



## 2.2 Carrington Road Walk and Cycle Improvements

### Consultation Summary Report

January 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. This is being accomplished through four design stages: feasibility, preliminary, detailed and construction design exercises. At each stage CEC and AECOM are undertaking a range of consultation and community engagement with stakeholders to achieve better outcomes.

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 20 at Carrington Road.

## 2 Proposals

The proposals are highlighted below and include the creation of a segregated cycleway along Carrington Road and the improvement of crossing facilities for people walking and cycling at each end of Carrington Road.

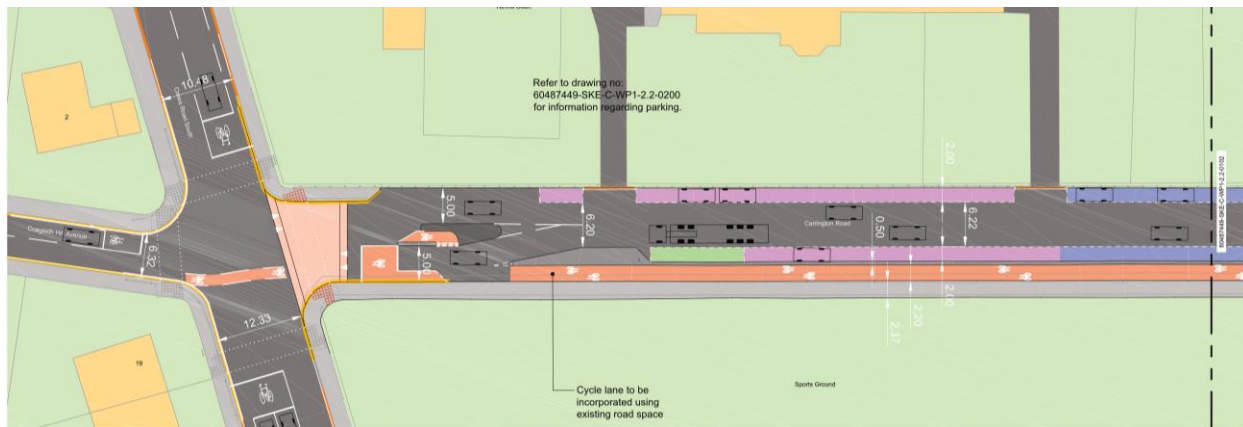


Figure 1 Carrington Road proposals (1 of 4)



Figure 2 Carrington Road proposals (2 of 4)

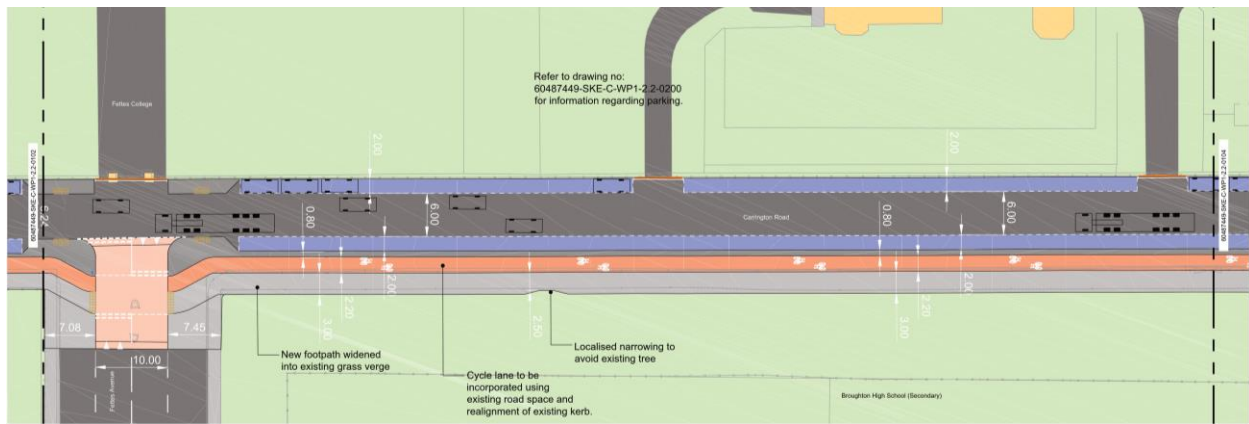


Figure 3 Carrington Road proposals (3 of 4)

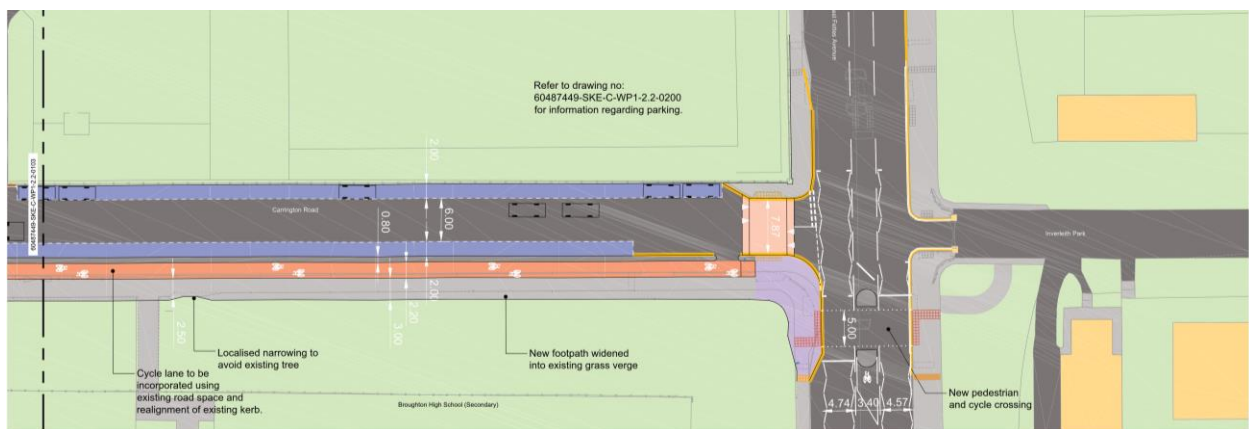


Figure 4 Carrington Road proposals (4 of 4)

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## 3 Forms of Consultation

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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	✓	A joint external workshop and public exhibition was held on 18/10/16 at McDonald Library between 5pm and 8pm
Public Exhibition	✓	A joint external workshop and public exhibition was held on 18/10/16 at McDonald Library between 5pm and 8pm
Consultation Hub	✓	Information was posted on the CEC consultation hub from 10/10/16 to 18/11/16.
Leaflets	✓	Leaflets were distributed to 39 households in September 2016
Social Media	✓	Through CEC Facebook and Twitter pages.
Online Survey	✓	48 responses were received on the survey.
E-mail Consultation	✓	6 emails were received.

## 4 Stakeholder Consultations

A total of 8 individuals representing 4 organisations provided e-mail and verbal feedback during the stakeholder consultation and the majority were supportive of the proposals.

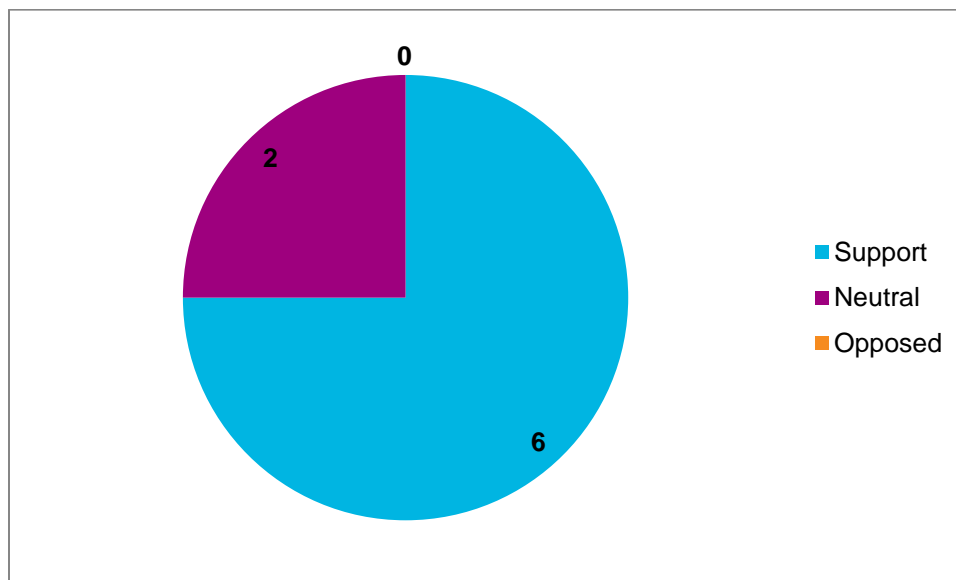


Figure 5 Stakeholder support for proposals

In addition to the broad levels of support shown above, some of the key issues raised throughout the stakeholder consultation are shown below.

Table 1 Carrington Road – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Extend cycleway or markings across Crew Road South junction	3
2	Believe that the current nose-in parking bays on Carrington Road are unsafe	2
3	Improve right turning for people cycling northbound on East Fettes Avenue	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

A total of 4 local residents provided e-mail feedback during the public consultation of which one half was supportive and the rest neither supported nor opposed the proposals i.e. neutral.

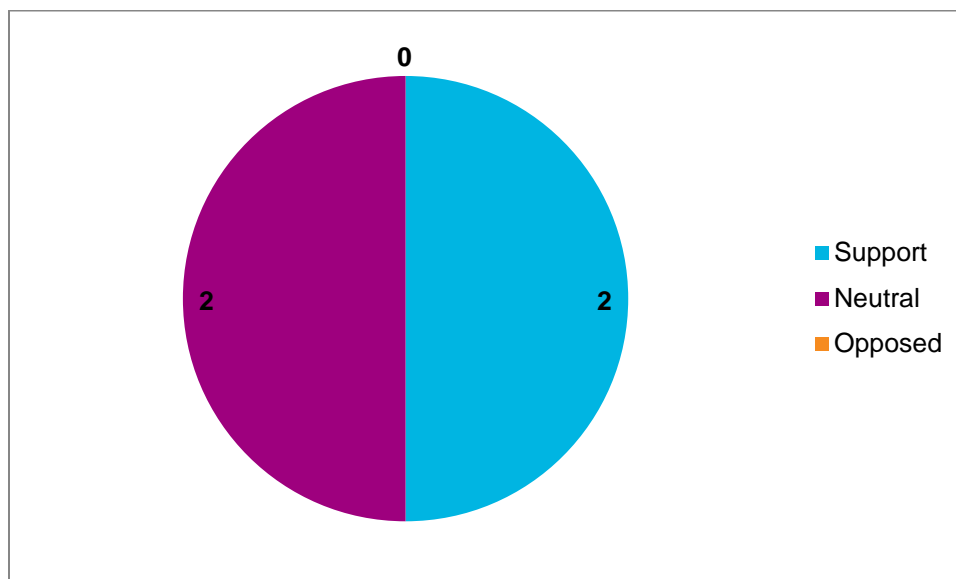


Figure 6 Public support for the proposals

Table 2 Carrington Road – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Additional right turn traffic filters between Carrington Road and Crewe Road South	2
2	Cycle lane markings or surface colouring across Crewe Road South junction	1
3	Potential for conflict and people cycling eastbound getting stuck behind waiting vehicles as they try to access the segregated cycleway	1

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

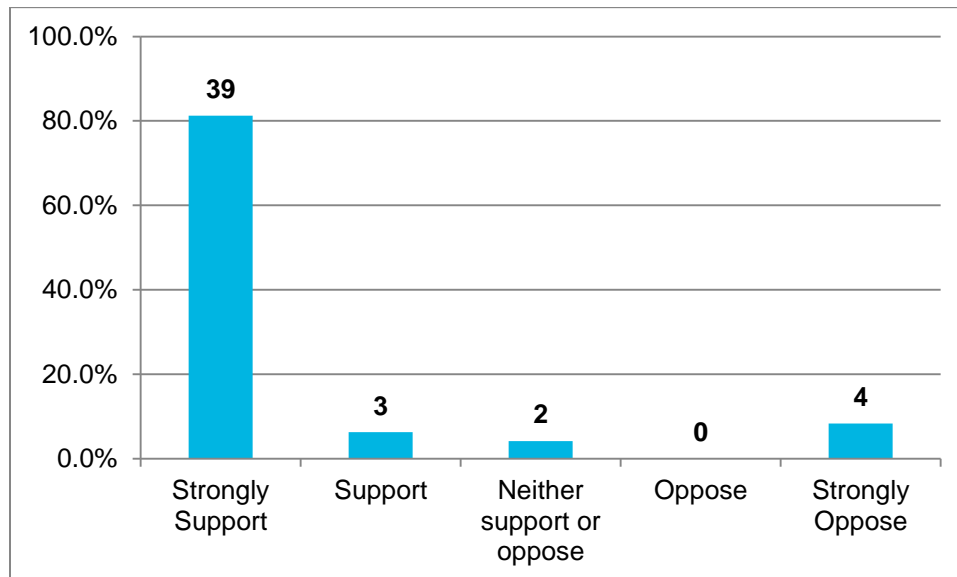
A full list of public consultation comments is provided in **Appendix B**.

