



20 Davidson's Mains Park

Walk and Cycle Improvements

Consultation Summary Report

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1 Introduction

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

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements in Davidson's Mains Park. The path will eventually form part of one of the Council's QuietRoutes.

2 Proposals

The proposals are highlighted in the figures below and include:

- Path widening, lighting and surfacing improvements between Queensferry Road and East Barnton Avenue through Davidson's Mains Park;
- Wild garden area within Davidson's Mains Park to be enlarged;
- Improved transition area for cyclists at East Barnton Avenue; and
- A larger waiting area on the north side of Queensferry Road at Clermiston Road North for cyclists and pedestrians waiting to cross.

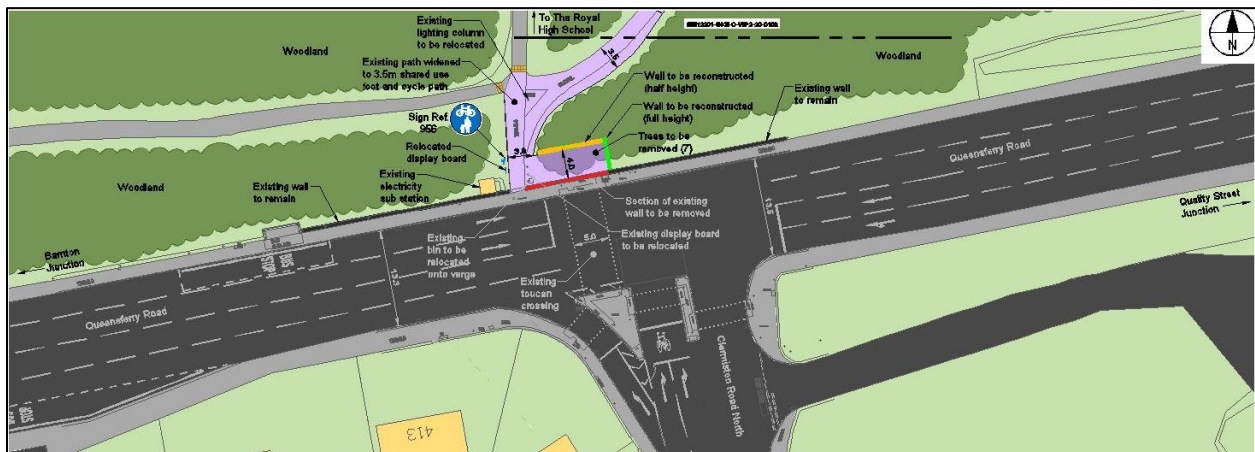


Figure 1 Davidson's Mains Park proposals (1 of 4)

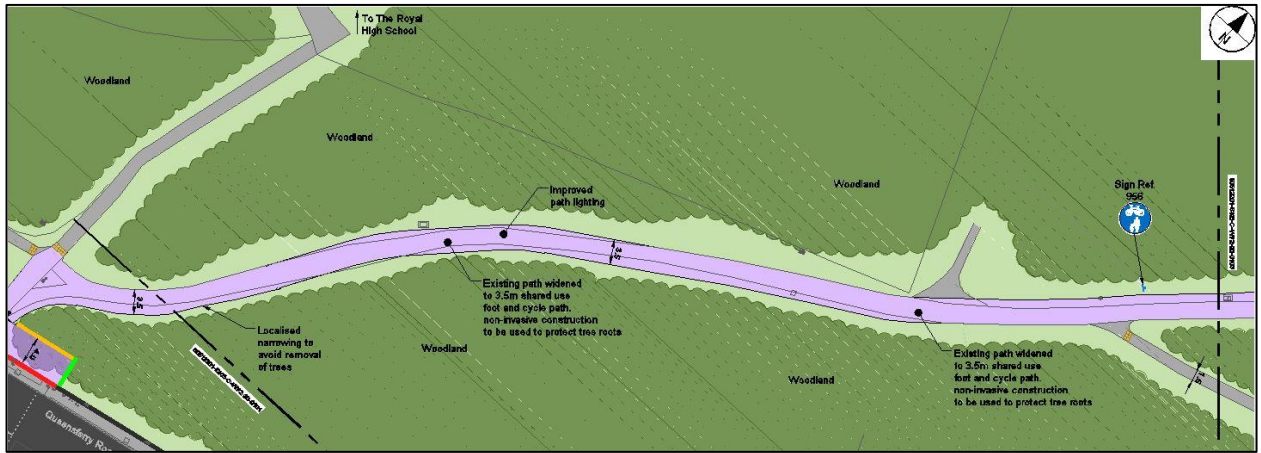


Figure 2 Davidson's Mains Park proposals (2 of 4)



Figure 3 Davidson's Mains Park proposals (3 of 4)

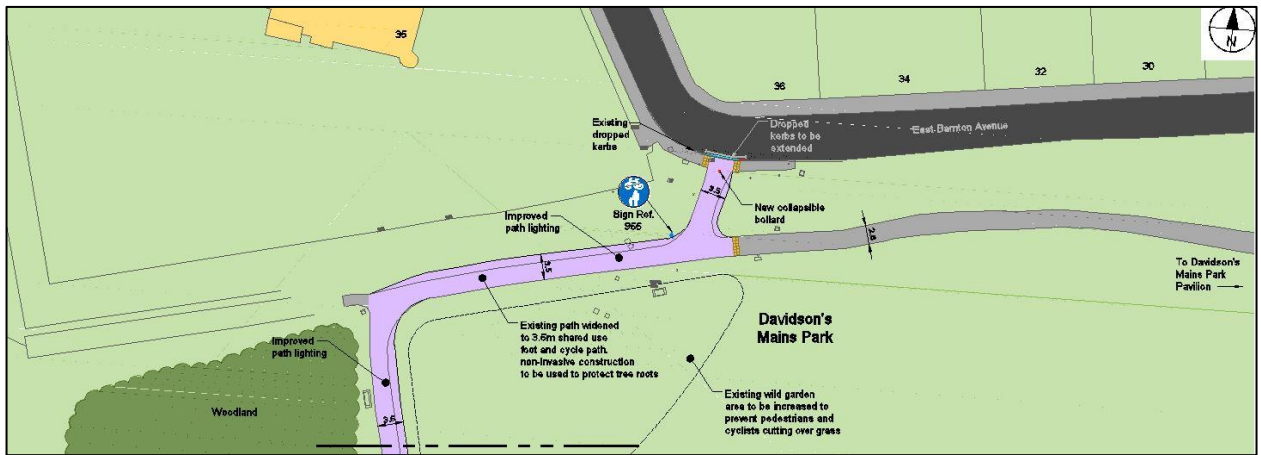


Figure 4 Davidson's Mains Park proposals (4 of 4)

3 Forms of Consultation

Meeting/workshop with internal Council stakeholders	Invited to the workshop
Meeting/workshop with external stakeholders	A joint external workshop and public exhibition was held on 15/03/17 at Blackhall Library between 5pm and 8pm
Public Exhibition	A joint external workshop and public exhibition was held on 15/03/17 at Blackhall Library between 5pm and 8pm
Consultation Hub	Information was posted on The Council's consultation hub from 06/03/17 to 07/04/17.
Leaflets	Leaflets were distributed to 38 households in March 2017
Social Media	Consultation through the Council's Facebook and Twitter.
Online Survey	A total of 62 responses were received through the consultation hub survey.
E-mail Consultation	A total of 6 emails were received.

4 Stakeholder Consultations

A total of 7 individuals representing 4 different organisations provided e-mail and verbal feedback during the stakeholder consultation. All of those who provided feedback during the stakeholder consultation indicated that they were supportive of the proposals.

Some of the key issues raised throughout the stakeholder consultation are shown in Table 1 below.

Table 1 Davidson’s Mains Park – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Upgrading the path that runs parallel to Queensferry Road from Barnton Park Drive would be beneficial	4
2	Path should be fully surfaced and lit	2
3	Ensure that the proposals do not affect the wildlife (badgers) and trees in the park	2
4	Surfacing improvements at the junction of the path to The Royal High School and the path through Davidson's Mains Park would be beneficial	1
5	Guardrailing at junction of Queensferry Road and Clermiston Road North would be beneficial	1
6	Improving the shared use footway on the south side of Queensferry Rd would be beneficial	1
7	Potential for conflict on East Barnton Avenue	1
8	More bollards required to prevent unauthorised vehicle access	1
9	Wall on Queensferry Road should be re-built at half height	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

As shown below, a total of 3 local residents provided feedback during the public consultation. All of these residents were supportive of the proposals. The key issues raised throughout the public consultation are shown in Table 2 below.

