



1.1 Grange Road Walk and Cycle Improvements Consultation Summary Report

December 2016

Table of Contents

1	Introduction	2
2	Proposals.....	2
3	Forms of Consultation.....	5
4	Stakeholder Consultations	6
5	Public E-mail and Verbal Consultations	7
6	Online Survey Consultations.....	8
6.1	Level of Support for Improving Cycling and Walking Conditions.....	8
6.2	Level of Support for Proposals.....	9
6.3	Survey Respondent Demographics	11
6.4	Demographics of Support for Proposals	12
6.5	Online Survey - Key Issues.....	15
6.6	Preferred Mode of Travel	17
6.7	Consultation Summary.....	18
6.8	Design changes based on consultation	19
	Appendix A - Full List of Stakeholder Consultation Comments	21
	Appendix B - Full List of Public Consultation Comments.....	27
	Appendix C - Full List of Online Survey Text Comments.....	30

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 three design stages: 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 6; Grange Road.

2 Proposals

The proposals are highlighted below and include the introduction of three new crossings on Grange Road at the following locations:

- Lover's Loan: a zebra crossing and path resurfacing;
- Lauder Road: a parallel zebra crossing for pedestrians and cyclists; and
- Tantallon Place: a toucan (signal controlled) crossing for pedestrians and cyclists.



Figure 1 Lover's Loan northern proposals
(1 of 3)



Figure 2 Lover's Loan central proposals
(2 of 3)

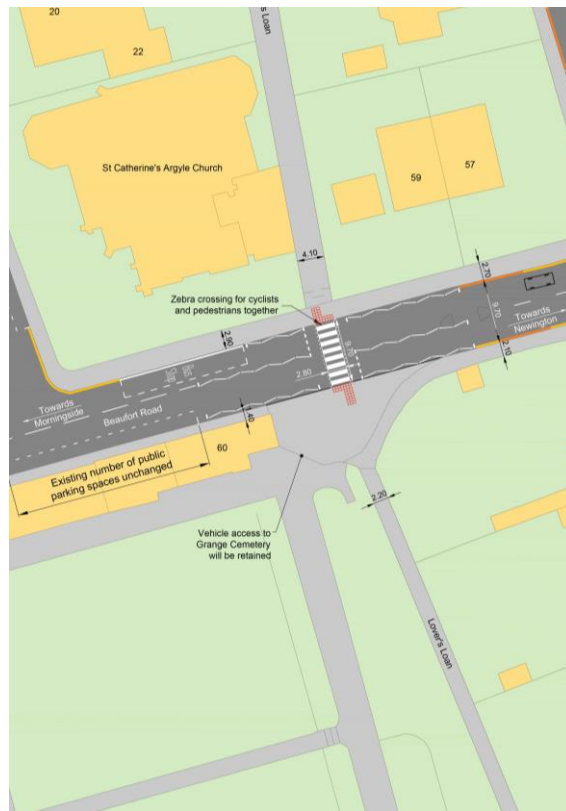


Figure 3 Lover's Loan southern proposals (3 of 3)

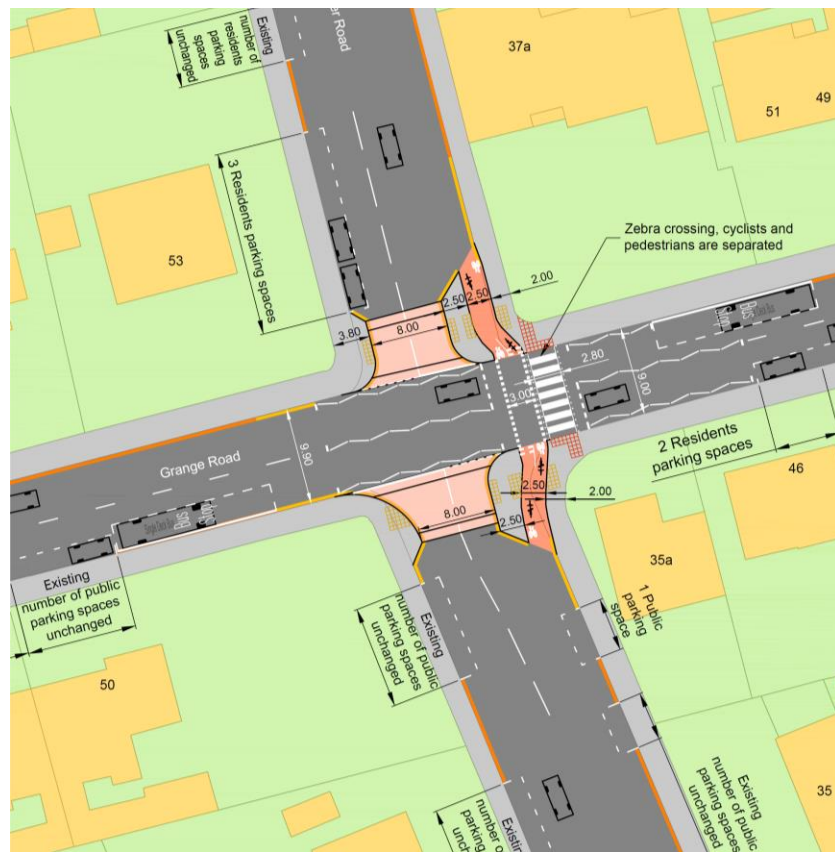


Figure 4 Lauder Road proposals

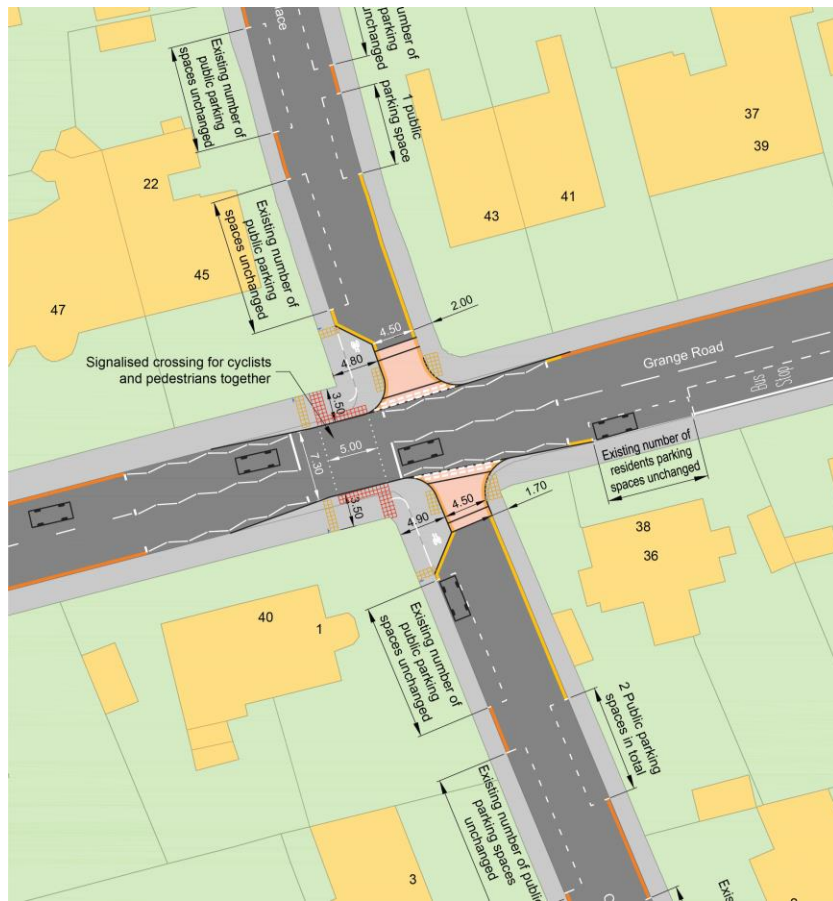


Figure 5 Tantallon Place proposals

3 Forms of Consultation

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

Meeting/workshop with internal Council stakeholders	-	-
Meeting/workshop with external stakeholders	✓	A joint external workshop and public exhibition was held on 20/07/16 at Newington Library between 5pm and 8pm
Public Exhibition	✓	A joint external workshop and public exhibition was held on 20/07/16 at Newington Library between 5pm and 8pm
Consultation Hub	✓	Information was posted on The City of Edinburgh Council consultation hub from 12/09/16 to 14/10/16.
Leaflets	✓	Leaflets were distributed to 314 households in September 2016
Social Media	✓	The City of Edinburgh Council advertised the consultation through their Facebook and Twitter.
Online Survey	✓	An online survey was included on the consultation hub. A total of 94 responses were received on the survey.
E-mail Consultation	✓	Comments were also invited by email; a total of 8 emails were received.

4 Stakeholder Consultations

A total of 19 individuals, representing 12 organisations, provided feedback at the public exhibition or via email during the consultation.

Figures 6, 7 and 8 below show the preferred crossing arrangements from the stakeholder group. These figures show that the majority of stakeholders support a zebra crossing arrangement at Lover's Loan and Lauder Road and a majority supported a toucan crossing at Tantallon Place.

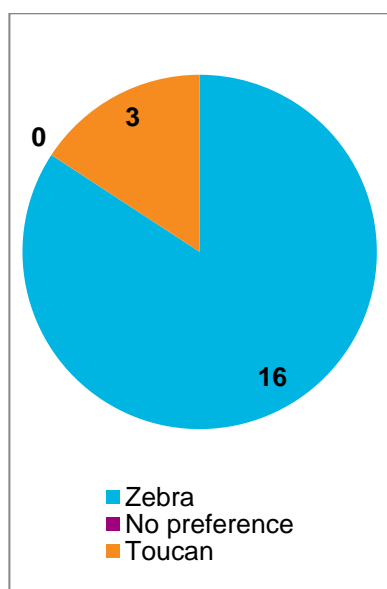


Figure 6 Lover's Loan crossing preference

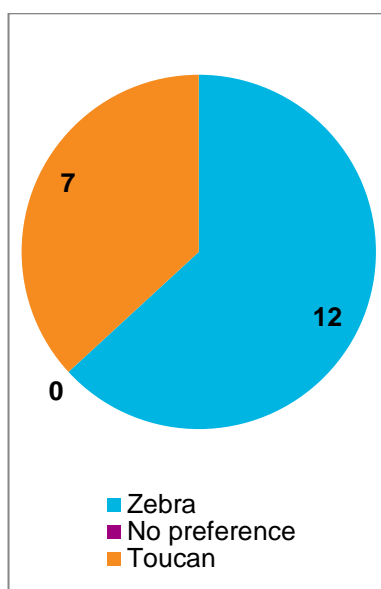


Figure 7 Lauder Road crossing preference

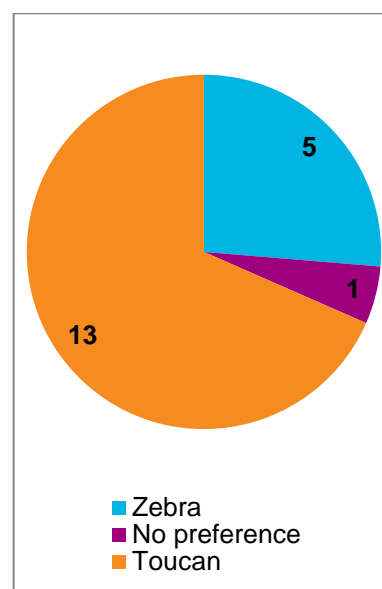


Figure 8 Tantallon Place crossing preference

In addition to the crossing type preferences shown in the figures above, some of the key issues raised throughout the stakeholder consultation are shown below.

Table 1 Grange Road – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Raised tables should be used at the crossings	6
2	Crossing preference for zebra crossings unless there was a high demand from people with mobility / visual impairments	3
3	Additional cycle markings should be added at crossings	2

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

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

5 Public E-mail and Verbal Consultations

A total of 8 local residents provided feedback at the public exhibition or via email during the consultation.

Figures 9, 10 and 11 below show the preferred crossing arrangements at each junction from the local residents. At Lover's Loan the public stakeholders were evenly split between preferring a zebra crossing or a signalised arrangement. At Lauder Road and Tantallon Place 37.5% desired a signalised crossing, 12.5% preferred a zebra crossing and the rest stated no specific preference.

