of the project. | Full grade segregation was considered but due to space and budget constraints it was not taken forward. Clear ground markings and signage shall be included. |
| 8 | Strongly support | The proposals will make it much easier to cycle from Edinburgh College to the north. I welcome the new design of the junction with Bankhead Avenue, particularly the single-phase cycle crossing on its eastern side. I would like to see a continuous footway crossing at Makro Access (like the one proposed for the exit for St Augustine's at South Gyle Access). | We shall consider a continuous footway at Makro. |
| 10 | Strongly support | Looks better, although there's still the narrow refuge between the two lanes at the Bankhead end of South Gyle Access | The refuge has been widened as much as possible whilst retaining the required traffic flow capacity. |
| 24 | Strongly support | Providing a segregated route here, albeit fairly short in length, is a very welcome addition. At present cycling south on Bankhead Drive, which involves moving uphill alongside traffic on a busy road, is not a pleasant experience. | |
| 38 | Strongly support | Mostly OK, but the bend radii need to be tightened on the Makro access to prevent vehicles turning in/out too fast. Adequate priority needs to be given to the pedestrian/bike crossings of Bankhead Dr/Bankhead Ave. - this could be a separate phase of the lights, allowing crossing in all directions at once, with a rapid response on button-push. | We shall re-assess whether corner radii at Makro can be tightened, however access by HGV's may prevent this. |
| 18 | Support | The text document seems to spell out improvements for cyclists but schematics don't seem to show this. | We apologise that the design drawings were unclear to you. |
| 22 | Support | You would have to make it safer | There is insufficient information to make an informed response to this comment. |
| 25 | Support | There are too many two stage crossings. Every single one of these should be replaced by a single stage crossing. The entrance/exit to Macro should have its give way line set back behind the path to ensure the correct priority as per South Gyle Access plans. | More single stage crossings were considered. At South Gyle Access it was not possible as this would create significant delays, including to several bus services. |

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| | | | The current proposal includes a single stage crossing of Bankhead Drive at Bankhead Avenue. This is positioned on the optimum pedestrian desire line (to the college and tram stop and uses the fewest crossings). Based on available budgets and the relatively low pedestrian benefit we are not intending to change other crossings at this location to direct single stage crossings. |
| 32 | Support | The junction with South Gyle Access is not direct enough. Having to go round a corner and wait for a 2 stage crossing is too slow and unlikely to encourage more cycling. Cyclists should be given a straight on phase parallel with Bankhead Drive to avoid stopping and having to negotiate a tight awkward central island. This could easily be achieved with the space available and would avoid conflict with pedestrians at the crossing. Traffic turning left from Bankhead Drive into South Gyle Access would have to be held whilst cycle traffic goes straight on. This could be achieved with a left hand filter that would come in after the straight on phase. | A single stage crossing was considered but has not been taken forward as this would create significant delays, including to several bus services |
| 33 | Support | Removing the slip road and widening the pavement on Bankhead Avenue looks good, as does the new no right turn into Bankhead Avenue. The new straight crossing to connect to the proposed Bankhead Avenue shared path is welcome, however the remaining crossings remain two stage. Whilst making them shared is a marginal improvement, overall there appears to be a lack of ambition in this scheme, not addressing the primary issue of the active travel hostile dual carriageways. | The proposed single stage crossing of Bankhead Drive at Bankhead Avenue is positioned on the optimum pedestrian desire line (to the college and tram stop and uses the fewest crossings). Based on available budgets and the relatively low pedestrian benefit we are not intending to change other crossings at this location to direct single stage crossings. |
| 34 | Support | - Support new junction layout at Bankhead Drive/Bankhead Avenue is an improvement for walking and cycling (new crossing point and removal of separate turning lane) - It seems guardrail is included on the central island of the new crossing of Bankhead Drive | Given the width of the island, the volumes of traffic and the potential presence of school children. The Council believes that retaining the guardrail is required. |
| 35 | Support | Not really familiar with this route. | |
| 36 | Neither support or oppose | Please see previous comments | |
| 40 | Neither support or oppose | You need to change traffic sequences to favour pedestrians and bicycles. Also, who will have right of way over the entrance to Makro? Surely it should be the bicycle & pedestrian as an element of vulnerability, so you need signage on the | The proposed single stage crossing will improve crossing facilities for pedestrians and cyclists. We shall consider a continuous footway at Makro, |