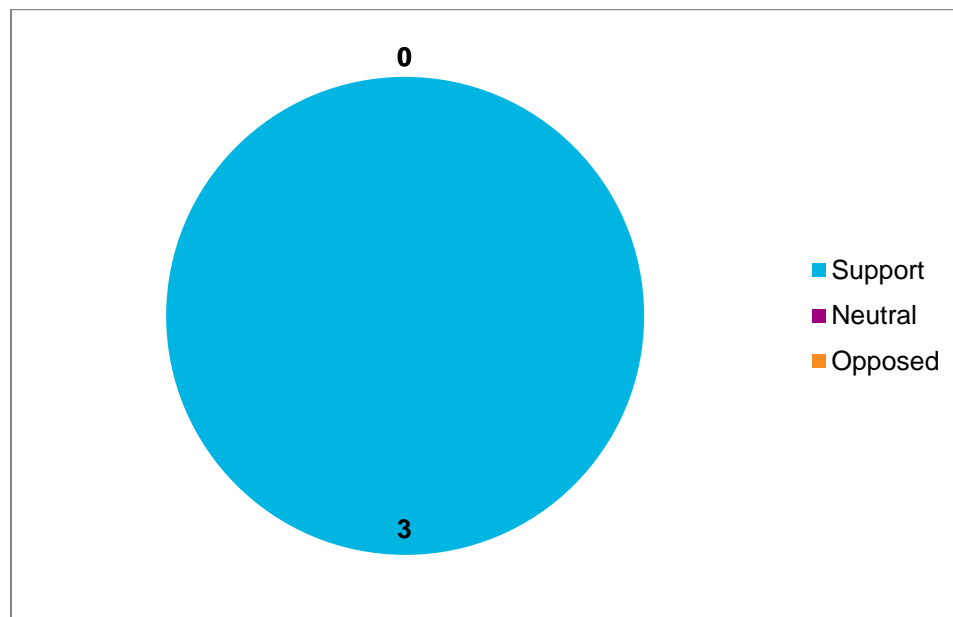


Figure 5: Public support for the proposals

Table 2 Davidson's Mains Park – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Path should be fully surfaced and lit	1
2	Speed camera required on Queensferry Road at the junction with Clermiston Road North	1
3	Bushes on either side of the path between the rear of the footway on Queensferry Road and the access to The Royal High School should be cut back to enhance security for path users	1
4	Wall on Queensferry Road should be re-built at half height	1

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

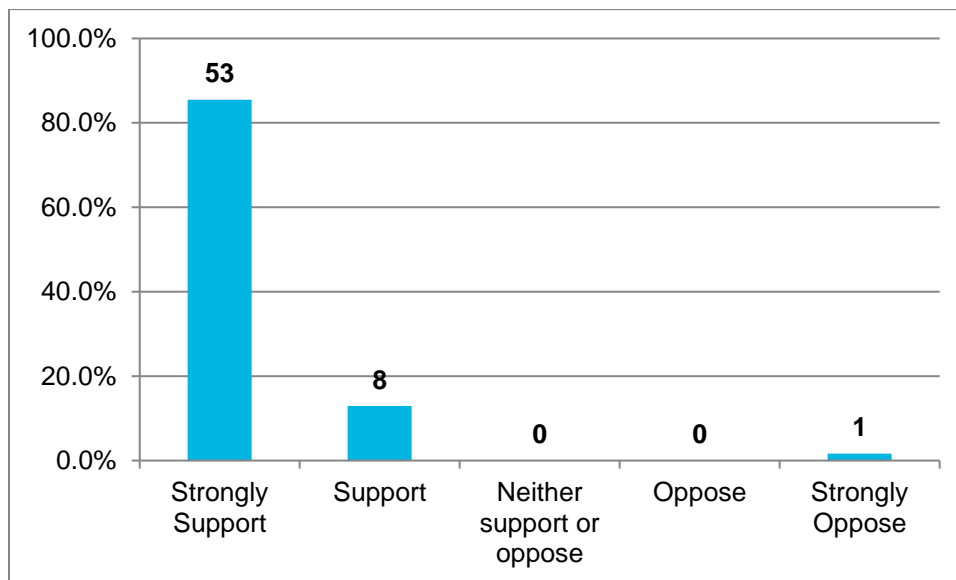
A full list of public consultation comments is provided in **Appendix B**.

6 Online Survey Consultations

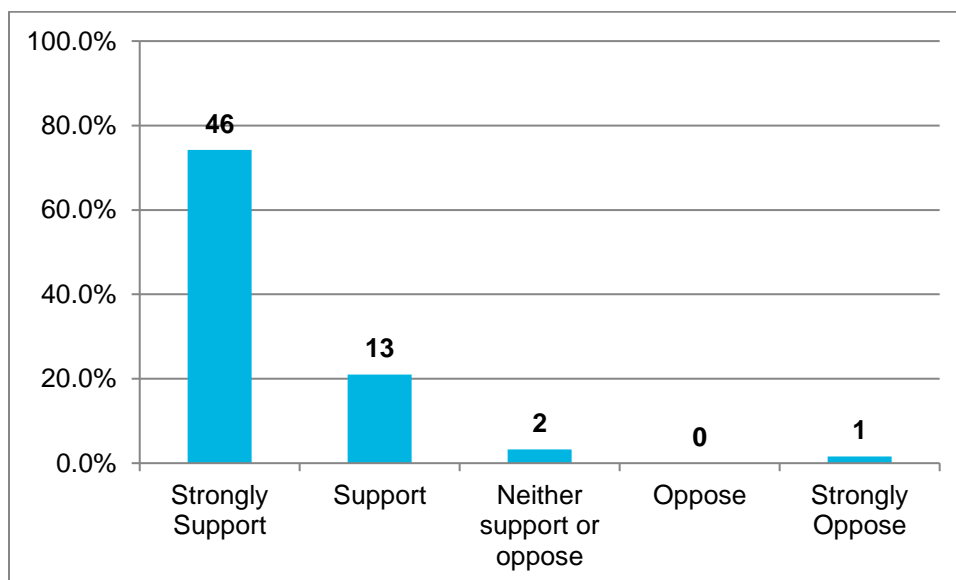
There were 62 responses to the online survey which are summarised here.

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 in Davidson’s Mains Park?”

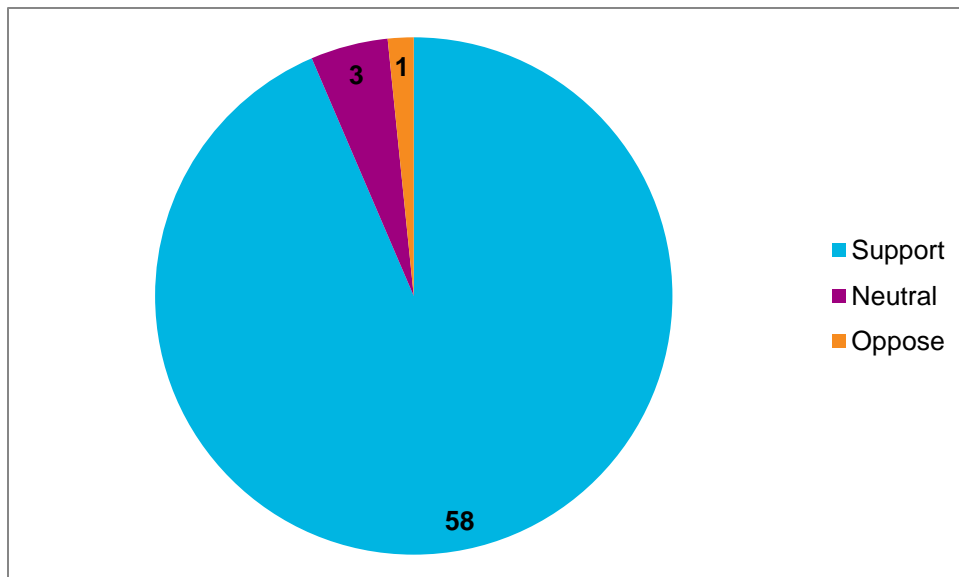
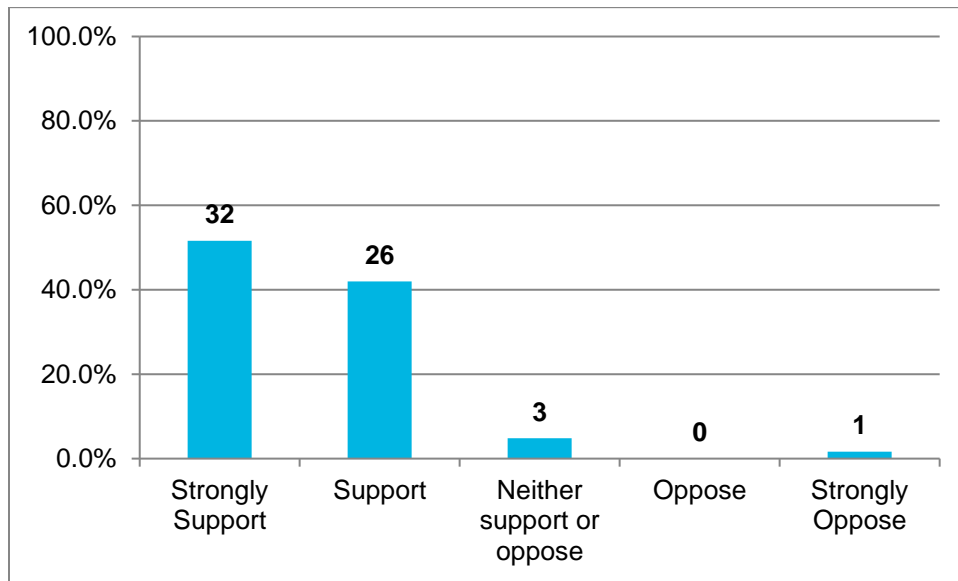
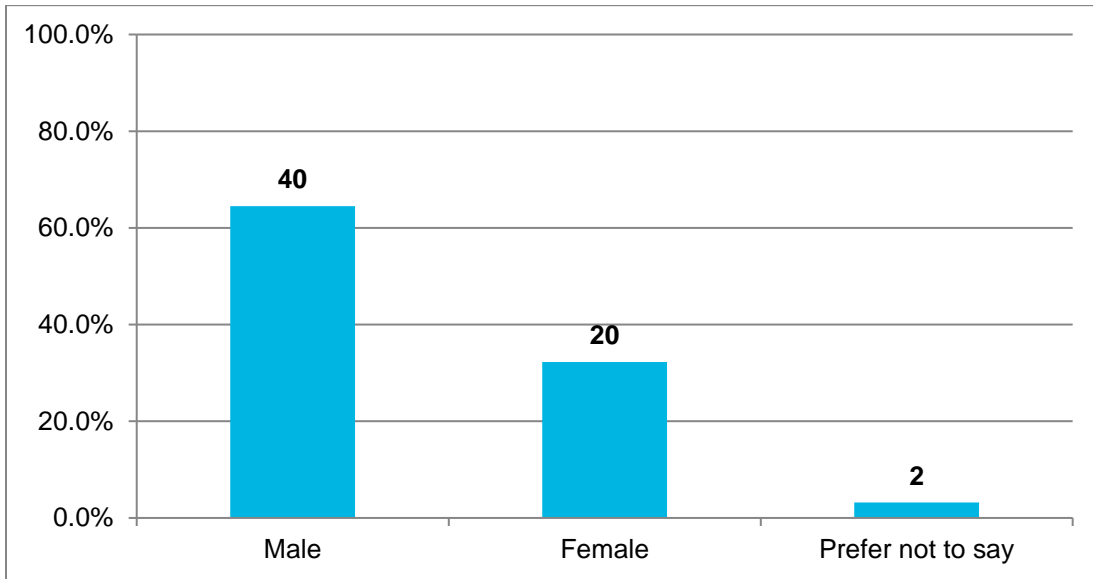