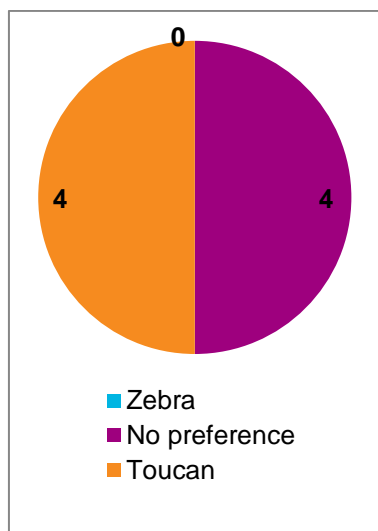


Figure 9 Lover's Loan crossing preference

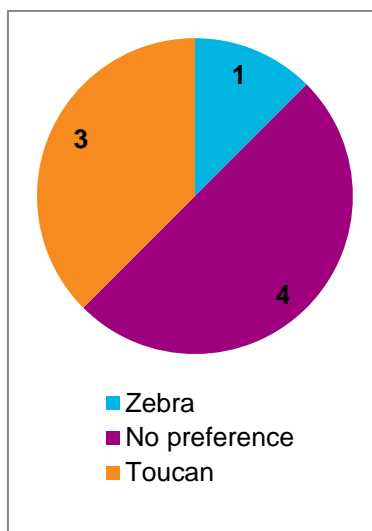


Figure 10 Lauder Road crossing preference

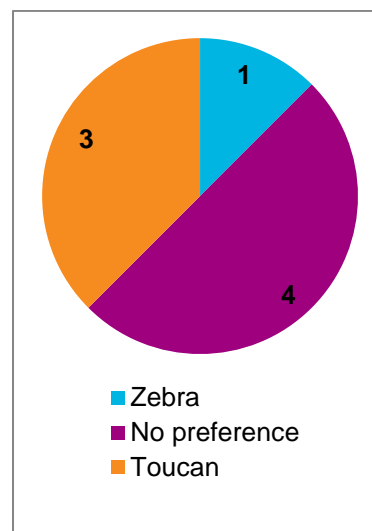


Figure 11 Tantallon Place crossing preference

In addition to the crossing type preferences shown in the figures above, the key issues raised throughout the public consultation are shown below.

Table 2 Grange Road – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Existing conditions are unsafe / intimidating for people walking and cycling	4
2	Proposals increase potential for conflict between cyclists and pedestrians at the entry to crossings	3
3	Desire for more / enhanced crossings more evenly spaced along the whole of Grange Road	2

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

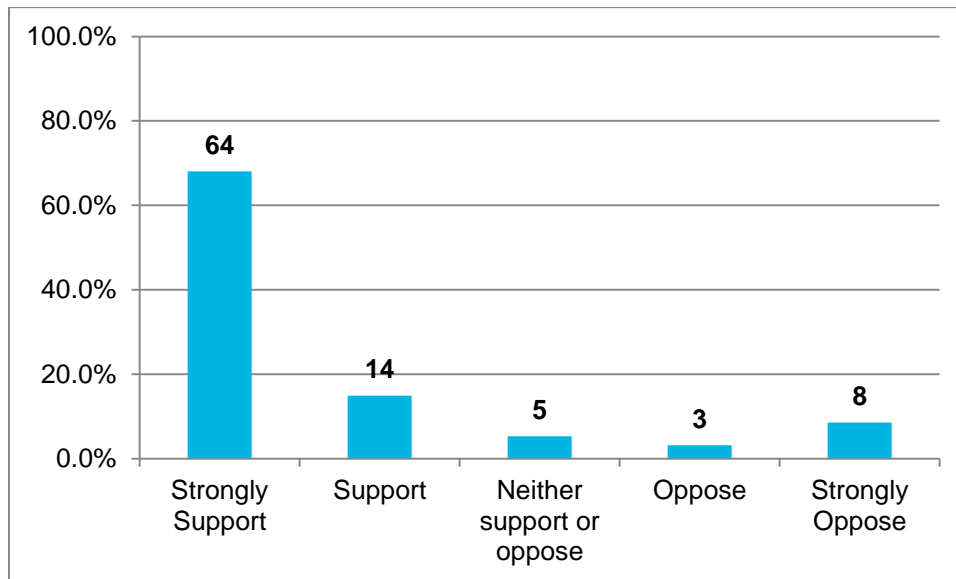
A full list of public consultation comments and The Council's responses are provided in **Appendix B**.

6 Online Survey Consultations

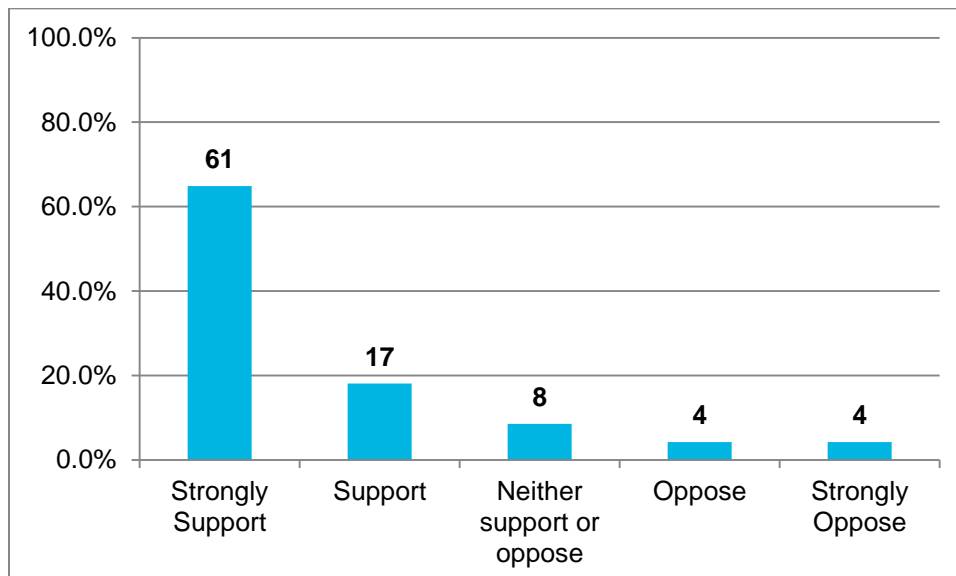
There were 94 responses to the online survey, these are summarised here.

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?

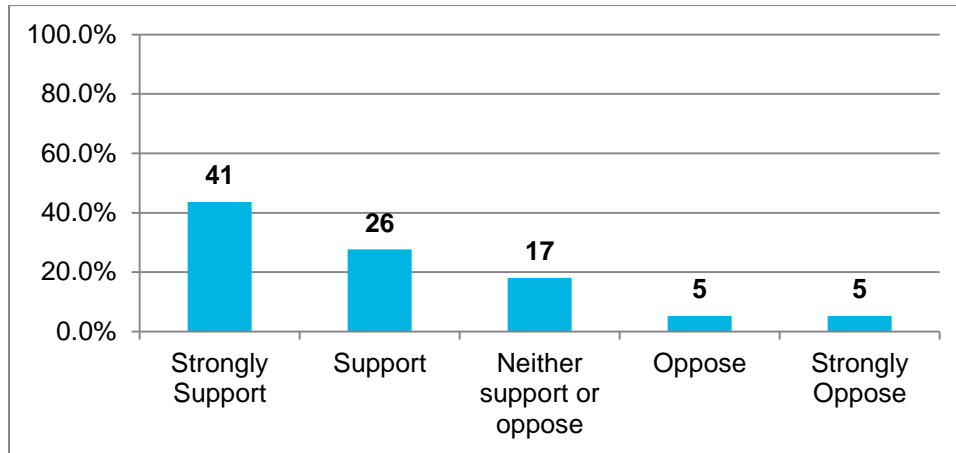


“To what extent do you support the aim of improving walking conditions on the route proposed?”

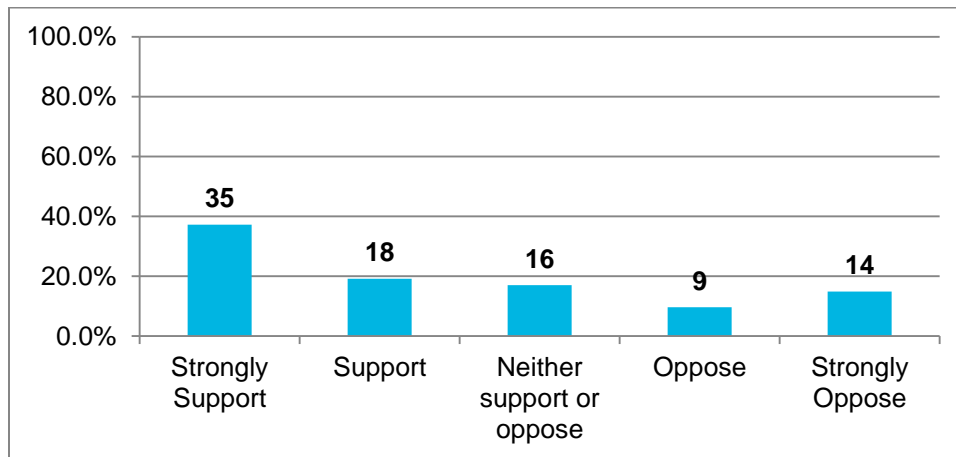


6.2 Level of Support for Proposals

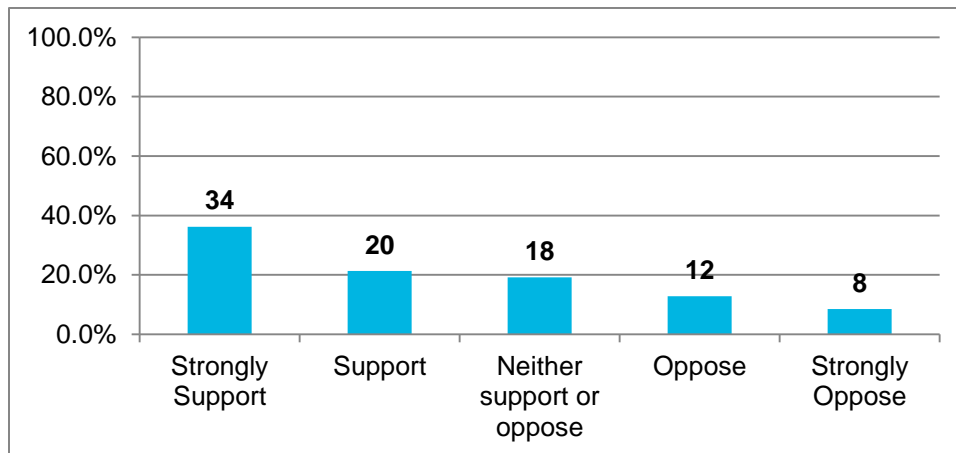
“To what extent do you support each of the proposed designs for Lover’s Loan?”



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



“To what extent do you support each of the proposed designs for Tantallon Place?”