## 6 Online Survey Consultations

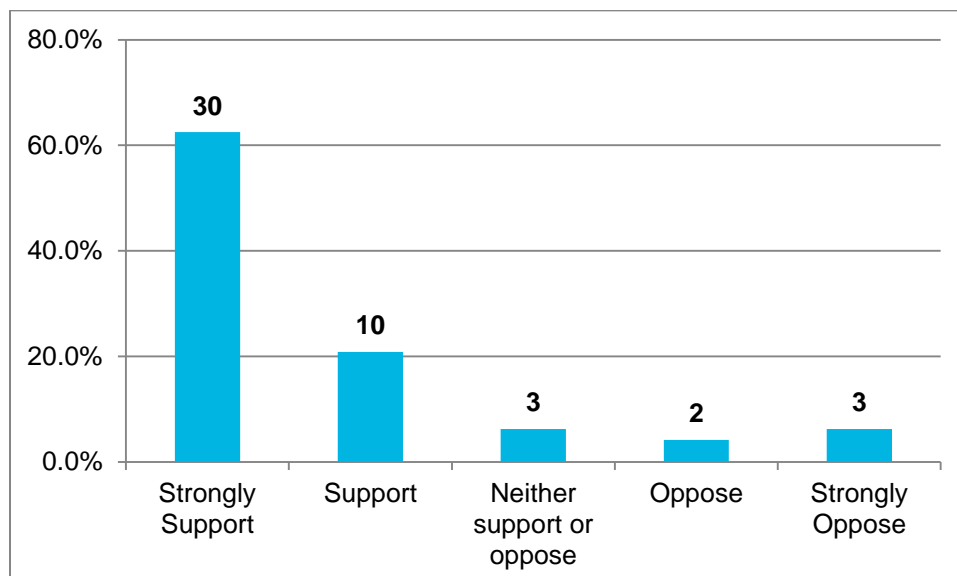
There were 48 responses to the online survey which are summarised here.

### 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

“To what extent do you support each of the proposed designs for Carrington Road?”

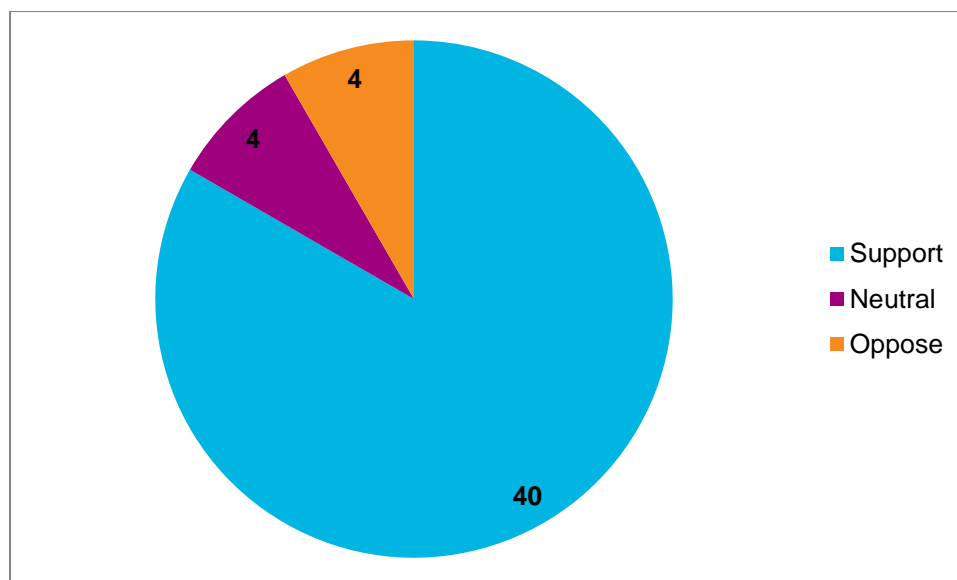
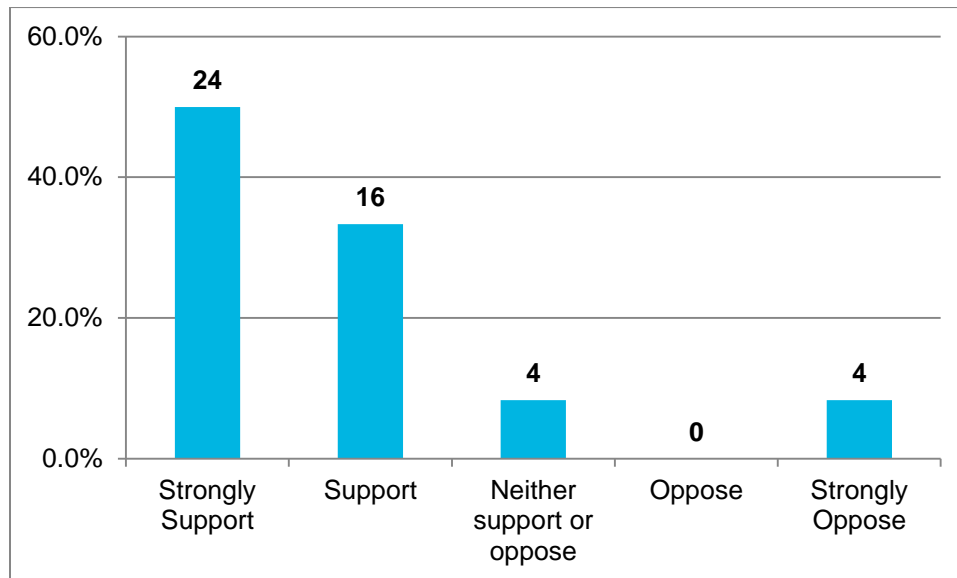
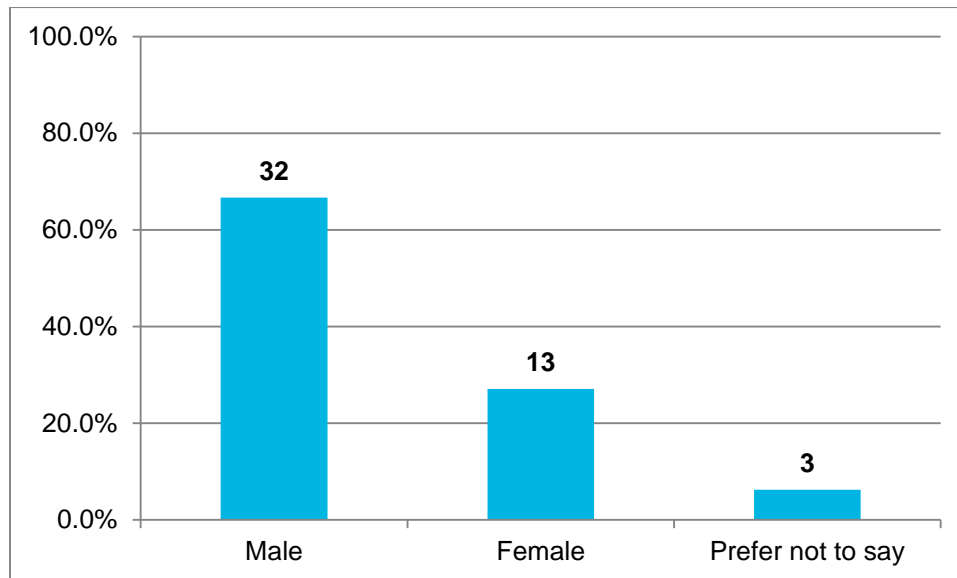


Figure 7 Support for proposals - Online survey

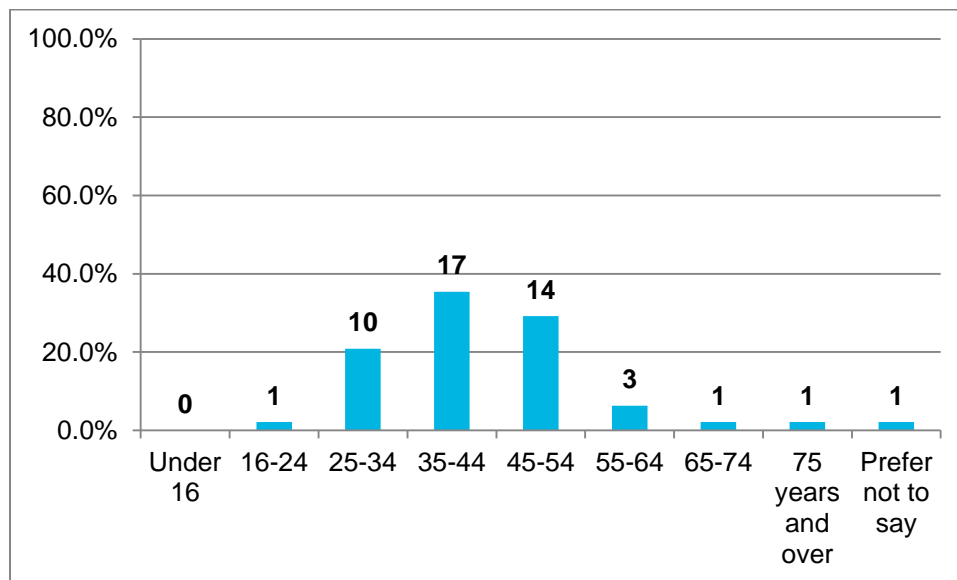
Of the 48 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