Figure 6 Support for proposals - Online survey

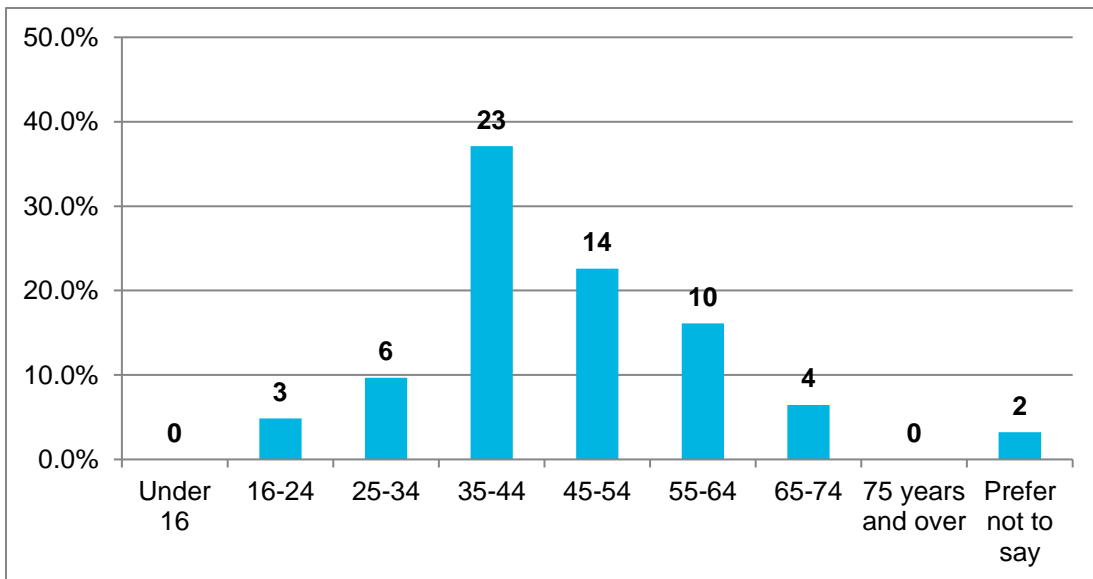
Of the 62 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

6.3 Survey Respondent Demographics

“Please tell us your gender”

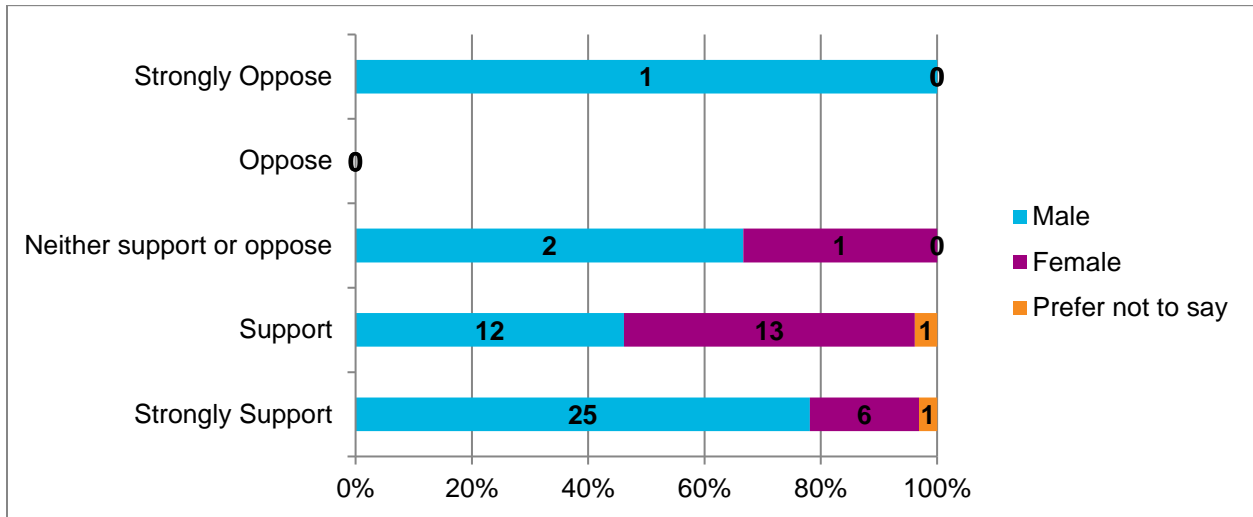


“To which of these age groups do you belong?”

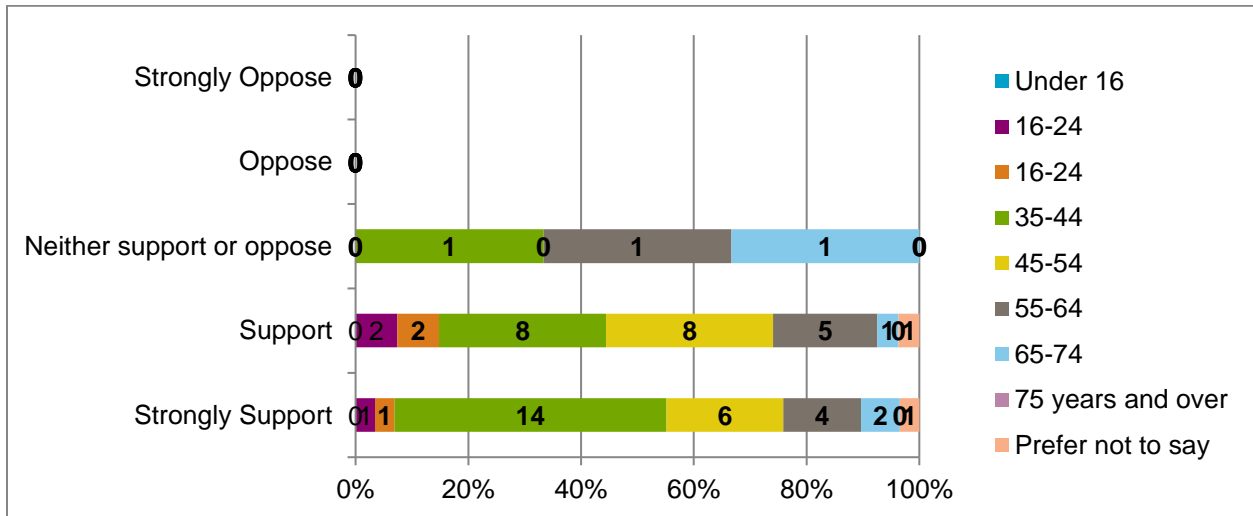


6.4 Demographics of Support for Proposals

Levels of support for Davidson's Mains Park proposals by gender

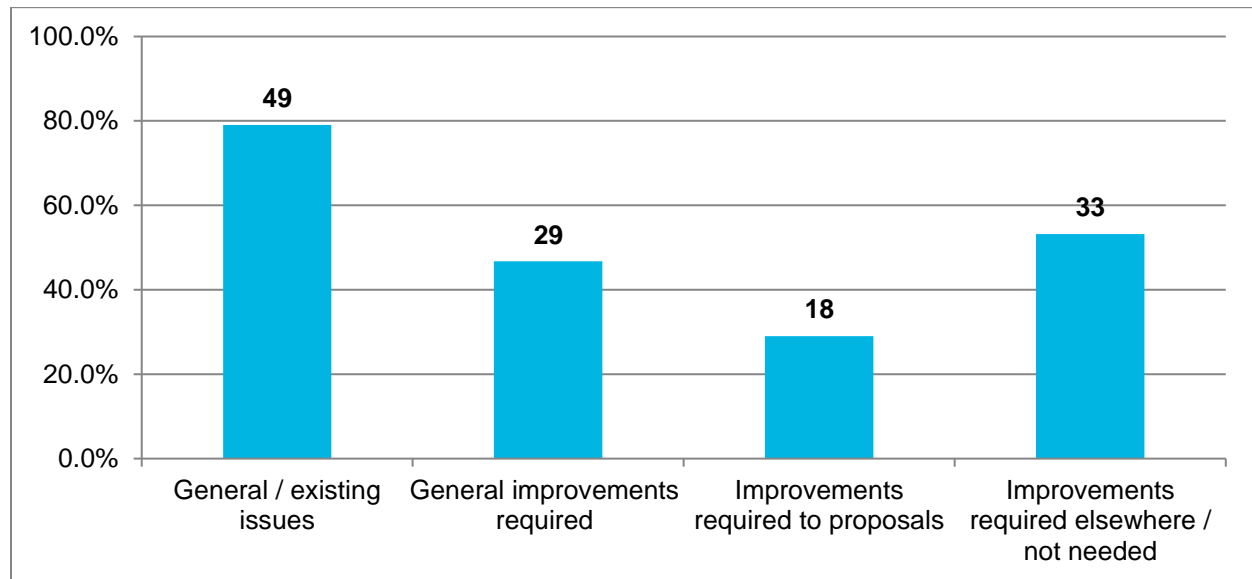


Levels of support for Davidson's Mains Park proposals by age



6.5 Online Survey - Key Issues

Key issues of concern – Online survey



6.5.1 Key Improvements Required

22 people (35.5%) of the survey respondents had comments on the proposals and the key issues raised are shown below.