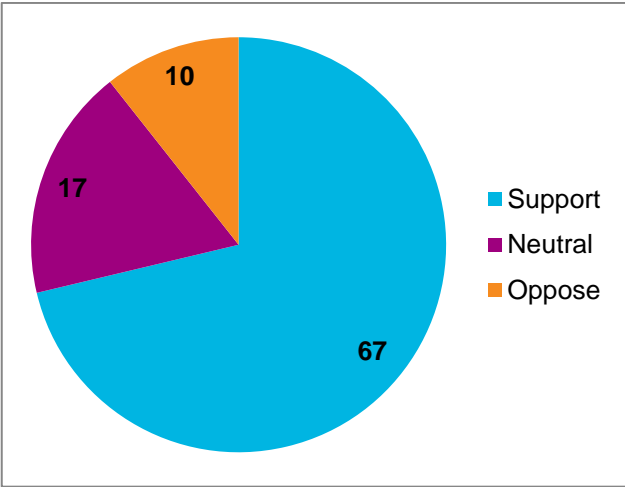


Figure 12 Online Survey Support for Lover's Loan Proposals

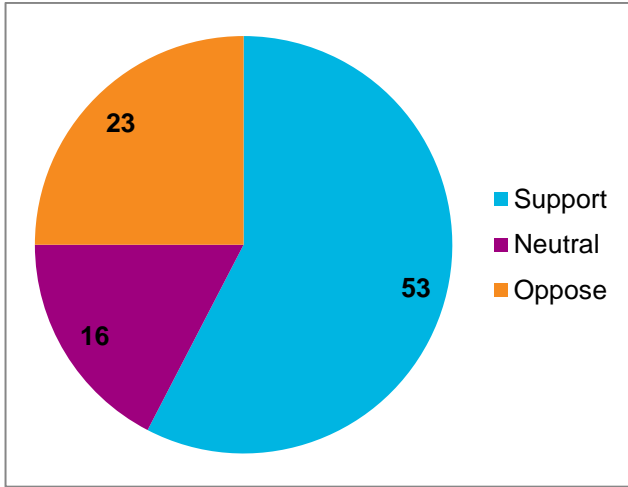


Figure 13 Online Survey Support for Lauder Road Proposals

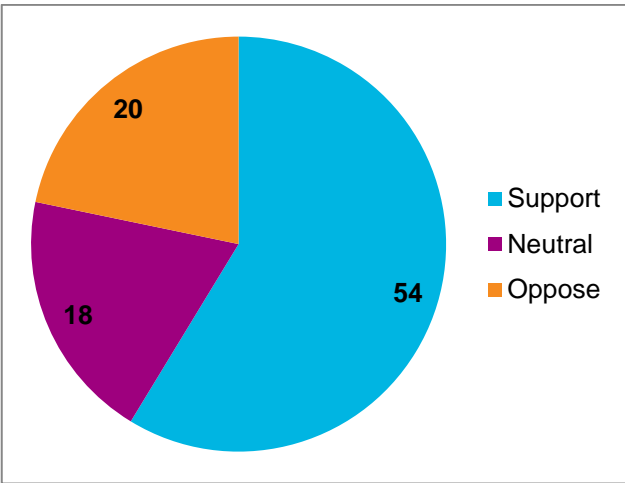
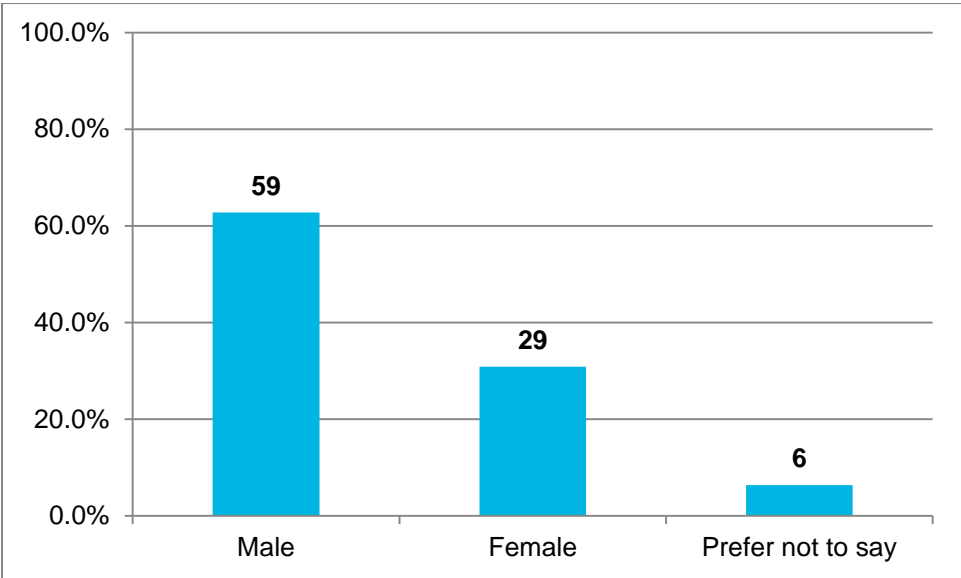


Figure 14 Online Survey Support for Tantallon Place Proposals

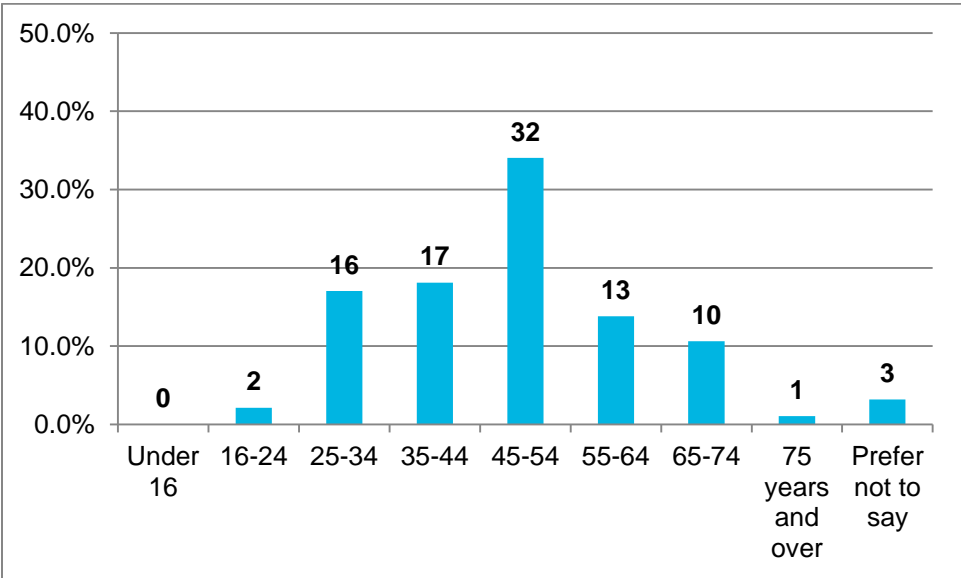
Of the 94 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

6.3 Survey Respondent Demographics

“Please tell us your gender”



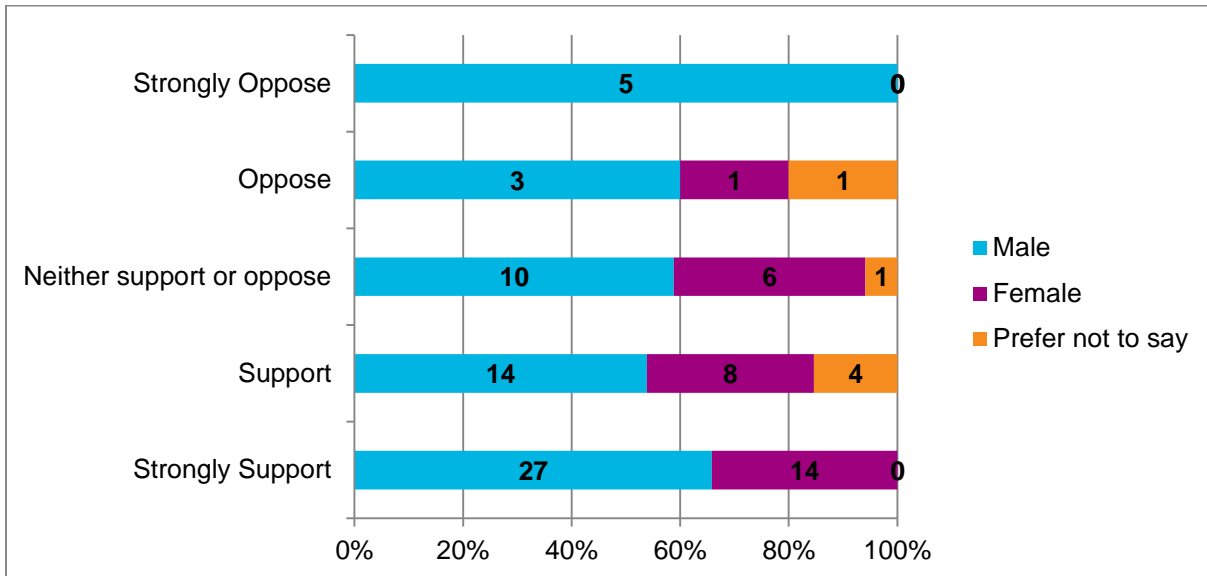
“To which of these age groups do you belong?”



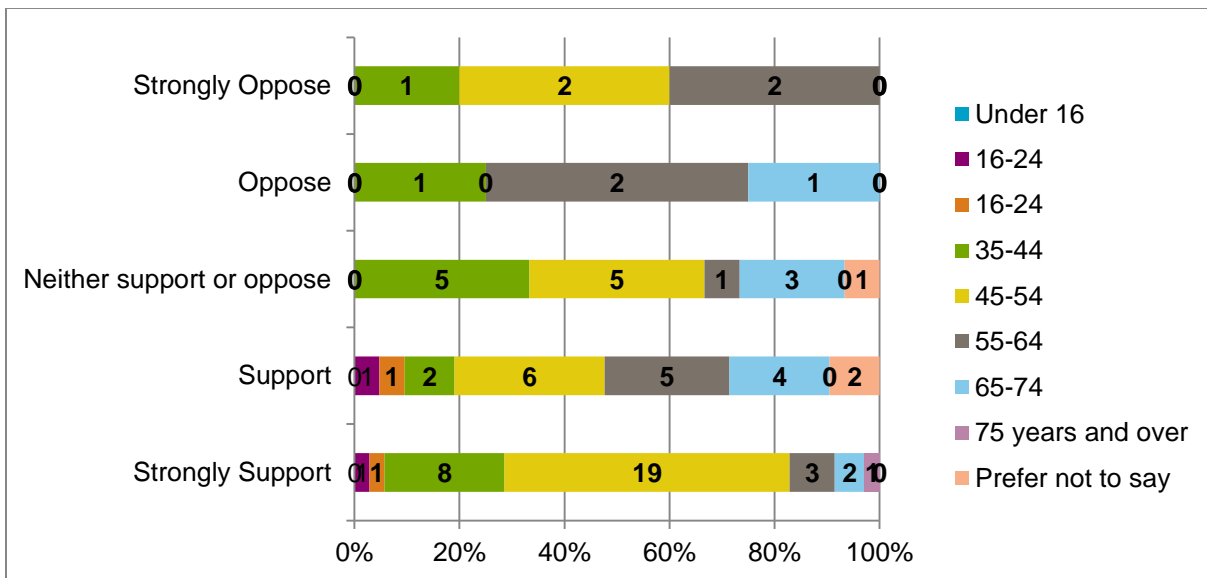
6.4 Demographics of Support for Proposals