## 6.3 Survey Respondent Demographics

**“Please tell us your gender”**

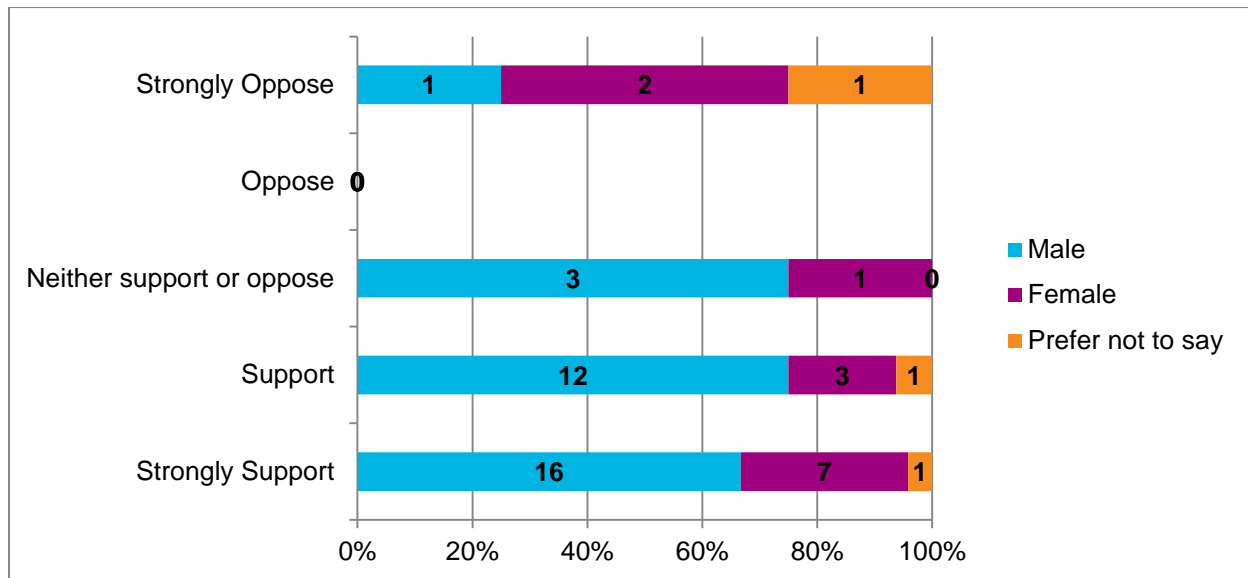


**“To which of these age groups do you belong?”**

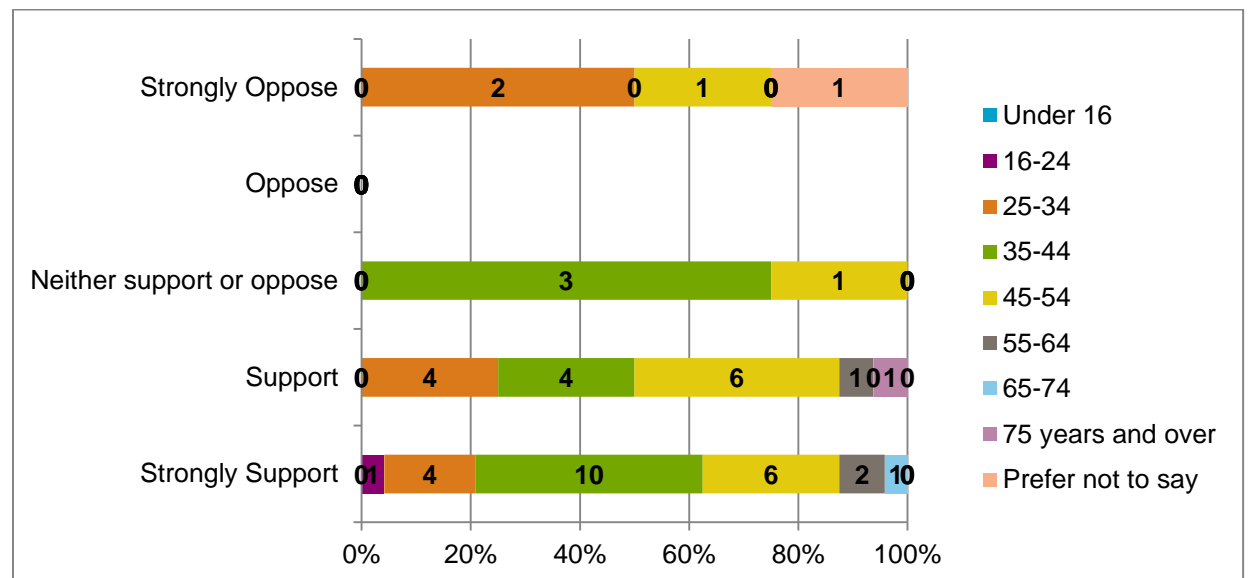


## 6.4 Demographics of Support for Proposals

Levels of support for Carrington Road proposals by gender

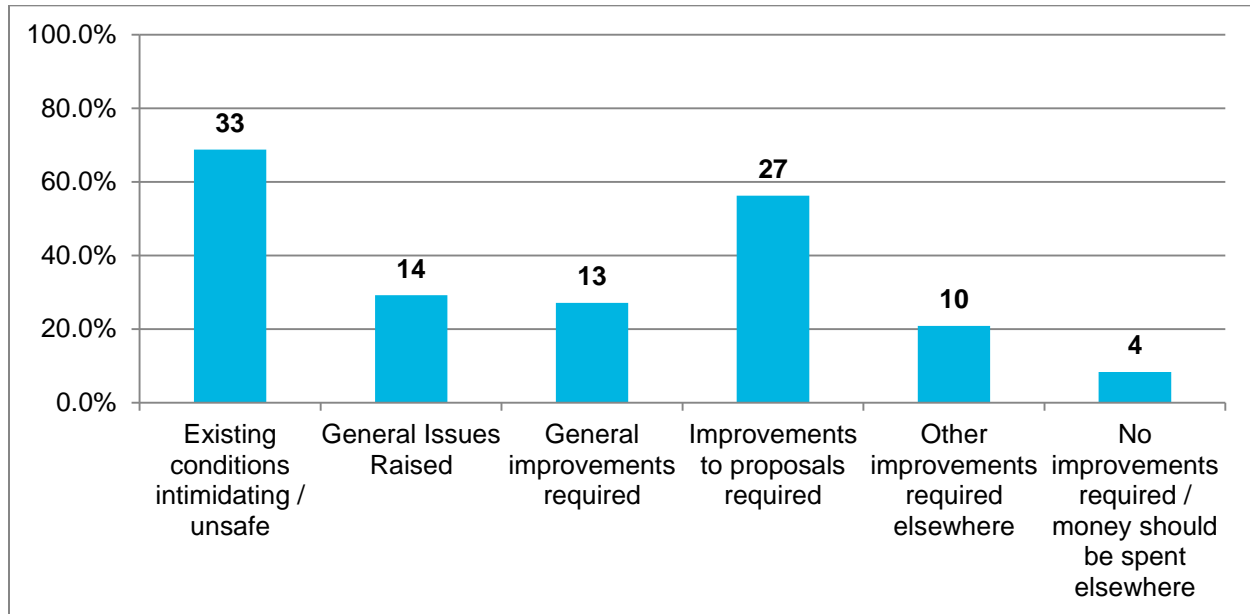


Levels of support for Carrington Road proposals by age



## 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

27 people (56.3%) of the survey respondents had comments on the proposals. The key issues raised are shown below.

#### Key Improvements Required – General (14 responses, 29.2%)

1. Uni-directional segregated cycleways should be implemented on both sides of the road (6)
2. Segregated lanes should be wider, particularly at the bends / route deviations (4)
3. Cycle facilities should extend into Inverleith Park and across the Crewe Road South junction (3)
4. Stop-off Carrington Road to general traffic with filtered permeability for people walking and cycling (2)
5. Rather than segregated cycleways, could a very wide shared use path along one side of the road be developed instead (1)
6. Reduce carriageway widths to allow for single stage pedestrian crossings (1)

#### Key Improvements Required – Carrington Road (2 responses, 4.2%)

1. Uni-directional segregated cycleways should be implemented on both sides of the road (1)
2. Wider segregated cycle lanes (1)

3. Higher priority for people walking and cycling at side entrances (1)

#### **Key Improvements Required – Crewe Road South (15 responses, 31.3%)**

1. The crossing and cycle island arrangement seems complicated / confusing (5)
2. More detail is required on how people cycling eastbound would join the route and priorities (3)
3. Advanced cycle signals required at the junction (3)
4. Arrangement could increase the potential for conflict between people cycling and vehicles (3)
5. The segregated cycleway should be extended up to the junction or parking restrictions will be required to prevent obstruction to people cycling westbound on Carrington Road (3)
6. People cycling may be required to use the pedestrian crossing phase at the junction (3)
7. The proposals are not completely family friendly / inclusive (2)
8. Not enough cycle storage space in cycle island for people cycling eastbound waiting to join the cycleway (2)
9. Some people cycling eastbound may choose to stay on the road rather than cross lanes of traffic to join the cycleway (1)
10. Cycle markings or lanes should be added to the junction (1)
11. Right turn filter for general traffic required for right turning vehicles from Crewe Road South on to Carrington Road (1)
12. Concerned about the potential for left hook of people cycling by vehicles turning left into Carrington Road (1)

#### **Key Improvements Required – Fettes Avenue (2 responses, 4.2%)**

1. Junction will require clear signage to indicate crossing priorities (1)
2. Greater priority for people walking and cycling across junctions (1)

#### **Key Improvements Required – East Fettes Avenue (7 responses, 14.6%)**

1. Improved access to Inverleith Park required (2)
2. Unclear how people cycling will safely turn left from the cycleway on to East Fettes Avenue (2)
3. Fully signalised junction required (1)
4. Reduce vehicles speeds on East Fettes Avenue (1)
5. Right and left turn lanes required for vehicles on Carrington Road turning on to East Fettes Avenue (1)

A full list of these comments is provided in **Appendix C**.

## 6.6 Preferred Mode of Travel

Overall, 70.8% of survey respondents said that they currently used active travel means to get to their place of work or study, 25.0% said they walked and 66.7% cycled. Many stated that they both walked and cycled.

83.3% 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 raised which survey respondents said prevented them from travelling by their preferred mode of travel included:

- Existing conditions too dangerous or intimidating (10)
- Lack of cycle facilities or segregated cycle routes (6)
- Inappropriate driver behaviours (3)
- Lack of cycle parking (2)

## 6.7 Consultation Summary

It was found that the majority of consultees were supportive or strongly supportive of the proposals.

The most commonly raised issue during the stakeholder consultations were requests to extend the cycle facilities or cycle markings across the junction with Crewe Road South. The most commonly raised issue during the public consultations were requests to consider adding a right turn filter lane and traffic signal phase for right turning vehicles from Crewe Road South on to Carrington Road.

68.8% of survey respondents stated that the existing conditions were currently either intimidating or unsafe and 21% of respondents stated that this was the key reason which prevented them from using their preferred mode of travel to make their journeys around Edinburgh.

87.5% of online survey respondents were either supportive or strongly supportive of the proposals, 4.2% were neutral and 8.3% were either opposed or strongly opposed.

56.3% of survey respondents stated that improvements to the existing proposals were required, the most frequent responses included:

- Uni-directional cycleways should be implemented on both sides of the road;
- The segregated cycleways should be widened;
- Cycle facilities should extend beyond Carrington Road across the junction with Crewe Road South and into Inverleith Park;
- The cycle island arrangement for people cycling eastbound to access the cycleway seemed complicated / confusing and could increase the potential for conflict;
- More detail was required on how people cycling eastbound would join the cycleway;
- Advanced cycle signals are required at the Crewe Road South junction;
- The cycleway should be extended up to the junction with Crewe Road South or parking restrictions should be implemented to prevent obstruction of people cycling; and
- People cycling could be required to use the pedestrian crossing phase at Crewe Road South to safely cross the junction.

## 6.8 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, along with a reply from the Council where appropriate and related to the design.

Changes to be included:

- We shall add an eastbound cycle lane across the junction of Crewe Road South.
- We shall also add a 'keep clear' area to Carrington Road between the right turn cycle lane and the segregated cycleway entrance. We shall also adjust the right turn lane area so that it is closer to the cycleway. Lengthen and widen weighting area.
- We will consider an early cycle release, to help people cycling cross the junction ahead of traffic.
- We shall remove the guardrail and parking outside this entrance. In place of the parking we shall install a build out of the pavement and install dropped kerbs for cycle and wheelchair access. To improve crossing conditions, we will also add build outs and dropped kerbs on the west side of the street, either side of the entrance to the police station.
- We shall add dropped kerbs on the west side of East Fettes Avenue, south of the proposed toucan crossing. This will allow people cycling to use the crossing or to make the right turn into Inverleith Park without using the crossing.
- We will consider locations for bike parking.
- We shall consider ways to increase the capacity of the waiting island for situations of multiple people cycling and bikes with trailers.
- To ensure ease of access for people cycling re-joining the carriageway, at the junction of East Fettes Avenue and Carrington Road, we shall widen the break the segregation to 4m.
- We shall add build outs at the entrance ways to Fettes School, as requested by the school (see consultation feedback below). These build outs shall be placed on both sides of the road and include dropped kerbs and informal crossings of the cycleway.
- We shall extend the double yellow lines at the west end of Carrington Road to ensure the cycleways will not be blocked.
- At the junction of Carrington Road and East Fettes Avenue, we shall move the proposed raised table to be in line with the junction mouth. At the same junction we shall increase the width of the entrance gap to the cycleway to improve access for people cycling.