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| | | road to indicate cars giving way to pedestrians/cycles for all of these raised tables. | which would give right of way to cyclists and pedestrians. |
| 11 | Oppose | Without properly sorting out the 2-stage crossing of South Gyle Access, a lot of the rest of the investment may just be avoided by people. During the tram works, this crossing operated for a period of ~2 years a single phase with little impact on the obvious prioritisation of road traffic at this junction. This is probably because S. Gyle. Access traffic is very heavy inbound in the morning rush but v. quiet outbound. The situation is reversed in the evening and at other times it is relatively quiet. A proper solution would be a single stage crossing. It is not clear if the infrastructure cabinets on the west side of this junction are to be relocated from their current position in the middle of the pavement. | The signal cabinets, which currently obstruct the footway shall be relocated. More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. |
| 13 | Oppose | Although moving the cabinets improves the current condition, the proposed layout does not address the main issue which is a lengthy crossing shared between pedestrians and cyclists. The junction with South Gyle access needs to be redefined to allow a single crossing phase with no island. | More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. |
| 12 | Strongly oppose | Toucan crossing(s) of South Gyle Access - in an ideal world this should have been a bridge when there was the opportunity with the tram, in the absence of that, the minimum that is acceptable to the cycling community of Edinburgh is a single stage crossing of both carriageways. Otherwise, save the cycling budget pennies. | More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. As evidenced by the majority of support for this scheme and support from the Edinburgh College and Edinburgh Napier University, the Council believes that providing a traffic free link to the campuses and an improved crossing on QuietRoute 8 is worthwhile. |

Support for Proposals – South Gyle Access

| Ref I.D. | Support for proposals | Can you briefly explain your view on the last question? | Council Response |
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| 2 | Strongly support | The proposed east-west cycle/pedestrian crossing improvements at the junction with Bankhead Drive fail to substantially improve upon what was already the weakest point in the tram-line cycle path. Although the proposed improvements appear to allow the removal of 'cyclists dismount' signs, they still require cycles to navigate tight radii behind guardrail and an awkward centre island. The clear choice for this situation is a direct cycle/pedestrian crossing, located much closer to Bankhead Drive than is currently the case. The shared use facilities proceeding north on South Gyle Access are to be welcomed, however it's unclear from the design drawings if only the West footway is to become shared use, or both are. As the existing path continues north on the East side of South Gyle Access, there needs to be some way for northbound cyclists to cross. The design drawings only show staggered pedestrian crossings, so if the East footway is not to be shared use these crossings need to be upgraded to direct cycle/pedestrian crossings. The remaining improvements are welcome, although again lots of signage and pavement markings are needed to remind all users that this is more than just a footway. | More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. The footway on the east side is proposed to become shared use. Additional signage and ground markings shall be added along all new sections of shared use pavement. The new proposed crossing, at the entrance to the School, shall be a toucan crossing. |
| 17 | Strongly support | Always struck me as bizarre that you got some help going from the east to west towards the Gyle via the parallel track to the tram way (leaving aside the inordinately long waits at some of the crossings) however once you got to the busiest section, as a cyclist you were dumped into the busiest traffic to go down South Gyle Access. | |
| 24 | Strongly support | The junction of South Gyle Access and Bankhead Drive has clearly needed re-design for some time. The addition of an ASL and widened island here, while not an ideal solution, are welcome. | |
| 28 | Strongly support | The place where route 8 crosses South Gyle Access to continue to Edinburgh Park (the junction under the tram line) needs to be widened/better designed as there is insufficient space for cyclists to pass/cross. | The refuge island on South Gyle Access will be widened as part of this scheme (this is shown on the design drawings). Further widening was assessed but was not proposed as this would create significant delays, including to several bus services. |
| 38 | Strongly support | 1. The bend radii at the roundabout / access road to St Aug. RC school needs to be reduced to prevent motorists speeding off the roundabout, then failing to observe / give-way at the path crossing. 2. Shared-use signs should be placed more frequently to make it clear to motorists that cyclists are legitimately on the pavement. 3. 2-stage | 1. We are proposing a continuous footway, vehicle give-way markings and tightening of corner radii of the access road. 2. Shared use signs and ground markings shall be |