6.4.1 Lover's Loan

Levels of support for Lover's Loan proposals by gender

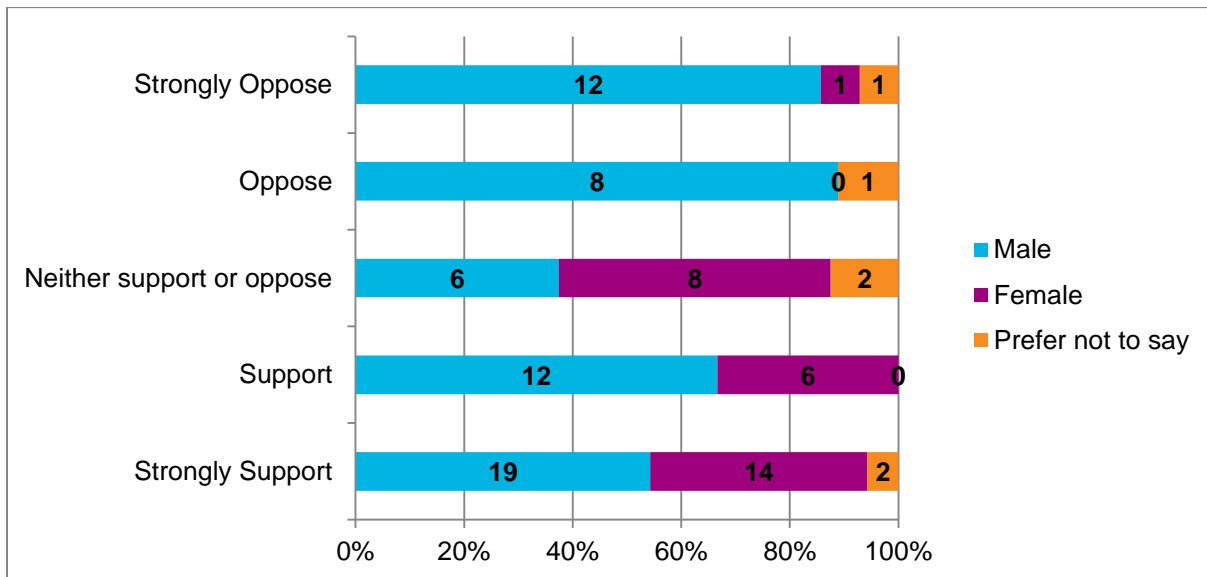


Levels of support for Lover's Loan proposals by age

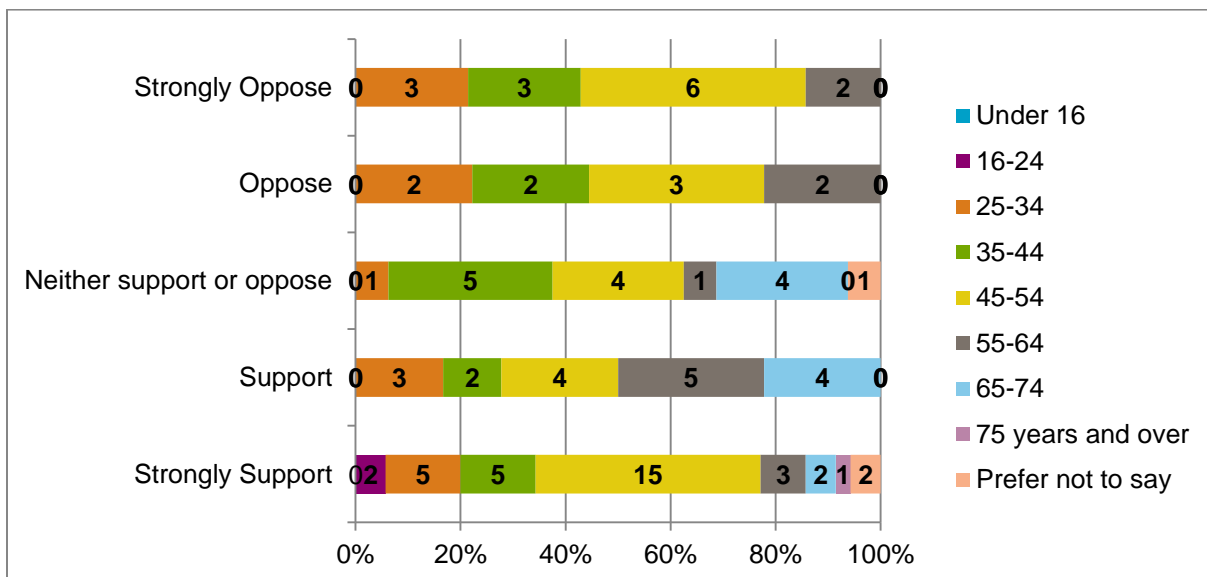


6.4.2 Lauder Road

Levels of support for Lauder Road proposals by gender

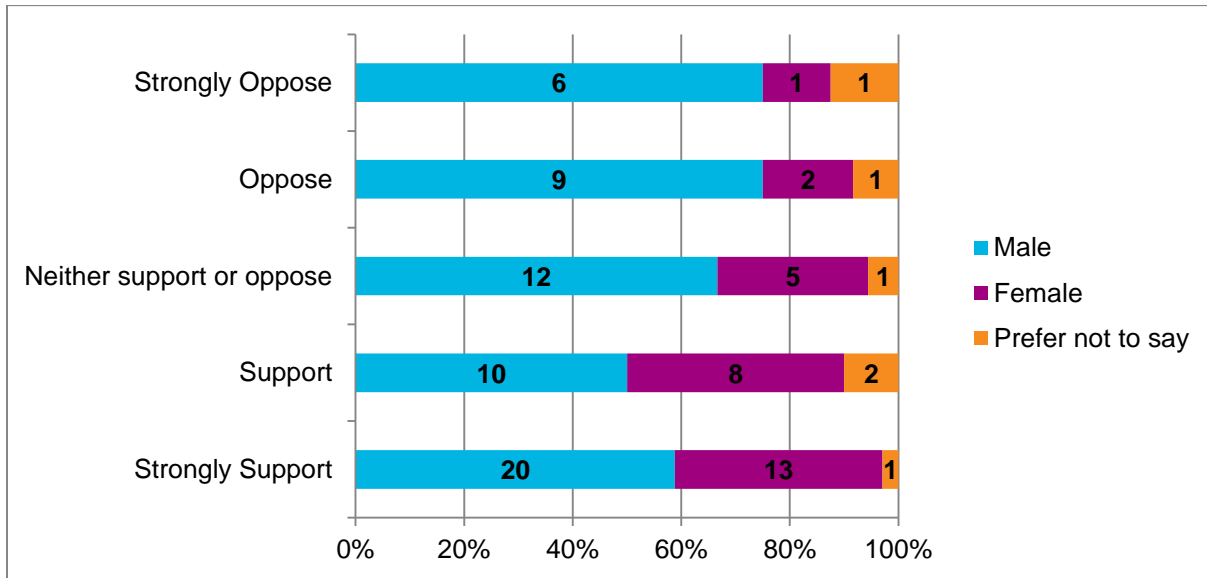


Levels of support for Lauder Road proposals by age

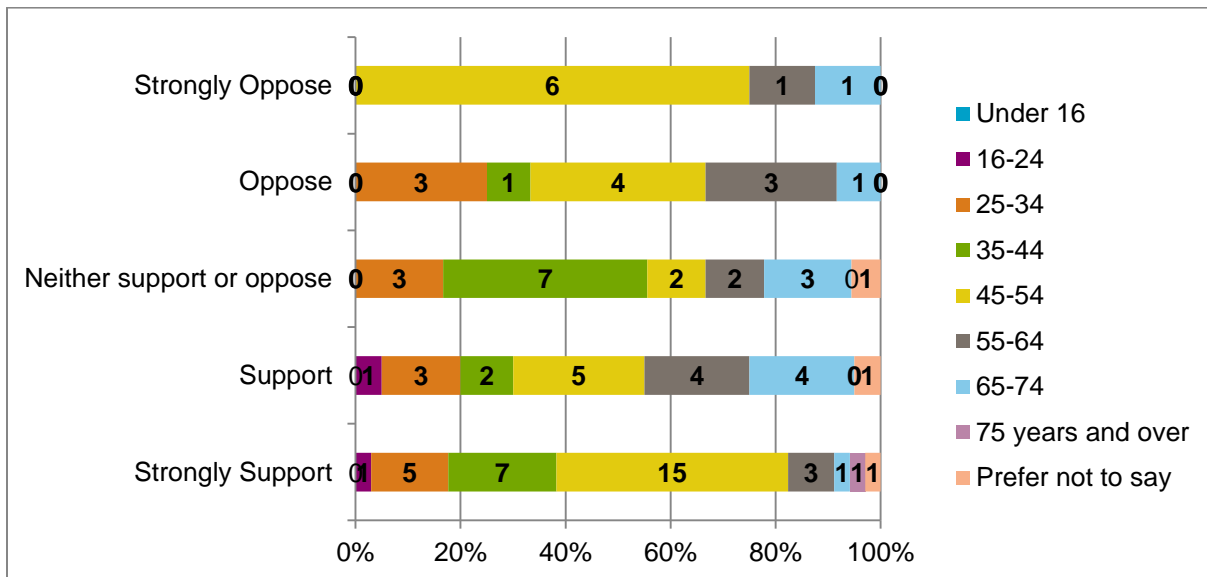


6.4.3 Tantallon Place

Levels of support for Tantallon Place proposals by gender

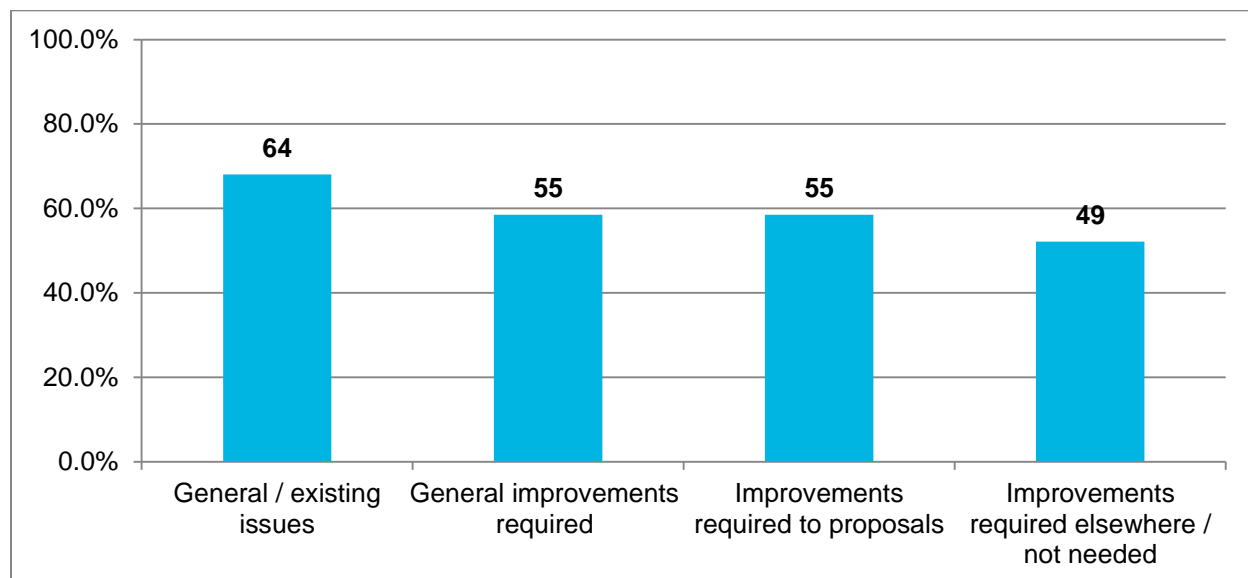


Levels of support for Tantallon Place proposals by age



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

55 people (58.5%) of the survey respondents had comments on the proposals. The key issues raised are shown below. These issues are noted in greater detail in the appendices and include responses from the Council to each issue raised.

Key responses – Lover's Loan proposals (41 responses, 43.6%)

1. Remove existing access control or replace with bollards (7)
2. Provide clarity over whether cycling will be permitted in Lover's Loan (4)
3. Parking controls / restrictions required to keep path accesses clear (4)
4. Improvements required at Hatton Place (4)
5. No improvements required / money should be spent elsewhere (4)

Key responses – Lauder Road proposals (46 responses, 48.9%)

1. New arrangement is confusing/ unsafe (16)
2. Proposal creates more conflict (13)
3. Segregated cycleway required along Lauder Road (10)
4. Many cyclists may feel it safer and faster to remain on the road (4)
5. Proposals do not improve conditions for northbound cyclists (4)

Key responses – Tantallon Place proposals (41 responses, 43.6%)

1. New arrangement is confusing or could lead to potential conflict between different users (11)
2. Proposals not needed / sufficient provision at present (5)
3. Stop up Tantallon Place and / or Cumin Place (3)
4. Improve the desire line for cyclists crossing (2)
5. Proposal does not shorten journey time for cyclists (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 (64 responses, 68.1%)

1. Existing conditions unsafe / intimidating (53)
2. Disincentives to active travel (11)
3. No existing issues (6)
4. Issues with cycling behaviours (5)
5. Network capacity issues (1)

Key responses – General improvements required (55 responses, 58.5%)

1. Enhanced active travel network / infrastructure required (31)
2. Transport mode prioritisation requires reassessment (30)
3. Regulatory / enforcement issues (16)

Key responses – Improvements required elsewhere / not needed (49 responses, 52.1%)

1. Enhanced walking and cycling facilities required (30)
2. Surfacing issues (14)
3. No improvements required / sufficient provision already (7)
4. Other issues (8)

6.6 Preferred Mode of Travel

When asked about their preferred mode of travel if you had the choice: 69.1% of survey respondents stated that their preferred mode of travel would be walking, cycling or both.

63.8% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. Of these people, 43.3% stated they usually walked, and 58.3% usually cycled to their place of work or study.