Key Improvements Required – General (22 responses, 35.5%)

1. Improvements are required at the crossing of Queensferry Road, and/or at the waiting area north of the crossing, and/or at the junction of Queensferry Road and Clermiston Road North (6)
2. Scheme should also include improvements to the path that runs parallel to Queensferry Road and connects to Barnton Park Drive (5)
3. Improvements are required on the footway on the south side of Queensferry Road and/or the connection to Clermiston Drive (4)
4. Improvements to the proposed signage are required (3)
5. Improvements are required to lighting throughout the park (2)
6. The proposals for the wild garden area could be improved (2)

6.5.2 Other Key Issues

Some of the other key issues highlighted throughout the survey are shown below.

Key responses – General / existing issues (49 responses, 79.0%)

1. Surfacing (25)
2. Existing conditions could be made safer (22)
3. Lighting (22)
4. Path width (19)
5. Conflict between pedestrians and cyclists (12)

Key responses – General improvements required (29 responses, 46.8%)

1. Enhanced active travel network / infrastructure required (19)
2. Safer environment for all users (12)
3. Transport Mode Prioritisation (1)

Key responses – Improvements required elsewhere / not needed (33 responses, 53.2%)

1. Walking and cycling facilities (22)
2. Surfacing (4)
3. Signage (1)
4. Other issues (9)
5. No improvements required / sufficient provision already (1)

6.6 Preferred Mode of Travel

When asked about their preferred mode of travel if you had the choice: 62.9% of survey respondents stated that they currently used active travel means to get to their place of work or study, with 19.4% saying that they currently walk and 56.5% saying that they currently cycle.

61.3% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. 83.9% 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 that people stated prevented them from taking their preferred mode of travel included:

1. Safety concerns (8)
2. Lack of connectivity / extent of cycle routes (7)
3. Poor infrastructure (3)
4. Weather (3)
5. Congestion (3)

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

7 Consultation Summary

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

The most common issue raised during the stakeholder consultations was the request to upgrade the path that runs parallel to Queensferry Road from Barnton Park Drive. Making the path fully surfaced and lit was the second-most common issue that was raised at this stage of the consultation.

During the public consultation, the issues that were raised were that the path should be fully surfaced and lit, that a speed camera is required on Queensferry Road at the junction with Clermiston Road North, that the bushes on either side of the path between the rear of the footway on Queensferry Road and the access to The Royal High School should be cut back to enhance security for path users, and that the wall on Queensferry Road should be re-built at half height.

In the online survey, 93.6% of survey respondents were either strongly supportive or supportive of the proposals, with 4.8% of respondents being neutral and 1.6% opposing or strongly opposing the proposals.

40.3% of survey respondents mentioned the surface of the existing path through the park as an issue. The primary reasons that survey respondents gave for not walking or cycling in Edinburgh were safety concerns and a lack of connectivity / extent of cycle routes.

29.0% of survey respondents stated that improvements to the existing proposals are required. The most common responses were as follows:

- Improvements are required at the crossing of Queensferry Road, and/or at the waiting area north of the crossing, and/or at the junction of Queensferry Road and Clermiston Road North;
- Scheme should also include improvements to the path that runs parallel to Queensferry Road and connects to Barnton Park Drive; and
- Improvements are required on the footway on the south side of Queensferry Road and/or the connection to Clermiston Drive.

7.1 Design changes based on consultation

Based on the feedback from this consultation the Council shall consider surfacing the desire line from the woodland path (which we are widening) to the school. 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.

Appendix A - Full List of Stakeholder Consultation Comments

Davidson's Mains Park – Stakeholder Comments

Date	Organisation/ Type	Comment	Consultation Type	Council Response
2017.02.24	Paths for all	<ul style="list-style-type: none"> I am writing in response to the consultation on active travel improvements. Paths for All welcomes the opportunity to respond to this consultation. As we do not have the necessary local knowledge we are not able to give detailed comments but we do support the proposals to improve opportunities for active travel. Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland. <p>Active Travel is about improving quality of life and quality of place.</p> <ul style="list-style-type: none"> There is a risk that active travel work focusses too much on cycling - walking must be emphasised as it is ideal for shorter trips and walking forms part of much public transport use – walking to and from buses, trams and trains. Walking is key to getting more people choosing to not use the car. 	Email – Stakeholder Consultation	Increasing walking is a key aspect to the active travel action plan. This scheme does make improvements for people on foot and furthermore we have other schemes in the city specifically targeted on improving walking conditions.
2017.03.21	Cramond & Barnton Community Council	<ul style="list-style-type: none"> I am responding to the consultation on the above route on behalf of Cramond & Barnton Community Council. The proposed improvements will enhance the amenity and safety of the paths for cyclists and walkers and the safety of children from the Royal High School accessing the bus routes or walking home in the vicinity of Queensferry Road. Consequently, the Community Council fully supports the proposals. The path from the access to Queensferry Road at the Clermiston Road junction to East Barnton Park Drive running parallel to Queensferry Road through community managed woodland provides a further off-road link to Barnton, but has a surface which gets wet and 	Email – Stakeholder Consultation	

muddy. The provision of a sealed surface and widening of this route would provide further benefits to walkers and cyclists.

2017.03.21 Spokes

- In general Spokes is very satisfied with the proposed arrangements, and we believe they will encourage cycling, especially with the proximity of RHS and the opportunities for cycling to school.
- Others present were mainly from Friends of DM Park, and they made some good suggestions and observations. For example at the east end access point to East Barnton Ave, the path emerges on a corner made blind by garden hedges, which might be a hazard for cyclists entering from the north. However, the road is fairly lightly trafficked, being a dead end, and there is no obvious alternative access point.
- The removable bollard at the path end should be adequate to defend the path from vehicles, while allowing maintenance vehicles as required.
- Towards the west end, the path to the school forms a 'V' with the park path and there is already a 'desire line' where users go across the 'mouth' of the V. We recommend some surfacing (eg whindust) for this, to prevent a build-up of mud, though we are conscious of the need to reduce hard surfacing in parks where possible.
- There was discussion of the new arrangement of the walls at the Q'ferry Road crossing, and we agree with the suggestion that a railing to guide pedestrians and cyclists to the actual 5m-wide toucan might be a good idea.
- The issue of lighting of the path was also raised. We would be happy with the proposal to use lamps directed downwards rather than diffuse, to minimise impact on the wildlife, while providing adequate light for users. The cats-eye type of lighting, as on the towpath, had been found to cause accidents at the Barnton Golf Courses Path and is not recommended.
- The width of the path was also mentioned. We are happy with the proposed (mainly) 3.5m, which is adequate, while consistent with the park's rural nature.
- We are happy that the current line of the path towards the east end, where the path takes a right-angle, should be kept, and the area within the angle planted with trees, to discourage formation of a desire line.
- A better link from the toucan to Clermiston Drive, which lies a short distance west on the Q'ferry Rd, is desirable, since Clermiston Drive is

Email –
Stakeholder
Consultation

- We shall consider surfacing the desire line to the school that you have highlighted.
- We shall proceed with lighting that balances providing the best illumination for path user safety whilst also not damaging wildlife. This will follow the lighting designs used on other paths in wildlife sensitive areas of the city. In particular, this will prevent diffuse lighting.
- The route via Clermiston Drive is one of the longer-term objectives in the QuietRoutes Network.

the preferred route southwards rather than Clermiston Rd N, which has a steep gradient and is much busier. The existing footway on the south side of the main road is designated shared-use, but is too narrow. We hope this will be the subject of a future proposal.

- In sum, the route through the Park is a useful and popular off-road alternative, and CEC's proposals to upgrade the path are very welcome.