# Appendix A - Full List of Stakeholder Consultation Comments

## Carrington Road – Stakeholder Comments

Date	Organisation/ Type	Comment	Consultation Type	Council Response
18/10/2016	Living Streets	<ul style="list-style-type: none"> <li>• Include the informal pedestrian crossing on East Fettes Avenue as it is desired. Generally supportive.</li> </ul>	External Stakeholder Workshop	This was an error on the drawing; the informal crossing to the North of the new toucan crossing shall be reinstated.
18/10/2016	Fettes	<ul style="list-style-type: none"> <li>• Surprised that there isn't a footway on the north side of Carrington Road.</li> <li>• Like the build outs at the egress points as it provides a safe place for students to stand before crossing the road. Would like to see build outs at the following locations:</li> <li>• LHS egress at Kimmerghane House</li> <li>• RHS egress at Carrington House</li> <li>• LHS egress at Moredun House</li> <li>• Drop off point at north end of East Fettes Avenue.</li> <li>• They believe that the end on parking on Carrington Road was unsafe.</li> <li>• Generally supportive.</li> </ul>	External Stakeholder Workshop	We shall include build outs the school access points mentioned.
18/10/2016	WTRCC	<ul style="list-style-type: none"> <li>• Supportive.</li> </ul>	External Stakeholder Workshop	
18/10/2016	Resident	<ul style="list-style-type: none"> <li>• Supportive.</li> </ul>	External Stakeholder Workshop	
18/10/2016	Resident/Cyclist	<ul style="list-style-type: none"> <li>• Supportive.</li> <li>• Advisory Cycle Lane across junction on Crew Road South.</li> <li>• Incorporate yellow box road markings to allow cyclists cross from the waiting area at Crew Road South junction to the segregated cycle lane.</li> </ul>	External Stakeholder Workshop	<p>We shall add an eastbound cycle lane across the junction of Crew Road South.</p> <p>We shall also add a 'keep clear' marking to Carrington Road between the right turn cycle lane and the segregated cycleway entrance.</p>

01/11/2016	Resident/Cyclist	<ul style="list-style-type: none"><li>• I was delighted to hear about the QuietRoute proposal for Carrington Road. I use a bicycle on my trips to the Park and to shop at Waitrose. My house is actually on the cycle route to the old railway line.</li><li>• I find it difficult to use Carrington Road especially with the cars parking nose out. Although I am 82 years old I hope to continue to cycle to the top of Stockbridge and over to Trinity using the Park as much as possible.</li><li>• I cannot come to the meeting on the 18th October but will be interested to receive further information.</li></ul>	External Stakeholder Workshop
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## 1. West end at crossing of Crewe Road South to Craigleith Hill Avenue

1.1. We don't understand why there are no markings across the junction for eastbound cyclists. Eastbound cyclists need to ensure they are in the middle of the road to access the proposed right turn into the cycle track and markings would help make this clear, both for cyclists new to the route and for drivers so they know where to leave room for cyclists. We believe this marking is even more important than the one shown in the plan for westbound cyclists (as they will be crossing the junction in a conventional way).

1.2. Several of our planning group members commented on the proposed junction design being generally awkward with the way that eastbound cyclists forced to try and cross traffic queuing on Carrington Road. It is also disappointing that segregation ends just at the point where cyclists need most protection -- at the junction. We recognise that this junction is a tricky section of route, but it is a critical section of the route and we wonder if there are other options you could consider...

1.3. Could the two way section continue all the way across the junction into a build out on Craigleith Hill Avenue? A sketch is attached (not to scale!). This would require moving back the stop line on Craigleith Hill Avenue, though probably not much further than the vehicle stop line at the beginning of the existing ASL (which would no longer be needed). We realise this would require changes to light timings to add a cycle phase, but the impact of this on other traffic could be minimized by skipping the cycle phase if no cyclists want to use the crossing (as detected by inductive or microwave detectors at the stop lines and on the cycle approaches). We would assert that changing the light timings is worth it if it results in a more usable junction for cyclists.

1.4. Another option might be to continue the two way section up to the junction but not across it (sketch also attached). This wouldn't be as cycle friendly but avoids the need for a fully separate cycle phase in the light timings. It would require separate phases for traffic coming from Craigleith Hill Avenue and from Carrington Road to ensure eastbound cyclists can safely access the two way track without vehicles emerging from Carrington Road at the same time. Westbound cyclists would proceed at the same time as the green from Craigleith Hill Avenue and drivers turning right from there into Crewe Road South would have to give way -- this may be a risk and markings would be important to make this clear, as would early cycle release so cyclists can enter the junction before vehicles from Craigleith Hill Avenue.

## 2. Crossing of Fettes Avenue

2.1. The existing traffic island here has a street light in the middle of it that is important for illuminating pedestrians using the crossing. It's not clear from the plans that this light is present in the proposed design but we feel it's important that replacement lighting of some form is provided to ensure the crossing is safe.

2.2. Fettes Avenue provides a link to one Broughton High School's entrances. While this is

Email - Public  
Consultation

1.1 We shall add an eastbound cycle lane across the junction of Crew Road South.

1.2 We shall also add adding a 'keep clear' area to Carrington Road between the right turn cycle lane and the segregated cycleway entrance. We shall also adjust the right turn lane area so that it is closer to the cycleway.

1.3/1.4 Due to the volume of traffic at the junction, a cycle only phase would be challenging to incorporate. However, we will consider an early cycle release, to help people cycling cross the junction ahead of traffic.

2.1 Current levels of street illumination shall be retained or improved.

2.2 Thank you for raising this. We shall remove the guardrail and parking outside this entrance. In place of the parking we shall install a build out of the pavement and install dropped kerbs for cycle, wheel chair access.

3.1 We shall add dropped kerbs on the west side kerb so people cycling can choose to use the crossing or to make the right turn without using the crossing when traffic is light.

3.2 The width and location of the path were agreed with the Friends of the Park and are constrained by mature trees, hedges and buildings. We are not proposing to alter it.

the entrance where bike parking is we note that there are fences between the entrance and the road (<https://goo.gl/maps/J7R7PBXtk4P2>) which make it hard for cyclists to access the school from the road and vice versa. We hope you might use this project as an opportunity to review this arrangement to improve cycle access to the school. We suggest replacing these fences with dropped kerbs and removing a few parking spaces so cyclists can access the road and onwards to Carrington Road and QR20.

### 3. East end at crossing of East Fettes Avenue

3.1 It's not clear how a cyclist travelling north would turn right from East Fettes Avenue into Inverleith Park -- the plan shows a cycle symbol in the middle of the road but there is a traffic island that would impede a right turn here and we presume no push buttons would be installed in the middle of the crossing so a cyclist could not actually use it. Please consider dropping the kerb at the south west side of the crossing (where the shared use pavement begins) so that a cyclist could use the crossing the in conventional way.

3.2 We also note the worn sections of grass around the L-shaped path linking into Inverleith Park -- these are evidence that this narrow path would benefit from being widened and rounded off at the point where it meets the main path through Inverleith Park.

Dropped kerbs for lefts and rights etc. Review path into park.

We welcome the measures included in all these consultations to improve walking. We would however like to make a number of points of principle:

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.

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).

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.

The Council has carefully considered all the aspects that living streets has raised and adjusted the design where appropriate and on balance with other constraints of the streets. The scheme changes can be found in section 6.8 on p15.

# Appendix B - Full List of Public Consultation Comments

## Carrington Road – Public Comments

Date	Organisation / Type	Comment	Consultation Type	Council Response
14/10/2016	Unknown	<ul style="list-style-type: none"> <li>• Crewe Road junction: a cyclist coming from the west will have to head for the middle of the road, then stop in the central lane and give way to traffic moving towards the lights (which I presume will be green from east and west at the same time). When the lights turn red, the central lane will be blocked by the first two cars caught at red. At busy times the sequence will repeat and the cyclist will be stuck.</li> <li>• If there is to be a red cycle lane across Crewe Road, I would prefer one for eastbound cyclists (whose path isn't obvious to drivers) to the proposed westbound one.</li> </ul> <p>Fettes Avenue junction: it's awkward that cyclists have to turn away from the traffic just at the point where they need to look back to check that cars aren't about to turn across their path. Cyclists may have priority, but experience with the St Leonard's Lane junction shows that many drivers don't realise that.</p> <ul style="list-style-type: none"> <li>• East Fettes Avenue: the 'before' plan is out of date; the 'after' plan is much like what is there now, except that the south kerblineline of Carrington Road is not as far north as on the 'after' plan. There is already a crossing there, and the L-shaped path from it into the park has existed for some time. I would like to see the eastern end of that path rounded or angled: people take a short cut there and the grass is already worn down to bare earth. Apart from that, the design looks OK.</li> </ul>	Email - Public Consultation	<p>We shall add an eastbound cycle lane across the junction of Crew Road South.</p> <p>We will also consider an early cycle release, to help people cycling cross the junction ahead of traffic.</p> <p>The cut back design at Fettes Ave, is a best practice design for such facilities. It gives space for drivers who have not realised that there is a cycle/footway, to stop before over-running the cycle/footway.</p> <p>The path design in Inverleith Park is not intended to change. It has previously been agreed with the Parks offices and Friends of the park. There are concerns that rounding of the corner would increase cycle speeds and potential of collisions.</p>
03/11/2016	Unknown	<ul style="list-style-type: none"> <li>* the plan you are proposing is a very good one and desperately needed to protect cyclists travelling on this increasingly busy stretch of road.</li> <li>*add an actual right turn filter to the traffic light from Crewe Road South to Carrington Road to go with the right turn filter lane. This is particularly crucial at peak times because of the increased flow of traffic and pedestrians (especially children) accessing or leaving school at these times. Motorists are increasingly illegally going through the red light as they are aware in the sequence the green crossing light is next, this is obviously dangerous for pedestrians attempting to cross.</li> </ul>	Email - Public Consultation	<p>Due to traffic flow capacity issues, we shall not be implementing the right filter.</p>