Some of the key issues raised which people stated prevented them from taking their preferred mode of travel included:

1. Roads are too dangerous for cycling / significant conflict between different road users
2. Lack of cycle infrastructure or segregated cycleways
3. Poor road surfaces
4. No facilities or active travel access to the South Suburban Railway

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

6.7 Consultation Summary

In summary, it was found that the majority of consultees were generally **supportive** or **strongly supportive** of the proposals.

Stakeholder consultations showed that the majority believed there should be a zebra crossing arrangement at Lover's Loan and Lauder Road, where the majority believed that Tantallon Place required a signalised crossing. The key response from the stakeholder group was that there should be raised tables at the crossings to influence vehicle speeds on Grange Road and give greater priority to people walking and cycling across Grange Road.

This was slightly different to the public consultations in which the majority of consultees did not have a preference for either a Toucan or Zebra crossing. However, of those who did have a preference, most preferred a signalised crossing for all three locations. The key concern raised was that the existing conditions were either unsafe or intimidating for people walking and cycling along and across Grange Road.

In the online survey there is a majority of support for the schemes. 71.3% of survey respondents were supportive of the Lover's Loan proposals, compared to 56.4% for the Lauder Road proposals and 57.4% for Tantallon Place. The percentage of people who neither supported nor opposed the proposals was similar for all three proposals, between 17.0% and 19.1%.

Whilst there is an overall support for the schemes the following issues were raised as concerns. All of these issues are responded to by the Council in the Appendices below.

43.6% of survey respondents stated they would like further changes to the Lover's Loan proposals; the main request was the removal of the existing access controls and potential replacement with bollards. A significant number of people also asked for greater clarity over whether cycling and walking was to be permitted on Lover's Loan, or whether it should be designated as pedestrian only.

48.9% of survey respondents commented on the Lauder Road proposals. A common comment was that the proposals were confusing and some people thought they were unsafe. A frequent response was that they could increase the potential for conflict between pedestrians and cyclists. Some respondents queried if the proposals represented an improvement for northbound cyclists. Many also asked if there could be a segregated cycleway along Lauder Road with enhanced crossings for people walking and cycling.

43.6% of survey respondents commented on the Tantallon Place proposals. Many comments were similar to that of Lauder Road, stating that the proposals had the potential to increase conflict between different users.

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

Lover's Loan - Design drawings of the changes shall be made available (see note below)

- A raised table at the zebra crossing will be included in the design.
- To improve access to the whole of Lover's Loan we shall:
 - alter the chicanes so that they are be accessible by double pushchairs and wheelchairs.
 - add dropped kerbs at all entrances to the path.
 - remove parking spaces which overlap the path entrances.
 - add informal raised table for crossings on every road which bisects the path.
- To improve sightlines around the crossing and we shall consider altering the bus stops either side of the Lauder Road crossing.

Lauder Road - Design drawings of the changes shall be made available (see note below)

- A raised table at the crossing will be included in the design.
- The informal pedestrian crossing point of Lauder Road shall be moved to desire line of the footway.
- To re-enforce the pedestrian priority at Lauder Road, the cycleway shall be stopped at the edge of the building line/pavement of Grange Road. At this point, give-way markings shall be added at to the cycleway so that pedestrians have priority and to ensure cyclists slow down and check traffic before entering the crossing.
- To make it safer for cyclists entering the crossing from Lauder Road, we shall extend the cycleway and pavement to 20m from the junction. This will make the entry point safer as it is further from the junction, which is a more dynamic environment. We shall also include a refuge island for cyclists and pedestrians in the centre of Lauder Road (to the south of the proposed crossing). This will help cyclists and pedestrians to get across Lauder Road to the crossing. To achieve this, we will have to move the bus stop on Lauder Road slightly to the south and remove four parking bays.
- To improve sightlines around the crossing and we shall consider altering the bus stops either side of the Lauder Road crossing.

Tantallon Place - Design drawings of the changes shall be made available (see note below)

- A raised table at the crossing will be included in the design.
- To increase pedestrian priority and create a more pedestrian friendly space that is particular safer for children going to school, we shall implement a continuous footway across the Tantallon Place and Cumin Place. The cycleway shall be delineated with edging stones that are flush to the pavement level and with give way markings where the cycleway meets the pavement so that pedestrians have priority.
- In order to improve the crossing alignment for pedestrians and cyclists and reduce potential for conflict the left turn out of Cumin Place and the right turn out of Tantallon Place shall be banned.

All the above changes will be shown in detailed design drawings which are currently being developed. When completed these shall be made available for consultation. Notification of the consultation shall be sent to all those who have expressed interest and all homeowners are directly affected by these further proposed changes.

Appendix A - Full List of Stakeholder Consultation Comments

Grange Road – Stakeholder Comments

Date	Organisation/ Type	Comment	Consultation Type	Council Response
07/07/2016	Edinburgh University	<ul style="list-style-type: none"> • Supportive. Prefers zebras to signals • Would like an understanding of how the zebras would function. 	Email - External Stakeholder Workshop	
20/07/2016	James Gillespie's Primary School Transport Committee	<ul style="list-style-type: none"> • Supportive, preferring the option of 3 zebras to option of a Toucan and a zebra. • Would like to see improvements at Kilgraston Rd/Whitehouse Loan intersection - these can be addressed in QR7. • Thinks that the narrow footways near the cemetery need widening or a white line to keep cars away. 	External Stakeholder Workshop	<p>Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan and two zebra crossings.</p> <p>Kilgraston Rd improvements have been noted for when a project to delivered QuietRoute 7 is brought forward.</p> <p>The narrow footways along Grange Road from the Cemetery westwards, though beyond the scope of this project, are noted as an issue for consideration in future schemes.</p>
20/07/2016	Edinburgh Access Panel	<ul style="list-style-type: none"> • Prefers the Toucans options to the zebras option, as they support mobility impaired facilities i.e. cone and audible 	External Stakeholder Workshop	<p>Considering the Council's budget availability and the overall feedback to the consultation. The Council will provide one Toucan crossing, at Tantallon Place and Zebras at the other locations. This will ensure that there is a safe crossing place for mobility impaired user.</p>
20/07/2016	Living Streets	<ul style="list-style-type: none"> • Prefers zebras, unless there are a lot of mobility impaired people in the area. • Would like to see raised tables at the zebra crossings, give way clashes across cycleway. 	External Stakeholder Workshop	<p>Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).</p>

Raised tables will be included in the designs.

20/07/2016	Marchmont Sciennes CC	• Prefer Toucans at Tantallon Place and Lauder Road and a zebra at Lover's Loan, as he doesn't think motorists will stop for cyclists at zebras.	External Stakeholder Workshop	Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).
				Raised tables will be included in the designs to help reinforce the presence of the crossings
20/07/2016	Spokes/local user	• Would like to see the 'D islands' removed on Grange Rd at Lover's Loan.	External Stakeholder Workshop	These shall be replaced by a zebra crossing, as per the current design
20/07/2016	Sciennes Primary School	• Prefers zebra option, but would like to see speed tables at them as well.	External Stakeholder Workshop	Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).
				Raised tables will be included in the designs to help reinforce the presence of the crossings.
20/07/2016	-	• Would like to see signalised crossings at Tantallon Place and Lauder Road, and a zebra at Lovers Loan.	External Stakeholder Workshop	Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).
				Raised tables will be included in the designs to help reinforce the presence of the crossings.
20/07/2016	Spokes/local user	• Supports a zebra at Lover's Loan and Toucans at Tantallon Place and Lauder Road.	External Stakeholder Workshop	Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan

(at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).

Raised tables will be included in the designs to help reinforce the presence of the crossings.

20/07/2016	MSCC	<ul style="list-style-type: none"> Supports a zebra at Lover's Loan and Toucans at Tantallon Place and Grange Road. 	External Stakeholder Workshop	<p>Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).</p> <p>Raised tables will be included in the designs to help reinforce the presence of the crossings.</p>
20/07/2016	Spokes member	<ul style="list-style-type: none"> Prefers the signalised option and would like to see ground markings to guide cyclists across to the other side of the road to access the crossing. 	External Stakeholder Workshop	Ground markings shall be included on the parallel zebra crossing.
20/07/2016	Grange Association	<ul style="list-style-type: none"> Supports the zebra option, as pedestrians and cyclists would not have to wait for traffic to be stopped by signals, and drivers are cautious. Would also support Tantallon Place being signalised, with zebra crossings at Lover's Loan and Lauder Road. 	External Stakeholder Workshop	This is as per the current the design
20/07/2016	Grange Association	<ul style="list-style-type: none"> Supports the zebra option, as pedestrians and cyclists would not have to wait for traffic to be stopped by signals, and drivers are cautious. Would also support Tantallon Place being signalised, with zebra crossings at Lover's Loan and Lauder Road. 	External Stakeholder Workshop	This is as per the current the design
20/07/2016	Grange Prestonfield CC	<ul style="list-style-type: none"> Would like Tantallon Place to be signalised, due to the fact that it is used frequently by school children. Would like to see zebras at Lover's Loan and Lauder Road. 	External Stakeholder Workshop	This is as per the current the design
20/07/2016	St. Catherine's Church	<ul style="list-style-type: none"> Would prefer Tantallon Place to be signalised with zebras at Lover's Loan and Lauder Road. 	External Stakeholder Workshop	This is as per the current the design
20/07/2016	Sciennes School	<ul style="list-style-type: none"> Supports zebras option, but with a Toucan at Tantallon Place. Would like to see raised tables introduced. 	External Stakeholder Workshop	This is as per the current the design. Raised tables will be included in the designs to help reinforce the presence of the crossings
20/07/2016	Sustrans	<ul style="list-style-type: none"> Supports zebras option, but with a Toucan at Tantallon Place. Would like to see raised tables introduced. 	External Stakeholder Workshop	This is as per the current the design. Raised tables will be included in the designs to help reinforce the presence of the crossings
20/07/2016	GPCC &WBA	<ul style="list-style-type: none"> Supports signalised crossings with raised crossings. 	External Stakeholder	Based on the feedback from the consultation, the

		Workshop	number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).
			Raised tables will be included in the designs to help reinforce the presence of the crossings.
21/07/2016 Living Streets	<ul style="list-style-type: none"> • In favour of the idea of more (formal) crossings of Grange Road. Prefers the zebras option, unless there are significant concentrations of blind or partially-sighted people in the vicinity of the planned three crossings, and supportive of the zebra at Lover's Loan. • A further point in favour of zebras is that your design provides for pedestrians and cyclists to be physically segregated on and around the crossing. Where space is shared (as in signalised crossings), this introduces potential cyclist / pedestrian conflicts in which the most vulnerable street users would inevitably come off worst. • Would like to see a public awareness campaign to increase motorists' and pedestrians' understanding of their respective rights and responsibilities at zebras. <p>Reinforce 'continuous pavements' by road markings etc. which clearly show that pedestrians have priority over cyclists where the former are crossing the cycle route within the raised table.</p> <ul style="list-style-type: none"> • Thinks that measures need to be incorporated to facilitate pedestrian priority crossing the cycle route at other key locations, eg where it turns left off Chalmers's Crescent into Hatton Place, and where it turns right off Hatton Place into Lauder Road. These could perhaps be trial 'non-standard' zebras (i.e. without bellisa beacons), as found outside the Scottish Government offices at Victoria Quay, and as commonly used on the continent. 	Email - External Stakeholder Workshop	<p>Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).</p> <p>Raised tables will be included in the designs to help reinforce the presence of the crossings.</p> <p>The design at Lauder Road shall be altered so that the cycleway gives way to the footway where it meets the crossing, this will give prioritisation to pedestrians.</p> <p>We shall introduce a continuous footway at the Tantallon Place/Cumin Place crossing so that pedestrian space and priority is further increased. Give way markings shall be placed on the cycleway where it intersects with the continuous footway so that cyclists are reminded to cede to pedestrians.</p>
22/07/2016 Spokes	<ul style="list-style-type: none"> • Prefers the zebras option, as the road is to be 20mph - having 3 zebras will reinforce that and make it feel like a reduced-speed zone where motorists need to pay attention to people getting ready to cross, not just to traffic lights, because people crossing do not have to wait, and because road users do not get frustrated by having to stop at a red light even when the person pressing the button has already crossed - or has just pushed the button for fun. 	Email - External Stakeholder Workshop	<p>Based on the feedback from the consultation, the number of schoolchildren crossing at Tantallon/Grange Road and available budget, the Council will retain the current proposal of one toucan (at Tantallon Place) and two zebra crossings (one at Lauder Road and one at Lover's Loan).</p>