2017.03.17	Friends of Davidson's Mains Park Member	<ul style="list-style-type: none"> • Ensure the construction works don't affect the badger setts 	External Workshop/Public Exhibition	A full ecological survey has been undertaken and a mitigation plan will be in place to ensure the wellbeing of the badgers.
2017.03.17	Friends of Davidson's Mains Park Member	<ul style="list-style-type: none"> • Cyclists from NCN1 (East Barnton Avenue) Parking on the blind corner on East Barnton Avenue may cause accidents for cyclists trying to join the path. • More bollards to stop unauthorised vehicle access. • Make sure the existing sycamore is not affected by the path widening near East Barnton Avenue 	External Workshop/Public Exhibition	<ul style="list-style-type: none"> • We will consider ways to ensure safety of all users at this corner • We shall provide sufficient bollards to prevent unauthorised vehicles accessing the park. • We do not anticipate that this tree shall be affected by our scheme.
2017.03.17	Friends of Davidson's Mains Park Member	<ul style="list-style-type: none"> • Needs to be fully surfaced and lit, Unbound path between rear of school and woodland path. • Distribution area of advertisement wasn't big enough 	External Workshop/Public Exhibition	<p>We shall surface and light the paths you have highlighted.</p> <p>We shall re-evaluate the distribution area of future consultations.</p>
2017.03.17	Friends of Davidson's Mains Park Member	<ul style="list-style-type: none"> • Wishes a new bound path to replace the muddy path that runs adjacent to the Queensferry wall from Barnton Park Drive to the rear of the school. Realigned wall to be all at half height. 	External Workshop/Public Exhibition	<p>This path was considered, but is beyond the scope of the current scheme. It shall be considered in future improvements.</p> <p>Depending on planning requirements, we shall consider reducing the realigned wall to half height to increase visibility and reduce potential conflict areas.</p>

Appendix B - Full List of Public Consultation Comments

Davidson's Mains Park – Public Comments

Date	Organisation/ Type	Comment	Consultation Type	Council Response
2017.03.06	Local Resident	<ul style="list-style-type: none"> With reference to the flier which arrived to-day I think it's an excellent idea – the path is already well used and deserves a serious upgrade. Hope all goes well. We live just 100 yards short of the entrance to the park 	Email – Public Consultation	
2017.03.15	Local Resident	<ul style="list-style-type: none"> Needs to be fully surfaced and lit. One bollard is sufficient deterrent. 	External Workshop/Public Exhibition	
2017.03.15	Local Resident	<ul style="list-style-type: none"> Distribution area of advertisement wasn't big enough Speed camera on Queensferry Road at the Clermiston lights enhanced security provision between the wall and the rear of the school. Cut back bushes on either side of the path (by around 5m each side) to enhance security for path users. The realigned roadside wall should be re-built to half height, rather than full height as is currently proposed. 	External Workshop/Public Exhibition	<p>We have passed on your speed camera request to the Road Safety Team. Provision of lighting should increase safety. Due to wildlife considerations, we do not plan to clear vegetation beyond the footprint of the path.</p> <p>Depending on planning requirements, we shall consider reducing the realigned wall to half height to improve conspicuity for all.</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	An enlarged space for waiting to cross Queensferry Road and lighting would certainly be beneficial. The existing path is currently too narrow to safely accommodate both cyclists and pedestrians.	<p>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.</p>
2	Strongly support		
4	Strongly support	It is safer to encourage cyclists onto paths away from main roads such as Queensferry Road but at present, there is too much interaction between cyclists and pedestrians.	
5	Strongly support	Improving cycling conditions will encourage people to cycle - which makes for a healthier, happier population (reducing congestion, air pollution, etc.) Edinburgh needs to be forward-thinking about their infrastructure development and ensure that sustainable transport is prioritised!	
7	Strongly support	as a local and regular user of this, both waking and on bike, I would really agree that improvements are required for current users and to encourage more healthy travel in the area	
8	Strongly support	Strongly support tarmacing and lighting. Long overdue.	
9	Strongly support	It's a key bit of infrastructure to link the North West end of the NEPN to quiet streets of Drumbrae and on to the employment areas of the Gyle, Gogarburn etc. via the Toucan crossing of the A90 at the bottom of Clermiston. It's not suitable for commuting just now as the path is too narrow, unlit with a poor surface and no where to safely wait for the Queensferry Road Toucan. Plans look ideal.	
10	Strongly support	I use this path daily on my commute whether it be cycling or running and that surface needs improving. Tho my hybrid is ok on that path my road bike is not. Also kids getting muddy using it to go to the park isn't the best for them	

11	Strongly support	Use this route every day. keen interest in any development, preferably positive	covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
12	Strongly support	The path through the woods in Davidson's Mains park has for a long time been a dark and muddy one. It is heavily used, but even so people avoid it if they are on their own because they do not feel safe. Improvements would benefit everybody that uses the path, and encourage people to use forms of transport that are not a cars. Lots of school age people use the path frequently, and the situation at the queensferry road crossing is quite dangerous. It would be excellent to see the path that runs parallel to Queensferry Road improved as this would provide a genuinely useful and appealing route for a huge number of people, linking Barnton and Davidson's Mains.	
13	Strongly support	Popular route, avoiding Q'ferry Rd. Gives access to RHS, as well as to NCN1, and to shops etc in Davidsons Mains, and to the private path which runs parallel with Q'ferry Rd and can be used as an alternative to the main road. Path already well used but improvements needed.	
14	Strongly support	This route forms a really important link to the southwest from NCN1 and allows an extremely dangerous section of Queensferry Road to be bypassed. There is currently a risk of conflict with pedestrians within the park, the surface along the wooded section is very poor and the access out to the Crossing point is restrictive. The changes proposed are extremely sensible and address all these issues, but will have little to no impact on existing use of the park.	
15	Strongly support	The widening of the path is great as many times the path is not wide enough for cyclist to cycle easily past pedestrians. The extension at queensferry road is good as the entrance is very narrow and the path is quite close to the road so it's good it's getting made bigger	
16	Strongly support	It's very poor at the moment - and dangerous in the dark evenings. It's a very useful route but the muddy and rough surface puts me off and my wife won't go that way as it is dark.	
19	Strongly support	I am a supporter of improving Edinburgh's cycling provision. While the north of the city already has a good network of cycling routes, the path between Davidsons Mains park and Queensferry Road is not to the same standard of other parts of the network.	
20	Strongly support	I can see that there will be significant benefit to pedestrians and cyclists with this scheme, especially with the wider path and better lighting. This will encourage greater use and provide space for both sets of users.	
21	Strongly support	It is important as I use the Park every day to walk my dog and there is often a conflict between pedestrians and cyclists and improvements and path widening is supported.	
22	Strongly support	Hard to cycle there with kids path taken up by walkers with dogs have to stop contestantly poorly lit and very muddy	
23	Strongly support	Support better lighting as would enable me to use more as both pedestrian and cyclist.	All general points shall be considered in the Council's future plans and strategies. Comments

24	Strongly support	The path is too narrow and too uneven for road bikes. The pedestrian crossing waiting space is very narrow.	relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
26	Strongly support	Cycling conditions in are area are in need of maintenance and investment in infrastructure to make it easier and safer for people to make decisions to cycle around.	
27	Strongly support	Long overdue, extremely difficult with a pram, especially after rain.	
28	Strongly support	I use bikes for transport and regularly use this route. This is with a standard bike and also on a cargo bike carrying 2 small children. The section through the park lets down the rest of the path	
29	Strongly support	I cycle commute every day and its one of two routes - this one, or murrayfield. I prefer this path through Davidsons Mains, then onto the bike path because its safer. But this section of path is pretty much off-road - and can be difficult to pass if its been raining. It was dug up recently to lay some piping, and thats made the surface worse	
32	Strongly support	It is a major route to Royal High School.	
33	Strongly support	I regularly use the park and that part if the path to walk with a buggy and path improvements will greatly reduce vibration for my baby. I'm also very supportive of improvements that make cycling off the main roads more accessible and in favour of improving wheelchair access.	
34	Strongly support	The path is heavily used and falls way below acceptable standards. Queensferry crossing approach is dangerous. There is no lighting along the footpath and the gravel surface is regularly muddy, rough and unsafe for mixing cyclists and pedestrian traffic	
35	Strongly support	I cycle almost daily. I'd like to do more with my children (aged 8 and 10) and improved conditions would help this	
36	Strongly support	I cycle almost daily through the park and would be grateful for better lighting.	
37	Strongly support	This is a connecting route for people walking and cycling to avoid the busy Queensferry Road and is heavily used. As already identified by the council, it is substandard for several reasons and I look forward to improved walking and cycling for people in the local area.	
38	Strongly support	No	
40	Strongly support	There is a need to enhance provision for cyclists seeking access between Queensferry Road at the Clermiston Road junction, the woodland path from Barnton Park Drive parallel to Queensferry Road, the Royal High School and Davidsons Mains via the path through D'Mains	

		Park - both for the benefit of cyclists and to provide a wider path for both cyclists and walkers	covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
41	Strongly support	Improved facilities for cyclists and pedestrians can only be a good thing	
42	Strongly support	This design is a much need improved, in particular the waiting area for crossing queensferry road is very small and frankly dangerous for school children and cyclists alike whilst waiting to cross that very busy road with buses flying past at 40mph only a few centimetres away from where they stand/wait.	
43	Strongly support	I use the park often as my Mother is Silverknowes and I Corstorphine	
44	Strongly support	Because I cycle this route, and the cycling conditions are not fit for purpose currently.	
45	Strongly support	I'm moving into Blackhall in April and this will greatly improve the chances of me regularly cycling to nursery and work and using the park for leisure. the plans make the routes more attractive as easier access, safer and quicker.	
46	Strongly support	I cycle through here going to and from work. The path is narrow, unsurfaced and broken up in places. It makes passing pedestrians and dogs difficult. It is also VERY DARK at night so you need a good light to get through safely on a rough surface. The waiting areas is also cramped, especially on a bike and / or when school is coming in or out.	
47	Strongly support	The current unlit and unpaved cycle route through the trees in particular is hazardous to both cyclist and pedestrians during the hours of darkness. As I will soon be using this route on a daily basis due to office relocation I'm delighted that this is being considered.	
48	Strongly support	too dark and muddy at present	
49	Strongly support	This route is part of my daily cycle to work. During the winter crossing the park is a nightmare due to lack of lighting and the muddy path. The improvements proposed will make a huge difference.	
50	Strongly support		
51	Strongly support	It's important to provide a safe and inviting environment to encourage people to walk and cycle - as it is the park is unsafe when dark, unusable when weather is wet, difficult to bike on.	