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| | | pedestrian crossings do not give adequate priority to pedestrians and should be made single stage. 4. The island between the 2-stage crossing at the junction with S. Gyle Access/Bankhead Dr is unacceptably narrow and will cause conflict between pedestrians and cyclists (particularly as this is a major bike route). This crossing should be made single-stage with a separate phase in the lights for bikes & peds to cross (and minimal delay after pressing the button). The crossing should be aligned with the existing bike path to avoid lengthening bike/pedestrian journeys. 5. Better still, a bridge for pedestrians and cyclists should be provided across S. Gyle Ac. parallel to the tram bridge (why they did not include this in the original tram bridge design, I do not know). | implemented. 3 & 4. More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. 5. Based on available budgets the Council believes the current proposals are appropriate. |
| 7 | Support | Eventually slowing the traffic from 40 mph will be needed. | |
| 18 | Support | The text document seems to spell out improvements for cyclists but schematics don't seem to show this. Take away the double crossing and replace with a single crossing, this way i would more than likely use the cycle path, but until then i will continue to use the Cycle box and road. | More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. |
| 25 | Support | The shared use path having visual priority across side roads is a welcome feature. However the two stage crossings should be replaced by single stage crossings to allow bikes to flow across the road. | More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. |
| 32 | Support | As above. | |
| 33 | Support | Giving the shared use foot and cycleway priority across the side streets is to be welcomed, as is the proposed crossing at the pedestrian entrance to the school and the widened ramp to the industrial estate. | |
| 35 | Support | Generally, heavily dependent on 'shared routes' that are narrow, busy and conflicted with pedestrians, and which lose priority at junctions. Crossings at roads are too narrow. Presently has elements (e.g. Lochside avenue crossing) I'd consider 'best avoided'. The risk in such compromised designs is that they aren't attractive and won't be used. Generally, better than nothing. | Based on the available budget, levels of use and available space, the Council considers the current proposals to be suitable. |
| 8 | Neither support or oppose | Cyclists going along Quiet Route 9 and crossing South Gyle Access have to wait twice and negotiate some tight turns around barriers. For eastbound cyclists it is a lot quicker to use the road, but that is not practical at busy times or when going westwards. The new design does not look any better. Cyclists should be able to cross South Gyle Access in a single phase, as has been proposed at the east side of the junction of Bankhead Avenue. The other changes on South Gyle Access look good. | More single stage crossings were considered, but were not possible on every arm as this would create significant delays, including to several bus services. |

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| 10 | Neither support or oppose | I don't use that junction often, but any I proven would be good | |
| 34 | Neither support or oppose | <p>- One of the main problem locations on Quiet Route 8 is the crossing of South Gyle Access. It is an extremely poor crossing for people on bikes and poor for people walking too. It is VERY disappointing that no improvements are planned here. - The staggered</p> | <p>The refuge island on South Gyle Access will be widened as part of this scheme (this is shown on the design drawings). Further widening was assessed but was not proposed as this would create significant delays, including to several bus services.</p> <p>Similarly, a single stage crossing was considered but not taken forward as this would also create significant delays, including to several bus services.</p> |
| 40 | Neither support or oppose | <p>I apprehensively support this scheme because it is a slight improvement, however it's nothing revolutionary. You have the chance to design a space for the next 10-15 years, to really favour cycling and try to reduce cars, but you've kept the 40mph dual carriage way , both ways rather than reduce the road space and build in proper segregated cycling lanes. Some specifics - The recessed bus stop will only cause chaos between cyclists and public transport users as one group tries to cycle past while the other tries to board the bus. How's that going to work? The wider island under the tram bridge is a plaster fix. The whole thing is a dangerous funnel trap and it should be changed to allow cycles to go through roads on green, not half way, and then stop. You really should have implemented a wider tram bridge to have cycles go east-west without having to press buttons to cross roads and further upset drivers. You have also missed a bus stop that's just before the train bridge, on the southbound side of South Gyle Access. How will that cope with a 'shared' cycle/pedestrian space. You will have the same issues as noted on the other stop. Thank you for relocating the cabinets on the cycle path, that was a pretty daft design to start with. I see lots of notes for signage with bike/pedestrian images. Please don't put them on the path as it just creates more obstacles for cyclist. It's tight enough with the measly 1.5m that will slowly decrease to 1m as you get grass creep that is not removed.</p> | <p>We recognise the desire for further improvements, beyond the scope of the current proposals.</p> <p>Based on available budgets and the current levels of usage, the Council is not currently considering introducing full segregate lanes at this location.</p> <p>A single stage crossing was considered but not taken forward as this would create significant delays, including to several bus services.</p> |
| 11 | Oppose | <p>See comments for Bankhead Drive about the two-stage crossings. I think a proper study should be done to consider single stage crossings as given the nature of the traffic on this road (heavy peak traffic in 1 direction only), the impact of single stage crossings should be acceptable. Given the proximity of schools and colleges and so many places of work, that on foot and by bike should not be given such inconvenient</p> | <p>Full junction modelling was carried out which established that a single stage crossing of South Gyle Access was not achievable as this would create significant delays, including to several bus services.</p> |