29/07/2016	Living Streets	<ul style="list-style-type: none"> The surface condition of Lover's Loan is very poor on the section immediately north of Grange Road. 	Email - External Stakeholder Workshop	Upgrading the surface of Lover's Loan between Grange Road and Hatton Place has been included in the scheme.
11/10/2016	Spokes' Planning Group	<ul style="list-style-type: none"> Spokes welcomes in principle the proposals for three new crossings of Grange Road: it will make it much easier for pedestrians and cyclists to cross it. We have no comments to make about the crossing at Lovers' Loan, except to say that we are in favour of it. We have been given two versions of the plans for Lauder Road: one with a traffic island and cycle lane in the middle of Lauder Road, and one without. We prefer the one with the island, which will make it easier for northbound cyclists to cross to the other side of Lauder Road to reach the crossing. (As Lauder Road is very wide and little used, our preference would be to close its junctions at Grange Road to all traffic except bikes and - on the south side - buses.) We do not like the design of the proposed light-controlled crossing at Tantallon Place. The crossing is offset from the side road, so cyclists will have to go close to the corners to reach the crossing and its push-buttons; but at each corner there is a high wall so you cannot see anyone coming round the corner. If a cyclist is approaching when the cycle light is at green, going fast to catch it before it turns red, there could be an accident. (It's like the approach to the toucan at the west end of Melville Drive, where a high hedge blocks the view, and where accidents have occurred.) If the crossing were a zebra combination like the one proposed for Lauder Road, that conflict would not be so likely to occur. 	Email - Public Consultation	<p>At the Lauder Road crossing, we shall retain the scheme design with a right turn lead in lane for cyclists.</p> <p>Based on the high numbers of school children using the crossing at Tantallon Place we will retain the proposed Toucan crossing. Overall the consultation feedback indicates this is the preferred option. We shall further review the design to reduce potential conflicts.</p>
13/10/2016	Living Streets	<ul style="list-style-type: none"> We support the creation of more (formal) crossings of Grange Road / Beaufort Road, making walking safer and more convenient. We support the proposed parallel zebra crossings for pedestrians and cyclists at Lauder Road, as this will optimise safety and convenience for pedestrians and reduce conflicts between the two modes. We do not support the shared toucan crossing for pedestrians and cyclists at Tantallon Place, as this would appear to involve cyclists encroaching on to the pavement and creating potential conflicts with pedestrians. Instead we would like to see parallel crossings for pedestrian and cyclists. The consultation document refers to 'a zebra crossing for pedestrians only' at Lover's Loan – which we support – but the detailed drawing refers to 'a zebra crossing for cyclists and pedestrians together' at this location, which we do not support, in part because Lover's Loan should in future be 	Email - Public Consultation	<p>We will retain the toucan crossing at Tantallon Place, however shall we review the design to determine ways to reduce conflicts between users.</p> <p>The zebra crossing at Lover's Loan shall be for pedestrians only. The note on the drawing was an error.</p> <p>We shall include raised tables for each of the crossings.</p> <p>On Lover's Loan we shall also upgrade the whole path with:</p> <ul style="list-style-type: none"> altered chicanes that are easier to access by pushchairs and wheelchairs, raised informal crossing at each bisecting road

designated as a pedestrian-only route (see below). The planned new zebra – if for pedestrians only – will certainly provide a far safer and more convenient arrangement than the current off-set informal crossing (with traffic island) to the east of Lover's Loan.

- The road surface / markings / signage at the continuous footways / raised tables at the Lauder Road / Tantallon Place intersections should make it clear that pedestrians have priority where the cycle route crosses the footway / raised table.
- Measures need to be incorporated to facilitate pedestrian priority crossing the cycle route at other key locations, eg where it turns left off Chalmers Crescent into Hatton Place, and where it turns right off Hatton Place into Lauder Road. These could perhaps be trial 'non-standard' zebras (ie without belisha beacons), as found outside the Scottish Government offices at Victoria Quay, and as commonly used on the continent.
- The planned resurfacing of Lover's Loan – an almost unique (for Edinburgh) traditional dedicated walking route – is welcome. The attractiveness and safety of the Lover's Loan route could be further enhanced by introducing informal crossings of Hatton Place (and banning the parking which currently blocks the north side) and Dick Place. Again, these could perhaps be trial 'non-standard' zebras.
- When the new crossings have been introduced (and Lauder Road formalised as a cycling route), measures should be introduced to bar and deter cyclists from all of Lover's Loan. The slope of the southern section in particular encourages southbound cyclists to speed – creating unacceptable conflict with pedestrians in a very narrow shared space.
- We assume that an Equalities Impact Assessment has been undertaken for the scheme.
- We would like to see the zebra crossings in the scheme constructed as raised crossings, as experience across the city and beyond demonstrates that this has a significant impact on traffic speeds and improves the utility of crossings for less confident pedestrians.

- dropped kerbs and parking restrictions at the path entrances.

Lover's Loan is a core path and, as such, is permitted for cycling. However, we shall not be making any changes to promote its use for cycling.

An Equalities Impact Risk Assessments has been undertaken for this scheme.

Appendix B - Full List of Public Consultation Comments

Grange Road – Public Comments

Date	Organisation/ Type	Comment	Consultation Type	Council Response
13/09/2016	Local Resident	<ul style="list-style-type: none"> • We would like to point out that while Lauder Road is wide and not much used by through traffic, the traffic along Grange Road is very fast at the crossing - generally exceeding the 30 mph speed limit. • The closest controlled crossing is at the top of Tantallon Place forming part of the Sciennes School walk to school network, and it would be disruptive to move it. There is a traffic Island further west at the entrance to the Grange Cemetary, and it would make sense to install another at the Lauder Road crossing. • We suggest you get the views of Dorothy, the Lollipop Lady at Tantallon Place for her views on Grange Road and its traffic. 	Email - Public Consultation	<p>We note the current traffic behaviour on Lauder Road, indeed the scheme proposed is designed to help reduce traffic speeds and make crossing by bike and foot safer and easier.</p> <p>By moving the crossing closer to the junction of Tantallon Place and Grange Road we shall improve the desire line (the directness) of more people trying to reach the school. This will be further improved by the proposed new crossing at Lauder Road.</p> <p>The views of the road safety team have been sought.</p>
15/09/2016	Local Resident	<ul style="list-style-type: none"> • Firstly, I would very much welcome more safe crossing points on Grange Road for pedestrians and cyclists. I have the daily experience of trying to cross Grange Road at the Lauder Road junction as a pedestrian with my children on the way to school which is both difficult and dangerous at peak times, and can take up to 5min at this point. We usually resort to going to the existing signal crossing near Tantallon Place or walking to the crossing island opposite Lover's Loan. • However, as a resident of Lauder Road who also drives, I find the proposed plans for a zebra crossing at this junction incredibly dangerous. The junction of Lauder Road and Grange Road is already very dangerous for cars on Lauder Road heading north and trying to either turn right onto Grange Road or cross over it- there is a regular stream of fast moving traffic on Grange Road, visibility is often poor thanks to the close vicinity of bus stops on either side of this road, and as someone who has had a bad car accident at this junction and seen many near-misses, the thought of having to turn right in a car onto a busy road and then immediately negotiate a zebra crossing fills me with dread and in my opinion is only going to decrease rather than increase the safety for pedestrians, cyclists and car users. I'm not sure I would consider using it as a pedestrian with my own 	Email - Public Consultation	<p>Based on the following factors we intend to retain the proposed toucan crossing at Tantallon Place and zebra crossing at Lauder Road:</p> <ul style="list-style-type: none"> • The majority of respondents were supportive of a zebra crossing at Lauder Road and a signalised crossing at Tantallon, • The large numbers of schoolchildren crossing at Tantallon/Grange Road to get to Sciennes School, • The available budget, Toucan crossings are around twice the cost of zebra crossings. <p>To reinforce the presence of the crossings and slow traffic, raised tables will be included for both crossings.</p>

children for this reason.

- As this is such a very busy junction for cars, buses, cyclists and pedestrians, especially at peak hour, could I please BEG that you install some type of SIGNALLED crossing at this junction or traffic lights (ideally for cars as well as cyclists/pedestrians) rather than the proposed signalled pedestrian crossing at Cumin Place, which is rarely used by cars, not at all used by buses and probably really only needs a zebra crossing. A signalled crossing at this junction would also prevent cyclists travelling north on the left hand side from having to cross Lauder Road in order to get to the proposed zebra crossing for Grange Road, only to have to cross Lauder Road again on the other side to get back on the left (three road crossings instead of one!!)
- In my opinion it would be very useful if someone involved in this planning proposal came and stood at the intersection of Lauder Road and Grange Road between about 8-8.45am and witnessed first-hand the chaos for both pedestrians/cyclists trying to cross Grange Road, as well as the difficulty for cars trying to negotiate this crossing. Traffic lights seem to me to be the optimal and safest solution for all.

25/09/2016	Resident	<p>Whilst broadly supportive there is no mention in the impact assessment of the costs or the impact on road journey times? Journey times across town get longer and longer due to various council initiatives yet surely that negative aspect of changes should be measures and included? Or are impacts on the majority of no relevance to the Council?</p>	Email - Public Consultation	<p>The costs are within the budget allocated for walking and cycling. Journey times have been considered, and the impact of these crossings has been assessed as not significant.</p>
07/10/2016	Resident	<p>In my survey response I pointed out the problems, especially for cyclists, of having the crossing point only on one side of the road at Lauder Rd and Tantallon Place. It's going to be dangerous for cyclists travelling in the 'wrong' direction to have to cross two lanes of traffic on both sides of the crossing. The obvious answer is to have traffic lights instead of zebra crossings. I did not want to fill in the survey for a 3rd time, so I thought I'd mention this in an email. Is there a reason that you did not just go for traffic lights?</p>	Email - Public Consultation	<p>A fully signalised junction would be at least two to three times the cost of a zebra crossing. Given the relatively low levels of traffic on these side roads and the available budget, we did not consider full signalisation to be justifiable.</p>
12/10/2016	Resident	<ul style="list-style-type: none"> • I am very pleased to see that the City of Edinburgh Council is considering improvements to the facilities for cyclists in the Grange Road area and particularly for cyclists crossing Grange Road. • I am a regular user of Lauder Road at its junction with Grange Road and better safety measures would be a definite improvement. However, I am concerned about the proposal requiring cyclists travelling north having to cross to the 'wrong' side of Lauder Road to access the crossing. I suspect that buses would become aware of the risks quite quickly, although it may cause problems for buses if they 	Email - Public Consultation	<p>The design at Lauder Road shall be revised to include a right turning lane for cyclists of Lauder Road and an extend cycleway set back further from the junction. This will provide a safe, designated space for cyclists to move into so that they can access the crossing on the other side of the road.</p> <p>The design at Lauder Road shall be altered so that the cycleway gives way to the footway where it meets the</p>

encounter a cyclist while the bus is turning into Lauder Road, but I think other vehicles would be much less aware and this would provide an significantly increased risk to cyclists of being hit by a vehicle making the turn, especially if the vehicle is travelling westwards up Grange Road before making the turn or is trying to cross Grange Road travelling south just before a queue of traffic comes along Grange Road to block its path.

- In addition, at crossings where traffic signals are proposed, many cyclists may still elect to cross Grange Road without using the crossing, particularly in quiet periods, as the wait for the proposed lights to change could become frustrating to some. There is also a significant risk of a cyclist in a hurry hitting a pedestrian. However, I do not use these junctions often and think that on balance, except at the Lauder Road crossing where I see they are not proposed anyway, the lights could be the most appropriate solution, particularly if cyclists can be slowed down without inconveniencing them too much before they arrive at the pedestrian pavement.

crossing, this will give prioritisation to pedestrians. We shall also introduce a continuous footway at the Tantallon Place/Cumin Place crossing so that pedestrian space and priority is further increased. Give way markings shall be placed on the cycleway where it intersects with the continuous footway so that cyclists are reminded to cede to pedestrians.