52	Strongly support	This path is poorly surfaced but I strongly support because at peak times school kids can easily be pushed onto the road because of lack of space. But the shelter and width of path on the south side of Q/F road should also be addressed	<p>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.</p>
53	Strongly support	This is part of my route to work and having a wider path and lights will improve my commute	
54	Strongly support	Edinburgh is aiming to be cycling friendly therefore routes need improved. The paths through the park are pretty poor at present and due an upgrade - surfacing, widening and lighting.	
55	Strongly support	The area is not well lit going through the path, so reluctant to use in winter/dark evenings. The surface is quite poor, especially when wet. There isn't enough room at the junction at the crossing at Queensferry Road, which is dangerous considering it has fast, heavy traffic.	
56	Strongly support	Done well, the improvements will provide a key link between Clermiston and NCR1. The existing path is not fit for use for cycling -- it's far too narrow and windy. It's also not lit, which isn't good for pedestrians either and it feels unsafe. The changes will make the path much more accessible and welcoming. Additionally, the extra area for waiting to cross the Queensferry Road is much needed for pedestrians and cyclists alike.	
57	Strongly support		
58	Strongly support	Currently the path is dark and potentially dangerous to vulnerable people using it. Particularly after dark. The muddy path is off putting for cyclists who are keen to keep their bikes clean. It's not representative of other cycling paths in the city.	
59	Strongly support	Qualify that by Strongly supporting the improvement of multi-user pathways in D Mains. The world does not revolve around cyclists. Improving this path would make it safer to walk through at night and safer for cyclists and other users by allowing more space. The improvement at the lights on Queensferry Road is a good idea.	
60	Strongly support	For the reasons mentioned, narrow paths at the moment and overgrown foliage would put me off cycling here	
62	Strongly support	Craighleith/Blackhall Community Council do not normally comment on matters outwith their boundary, but a considerable number of pupils at the Royal High School live in the Community council area. We welcome measures that will improve their safety travelling to and from school. We also welcome the improvement for cycling .	
3	Support	This forms a convenient and safe route for cycling from Barnton to Davidson's Mains but the surface is poor and the path width brings cyclists and pedestrians close together with possible safety risks. Without adequate lighting it is not suitable for use after dark.	

6	Support	The proposals look sensible - improve the paths for cyclists without having a detrimental effect on the park as a leisure destination. It will be important to ensure that pedestrians are not disadvantaged and that the changes don't have a negative effect on pedestrian safety, especially for children playing in the park.	<p>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.</p>
17	Support	Surface is currently very poor for cyclists & walkers, and the path too narrow for both to use safely.	
18	Support	Support good quality paths wide enough for cyclist to pass walkers, but this section seems relevant to few cycle journeys other than John Muir Way.	
25	Support	The park is currently in quite good shape for cycling. I'm just not sure that any additional significant expenditure will get a good return.	
30	Support	Its a great park so it would be amazing if it could be improved.	
39	Support	Why would I not support the aim? The question you should be asking is do I think your plans are likely to achieve this aim or work against it.	
61	Support	It is good that people are encouraged to cycle	
31	Strongly oppose	You will need to save money for the removal of the 20mph signage when you discover that it is a pointless, dangerous and damaging descision	

Online Survey – Support for Improving Walking Conditions

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	I use this route to travel between my home and Drumbrae Library Hub as it is both more direct and far more pleasant than the hostile environment of Queensferry Road. It can be quite muddy at times and an improved path and lighting would be of benefit. A larger waiting area would make things easier for people, like myself, who are pushing children in a large buggy.	<p>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.</p>
2	Strongly support	Also for runners	
4	Strongly support	Present path through park is unsuitable for use by both pedestrians and cyclists together. It is also dangerous where cyclists exit from the path that goes between the woodland areas onto the path that circles the actual park (sheet 3 of 4). Cyclists come far too quickly round that corner onto the path and walkers and children often have to take evasive action so as to avoid being hit by cyclists (myself included). Cyclists assume that they have right of way on the paths and force pedestrians to move out of the way.	
5	Strongly support	Again, encouraging sustainable transport should be the priority! We want more people walking!	
7	Strongly support	I also walk here regularly, the current condition is poor.	
8	Strongly support		
9	Strongly support	Walking is the easiest way for more people to get active.	
10	Strongly support		
11	Strongly support	a good well designed shared facility will avoid conflict.	
12	Strongly support	The path through the woods in Davidson's Mains park has for a long time been a dark and muddy one. It is heavily used, but even so people avoid it if they are on their own because they do not feel safe. Improvements would benefit everybody that uses the path, and encourage people to	

		use forms of transport that are not a cars. Lots of school age people use the path frequently, and the situation at the queensferry road crossing is quite dangerous. It would be excellent to see the path that runs parallel to Queensferry Road improved as this would provide a genuinely useful and appealing route for a huge number of people, linking Barnton and Davidson's Mains.	
14	Strongly support	The changes will reduce conflict with cyclists and provide greater security through the wooded section of the park path by improving lighting. An excellent improvement all round.	<p>All general points shall be considered in the Council's future plans and strategies.</p> <p>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.</p>
15	Strongly support	Allowing the path to be made bigger allows dog walkers and normal pedestrians to walk easily along with cyclists which at the moment becomes a tight squeeze	
16	Strongly support	It's rough and muddy at the moment	
19	Strongly support	I believe that widening the corridor could encourage local residents to use it as a route to buses on Queensferry Road, thus increasing bus usage.	
20	Strongly support	Same as previous comment, increased space and lighting makes a better experience for all.	
21	Strongly support	I use the Park every day to walk my dog and improved separation between cyclists and pedestrians is strongly recommended	
23	Strongly support	Support better lighting as both pedestrian and cyclist as i would use more.	
24	Strongly support	Same as before	
26	Strongly support	Cycling and walking improvements should always be undertaken simultaneously to maximise total active transport benefit and to get value for money by investing and building at the same time.	
27	Strongly support	As per previous answer	
29	Strongly support	For the same as the path for bikes - its not well lit	
32	Strongly support	I walk in the park on my way to collect my children from Royal High after school club.	
33	Strongly support	I am a regular buggy walker in the park	
35	Strongly support	To encourage people to walk short distances rather than drive	

36	Strongly support	It is a beautiful park and could benefit from upgraded paths.	<p>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.</p>
37	Strongly support	This route is heavily used by people walking and can benefit from a range of improvements identified by the council. The more people walking and cycling, the better!	
40	Strongly support	A wider better surfaced path should enhance safety between walkers and cyclists and enhance the surface conditions to benefit walkers	
41	Strongly support	Good surfaces for walking should be available for all pedestrians regardless of abilities e.g. young and old	
42	Strongly support	It is a much sought after and needed area to go walking for the local community	
45	Strongly support	Safe shared cycle and pedestrian use is essential to maintain harmony for both groups	
46	Strongly support	Too dark to walk through without a torch. Potential conflict with cyclists.	
47	Strongly support	I'm delighted to see any improvements that improve the safety, appearance and usability of valued local facilities. This will encourage greater use of the existing path.	
50	Strongly support		
51	Strongly support	see previous comments	
53	Strongly support		
54	Strongly support	As before	
55	Strongly support	For the same reasons as the previous question	
56	Strongly support	This path provides a key link between Davidsons Mains and the Royal High School. The existing path is, narrow and windy and it's not lit, which makes it feel unsafe. The changes will make the path much more accessible and welcoming. Additionally, the extra area for waiting to cross the Queensferry Road is much needed for pedestrians and cyclists alike.	
57	Strongly support		

58	Strongly support	Better lighting and wider paths will provide a safer environment for school children coming home. This is particularly relevant for those children who attend after school clubs and can be walking alone.	<p>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.</p>
59	Strongly support	As is stands it is not a great path to walk along. It is too narrow and offers little scope to move aside in the face of prams, bikes, large dogs etc.	
60	Strongly support	Great park to walk round but paths are in poor condition	
17	Strongly support	See previous answer: current path narrow, dark & muddy	
18	Strongly support	Useful part of local walk from Barnton to Davidson's Mains.	
30	Strongly support	The park is great but the crossing at Queensferry road is very rough, the path isnt clear and the pavement at the crossing is far too small.	
61	Strongly support	The park is there for people to enjoy and walking is the best way of doing this. The existing footpath is not particularly well maintained and sections of it have been allowed to deteriorate to the extent that they are trip hazards. Hopefully these improvements could be extended to include repairs elsewhere to the benifit of a wider section of the public	
13	Support	Same reasons as for cycling - better access for all; popular route needing improvement	
22	Support	As path is shared need some more space and light	
34	Support	Surface is poor for those with impaired walking	
38	Support	No	
43	Support	Although I cycle I also walk	
44	Support	Walking and all forms of exercise should be encouraged, and this will help.	
48	Support	self explanatory..improves well being AND safety for all	
49	Support	The section of path in question is muddy and narrow. Not a pleasant walk	
52	Support	Badger activity is in and around the route through the woods and there are deer and foxes. Lighting should not be too bright	
62	Support	Part of the footpath is a poor walking surface and the improvements are to be welcomed.	
3	Support	Wider footpath will improve safety for pedestrians as the footpath is shared use. Lighting may encourage pedestrians to access Davidson's Main via the path instead of walking on Queensferry Road and Quality Street.	