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| | | crossings. | |
| 12 | Oppose | Toucan crossing(s) of South Gyle Access - in an ideal world this should have been a bridge when there was the opportunity with the tram, in the absence of that, the minimum that is acceptable to the cycling community of Edinburgh is a single stage crossing of both carriageways. Otherwise, save the cycling budget pennies. | Single stage crossings were considered but not taken forward as this would create significant delays, including to several bus services. |
| 13 | Oppose | The path is too narrow for shared use. Moving the bus stop in the verge keeps the conflict. There is space for segregated cycling facilities. A cycle track with a bus stop bypass is needed. | Along the section of the pavement where there are likely to be the most cyclists, the pavement is intended to be widened, this includes the access ramps to Flassches Yard. Widening the pavement further is not possible without a significant re-profiling of the road, which is beyond the available scope and budget of the project. |

Further Comments

| Ref I.D. | Do you have any further comments about walking and cycling in Edinburgh? | Council Response |
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| 1 | Resurfacing of the path between South Gyle Roundabout to Meadow Place Road and a dedicated crossing to Ladywell Avenue would open up another main artery to the city centre via Dovecoat Road and onto the cycle path at Pink Hill for much less investment | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 2 | The council's funding commitments and QuietRoutes improvements are to be commended, but a coherent network of safe cycling routes have yet to emerge across the city. Some of the proposed designs don't seem like they have a set of cycle design standards behind them, so perhaps the council should consider adopting a set of standards for use - the national best practice is the London Cycling Design Standards. Additionally, I'd like to mention that modal filtering is an easy and inexpensive way to enhance the character and safety of our streets, but is rarely used. It requires political courage, but can make a large impact with minimal funding. | |
| 4 | Support further development of cycle lanes as introduced in Meadows/Innocent Path access. | |
| 5 | Very pleased with proposals like these. It's the details which can make a difference to the cycling experience. | |
| 7 | Things are improving but we have a long way to go. | |
| 10 | Usual mishmash of approaches all designed to avoid annoying the motoring lobby, and succeeding in benefitting no-one. Buses are unreliable because of road congestion, and driving in the city centre is such an unpleasant experience that I now cycle or walk, despite the poor and inconsistent facilities for those modes of transport. Cycling out with the city centre isn't great for me, but that's because of where I live. I actually go out of my way to use the cycle path from Balgreen to Edinburgh Park because it feels safer and has better cycling facilities than my direct route. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 15 | There are still improvements to be made to the cycling infrastructure - when cycling to work I cycle from SE Edinburgh to Gyle, and the easiest route is through Colinton and the B701 to Bankhead - this route could do with some improvements, particularly on the busy Gillespie Road from Colinton Village to the Lanark Road junction, where it is particularly narrow. | |
| 18 | Cycle boxes seem to be in a state of disrepair all over Edinburgh, with the painted lines either being so faint or missing altogether, red painted infills missing or faint, drivers are not appearing to notice them. Motorised vehicles in some instances completely ignoring them when they are visible. [Junction exiting Sainsburys at Longstone is a prime example along with the junction heading south on Saughton Road North crossing over Stenhouse Drive] | |
| 20 | I would encourage any improvements - many cyclists are put off by the volumes of traffic | |
| 21 | I want to see walking and cycling made safer and more enjoyable. | |
| 22 | I do a lot of walking I walk the canal and the water of Leith and most cyclists are inconsiderate and bash into | |