13/11/2016	Local Resident	<p>A few years ago, a cycle lane was put in place on the Fettes College side of the road. This was a failure as the cyclist, as well as sharing the road with other vehicles, ran the hazard of being knocked off the bike by parked motorists opening their doors. Am I right in thinking that the latter risk will still be a problem in the new plans. I would suggest that cars parked on the south side of Carrington Road park at an angle of 45 degrees to the cycle-way. This would solve the problem of doors opening in the path of cyclists and would make entry and exit to parking spaces easier and any pedestrian crossing the road between parked cars would be facing on-coming traffic.</p> <p>With regard to compensate for "lost" parking spaces, as a local resident in a CPZ, I notice that the spaces are never totally occupied and roads around Inverleith Park are never full of parked cars so the necessity of finding more spaces does not apply.</p> <p>As a motorist, I hope you will consider implementing a two lane system at the exit of Carrington Road into Crewe Road South with appropriate arrows indicating "Left and Straight on" and "Right". There is at present during peak times, a queue of traffic trying to emerge into the main road and if this were to be a one lane queue, waiting would be much worse. I suspect parking would have to be reduced on the left of the exit but I feel strongly about this.</p> <p>I will be eager to see the revised plans. Will there be another opportunity to comment?</p>	Email - Public Consultation	<p>Under the new design there is not sufficient space to organise the parking at a 45degree angle. However, there shall be a separation strip between the cycleway and parking bays, so that doors can be opened without impeding people cycling.</p> <p>There is not sufficient road space to create a delineated two lane exit from Carrington road.</p> <p>All people who have left contact details and expressed an interest to be kept informed shall be informed of the results of the consultation and provided with the next iteration of the design.</p>
20/11/2016	Local Resident (and Spokes)	<p>I answered in the following way in responses to the online survey:</p> <p>I strongly support the aim of improving cycling conditions through these proposals as a frequently use this road as part of QR20 to get from Canonmills to the North Edinburgh Cycle Path out to Crammond, Queensferry etc. I find that the route is currently little used as in its current form it does not seem safe for cycling. I also walk in this area and find the roads difficult to cross due to the volume and speed of traffic in the area particularly at rush hour and when there are events taking place nearby. Many, many more people would use this route to connect to the rest of QR20 to the East and West if the route was made safer and more straightforward.</p> <p>I strongly support the implementation of a segregated cycleway along Carrington Road. A uni-directional separated cycleway on each side of the road, away from parked vehicles, would be preferable with appropriate crossings at either end. The proposed two-way cycleway inherently has problems with the crossings at either end, particularly for Eastbound cyclists where they have to cross to the "wrong" side of the road and back again. The crossing of Fettes Rd, being set back from Carrington Rd, with tightening of the road geometry to slow turning vehicles down may give suitable priority and reduce the risk to pedestrians and cyclists crossing this road but I am concerned that the angle of the cycleway may make it difficult to see turning vehicles clearly. Alternative designs should be considered.</p> <p>Lack of appropriate (ie comfortable and convenient) cycle provision including parking and too much motor traffic.</p> <p>Why is "walking" not an option in the question "How do you usually make your journeys around Edinburgh?"</p> <p>Please select all that apply" - it is an option in the next question, that strangely asks how I would to get "there" - where is being referred to "around Edinburgh" or in the location of the Carrington Rd?</p> <p>It's great that Edinburgh is committing to investing in active travel but really needs to spend more to get more people cycling more quickly and do more to encourage people and businesses not use private motorised transport so much.</p>	Email - Public Consultation	<p>A solution of one-way cycleways on either side of the road was considered however to due space constraints the two-way on one side option was preferred. Furthermore, whilst two-way makes integration at Crewe Road South more challenging, integration at East Fettes Avenue is easier, in terms of following QR20.</p> <p>Further provision of cycle parking shall be considered.</p> <p>There seems to have been an intermittent, or browser related issue which as caused some survey not to show the option for 'walking'.</p>

## Appendix C - Full List of Online Survey Text Comments

### Online Survey – 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
1	Strongly support	Segregated cycle routes are the main way to encourage more people to cycle. The primary reason that people won't cycle is mixing with traffic.	<b>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.</b>
2	Strongly support	I'd love to be able to cycle to the Botanics with my toddler in his trailer but that road in particular has always made me scared to do so.	
4	Strongly support	It's essential to make this route safer for cyclists, as traffic can be heavy on the road at peak times. This is also a key route to Broughton High School, and the Western General. Any safety improvements for cyclists will encourage more people to cycle.	
5	Strongly support	This is long overdue. This is a busy walking cycling route heading to Broughton High School and to Inverleith Park and Botanic Gardens. At present priority is given to cars and parking and ignores the safety of hundreds of children who walk and cycle to school and the hundreds of local residents, old and young. This is a great initiative and hopefully will be expanded on in the future	
7	Strongly support	Currently this road is too fast and a protected cycle lane will help with school pupils and commuters/patients to Western General	
8	Strongly support	As one of the widest streets in Edinburgh, it is more than capable of taking a cycle route. If not here, then where? Its current layout is dangerous as it is like a glorified car park. Cars reverse into cyclists paths; someone will be killed one day. The route is absolutely essential if any sort of active travel in the city centre is to be encouraged. No ifs or buts.	
12	Strongly support	The road is a weak point in an otherwise very cycle/pedestrian route through craigleith hill and inverleith park. It is also difficult to drive at present because of the conflict between end-on parking spaces, relatively fast traffic, and cycles.	
14	Strongly support	Segregated cycling routes are vital to help get people using bikes instead of cars for short journeys. Carrington Road has more than enough room to include such routes.	



15	Strongly support	Like segregated cycle routes	<b>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.</b>
17	Strongly support	I use Carrington Road as part of my route to take my family to Inverleith Park/Botanic Gardens. This is a very wide road with ample room to create an important link between the NCN1 at Craigleith and Inverleith Park/Botanic Gardens.	
18	Strongly support	I am aware that this is one of many excessively wide residential streets in Edinburgh, and this width means that the road is used as a car park and as a rat run, and many cars drive excessively fast regardless of the fact that it is a residential street. It is a crucial link in a strategic cycling route used by many confident commuting cyclists as well as a desire line for those less confident cyclists that the scheme is targeted at. The huge width of Carrington Road provides an opportunity for a model road layout, prioritising active travel over private cars.	
20	Strongly support	The current layout disfavours cycling. A person on a bicycle needs to change road position frequently in order to avoid parked cars in several orientations. I do have one negative thought though...	
22	Strongly support	I regularly use this route on my cycle to work	
23	Strongly support	We cycle the two children to Flora Stevenson's school along here most dry days of the academic year. This would improve the road safety and accessibility hugely.	
24	Strongly support	I cycle along Carrington Road at least twice a day. This route is being used by increasing numbers of cyclists. However, at peak times the road does not feel safe -- despite its width. This is due to the speed of cars, the danger posed by motorists opening car doors and, in particular, the risk of being hit by vehicles reversing from parking spaces. The existing arrangements for accessing Inverleith Park by bike are very poor and potentially dangerous.	
25	Strongly support	Safe & easier for cyclists. But potentially more frustrating cars - this is already an issue when I travel at 8am	
26	Strongly support	I frequently cycle along Carrington Road with an eight year old and this is an obvious missing link in the local cycling facilities. These changes would make the journey here much safer and more attractive.	
27	Strongly support	There is a great need to link the route along Carrington Road with the route east/west through Inverleith Park. At present the crossing at East Fettes Ave is very dangerous because of the speed of the traffic on that route.	
28	Strongly support	At the moment, as a cyclist, one feels hemmed between parked cars and passing cars, with the danger of doors opening on the parked cars, or if you cycle further out in the road, the danger of frustrated motorists forcing their way past. It just feels dangerous. Also, the current exit across East Fettes Avenue into the park is risky because cars pull out very fast from Carrington Road.	
29	Strongly support	wide road which can have fast traffic. Additionally the current layout at the east end of Carrington Road, between there and the park, is very poor for people cycling	
30	Strongly support	Segregated cycle lanes will greatly improve safety along the route.	

31	Strongly support	I live near Carrington Road in Craigleith and use it regularly together with my 8year old son to get to e.g. Inverleith park. At the moment, it is a road where cars go on a fairly high speed, the dense parking of cars makes it sometimes difficult to see and car drivers are not always careful and looking before they get out of their cars, i.e. just open the door despite cyclist might come along, which is difficult to teach a younger child to look out for. Pedestrian path for my son is not an option as the path is very narrow at the beginning until Fettes Av. (with cars often parked over the pedestrian path, and lamp posts, people with dogs complaining about him cycling on the pedestrian path etc.)	<b>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.</b>
32	Strongly support	The road is too narrow at the moment and car users cannot pass safely. Changing the angle of parking and having cars parked parallel will improve the road for cyclists, pedestrians and car users.	
33	Strongly support	I cycle this route daily. The speed limit is ignored by most motorists. The parked cars on both sides create danger for cyclists and pedestrians. The junctions are dangerous for cyclists and pedestrians. Think Amsterdam! What would this road look like in Holland? Safer!	
34	Strongly support	I cycle along Carrington Road regularly. Cyclists heading westwards are forced towards oncoming traffic by the end-on parking on the south side of the road, particularly now that there are so many large SUV-type vehicles. Vehicles travelling westwards often overtake cyclists too close in order to avoid oncoming traffic. A segregated cycle path would make cycling much safer and more pleasant.	
36	Strongly support	Segregated cycle infrastructure will greatly improve road condition	
37	Strongly support	The current road has lots of car parking and high volumes of through traffic, making it unsafe and uncomfortable to cycle on.	
39	Strongly support	Whilst Carrington Road is quiet, segregated infra is vital. It's the difference between a path being accessible to people from 8-80 and not. The road has far more road space than it needs, it's near a school and near a park.	
40	Strongly support	The existing conditions (wide road, with extensive parking), make it difficult to cycle safely, avoiding the hazard of "dooring" whilst minimising the risk of drivers passing too close and too fast. The carriageway width, and a straight road with good visibility lending itself to speeding by some drivers.	
41	Strongly support	Currently it is a very busy road, approaching Broughton school to which my son cycles; lots of cars use it as a cut-through and frequently exceed the speed limit. Cars parked on the North side create a dangerous "door zone", to which busy and speeding traffic pushes cyclists. The current methods of crossing East Fettes Avenue are poor. Going west requires re-joining the traffic in front of parked cars on Carrington Road. The currently recommended crossing Heading East into Inverleith Park is practically unusable as any gap in the Northbound traffic on East Fettes Avenue is filled by left turning traffic out of Carrington Road.	
42	Strongly support	My children both use that route to cycle to school - one at Flora Stevenson and one at Broughton High School. We have had issues along the road with cars pulling out of the parking alongside Fettes and with drivers opening their doors without adequate observation. The existing end on parking also narrows the road significantly leading to close passes. I strongly support having a segregated cycle path along the road and the improved crossing at East Fettes Ave. I feel my children's journey to and from school will be significantly safer.	

43	Strongly support	I live just off Quiet Route 20 (Craigleith Hill Park) and use a bicycle as my main form of transport, as do visitors to my house, and the rest of the family too - husband and son also cycling, may not manage to do a survey as this is the last day of it. My occupation is 'Homestay' teaching and my visitors really appreciate the good and improving cycling infrastructure. This route is very much part of my way about town.	<b>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.</b>
44	Strongly support	I often cycle this stretch with my family after coming of the Roseburn(?) railway path by the Craigleith retail park. It is an area where I do not feel comfortable letting our 10-year-old cycle.	
46	Strongly support	As a cyclist the corner with E Fettes Ave is far from ideal. Cycling along Carrington road is usually fine however during office hours many cars are parked along the road and you need to cycle towards the middle of the lane hence blocking cars wishing to overtake cyclists.	
47	Strongly support	A good high quality, visible route for cycling. Will encourage more people to leave their cars at home. Disappointingly, the road crossing at either end don't have specific cycle crossings. Will limit the appeal of this section of segregated route	
48	Strongly support	I strongly support the aim of improving cycling conditions through these proposals as a frequently use this road as part of QR20 to get from Canonmills to the North Edinburgh Cycle Path out to Crammond, Queensferry etc. I find that the route is currently little used as in its current form it does not seem safe for cycling. I also walk in this area and find the roads difficult to cross due to the volume and speed of traffic in the area particularly at rush hour and when there are events taking place nearby. Many, many more people would use this route to connect to the rest of QR20 to the East and West if the route was made safer and more straightforward.	
10	Support	I support the improvement in cycling conditions along this stretch, I am a daily cycling commuter although no longer along Carrington Road, I now commute out to Straiton. However I regularly use Carrington Road at the Weekend with my children on their bikes. It is wide enough to be safe for them going East, but the existing junction at East Fettes Avenue is very dangerous. I would welcome any form of improvement at this junction giving access to Inverleith Park. Travelling West is a little more tricky but doable with sense. As my children go to Flora Stevenson school, I would be very concerned as to how this affects traffic around this area. Particularly traffic wanting to turn right at the Carrington Road/Crewe Road South junction.	
19	Support	Will help my children & I make journeys across town safely by bike (cannot strongly support due to 2-way cycle lane on one side of the road which is a bad idea - see later comments)	
35	Support	I am strongly in support of encouraging people to walk/ cycle to school or work and anything that could be done to enable this I am in favour of. I am not in favour of making things harder for car drivers as it only puts more pressure on surrounding streets so I am concerned about the build up of traffic.	
38	Neither support or oppose	This is not the priority location for segregated cycling infra in Edinburgh	
45	Neither support or oppose	I am mainly a car user but find cycling lanes on the outer side of carparking spaces quite dangerous.	