6	Support	Walking conditions in the main park are good. The path up to Queensferry Rd. would benefit from upgrading.	<p>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.</p>
39	Support	See before.	
28	Neither support or oppose	I do not use the park for walking, personally	
25	Neither support or oppose	I don't see any major issues with the paths (included in this proposal) in the park as they are.	
31	Strongly oppose	See answer to last question	

Online Survey – Support and Comments on the Proposed Scheme

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
1	Strongly support		
2	Strongly support		
8	Strongly support	Path from Royal High to Barnton Park Drive also needs to be tarmaced and lit. Only safe route from South of Barnton and Cramond to Davidson's Mains. Queensferry Road pavement is not safe for pedestrians or cyclists.	This was considered, however it is beyond the scope of the current project. We shall consider this proposal in future schemes.
9	Strongly support	We need more of these rough tracks converted to wide tarmac paths for better use for cycling. Other examples include the back of DMains Tesco to the NEPN & from South Gyle to Meadowplace Road round St Augstines.	
10	Strongly support		
11	Strongly support	There is only 20seconds to cross Queensferry Road, 90seconds on the car sequence. the way the layout at the crossing is currently laid out it is a chicane, which stops rapid approach onto the crossing, which could potentially result in collision. The proposed layout would enable rapid approach to and onto the crossing, increasing chance taking in crossing.	We believe that providing better sightlines of the junction for all users should increase safety at this location.
12	Strongly support	It is good to see these long awaited improvements finally being given some thought.	
14	Strongly support	Perhaps consider adding a pedestrian only path along the desire line behind the wild garden area (cutting the corner).	This was considered, but decided this would detract from the park's aesthetic symmetry at this location. It would also be hard to enforce a single mode path.
15	Strongly support	Make sure that the lighting is the new LED lights and not the old orange lights which hardly light up the place at night	All lights shall be to the latest low energy standards.
16	Strongly support		

19	Strongly support		
23	Strongly support	More space at crossing for Queensferry road is great idea. Like additional lighting along paths.	
27	Strongly support		
29	Strongly support		
37	Strongly support	Broadly strongly supportive - widened path, better sightlines, reduced street clutter, better lighting. All great to see and beneficial for people walking and cycling. Don't support the bollard at the entrance to DMains Park from the residential streets - see no need for it when the rest of the route is free from clutter and barriers. Would advise this is removed as creates pinch point and is detrimental for people in wheelchairs, prams/buggies, people cycling. Also unsure about path surface as this is not clear - tarmac would be preferable please! Would like to see barriers removed at crossing point on QFerry Road also - this is not clear from design drawings. Any possibility of improving access on the other side of QFerry Road too? :)	The bollard shall be aligned such that all users can still access the park. Preventing illegal access by motor vehicles is the reason for inclusion. This issue was raised by the Friends of the Park Group and Park Managers. The path shall be tarmac and junction access improved. Changing the junction configuration on the south side of Queensferry Road is not possible without major junction and traffic alterations. This was considered but is beyond the scope of this project.
40	Strongly support		
42	Strongly support		
45	Strongly support	Keeping cyclists to the path makes perfect sense	
46	Strongly support	Really support the addition of lighting and upgrades to path surface	
50	Strongly support		
51	Strongly support	it should also be considered the pedestrian crossing to access the park - the current design is very dangerous with cars speeding to pass the lights. It's also very dangerous the crossing at Clermiston Primary School with South Queensferry road. A set of lights to regulate traffic should be considered.	Your suggested additional alterations are beyond the scope of this project, however we shall pass your feedback on our Road Safety Team for further consideration.
53	Strongly support		

57	Strongly support		
58	Strongly support		
59	Strongly support	Change of priority at the elbow on East Barnton Avenue where the dropped kerbs are to be extended. Anyone cycling south, i.e. towards the park, is crossing a road (albeit a quiet one) on a blind corner. I don't know what the correct mechanism is - coloured tarmac, give way, stop etc but it would help. Consider extending the path west to where it comes out at the entrance into Barntongate? That moves some of the cycle traffic away from the congested junction at Cler Rd N. and moves cyclists off that narrow section of pavement between Clermiston Road North and the bus stop to the west.. It is narrow enough with just pedestrians, particularly at school times. I'd prefer the path to be segregated for pedestrians and cyclists. Simple matter of keeping the objects moving at similar speeds together. I doubt it will be wide enough as proposed. I find that some cyclists in Edinburgh treat multi-user paths as private cyclepaths; a ping and you are expected to dive for cover. That zig-zag coming out of the park to the pedestrian crossing lights at Queensferry Road is a nightmare. The pavement is just wide enough for a bike angled to cross the lights , but not for pedestrians to then get past.	It is not possible to change priorities on a bend in the road, only at a road junction. Extending the path along to the Bartongate entrance is beyond the current scope of the project and faces challenges due to the proximity of trees to the path. The proposed path width is in keeping with good practice design principles for such situations.
18	Strongly support	It seems to incorporate all improvements that I can think of.	
13	Strongly support	Current link to E Barnton Ave needs improved. I prefer to stay in the park (when coming from Q'ferry Rd) and ride parallel with E Barnton Ave to join it lower down by the "pearly gates", so would like to see that section improved too.	
43	Strongly support	I strongly support although I was unable to open the link	
44	Strongly support	I would like to see better links between the proposed design and the cycle routes / quieter routes, but that is outwith these designs.	
48	Strongly support		
52	Strongly support	The shelter on the south side of the crossing and the width of the pavement does not give enough room for bikes and walkers at school going in and coming out times. I think the crossing is at least 1 min 30 between phases whereas the Barnton hotel of old is 1 minute. Although this may lead to some traffic backup it would reduce the numbers of children waiting on both sides if it was altered at this junction to be 1 minute too. Bikes do come from the Barnton park estate through the woods from the west and this path for walkers is very muddy and poorly drained. The BPPA is an association tasked with looking after the woods a little bit further down and has	Improving the suggested path has been noted as a future project, though it is outside the scope of the current project.

		an interest in improving this path for all concerned. Could a later plan perhaps address this route too?	
28	Strongly support	Lighting and a hard surface would be excellent. It would also be good to clearly signpost the section as a cycle route as I am not sure that all users appreciate that cycling is a legitimate use of this route. Currently, the gap in the way at the crossing is tricky to pass on a cargo bike	We shall include signage as part of the project
4	Support	I cannot see how the proposals will protect pedestrians at the junction I have formerly described.	Widening the waiting area at the crossing shall prevent over spilling of pedestrians on to the road, which has been noted as an existing issue.
5	Support	Path widening is good	
7	Support		
20	Support	I can only hope that once you reach the roads that it will not be long until improvements are made for cyclists here. Pedestrians have pavements to walk on but cyclists are heading, at least at one end, into a busy road with little amenities for the less confident cyclist.	The Council's evolving QuietRoutes Network aims to provide ways for cyclists to travel city-wide on safe, convenient and easy to use infrastructure away from busy traffic.
21	Support	It is extremely important to encourage cyclists to use the drop kerb and the connection on to East Barnton Park rather than travelling down the hill and gathering speed within the park to the entrance	We shall provide signage to clearly indicate which way to go.
24	Support		
32	Support		
33	Support	I wish it could be extended as far as Barnton Park.	This is beyond the scope of this scheme but could be considered in future improvements.
35	Support		
36	Support		
41	Support		
47	Support	I'm curious as to why the plans keep the existing route linking to East Barnton Avenue (p5 of pdf). As seen already, pedestrians and cyclists cut the corner to save time. I see the plans include an extension of the wild flower planting, however I don't see that this will stop this behaviour. Could we learn from this and change the route of the path to a more direct line? The wild flower planting could extend to both sides of such a path to make an attractive route, or simply contained to the triangle which would be left. The existing path (covering the right angle) could be left as a quiet route for people simply circuiting the park. I'm also curious as to the design of the waiting area adjacent to the toucan crossing on Queensferry Road. At present,	Adding a path to cut the corner was considered but rejected as it would likely increase cyclist's speeds, which could endanger other park users. Furthermore, tarmacking the cut through would be detrimental to the aesthetic symmetry of the park in this location. The tight turn is somewhat negated by the wider area making the entry or exit less acute.

		when heading North, there is a sharp left then right turn which can be difficult to negotiate. Whilst the new waiting area will provide additional room for pedestrians and cyclists when exiting the crossing, it still means a sharp right turn to enter the park. Given that such a waiting area will encourage loitering, such a manouver could be challenging. Particular consideration might be given to lane markings in that zone to help prevent accidents.	The tight turn is also useful as it enforces cyclists to slow down, increasing safety of other users and the cyclists, since they are approaching a very busy road.
54	Support		
55	Support		
56	Support	The changes proposed look good and will deliver a really big improvement for the path through the park. My only reservation is that there are no corresponding changes on the south side of Queensferry Road. The expanded waiting area at the crossing on the north side is great but does nothing about the small islands on the south side that are hard to navigate on a bike, and would be impossible with a cargo or trailer bike (which will only become more popular). I appreciate that Queensferry Road is a key vehicle route in/out of the city and that vehicle throughput at this junction is important, but I hope you'll also consider what can be done to provide more space for cyclists. Also, the route assumes that cyclists are heading for the shared use path to Clermiston Drive -- there needs to be affordance for cyclists wanting to join/exit the route at Clermiston Road North. In short, reevaluating this junction for cycling is a key next step in this work.	Altering the south side of the Queensferry Road junction was considered, however this would not be possible without a considerable junction reconfiguration and potentially impacting on traffic movements. This was beyond the scope and budget of this project.
60	Support		
17	Support	Would like to see more detail i due course, but looks broadly sensible so far.	
30	Support	I like the wild flower garden to an extent but as someone who used to play in the park as a child it is a bit sad that people cant use the grass now to sit on etc, it was all overgrown the last time I was there - it seems maybe a cop out of cutting the grass to save costs.	This is not within the remit of this project. But my understanding is that cutting regime relates to a balance between providing increased wildlife habitats and amenity greenspace. Many users appreciate seeing and providing for wildlife in Edinburgh's parks.
61	Support	Suggest additional signage to discourage cyclists from using what are to remain as pedestrian footpaths. (these are currently used by cyclists who are not always considerate of pedestrians and dogs) What will the widened footpaths be surfaced with? What will be the specification of the improved public lighting? How much larger will the wild garden become to discourage cyclists from the shortcut?	The paths shall be appropriately signed to encourage correct usage by all users. The widened paths shall be surfaced with tarmac. The lighting shall be similar to street lighting but be specially altered in order to mitigate its impact on nocturnal wildlife.
22	Support	Seems to cover most current issues	
34	Support	Insufficient information provided with regard to lighting and surface improvement	The widened paths shall be surfaced with a suitable material. The lighting shall be similar to