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| | people as they walk with dogs and children. Will the walk root be well lit and will cyclists be separated from walkers as some cyclists don't ring there bell when they are comings up to you, and cycle to fast. Also as the roads and pavements are all quit bad with pot holes everywhere, don't you think these should be fixed, before you make new places that will end up have pot holes, and some cyclists will try and make claims on the council for falling of their cycles just like they done with the tram lines. | |
| 23 | Edinburgh supports cycling better than any other city | |
| 24 | I welcome the effort that City of Edinburgh Council has put into making the city a better place to get around by bike and on foot. However, many of the gains made have been achieved by taking space from pedestrians to have them share it with bikes as well as providing routes that will take you from a to b but often via c. I would like the next steps taken by CEC to be a more decisive redistribution of space from vehicles in favour of walking and cycling, using routes that are direct and coherent. | |
| 25 | Keep up the good work. | |
| 26 | The route from Roseburn on S Gyle is really pretty terrible. It is shameful that the Council didn't put in the effort to ensure a good cycle link at the time the tram line was being built. Although the cycle route does run along the tramline, it is extremely slow owing to having to cross 3 big roads at slow pedestrian crossings. This is a huge disincentive to using the route at all. I really prefer to go straight out Corstorphine Rd because it is faster and there are not hundreds of people in the way, descending from the trams onto narrow paths. I really think the cycle route should go OVER the road in the same way the tram does, even though this would mean bridges being widened etc. Any improvements are welcome though, even these baby steps. | |
| 28 | I feel there is still not enough priority attached to sustainable transport methods although I recognise that much has been done in recent years. For cycling, there are still so many gaps in providing a complete network that would encourage more people to cycle, for example crossing the city centre remains pretty unpleasant as there are no quiet/off road cycle routes. The extension of 20mph zones is a great step forward but needs to be policed as there is still a lot of speeding. A small point, for many pedestrian/cycle road crossings, when you press the button you have to wait a long time for the green man to cross as traffic flow still gets priority. There are many, many places where there is a wide pavement but still no approval to use it for cycling. I would like to see these routes fast-tracked. The level and speed of traffic in Holyrood Park needs addressed with 20mph zones throughout, more bicycle lanes and more pedestrian crossings. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 29 | The cycle routes that are in place are good but are quite indirect. | |
| 30 | Enforce 20mph on quiet routes, remove barriers, encourage users about cycling times vs cars/bus. Inform how easy it is | |
| 31 | Walking and cycling in Edinburgh should be promoted to counter traffic congestion, air pollution, and poor health issues. | |
| 32 | In order to encourage cycling and walking to the greatest possible degree, it is important to make improvements as direct and convenient as possible. Where space allows (in most of these locations) direct | |

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| | crossings should be the aim, not 2-phase crossings, round corners with traffic islands to negotiate. | |
| 35 | A8 approach from West to Edinburgh park needs attention. The new underpass on A8 represents a long, conflicted detour and I can't see me using it. Barnton to Maybury route needs attention. It's presently non-viable without illegal pavement cycling. Yet, there's an unused lane on Maybury road North. | |
| 38 | 2-stage pedestrian crossings with unresponsive (or dummy) buttons are unacceptable in the city. Inconvenience to pedestrians and cyclists needs to be minimised at the expense of the private motorist | |
| 39 | Great returns on investment | |
| 40 | I appreciate the work and the sentiment to improve Edinburgh's cycling and walking but this, and all of the other consultations, seem like a major piece of disjointed work. It's like putting a cast on a small infected cut. Most of the suggestions try to find solutions within the limitations of our parking allocations and road networks. We need to stop wasting money on lengthy consultations and over-engineered discussions with Aecom and agree a simple way forward that favours walking and cycling, cuts off rat-run increasing traffic free neighbourhoods and decreases car numbers into and owned within the city. Establish that all planning and road improvements (e.g. resurfacing) will automatically incorporate cycling infrastructure. Finally that this infrastructure follows best practice examples of hierarchy of vulnerability. Not like the Kings Buildings lane that has pedestrian-car parking-cycle lane -road. Review Dutch and Danish models to see pedestrian-cycle-parking-road set ups with continuous movement that favours the bicycle, not the car. | |