20/07/2016	Local resident	<ul style="list-style-type: none"> • Supports signalised crossings as considers them to be safer as cars stop at a red light. 	External Stakeholder Workshop	
07/07/2016	Resident	<ul style="list-style-type: none"> • Thinks the crossings should be spread along Grange Road rather than all bunched at one end. • Points out there is no safe crossing place between Causewayside crossing and the existing Grange Road crossing. • Concerned that the proposal does not address access across Grange Road for pedestrians coming down Findhorn or Seton Place. 	Email - External Stakeholder Workshop	Suggestions for other crossings shall be considered for other future schemes, however they are outside the scope and budget of this scheme
13/07/2016	Resident	<ul style="list-style-type: none"> • In favour of a solution. No particular preference to the crossing type 	Email - External Stakeholder Workshop	

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
4	Strongly support	Traffic presently is too fast. Crossing the road is difficult other than at the single crossing available, particularly at busy times. Many schoolchildren use the route and cross it. They find it hard to judge speeds, particularly where traffic is coming from two directions at once.	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
6	Strongly support	There are currently no facilities	
7	Strongly support	I cycle every day and this is a dangerous road almost impossible for children, elderly and cyclists to navigate safely	
8	Strongly support	Scotland as a whole and Edinburgh City has a number of targets regarding climate change, quality of life and obesity. Increasing cycling will help with all three of these.	
9	Strongly support	Cycling is a cheap, healthy and environmentally friendly mode of transport and it's use should be encouraged through world-class cycling infrastructure development in Edinburgh, with a view to encouraging modal shift from car.	
10	Strongly support	The city needs quiet safe cycling routes that do not disadvantage pedestrians	
12	Strongly support	As a local resident who regularly walks, cycles and drives both along Grange Road and along the proposed Quiet Route, I am well aware of the heavy traffic on Grange Road which is difficult to cross even for confident cyclists, and the excessively wide Lauder Road is also daunting for cyclists travelling along Grange Road.	
13	Strongly support	To promote and sustain active travel	
14	Strongly support	I witnessed a car-bike collision at the Lauder Road/Grange Road intersection. This happened at rush hour in winter (dark) and the car was inattentive. I have also seen children crossing this intersection in what I believed were an unsafe manner. When there is a lot of traffic on Grange Road it can be tricky. While the children are supposed to cross at the ped xing at Tantallon Place, they often do not. I'd like a safer crossing here. I think it is	

		odd that there is no signalised ped xing for Lover's Loan.	<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	Strongly support	I regularly cross Grange Road, both on bike and by foot, often pushing a buggy, and it's one of the harder streets to cross in the area. One often has to wait a very long time and end up dashing across the street ahead of incoming cars.	
17	Strongly support	I strongly support the improving of cycling conditions on all roads in the city. I have a young family and cycling or walk/bus are our primary means of travel about the city. There are currently areas of the city in which we cannot, or rarely, cycle due to the lack of safe routes.	
21	Strongly support	I am a cyclist and pedestrian and live on the proposed quietroute 6. I welcome any changes that will make it safer for me to cycle and walk in my neighbourhood. I am, however, concerned that nowhere can I find any definition of what a quietroute consists of. I am also a motorist with a car that I park in my driveway. What are the implications for me as a driver? Will I, for instance, be prevented from driving on this route at any time? Will there be restrictions on my ability to drive to and from my house and enter and leave my driveway?	
23	Strongly support	I use Grange Road and some of the surrounding routes as part of my daily commute from Morningside to the Old Town. I strongly support any improvement to cycling conditions whether in this area or elsewhere in the city.	
26	Strongly support	Some areas have limited safety mechanisms for cyclists crossing "main routes" in current set up	
27	Strongly support	My family lives on St. Albans road and we do not drive. Our main routes into town cross Grange Road and this presently provides a barrier both when cycling (Lauder Road) and walking (Lovers Loan).	
29	Strongly support	There is a north-south route that is divided by Grange Road which is a busy vehicular route, therefore it makes sense to assist the cyclists and pedestrians to cross this route. This will also reduce the car priority aspect of Grange Road, reducing speeds, therefore safer.	
32	Strongly support	I want Edinburgh to be a better place to live	
33	Strongly support	We need safe and convenient cycle routes in the city to encourage more people to cycle rather than drive	
34	Strongly support	Grange road is very problematic at the moment, feels very unsafe to cycle on, and indeed hard to cross. The new crossings, though minor, would at least help to cycle North South safely, given the useless "Quality Bike Corridor" a few streets down is horrendous to cycle on.	
37	Strongly support	it is attractive route because it is generally quiet and lauder road is nice and wide - but crossing grange road can be daunting! As some is also a bus route (lauder road) then it would be good to have more of a bike 'presence' especially at junctions	
39	Strongly support	There's currently no provision for cyclists on Grange Road, even though there are two schools nearby and it's a very residential area.	

40	Strongly support	Reducing car traffic by displacement onto cycle/foot is the only way we're going to reduce car traffic and make car travel viable again, with fringe benefits of creating a pleasant city and reducing pollution.	<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>
41	Strongly support	Very difficult to cross the road	
42	Strongly support	I am about to start cycling regularly into the city center from within the grange area and believe this would be helpful in ensuring the route is safer.	
43	Strongly support	This road is wide and fast. It cuts across the catchment of several local schools, as well as being an "obvious" route to various local amenities including two swimming pools. At the moment, crossing the road can be difficult. A pinch point near Lovers Loan is also a concern when travelling along the road.	
44	Strongly support	Children travelling to primary and high school would benefit from safer routes to school	
45	Strongly support	I live on Lauder Road and I take my children into school every day on their bicycles. The crossing at the junction of Grange Road and Lauder Road is by far the trickiest part of the journey. In addition, I have seen a number of incidents where cyclists and motorists have had words at this junction as it can be very busy.	
46	Strongly support	Cycle access to parts of the city South of the Meadows is disrupted by a number of very difficult roads for cyclists, name Grange Road all the way from Church Hill to Newington, and roads such as Kilmeston Road and Causewayside (the QBC is utterly ineffectual). Improving access to Lauder Road provides a viable north-south option which should be supported.	
48	Strongly support	Supporter of better cycling facilities aka cyclists safety!	
49	Strongly support	For many years have been walking/cycling my children to Sciennes. Grange Road is the most difficult portion. Current pedestrian crossing at Tantallon place is ok (if walking - slightly awkward for cyclists). For other connections to town, Tantallon Place is not the obvious place to cross	
50	Strongly support	Cycling is better than driving. Improving its conditions is a win for everyone	
51	Strongly support	Grange road too fast for people-centred design	
52	Strongly support	Edinburgh still has a way to go in order to truly encourage and support cycling in the city -- especially for children and the elderly. I support all carefully thought-through changes that move us in that direction, even though I accept they are likely to curtail my freedoms as a motorist to some extent.	
53	Strongly support	Well, of course the *aim* of improving cycling conditions is a positive aim throughout the land, including in Edinburgh, including around Grange Road.	
54	Strongly support	I support anything that improves safety for cyclists. This also helps to slow motor traffic speeds which also makes it safer for people walking. This encourages more people to walk and cycle, which reduces numbers driving cars, which makes it safer for all. A positive result.	

55	Strongly support	It would encourage us to use our bikes more, which I am increasingly nervous about doing with so much aggressive driving on the road. Having safe space on the road specifically for cyclists is vital to encouraging more people to cycle in the city centre.	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.
57	Strongly support	When cycling from the city centre to my home in the Grange, the crossing of Grange Road is the most difficult and dangerous part of the journey. Any measures that improve this crossing would be most welcome.	
59	Strongly support	At present the road, although wide, is often narrowed by stationary vehicles. Because traffic tends to move relatively fast along a straight and broad road with long views ahead this means that motor traffic often passes cyclists quite close and at speed. The speed of the traffic also encourages drivers to maintain speed until the last minute before turning left or right into one of the many junctions along Grange Road, with drivers often trying to get ahead of a cyclist and then turn across them. I have experienced this frequently when cycling along the road and, when driving my car, I have noticed how following traffic bunches up behind when I slow well before turning into a junction. Overall I think it is the speed of traffic on a long straight road that is the principal problem.	
60	Strongly support	In general, the more encouragement there is for cycling as well as other kinds of non-motorised traffic, the better for all of us. I lived in Morningside for several years and cycled to work in the old town most days. Traffic was always terrible, especially around the Marchmont Road crossroads. On average I would have some sort of close call every 1-2 weeks.	
62	Strongly support	I use my bicycle as my main source of transport and live on Grange Road so I would be effected by the changes	
63	Strongly support	I cycle on Grange Road about 3 times a week. An increasing number cycle there every day for access to work or Education. CEC is trying to make cycling more safe and mainstream to reduce car congestion, increase active travel for health & happiness, and reduce illegal levels of pollutions. These 3 aims coincide with many government and LA objectives. Therefore I strongly suport them.	
64	Strongly support	This road is a vital link between south west and south east Edinburgh, providing a direct route from say the Commonwealth pool to the boroughs of Marchmont, Morningside, and beyond. The road quality at the moment is not good enough, as I have received multiple punctures at specifically the junciton of Grange road and Causewayside.	
65	Strongly support	Safe and convenient routes will encourage people to walk and cycle more and help to reduce the number of car journeys.	
66	Strongly support	Apart from my general belief that more facilities for walking and cycling is a good thing I have also a personal interest, in that: a. I frequently travel from KB to George Square and back and crossing Grange Road is a bit of a pain although as an adult during the day it is not so bad; but b. my son goes to Gillespie's High School from Dalkeith Rd. At the moment we think cycling is too dangerous during rush hour. The most critical point is crossing Grange Road or alternatively turning right onto Kilgraston Road coming from Dick Place. Any of the proposed crossing would make the journey possible	

67	Strongly support	Grange Road is very difficult to cross because of the speed and volume of traffic on the road. For the same reason cycling along Grange Road is dangerous. My 90 year old father in law cycles along here, as he is only able to navigate if he cycles along bus routes, otherwise he becomes lost. It is not safe for him to do this because of the traffic.	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.
68	Strongly support	I would like to see more people able to walk and cycle between locations safely. Unfortunately the 20mph speed limit on Lauder Road and other places in the area - Dick Place, Whithouse loan etc. Are not adhered to by a significant proportion of motorists, if not the majority. There also appears to be an attitude amongst motorists that cyclist must be overtaken at all costs despite queueing traffic ahead, junctions, wet road surfaces etc.	
70	Strongly support	More cycling is necessary for progress to be made in urban living conditions. This has been strongly proven in cities where cycling is easier. It is also essential in terms of pollution reduction and emissions targets. There will only be sizeable increase in cycling when it is safe, easy and attractive for people of all ages.	
71	Strongly support	I believe that more provision should be made for the safety of cyclists	
72	Strongly support	Cycling should be encouraged to realise its benefits in reducing pollution, congestion, obesity and other health problems. This means that more needs to be done to reduce vehicle speeds and prevent antisocial parking. Good to see tightened bend radii to prevent vehicles 'charging' round junctions. Good to see 'self-reinforcing zebras' to slow Grange Rd traffic. Quiet route 6 needs improvement, as the Quality Bike Corridor is useless.	
73	Strongly support	it's an important route avoiding the lamentable QBC and other busy main road arterial routes.	
75	Strongly support	I cycle regularly along Lauder Rd and across Grange Rd, in both directions. This crossing is one of the most dangerous parts of my route, which is otherwise quite safe. I see frequent evidence of collisions on this crossing, e.g., broken glass from windscreens. Despite the 30 mph limit on grange Rd, car drivers frequently treat it as a race track.	
77	Strongly support	As a pedestrian, cyclist and driver who uses this route regularly (in order of frequency) it is scary if you are not in your armoured personnel vehicle.	
78	Strongly support	In order for the city to meet it's goal of 10% of all trips by active travel by 2020, it needs to provide a safer environment for cyclists. Grange road does not currently provide this safe environment, so all improvements to this area are to be welcomed.	
79	Strongly support	I cycle along it	
80	Strongly support	This road is an obvious route though the area, and cuts across the catchment area of several local schools. At the moment it is fast and wide, which can make cycling along and across it a scary experience.	
85	Strongly support	Cycling needs to be encouraged for health, economic & congestion reduction. Separating cars & cyclists is safer & will encourage more people to cycle.	