11	Strongly oppose	There is sufficient provision already, cycling is not a problem and the funds should be spent elsewhere	
13	Strongly oppose	The loss of parking bays would strongly affect the staff of the western general hospital. Due to the lack of staff parking on the hospital grounds the staff rely on on-street public parking.	A detailed parking survey has been undertaken which indicates that there is enough spare parking capacity on Carrington Road and neighbouring streets to accommodate the demand.
16	Strongly oppose	The council needs 'joined up' plan which covers all of Edinburgh not these attempts at appeasing those in certain areas without consideration of the overall impact on traffic flow. Your insistence on lowering speed limits is not matched with alternatives for vehicular transport encouraging them to use alternative routes, instead you allow numerous things like this and like pull in bus stops to be taken away so that buses have no choice now but to stop in the road while the pick up/set down which only server to increase traffic congestion. With your current piecemeal approach you will not solve this problem, you need a proper strategy for the entire city which caters equally for all road users not just cyclists. That way you can create safer routes for vulnerable road users and make it more appealing, i.e. less traffic congestion on other routes to encourage traffic there instead	All road users have been considered in the design of this scheme. All traffic will still be able to access Carrington Road and traffic flows should not be significantly impeded. The plan for the QuietRoutes Network is strategic and city-wide.
21	Strongly oppose	There is nowhere to park at the Western General for Nurses and Doctors as there is, why would you make this more difficult by taking away bays on one of the only places we can park	A detailed parking survey has been undertaken which indicates that there is enough spare parking capacity on Carrington Road and neighbouring streets to accommodate the demand.

## Online Survey – 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
4	Strongly support	The proposed designs correctly reallocate road space away from wasteful (and hazardous) herringbone parking towards segregated cycling facilities. This design makes for a much safer environment for cycling, both in the segregated facilities and on-road. The redesign of junctions is also key to improving safety.	<b>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.</b>
5	Strongly support	Same reasons as given for previous answer. There are a lot of young families, children and elderly who use this walking route and currently their needs and safety are ignored in favour of traffic and parking	
7	Strongly support	We have an epidemic of ill health that active travel and getting people out of cars can help with	
8	Strongly support	As another form of active travel, walking is to be encouraged. It brings many health benefits. That said, the facilities for pedestrians (a wide path) are already much better than they are for cyclists. Crossings will nevertheless benefit them because cars speed along the street at a dangerous rate. The road is so wide than crossing can be difficult.	
12	Strongly support	The road crossings in particular across East Fettes avenue feel unsafe when taking kids to the park	
14	Strongly support	Less traffic and easier road crossings make it much more appealing to walk places.	
17	Strongly support	It can be difficult to cross East Fettes Avenue with traffic moving fast along this straight road, and the addition of traffic coming out of Carrington Road.	
18	Strongly support	As in my previous answer, the width of the carriageway of this road is grossly excessive, and it could easily be made into a very pleasant active travel corridor whilst retaining vehicle access for local residents (only).	
19	Strongly support	Reduced vehicle speeds & volumes due to narrower carriage way should make walking more attractive	
22	Strongly support	any scheme that improves walking conditions gets my support	
24	Strongly support	Carrington Road's width provides an opportunity to ensure the needs of pedestrians and cyclists are addressed. The speed of traffic and the width of adjoining roads can make crossing, by foot or by bike, hazardous. I would welcome any effort to ensure the needs of pedestrians are met and I believe this plan represents a major step forward.	

25	Strongly support	Great for waking with kids	<b>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.</b>
26	Strongly support	As a key route to Inverleith Park and the botanic gardens any improvements here would be advantageous.	
27	Strongly support	Pedestrians experience the same danger as cyclists crossing East Fettes Ave	
28	Strongly support	I'm always supportive of plans to encourage walking, and improving conditions for walkers is one way to do this.	
31	Strongly support	See before: pedestrian path is narrow at the beginning and children with bikes and scooters use it to get to the park.	
33	Strongly support	People, including schoolchildren, walk on the road outside parked cars and near the junctions. Dangerous. The junctions, especially at the East end are dangerous for pedestrians due to the speed of traffic and poor sightlines caused by parked cars on approaches.	
39	Strongly support	Given the width of the road, the proximity to a park and a school, pedestrians are lacking space. The footways are cramped during busy periods.	
40	Strongly support	The proposed crossing will allow easier access to Inverleith Park, and aid crossing East Fettes Avenue.	
41	Strongly support	Broughton is a large school. Lots of children walk to and from Broughton. Fettes Avenue and the East Side of Carrington Road are difficult, and sometimes dangerous to cross. They have traffic coming from three or four directions, often at speed. East Fettes Avenue is currently even busier and can be difficult to cross.	
42	Strongly support	The pedestrian crossing routes here are difficult because of the breadth of Fettes Ave and the business of East Fettes Avenue and Crewe Road South. The proposed changes will make crossing the roads easier.	
43	Strongly support	Although not a great walker myself, preferring to cycle, I still support this, as it's a great way of improving folks lifestyle and health.	
47	Strongly support	More crossings are good.	
48	Strongly support	See response to previous question - difficult and often dangerous to cross the roads at present.	
2	Support	I don't think there's too much wrong with it at the moment. Although help in crossing the roads (which are wide) would be good.	
23	Support	This is the main route into Inverleith park and should be easy and not conflicting with Cyclists interests.	
29	Support	walking conditions are reasonably good, however the crossing of Fettes Avenue is currently very poor	
34	Support	I seldom walk along the road, but in general improvements for walkers and cyclists go hand in hand.	

35	Support	It is important for cyclist safety that they are given a dedicated cycle path and I am strongly in favour of the initial car club spaces being moved because these were dangerous as motorists turning left into Carrington Rd struggled to pass cyclists with cars parked permanently in these spaces.	<b>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.</b>
36	Support	Crossing of Fettes Avenue will be greatly improved by the proposed junction	
44	Support	Active travel should be promoted as much as possible. There is a lot of parking in this area and better provision for pedestrians may get people to park and walk to nearby areas. Better crossing for pedestrians at the ends will also mean better crossings for families on bikes.	
45	Support	I like safe walking pavements	
46	Support	The main problem at the E Fettes Av corner is that cars are parked along E Fettes Av blocking view of ongoing cars. Also Fettes Av is a wide road to cross.	
20	Neither support or oppose	I think that there is little improvement in the walking infrastructure suggested by the pdf file.	
37	Neither support or oppose	There already is a continuous footway along the south side of Carrington Road, providing a safe and comfortable space for walking. The proposed junction improvements giving pedestrian/cycle priority at crossings are most welcome.	The scheme also contains numerous improvements for walking, such as toucan and raised table crossings.
38	Neither support or oppose	It's a cycling scheme	
10	Oppose	Walking conditions along Carrington Road are perfectly fine, it is wide enough to have excellent view of oncoming traffic. There is only a need to cross in front of Fettes (which has an Island) and East Fettes Avenue (which also has an Island)	The strong level of support for these designs indicates that improving walking conditions is desired.
21	Oppose	The currently walking conditions are fine, there are pavements	The strong level of support for these designs indicates that improving walking conditions is desired.
11	Strongly oppose	There is sufficient provision already, there are no walking conditions that need improvement, the funds should be spent elsewhere	The strong level of support for these designs indicates that improving walking conditions is desired.
13	Strongly oppose	The Pavement could be improved but it is a safe street to walk along and cross.	The strong level of support for these designs indicates that improving walking conditions is desired.
16	Strongly oppose	There is already a pedestrian crossing at the junction, if pedestrians actually used that rather than trying to dash across the road it would less of a problem	The strong level of support for these designs indicates that improving walking conditions is desired.

## Online Survey – Support for Proposals

Ref I.D.	Support for proposals	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	I am strongly in favour of physical separation for bike users. Ideally I would prefer to see single-directional segregated lanes on each side of the road, but recognise that there would be more complaints from the usual irate people who object to any change to roads. I would like to see more detail on how eastbound cyclists from Craigleith Hill Avenue would join the lane at the junction with Crewe Road. Are they expected to use the current pedestrian phase of the junction? This may discourage some from using it	One way cycleways on either side of the road were considered but space restriction and integration issues (with Inverleith Park) made the current proposal preferable. People cycling would go with traffic eastbound from Craigleith Hill Avenue, however we are considering an early cycle release signal which would allow people cycling to get ahead of traffic.
2	Strongly support	Only concern would be that the turning right onto Crewe Road South (towards WGH) looks a bit messy and not sure how that would work in practice, with the lights etc.	This manoeuvre would occur as it currently does.
3	Strongly support	I am pleased to be able to support this design in full and would be happy to see it built as proposed. If funding would permit, I would rather see signals on all four legs of the junction at E Fettes Ave. It would enable a design that keeps pedestrians and cyclists separate through the junction, and more pedestrian crossing opportunities. I have sketched such a design here: <a href="https://imgur.com/a/lucxQ">https://imgur.com/a/lucxQ</a> - this is a design that could be replicated at Craigleith Hill Avenue, particularly if it was closed to vehicles.	Based on available budgets and levels of traffic the Council is not currently considering fully signalling this junction.
4	Strongly support	I support fully the reallocation of road space away from wasteful and hazardous herringbone parking towards segregated cycling facilities. I also fully support the redesign of junctions to improve safety for cyclists.	
5	Strongly support	Good to have a designated cycle lane. Far too much parking and traffic there at the moment. This will certainly encourage me to use my bike more	
7	Strongly support	Essential that consideration of links to Western General are considered, not just route 20 link	The Council is considering schemes to improve walking and cycling links to the Western General Hospital.
23	Strongly support	Looks like there will be segregation between cycles and pedestrians. Better road safety in crossing the difficult junction too.	
24	Strongly support	A segregated cycle path would be a huge improvement on this key section of road which connects the Roseburn Path with Inverleith Park. There are no houses or businesses. Meanwhile, increasing numbers of people are cycling to nearby schools and the hospital. If the council can't deliver a segregated path here, it is unlikely to be able to deliver one anywhere!	
37	Strongly support	The current layout of Carrington Road is half car park, half rat-run. If the road were closed to through traffic and the rat-running eliminated, the street would be safe enough to be part of the QuietRoutes network without the expense of a segregated cycle lane. There are large, high capacity roads nearby that motor vehicles could easily use instead of Carrington Road, and by closing only one end of the street local access could be maintained. The junction with	The Council is not considering closing Carrington Road entirely to motorised traffic. Such closures can cause greater traffic pressures elsewhere and need careful consideration. Carrington Road is wide enough to