			street lighting but be specially altered in order to mitigate its impact on nocturnal wildlife.
38	Support		
49	Support		
62	Support		
6	Support		
39	Support	I see no need to rebuild the wall at the exit onto Queensferry Road. I think that the end of the path should be much wider giving direct access to the pavement rather than continuing to force cyclists to turn sharply back on themselves before crossing the road. I also see no need for all the extra signs, much as I know you love them (given how many you put up).	The wall has historical value and planning restrictions associated to it. As such it may not be possible to entirely remove it at this section.
26	Neither support or oppose		
3	Neither support or oppose		
25	Neither support or oppose	I like the idea of extra waiting space at Queensferry Road. I'm just not sure of the actual benefit. Rather than expanding the "wildlife garden" area to prevent people cutting the corner I would prefer the path to be re-aligned to remove the corner and the "wildlife area" expanded in the other direction to join up to the wooded area.	The over spilling of children on the road at school start/end times is a key, known safety issue. The larger area will provide a greater waiting area capacity. Adding a path to cut the corner was considered but rejected as it would likely increase cyclist's speeds, which could endanger other park users. Furthermore, tarmacking the cut through would be detrimental to the aesthetic symmetry of the park in this location.
31	Strongly oppose		

Online Survey - Any Further Comments about walking and cycling in Edinburgh

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
1	A redesign of the zebra crossings at the roundabout at Cramond Road South and Quality Street would be good as there are constantly issues with vehicles not stopping for pedestrians. Raised zebra walkways and narrowing of the roads on approach to the crossings/roundabout would assist in slowing vehicles to an appropriate speed. There is also an issue with the crossing of Lauriston Farm Road when heading towards Lauriston Castle as it can be difficult and dangerous to cross this road with children. The pavement which then runs from Lauriston Farm Road to Lauriston Castle is too narrow for most of the way. There is insufficient room for a double buggy or wheelchair to pass along this pavement if there are pedestrians coming the other way.	<p>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.</p>
2	2 major sources of pollution affect all modes of transport, but especially walking and running - NOx and particulate pollution from vehicles and particulate pollution from garden rubbish bonfires which regularly afflict suburbia. The local development plan for West Edinburgh will exacerbate the former and the council appears incapable of addressing this life-reducing scourge, and bonfires should be banned on health ground stoo.	
3	Edinburgh is a great city for walking. However, despite the many improvements, there is still much to be done to improve cycling safety. Prior to retirement, I cycled to Edinburgh Park but was extremely worried cycling on Maybury Road from Barnton to Maybury. The return journey is even worse and I felt obliged to use the pavement for my own safety. Serious consideration should be given to creating a direct and safe cycle route between Maybury and Barnton, possibly on the western pavement which is seldom used by pedestrians, anyway.	
5	I think the network needs to be more joined up and well-signed so that novices cyclists don't get lost or pushed onto scary roads	
7	some is brilliant, a lot is far from brilliant and investing in sustainable transport has vast, wide ranging benefits for individuals and the wider community of Edinburgh	
9	Does this really need a consultation? Seems a straightforward improvement to infrastructure and should just be done.	
10	The path behind Tesco car park to the cycle path network could do with being surfaced just like the Davidson's mains one as it is also used frequently by walkers and cyclists. This route is more attractive than the number 1 cycle route as it is quicker and less hills and isn't bad even with the main road roundabout. The traffic going to and from school puts me off the ncn1 route as they're usually rushing and have almost been knocked over there.	
11	What relevance has my employment status got to do with cycling provision? Roads are built with no such questions	
12	It is encouraging to see more of these projects emerge, as there is clearly a growing awareness of the importance of proper facilities for walking and cycling. I do feel that there needs to be a bolder attitude with regard to dedicated projects though. The car seems to still dominate planning in Edinburgh, but hopefully this attitude is changing.	
13	The more the better. More incentives needed; and more 'stick' to encourage drivers to switch, eg charge for parking everywhere, eg workplace/retail park charges. Why should drivers be entitled to all the land they take up, whether mobile or stationary, for no charge? Land is valuable! Congestion charging is a good idea badly trialled 12 years ago. Health, air pollution, climate change are also involved.	
14	A number of really valuable cycling infrastructure projects seem to have been delayed by funding and staffing issues. Don't let these die! They are needed desperately.	

15	More paths need to be made bigger so that cyclists don't need to be close to pedestrians all the time and have an alternative from using the road which can be far to busy at rush hours	<p>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.</p>
16	Many road surfaces are terrible and bike lane markings almost invisible.	
17	Had not realised that D Mains Park was on the John Muir Way - better signage required perhaps?	
20	The majority of pavements in the city are too narrow and there are too many junctions where I have to wait a very long time to cross the road. Tollcross is a good example. No matter which way I go I have to go through multiple crossings, which can take up to 10 minutes.	
21	Is it possible to provide lighting the whole way round the path within the Park? Provide more bins for rubbish and more seating.	
22	Some roads like Cramond Road North feel very dangerous to walk along side small paths and fast moving traffic. Took the kids here once on the bikes and feared for their lives.	
23	Cycle paths make it much easier for me to commute when possible.	
24	The tram lines are very dangerous. This puts me off cycling on Princes Street a lot. Otherwise I think the cycle routes are quite good.	
28	The cycle network is excellent but is missing a few vital links and it can also be hard to find some paths. Some gateways do not cater for all kinds of bike (eg cargo bikes and bike trailers)	
31	Please start to fix the poor conditions of the roads and correct the speed limit	
33	When I lived in tenements, lack of street level storage was the biggest barrier to getting me cycling more often. I lived in a top floor flat!!	
34	Zero policing period Police are unaccountable	
35	The stretch off the cycle path between Silverknowes and Davidson's Main is very hard to use because the surface of the path is so uneven, rocky and unsafe - it does not make for a pleasant cycling at all.	
36	I think we are lucky to have such a good cycle network in Edinburgh	
37	Please continue these improvements across Edinburgh! I used to use this route daily on my commute and in the winter would avoid it due to the poor lighting and my safety fears. I'm sure I'm not the only one who did this. Making this route accessible means that over winter people can confidently continue to use this route without safety worries.	
39	Most of your plans are daft and expensive. I suspect this will be expensive but at least it's not daft. If this council has decided to spend money on cycling as opposed to sensible things like fixing potholes, can we have the drainage fixed on existing cycle paths, e.g. near Crewe Toll and Silverknowes, as well as the removal of the speed bumps at Craighleith and Barnton?	
40	Potential to improve safe off-road link between proposed enhanced path through D'Mains Park to Queensferry Road and Barnton Park Drive	
44	Please keep up the good work in improving cycling facilities in our great city of Edinburgh. Thank you.	
45	Edinburgh council are doing some great things for cycling especially compared to the rest of Scotland whose cycling budgets are far too low. But Edinburgh is still a dangerous place to cycle particularly on the road network. I wouldn't dare cycle on the main routes as just too	

	dangerous and refrain from cycling on roads as scared. More needs done to improve cycling on main routes, increase % share of journeys by bicycle versus car and make car drivers drive in a safer fashion.	
46	Support all the improvements that are going on at the moment.	<p>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.</p>
47	The road surfaces in some areas are appalling - it makes cycling hazardous due to both the potholes and the attention you must pay to the road surface which distracts you from noticing other hazards. Also the cycle path is frequently used by young people on motorbikes/mopeds which can be quite frightening for cyclists/pedestrians.	
49	A cycle path that crosses Drumbrae without mixing with traffic would be nice!	
51	more bike lanes, parks safer and more accessible to walking, better traffic control/congestion management, better access into main roads from populated estates such as Clermiston	
52	When I do take the risk of on road cycling the surfaces are very poor and often there are potholes which can damage my bike and my backside!	
55	Princes street is dodgy to cycle down. No real alternatives without going well out your way in the area. Cycle paths in general are good, but need better connectivity.	
56	It's been great to see so many consultations coming out recently, but I hope we'll soon see some construction too! In terms of future areas, I hope that there will be investment in a north-south route in the east side of the city centre, i.e. connecting Newington to Greenside via St. Leonards and Calton Road (ideally a bridge over the station). This would provide an alternative to the bridges which are extremely cycle unfriendly and help link Newington, Marchmont, and Bruntsfield (via Leamington Walk and South Meadow Walk) to key leisure and employment destinations in the East End and Leith. Note that the proposed route via George IV Bridge (while welcome) doesn't really serve the east of the city centre and hence I believe separate route is needed here.	
58	Yes. Can the cycle path between the junction of Queensferry Road and Clermiston Drive be included in this design.	
59	The standard of cycling in Edinburgh is poor. I have been a cyclist in Edinburgh for many years and unfortunately all of the cliches are true: on the pavement, through red lights, no lights etc. I'd hope this new 20mph fiasco is rolled out to include cyclists. When I worked in the city centre, I was lucky that my employer had private secure cycle parking. Walking is easy.	
60	Lights are very important too, cycle paths and even some side streets are very poorly lit	
62	The proposed footpath improvements appear to have been developed separately to the need for changes adjacent Queensferry Road. Both the 40mph speed limit and traffic light phasing make it an uncomfortable experience for pedestrians and which also takes no account of the high number of pupils using it to travel to and from school.	