		Crewe Road is particularly dangerous due to high traffic volumes and queues; the proposed designs fail to address these dangers and it's difficult to imagine how they could without removing more parking or road space. I strongly urge the council to reconsider these plans with the view that closing motor vehicle access to Carrington Road from Crewe Road would provide a safer, cheaper, and more logical approach to building the QuietRoutes network in this area.	permit high quality cycle provision without requiring the removal of motor vehicles. To help people cycling use the junction with Crewe Road South, we are considering implementing a cycle early realise signal, so that people cycling can get ahead of traffic.
39	Strongly support	I'd make the segregated cycleway a little wider on the bends near the crossing - as it's straight it can just get away with being significantly less than the recommended three-metre minimum on the straight, but please consider the dynamic envelopes of tricycles and trailers, particularly so close to a park, the botanical and the NEPN. I would ditch the red line across the junction to Craigleith Hill Ave - there are always parked cars on the left, do encouraging cyclists into the gutter will do them no good at all.	Within the available space we shall try to make movements for bikes with trailers as easy as possible.
40	Strongly support	It looks to be a very fine cycling environment. I particularly like how consideration has been given to cyclists joining the route from the northern portion of Crewe Road South. However parking and waiting restrictions will be required at the end of the segregated section - as drawn the parking restrictions cease between the on road and segregated cycle lanes, which could mean that access to the segregated section is blocked.	We shall extend the double yellow lines to ensure the cycleways will not be blocked.
41	Strongly support	My only reservation is about cyclists having to cross across the left-turning traffic, while turning left from Crewe Road into Carrington Road.	To help people cycling use the junction with Crewe Road South, we are considering implementing a cycle early realise signal, so that people cycling can get ahead of traffic.
42	Strongly support	My main concerns are about accessing the cycle path from Craigleith Hill Avenue and when turning left from Crewe Road South when cyclists will have to cross both streams of traffic to access the path.	To help people cycling use the junction with Crewe Road South, we are considering implementing a cycle early realise signal, so that people cycling can get ahead of traffic.
48	Strongly support	I strongly support the implementation of a segregated cycleway along Carrington Road. A uni-directional separated cycleway on each side of the road, away from parked vehicles, would be preferable with appropriate crossings at either end. The proposed two-way cycleway inherently has problems with the crossings at either end, particularly for Eastbound cyclists where they have to cross to the "wrong" side of the road and back again. The crossing of Fettes Rd, being set back from Carrington Rd, with tightening of the road geometry to slow turning vehicles down may give suitable priority and reduce the risk to pedestrians and cyclists crossing this road but I am concerned that the angle of the cycleway may make it difficult to see turning vehicles clearly. Alternative designs should be considered.	One way cycleways on either side of the road were considered but space restriction and integration issues (with Inverleith Park) made the current proposal preferable. People cycling would go with traffic eastbound from Craigleith Hill Avenue; however we are considering an early cycle release signal which would allow people cycling to get ahead of traffic.
6	Support	This looks fantastic - do this everywhere! I would have preferred a larger gap between the parking area and the cycle lane (If I've read the plans correctly, the gap is 50cm), but I realise that there are space constraints.	The separation strip varies between 0.5m and 0.8m, with the available space, this is widest achievable strip.
8	Support	My concern is that you have not been very ambitious in your designs. As someone who uses the road several times a day, I can see no reason why so much space is given over to car parking. Why should the police have an all-day car park (9 hours!), with minimal parking charges? Compare that with other parking times and charges in the rest of	One way cycleways on either side of the road were considered but space restriction and integration issues (with Inverleith Park) made the current proposal

		the city! It's ridiculous. Public transport is the way forward, not private car use. The road is incredibly wide, one of the widest in Edinburgh. It is perfectly capable of taking a cycling lane on both sides of the road. I am not clear how bicycle traffic coming from Crewe Road South is supposed to join the new route. Presumably it will have to cross Carrington Rd at the crossing, whereas at the moment it simply turns left. This seems rather awkward when a route on both sides would avoid such a manoeuvre. I'd prefer to see car parking removed from the north side of the road, a cycle lane installed and a path. I often see people walking along the road, past the parked cars. There is clearly a desire to be able to walk on both sides of the road. Stop making the car king! Despite all of this, I'd rather see the current proposals put into action immediately, than maintain the status quo. It's a step forward, if a rather timid one.	preferable. People cycling would go with traffic eastbound from Craighleith Hill Avenue, however we are considering an early cycle release signal which would allow people cycling to get ahead of traffic.
14	Support	There is enough room to have a segregated one-way lane on either side of the road, rather than one slightly too narrow bi-directional facility on one side. Most of the parking seems to be used by commuters, who should be encouraged to try other ways of getting to work.	One way cycleways on either side of the road were considered but space restriction and integration issues (with Inverleith Park) made the current proposal preferable.
17	Support	I have a few concerns about the current 1. At 2.2m the width is below the minimum specified in the Sustrans Guidance and the Governments Cycle infrastructure design guidance (both suggest that the absolute minimum width should be 2.5m). I use this route towing a child trailer which is 0.9m wide so would have concerns about hitting the kerb, other bikes/trailers coming the opposite way and overtaking bikes. 2. The scheme isn't proposing to do anything regarding the access to Inverleith Park. Negotiating the entrance on bike is already tricky. With a trailer it is worse and this will not improve when this scheme encourages more people to travel by bike. 3. Coming from the Crewe Road South side, the island in the middle of the road could quickly become congested if there are a few bikes there at the same time. It also looks like there isn't enough room for a bike with a trailer to perform the 90 degree turn which could leave me stuck half-in and half-out in a live traffic stream.	1. The cycleway has been given as much space as is available. 2. Crossing the road to Inverleith park will be significantly improved by the toucan crossing. The access path to the park shall not be changed as there are concerns raised by park managers and friends of the park that this would increase cycle speeds and potential conflict. 3. We shall consider ways to increase the capacity of the waiting island.
18	Support	On the plus side, this scheme would make it safer for all cyclists by reducing the speed of traffic, reducing the dangerous manoeuvres involved in end-on parking, reducing the width to be crossed in one go by pedestrians and separating cyclists from vehicle traffic. However, as it is a residential street where the only vehicles are those needing access to residences, why does the Council feel the need to allow through traffic? Currently much of the traffic at peak times is rat running, it is not a strategic route anywhere! A much less expensive scheme would be to simply close the road with plastic bollards and/or trees, (obviously fully permeable for cyclists in the carriageway and pedestrians on the pavements) either at its midpoint or close to one end. Having done this there would be no through traffic of any sort, and therefore no need to construct a segregated cycle path!	The Council is not considering closing Carrington Road entirely to motorised traffic. Such closures can cause greater traffic pressures elsewhere and need careful consideration. Carrington Road is wide enough to permit high quality cycle provision without requiring the removal of motor vehicles.
19	Support	1. The cycle lanes should be 1-directional on both sides. A 2-way lane on 1 side makes it difficult, dangerous and unattractive to enter/exit the lane mid way along and also at the junctions. 2. The Craighleith Hill Ave/Carrington Rd junction is not safe. There needs to be an advance-green light for cyclists to clear the junction, without having to fight across a traffic to get to the cycle lane on the other side. 3. It is ridiculous to think that making young/old/nervous cyclists sit in a tiny island (at the west end of Carrington Rd) to cross 2 flows of traffic will achieve any kind of subjective safety. This is unattractive to potential new users. 4. No clear priority is given to cyclists & pedestrians at the entrance to the bowling green. This junction should have additional give way signs (like the one with Fettes Ave)	One way cycleways on either side of the road were considered but space restriction and integration issues (with Inverleith Park) made the current proposal preferable. We shall consider ways to increase the capacity of the waiting island. We consider the width reduction of Fettes Ave,

		<p>to give clear priority to cyclists. 5. The carriageway is still too wide on Fettes Ave to allow a safe single stage crossing for bikes and to limit vehicle speeds across the junction. (There is a island for pedestrians, why not for bikes?). It would be better to narrow the carriageway of Fettes Ave further to 7.0m or so. 6. How is a cyclist expected to turn left out of Carrington, into E. Fettes Ave.? Again, this is a problem caused by a 2-way lane on one side. 7. How is a cyclist expected to get into Inverleith Pk.? After the crossing, the cycle path just "gives up" and turns into a footway.</p>	<p>complemented by the raised table, will provide a safe and much improved crossing for people cycling and walking. The visual sightlines of kerb edges are important allow this avenue. The current layout reflects this.</p> <p>At the Crewe Road South Junction, we are considering an early cycle release signal which would allow people cycling to get ahead of traffic.</p> <p>Breaks in the segregation are provided to allow people cycling to re-join the carriageway and turn North onto E Fettes Avenue. Alternatively people cycling can use the shared use footway and raised table. To head south on E Fettes Avenue people cycling can use the Toucan crossing.</p> <p>The access into Inverleith Park is, as currently, via shared use path.</p>
20	Support	<p>Give way markings either side of the cycle route at the T junction on Fettes Avenue are the first time I have seen motor traffic forced to give way to cycle traffic (without signals) in Edinburgh. This is a bold and positive move for active transport. I don't understand why the segregated cycle lane ends before the advanced stop zone at the West end of Carrington Road. The floating cycle lane island for cyclists approaching from Crewe Road South will require bold road positioning from experienced cyclists to access it. It is perhaps not the strongest/safest piece of design.</p>	<p>The segregation ends here so that people cycling have ample space to manoeuvre into position to turn right if desired. It also permits people cycling eastbound to join the cycleway.</p> <p>We are considering an early cycle release signal which would allow people cycling to get ahead of traffic at the Crewe Road South Junction, thereby making the crossing safer and easier.</p>
22	Support	<p>The right turn cycle lane into the segregated cycle land for those heading east is not a good design. there is too much conflict here between all road users. Why is a very wide shared cycleway / footway not introduced with cyclist crossing at the traffic signals by way of toucan crossing phase - much safer and easier for non-confident cyclists. I would not use the layout as is proposed to access the route heading west and would instead stay on the road which defies the purpose of the scheme.</p>	<p>We are considering an early cycle release signal which would allow cyclists to get ahead of traffic at the Crewe Road South Junction, thereby making the crossing safer and easier.</p> <p>The pavement space around the junction is not sufficient to permit a toucan crossings and avoid conflict with people walking.</p>
25	Support	<p>Concern about double junction at top of Fettes avenue. Will need very clear signage on priorities</p>	<p>We are unclear what the issue is that is being raised.</p>
26	Support	<p>I do have concerns about the access to the new cycling path at the Crewe Road South end. It appears that this will involve waiting between the traffic on Carrington Road itself, which does not seem ideal and the area for waiting seems rather small. An advance cycle phase for the lights which allow cyclists a chance to access the path directly would be an improvement.</p>	<p>We are considering an early cycle release signal which would allow cyclists to get ahead of traffic at the Crewe Road South Junction, thereby making the crossing safer and easier.</p>

			We shall consider ways to increase the capacity of the waiting island.
29	Support	- segregated lane is a good idea on this street as is priority for people walking and cycling crossing Fettes Avenue - one other crossing does not give priority to people walking and cycling - this should be changed - given budget constraints the segregation	We are unclear what the issue is that is being raised.
31	Support	I'm not sure how to cross the junction coming from Craighleith Hill Av. (which is always where we come out) to get onto the cycle path. With my son, I would probably rather cross with the pedestrians and then get onto the path from there. On the way back, I feel that a gap in a cycle path invites car drivers to park. However, maybe it is separated and impossible to do so. Can't see from drawing.	We are considering an early cycle release signal which would allow people cycling to get ahead of traffic at the Crewe Road South Junction, thereby making the crossing safer and easier. We shall consider ways to increase the capacity of the waiting island.
33	Support	Nice to have this scheme, but a higher priority is the South Groathill Avenue section, which has far more traffic, especially at weekends • The Crewe Rd South junction looks a 'fudge.' Should the 2-way cycle route continue right up to (and possibly across) the junction? Should there be cycle advance lights? Should there be red paths across Crewe Road for both directions (or a 2-way red crossing)? • Why is the Carrington Rd path only 2.2m wide, on such a wide road? The government 'Cycling by Design' manual recommends minimum 3m for 2-way cycle routes wherever possible, and the SESTRAN manual 2.5m [see the first para 2010 on this page] • Traffic speeds on East Fettes Av are fast – can this be improved to make the crossing safer?	We are considering an early cycle release signal which would allow people cycling to get ahead of traffic at the Crewe Road South Junction, thereby making the crossing safer and easier. We will add a second cycle lane across the junction to re-enforce the cycle desire line through the junction. The segregation ends here so that people cycling have ample space to manoeuvre into position to turn right if desired. It also permits people cycling eastbound to join the cycleway. The cycleway has been given as much space as is available.
34	Support	In general I support the proposed layout. But there are difficulties at the junctions at each end. At the junction with East Fettes Avenue it is not clear how a cyclist coming eastwards would safely turn left from the cycle path into East Fettes Avenue; and I do not understand how the designated cycle lane for cyclists heading north would operate to allow cyclists to turn left or right. At the junction with Crewe Road South there does not seem to be a clear safe route for a cyclist coming south and turning left to get onto the segregated cycle path.	People cycling south down Crewe Road South to join Carrington Road will join the cycleway via the refuge island provided. Breaks in the segregation are provided to allow people cycling to re-join the carriageway and turn North onto E Fettes Avenue. Alternatively people cycling can use the shared use footway and raised table.
35	Support	I and many others would like to see the plans extended and a right turn filter put into the traffic light on Crewe Road South so that cars wanting to turn right onto Carrington Road can do so without illegally going through the amber or worse green man crossing which is what happens on a frequent basis at the moment at peak times.	Due to traffic flow capacity issues, we shall not be implementing the right filter.
10	Neither support or oppose	I don't see how the road layout can be separated from the proposal for the cycle path improvements? The parking would be an issue, as the majority of it is used by hospital workers and staff at the Police HQ (as far as I can tell having lived on Craighleith Hill Avenue for 9 yrs). Narrowing the road at junctions usually obstructs view for motorists. This would be mainly at the junction pulling out opposite the main gate to Fettes. Dangerous for motorists travelling	A detailed parking survey has been undertaken to ensure that there is sufficient spare capacity. The 0.5m-0.8m wide separation strip between cycleways and cars will help ensure cars doors to not

		East or West. However the inclusion of a separated cycle lane is a good thing. As long as the cars parked now in-line with the road (as per proposal) are far enough away from the cycle path as to not cause accidents by opening their doors into the cycle lane. This would also apply to coaches which frequently park along Carrington road.	impede people cycling.
38	Neither support or oppose	It doesn't appear as if interaction of cycle movements from Waitrose up Fettes Ave have been considered I.e. if coming from Waitrose how do you best access the facility in a safe way? The heading east along the new link, how can you safely leave it to travel North up E Fettes Avenue. Not everyone will be using it to travel EW all the way.	Breaks are provided to enter and exit the cycleway at every junction.
45	Neither support or oppose	It is already hard having reduced the park end of Carrington road to one lane when there are two traffic directions. If turning right is not further delayed it would be ok. Need to consider the flow that end specifically. Space for those turning left and those turning right simultaneously would be great.	Surveys have been done to ensure that vehicle flow is not significantly impacted.
46	Neither support or oppose	Features for pedestrians are fine especially at Fettes Av making crossing less wide. As a cyclist and from looking at the proposal the aim is to have cycle lane covering both directions on one side of the road. Problem is when cycling in opposing direction of the traffic and when reaching junctions especially at Fettes Av. One cycles from Craighleith Hill down Carrington road. Will then need to stop at junction with Fettes Av etc. As a result I will probably stay on the Carrington road when cycling from Craighleith Hill.	We are considering an early cycle release signal which would allow people cycling to get ahead of traffic at the Crewe Road South Junction, thereby making the crossing safer and easier.
11	Strongly oppose	There is nothing wrong with the road as it is	The majority of support for this scheme strongly indicates that these changes are desired.
16	Strongly oppose	see previous comments	The majority of support for this scheme strongly indicates that these changes are desired.

## Online Survey – Further Comments

Ref I.D.	Do you have any further comments about walking and cycling in Edinburgh?	Council Response
1	I am very supportive of the developments being made to improve walking and cycling. Smaller-scale projects such as this are just as important as the large ones such as the EW route. However it's essential that all routes follow best design and are not compromised away. The city is currently dominated by cars and there is not enough enforcement of parking restrictions, speed limits, etc.	<b>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.</b>
2	I used to cycle a lot until I had my son, now I fear the roads (and the hills) and would really love to get out more, and certainly by the time he is old enough to start cycling I'd want there to be a good safe network that gets us where we need to be.	
4	Generally, conditions for walking and cycling are slowly improving in the city. I fully support the council's efforts to improve them even further, and its efforts to reduce the need to drive in the city.	
5	I would support any measure to make it easier and safer for people to cycle and walk. Too much emphasis is given to the car.	
8	We are 40 years behind cities like Amsterdam and Copenhagen on cycling provision. Global warming and climate change threaten our way of life. Obesity and diabetes is rife. LEADERSHIP is needed to change this. People need to be educated not to rely on cars and given the facilities to make them feel safe so that they have alternatives. That is why the Carrington proposal must go ahead in some form, preferably a better one than is suggested. People will use the route in ever increasing numbers so it is essential that it is fit for purpose from the outset.	
10	I love cycling in Edinburgh. I do it every day. I would say I'm very competent and also enjoy Mountain Biking when not commuting. However, there are some major issues with regard to road surface and bikes. My daily commute takes me along a mixture of cycle paths and roads, which is ok as I know what I'm doing and am fully aware of my surroundings. Even I have had near misses due to disgraceful road surface quality. Potholes affect cycles as much, if not more so than cars. Generally bikes for commuting don't have suspension so any lapse in surface quality affects cycles first. Numerous roads I travel on (upper Craighleith Hill Avenue / Merchiston Avenue / Comiston Road / Frogston Road East) are very dangerous with many holes/ridges/inline gaps between surfaces necessitating swerving to avoid holes and cracks which have very nearly had me under the wheels of following traffic. I would welcome attention to road surfaces, particularly kerbside across Edinburgh instead of creating new cycle lanes on fairly quiet stretches of road such as Carrington Road.	
11	Might be a better idea to fix the roads and pavements, this would make cycling safer rather than changing the road infrastructure when it is not required	
14	There needs to be a cultural shift away from dependence on private cars, and the way to encourage this shift is by providing genuinely useful and easy ways of getting about on foot, by bike, or by bus. This means reducing the amount of space dedicated to cars, by building proper infrastructure for normal people to use day to day. This might be pedestrianized areas, changed priorities at road junctions and crossings, segregated cycle lanes, or even congestion charging type measures. Enforcement of existing laws would also help.	
15	Current paths such as at Balgreen and the North Edinburgh path are great. Need more safe segregated on road routes in the city. Especially routes into the city centre.	

16	you have to allow vehicles to operate for business to run and prosper and your attitude towards that is not conducive to financial viability for example your plans for Roseburn. There are routes for cyclists/pedestrians although some of them are not places you want to use after dark...why not improve the lighting and visibility of these to make them safer and more attractive.	<b>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.</b>
18	It is great to see the council taking a lead on active travel initiatives. Keep up the good work and be bolder!	
19	More needs to be done to reduce rat-running and cross-town traffic volumes. In civilised continental European cities they do not allow private motor vehicles to cross the city centre at all. They also prioritise pedestrians & cyclists, making the centres pleasant, and benefitting business	
21	Some people do not have the choice to walk/cycling to work depending on where they live therefore should not be penalised for having to drive. The parking at the Western General is shocking for people who are going in to help patients or in fact patients and visitors themselves so if this proposed plan makes parking worse for us then I completely oppose. Not only do we have to pay to park, we have to fight for spaces as it is so to take some away is ridiculous.	
22	Continue the investment and delivering the schemes. Lets get these schemes constructed. Thanks	
23	There need to be much more safety paths for cyclists around Edinburgh. Comely Bank Road is especially bad, which I don't let my children cycle on, outside their own school- Flora Stevenson's. The parking situation there is unmanaged, and chaotic, and ripe for a road accident between pedestrian children or bicycles and cars.	
24	Edinburgh is making good progress and I am grateful to the council for its leadership. However, it is important that progress continues to be made and that councillors are prepared to resist efforts to make our roads safer for everyone. Increased cycling rates are proof that the council's policies are working. The need to promote healthier, more active lifestyles and cut pollution means that it is essential that Edinburgh City Council continues to set an example for other local authorities. More safe routes please!	
25	Potholes very difficult to cycle around. Makes it difficult for cyclists and drivers as cyclists change path More cycle stands for locking bike in city centre	
26	Any improvements to cycling facilities are to be welcomed.	
27	Cycling in the city centre at present is very dangerous because of the volume of traffic, the poor maintenance or lack of cycle lanes and sadly, the poor design of some of the new cycle routes, eg. the one crossing the Meadows east/west and then through Gifford Park. Walking in the city centre is dangerous too because of the narrow, poorly maintained pavements, the hazards of A-boards, goods displayed on the pavements and customers spilling out into the street, and the huge number of pedestrians, summer and winter. Edinburgh needs to wake up to the fact that it cannot be a tourist mecca without first serious thought to how such huge numbers of people, and all that goes with them, can be managed.	
28	I think there's a general problem of danger to cyclists when turning right, leaving them exposed in the middle of the road, facing the dangers of oncoming traffic plus traffic behind (and at junctions of traffic turning across them as well). I imagine this cannot be completely avoided, but I think where there are lights then cyclists need to be allowed to cross as pedestrians - the dangers to cyclists from motorists are far greater than the danger to pedestrians from cyclists. Or some other solution needs to be found, but this is one of the most frightening aspects of cycling in the city.	
29	Get this scheme built asap!	

31	See previous pages: Walking is good, cycling often too dangerous. Very few cycle paths in whole Edinburgh which are usually used as car parks. e.g. getting through the city centre is impossible on a safe route, unless one pushes their bike, so usually use bus then. Also drivers are often impatient and use dangerous ways to overtake, or even aren't familiar with the right of cyclists in traffic. We also often use the cycle path of the old railway which is usually fine, however, sometimes challenged by some dog walkers who aren't prepared to share the path in equal ways are don't clean up after their dogs.	<b>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.</b>
33	Segregated cyclepaths throughout the entire city are necessary. The cost benefits of active travel spend are, to put it mildly, greater than car based schemes. The health benefits of active travel are undeniable. Give us what we want.	
34	As ever, the roughness of the road surfaces and the number of seriously dangerous holes in the surfaces are the major factors in making cycling unpleasant. The same applies to a lesser extent to walking - although we have had some very good pavement reinstatement in Inverleith Row in recent months.	
35	It is very important that we encourage people to walk and cycle more in their daily lives but we must make it more convenient and easy for them to do and as a choice rather than making it just harder for them to drive places. So if new systems are put in place then they need to be followed through properly and thought needs to go into how all users and going to access the system. Please can we see more pedestrian crossings put in and better street lighting so people and cars and see better. Thank you	
37	Although segregated cycle lanes are the gold standard for safe, inclusive cycling it seems as if the council is beginning to favour installing these lanes on smaller back streets instead of large high capacity routes where they're needed most. Changes to the status quo will always encounter resistance, and I believe the council should focus its political (and financial) will on larger roads. Filtering local streets to make them cycle friendly is a well-established and cheap thing to do, and something our city will need much more of it is to truly become cycle friendly.	
38	More city centre improvements needed rather than these low priority schemes	
39	Do not be afraid to blatantly prioritise pedestrians first, cyclists second, THEN motor vehicles.	
41	Keep up the improvements, please.	
42	Priority is given to motor vehicles - the time spent waiting at pedestrian crossings in the city centre is unreasonable. The section of road around what used to be Ryan's bar between Queensferry Street and Charlotte Square is confusing and dangerous. My son goes to evening activities around Lothian Road and ideally goes there himself by bus. However I feel this section of road is so dangerous for pedestrians that if there is not a bus due that is going up Lothian Road I will take him in the car rather than have him get off a bus at Queensferry Street and cross here. Generally more segregated cycle paths are needed and more priority should be given to pedestrians and cyclists at junctions.	
43	On foot, by bike - the best way to go!	
44	It is very promising that CEC is starting to build segregated bicycle provision along streets. This should now be expanded to main streets as well, with Lothian Road and Princes St. being obvious routes.	
45	Please make the Inverleith park end of carrington road flow better than just now.	



46	Has improved a lot since the 80's. Many great paths/tracks now for cycling. Painted cycle paths can often not be used due to parked cars. Pot holes are often worse on the side of the road mainly used by bicycles but caused by heavy traffic ... . Creating segregated cycling lanes on the side of the road with counter flow is far from ideal in city centres.	<b>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.</b>
47	A route is only as good as its weakest link. Need to extend segregated sections to give comprehensive network of routes.	
48	It's great that Edinburgh is committing to investing in active travel but really needs to spend more to get more people cycling more quickly and do more to encourage people and businesses not use private motorised transport so much.	