87	Strongly support	The difficulties for cyclists crossing Grange Road are a major disincentive, especially for school pupils traveling to Sciennes and to the schools across the Meadows (St Thomas' and Heriot's). Cyclists often end up using Causewayside or Kilgraston Road, both of which have safety issues and impact more on drivers	<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>
89	Strongly support	I strongly feel that all modes of transports should be equalised across the city street.	
91	Strongly support	This a significant route for walking and cycling, used extensively by families and children (independently) both recreationally and as part of the school run. Having been promoted as a Quiet Route, the crossing of Lauder Road is a notable weak point.	
92	Strongly support	Child uses the route on way to/from school, and the Grange/Lauder junction is one of the worst and most dangerous part of the journey.	
94	Strongly support	I strongly support facilities for active travel as in the published Council and Scottish Government policies. However, these particular plans are very poor.	
5	Support	Almost anything which makes the roads safer for cyclists would have my support. The proposals outlined look to me to be generally sensible although I do not entirely understand the proposed alterations at the junction of Tantallon Place. On the face of it the proposed alterations would only allow one car to enter or exit Tantallon Place and Cumin Place at any one time. What happens if there are two cars at opposite sides each wanting to cross over?	
15	Support	Improving cycling and walking routes in Edinburgh is a good idea.	
18	Support	I believe that cycling in the city should be encouraged as part of our pollution reduction strategy as well as for the general fitness of people and so the improvement of safety conditions is to be welcomed.	
19	Support	It looks a thoroughly thought out plan and given that if the locals support it, so do I.	
28	Support	Equally important to improve crossing conditions for pedestrians.	
35	Support	I'm a keen cyclist and I normally always travel by bicycle around Edinburgh. However I'm not convinced that the proposed improvements are that well thought out in terms of design. In addition the extra crossings could be rather annoying (if used a lot by pedestrians, say) as you will have to stop and start when going down the hill, losing your momentum. The existing pedestrian crossing could be removed and replaced by one of these combined crossings which would help mitigate this. It has to be said though, that because of the traffic lights either end of Grange Road the traffic is not continuous and its normally quite easy to cross the road since the visibility is quite good, albeit the road is relatively wide. But I certainly support the council trying to improve cycling in the City.	
47	Support	Although I am broadly in support of the promotion of cycling everywhere in Edinburgh, I have reservations about the possible negative impact on pedestrians - especially those with a disability. My reservations are based on the notoriously poor behaviour of cyclists in Edinburgh. They often ride on pavements, ignore red lights and cycle the wrong way down one-way streets. And the police often appear to turn a blind eye.	

58	Support	cycle to kings buildings from marchmont road daily. I find kilgraston road quite unpleasant and unsafe to cycle on in the winter especially, and would appreciate a better cycling route which avoids it.	<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>
74	Support	There needs to be safer routes for cyclists in Edinburgh but also without hindering flow of traffic.	
82	Support	Safety and encourage cycling and walking	
83	Support	Making it easier to cross Grange road is a good idea but the way it is planned is OK going south but pants coming north as you have to cross the road twice - always dangerous	
88	Support	In favour of measures to make 'city-cycling' less stressful for themselves, drivers AND pedestrians. Anything which gets cyclists OFF pavements and footpaths must be a 'step' in the right direction.	
90	Support	It is always good to improve safety for cyclists	
20	Neither support or oppose	I support safer cycling as long as it does not impair the safety and experience of pedestrians	
38	Neither support or oppose	I should like more information eg. Are there plans for changing car parking for residents in these roads?	
56	Neither support or oppose	I am a pedestrian and think that requirements of pedestrians are neglected when the focus is on cycling	
69	Neither support or oppose	The proposed interventions do not seem to improve safety of cycling conditions ON Grange Road, as the title of the proposed changes would suggest. Road surface and on-street parking in combination with island/furniture makes the road problematic as a cyclist.	
86	Neither support or oppose	I just can't see the need to do this. I approve the resurfacing of Lovers loan, but the complex junctions just don't encourage people to cycle! It just adds ugly street furniture. Where's the evidence that cyclists would use this route any more *because* of this specific change? Spend the money elsewhere.	
3	Oppose	I live on Grange Road, between Lauder Road and Tantallon place. The road is not usually congested and there is an existing pelican crossing here which provides a safe crossing point. Lauder road and Tantallon Road are already quiet roads. The proposals will cause disruption and cost for no material benefit.	
30	Oppose	There are enough issues with cyclists on the pavement and cycling dangerously around Edinburgh.	
84	Oppose	I support the aim of improving cycling conditions but these proposals will not achieve that aim. They will make driving worse and not improve cycling or walking.	
11	Strongly oppose	There is already sufficient provision for cycling	

22	Strongly oppose	The majority of roads in Edinburgh are in terrible condition, the money being spent to add extra lumps to these crossings to ease a situation (there's no explanation of how these proposals reduce the traffic at these crossings) at essentially rush hours (a couple of hours, 5 days a week) would be better spent fixing the surfaces of the roads thus improving conditions for all road users at all times of the day.	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.
25	Strongly oppose	cyclists backed by this Council think they own the road.	
31	Strongly oppose	Introduction of ill thought out cycle routes across the city are paralysing the road network	
76	Strongly oppose	Absolutely no need for improving cycling conditions in this area. A tint, tiny proportion of the population cycle and even less in this area. These streets are wide enough to accommodate cyclists now.	
81	Strongly oppose	Improving conditions for cyclists makes it worse for everyone else. I have great concerns about cyclists flying across zebra crossings, not looking out for other traffic.	
93	Strongly oppose	Any attrition affecting availability of road space for vehicular traffic is simply the generation of artificial congestion and additional emissions.	

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
4	Strongly support	In a purely residential area of this type, preference and priority should be given to pedestrians. In a relatively narrow residential street, pavements are not very broad, and children often walk in groups of 3 or more. Traffic speeds should be lower - the lack of any policing means many cars go somewhat above the speed limit.	<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>
6	Strongly support	There are currently few crossings	
7	Strongly support	Same as last answer	
8	Strongly support	The same as for cycling. Walking improves mental and physical health.	
9	Strongly support	Again, walking is a cheap, healthy and environmentally friendly form of transport. Pedestrians often have to deal with hostile environments which are dominated by the car - through parking, high vehicle speeds, community severance and local air pollution. These should be tackled where possible through public realm improvements.	
10	Strongly support	We need improved walking conditions, especially with the cycling plan	
12	Strongly support	As a local resident who regularly walks, cycles and drives both along Grange Road and along the proposed Quiet Route, I am well aware of the heavy traffic on Grange Road which is difficult to cross even for confident pedestrians, and the excessively wide Lauder Road is also daunting for pedestrians travelling along Grange Road.	
13	Strongly support	Safer route to school	
14	Strongly support	Please see my previous statement. The concerns for cyclists are also applicable to walkers. The one thing that currently helps walkers is the island just west of the Grange Road/Lauder Road intersection.	
16	Strongly support	High traffic and few crossings make Grange Road hard to cross and less pleasant to walk than the surrounding area	
17	Strongly support	Many city roads are unpleasant and/or dangerous for pedestrians, Grange Road is a good example. Improving the environment for pedestrians will rebuild community.	

19	Strongly support	The volume of traffic demands improvements	<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>
20	Strongly support	cyclists often go too fast, impairing the safety of pedestrians, especially children and elderly people. More should be done to support pedestrians since, often, their needs are put below those of cyclists who comprise a very small portion of road and pavement users.	
21	Strongly support	See previous answer.	
23	Strongly support	Pedestrian conditions in this area would be improved greatly by the provision of additional north-south crossing points.	
27	Strongly support	see previous comment	
30	Strongly support	It would be great if there were less cyclists on the pavements.	
32	Strongly support	I want Edinburgh to be a better place to live	
34	Strongly support	Walking is crucial for health and well-being and should be prioritized over motor vehicles. Pedestrians should be able to easily cross all roads in the city.	
37	Strongly support	safer road crossings would encourage walking- better for people health	
40	Strongly support	Why would you not?	
41	Strongly support	Crossing is an issue	
43	Strongly support	This road is a barrier to children walking through the catchment area to their local schools.	
44	Strongly support	as before - better for children travelling to school	
45	Strongly support	Same as before. When walking to school in the morning at home in the afternoon the junction at Lauder Road and Grange Road is the hardest to cross	
46	Strongly support	Traffic is too fast for the narrow pavements on much of Grange Road. - it's a highly unpleasant experience to walk along it.	
49	Strongly support	As before. Grange Road is the main barrier between Grange/Rankins and The Meadows. Although within easy walking distance, Grange Road makes this awkward.	

51	Strongly support	Lover's Loan is, I think, a walking route to schools, Sick Kid's, Meadows.	<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	Well, of course the *aim* of improving walking conditions is a positive aim throughout the land, including in Edinburgh, including around Grange Road.	
54	Strongly support	Walking is more friendly, sociable and pleasant. People driving cars behave aggressively due to psychological state induced by isolation in metal car bubble travelling at speed.	
55	Strongly support	I find it very difficult crossing Grange Road safely, especially during rush hour, and worry about my son and other children's safety when making the same journey by foot.	
56	Strongly support	I often use this route to walk to work and would welcome wider pavement	
57	Strongly support	For the same reason that I support the aim to improve cycling conditions on Grange Road, that is, to make it easier and safer to cross Grange Road.	
59	Strongly support	Grange Road is a good pedestrian route, but cars move quickly, and turn into side roads at quite a pace, often without gauging the intentions or awareness of pedestrians crossing the side roads at their junctions with the main road.	
63	Strongly support	I walk on Grange Road most weeks. Many people walk there every day for access to work or Education. In particular many pupils at Sciennes School have to cross this road. CEC is trying to make walking for safe and enjoyable to reduce car congestion, increase active travel for health & happiness, and reduce illegal levels of pollutions. These 3 aims coincide with many government and LA objectives. Therefore I strongly support them.	
65	Strongly support	Safe and convenient routes will encourage people to walk and cycle more and help to reduce the number of car journeys.	
66	Strongly support	walking is always good	
67	Strongly support	The pavement is relatively narrow, the traffic is fast, the fumes are bad and it is not possible to hold a conversation without having to raise your voice while walking along this route. I avoid it.	
68	Strongly support	The more ppl are able to walk places safely the better the atmosphere will be - hopefully reduced vehicle use and reduced emissions, increased human social interaction through being able to walk and engage with others. Um at the moment the city council should incidentally notice what a nightmare it is to be a pedestrian when it rains as the massive potholes everywhere mean that road traffic continually drenches pedestrians with filthy water from the road...	
70	Strongly support	Similar to my previous answer. More journeys taken on foot will create a better urban environment as well as improving health and reducing pollution and other emissions. For more people to choose to walk, the infrastructure must be improved and motor traffic must be reduced.	

71	Strongly support	I feel that people should be able to walk safely without danger	<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>
72	Strongly support	More needs to be done to encourage walking to school. For the elderly, often they have no choice but to walk. Today's car-dominated streets need to change to become more conducive to benign modes of transport and improve the amenity of the area. The elderly/children need to be able to cross roads safely and get to school/shops. More needs to be done to reduce vehicle speeds and prevent antisocial parking. Good to see tightened bend radii to prevent vehicles 'charging' round junctions. Good to see 'self-reinforcing' zebras to slow cars. The council should not be afraid to remove parking and/or traffic lanes to achieve these aims.	
73	Strongly support	Lots of schools and older people in the area and it can be daunting due to the relative speeds of passing vehicles	
75	Strongly support	I also regularly walk this route and similar remarks apply as to my cycling experience.	
77	Strongly support	As previous. Also, not enough provision for anything except motor vehicles which all seem to go too fast for the conditions.	
79	Strongly support	I walk along it	
80	Strongly support	Fast moving traffic on this busy road can make walking along and across it an unpleasant experience.	
83	Strongly support	see previous answer	
85	Strongly support	Get people moving	
87	Strongly support	The 'instinctive' routes - Lovers' Loan and Lauder Road - both end at Grange Road with difficult/dangerous crossings. Particularly true at Lauder Road	
88	Strongly support	Walking, including 'buggy-pushing', etc., can often be challenging in a city and anything to make walking more attractive and relaxing must be welcomed.	
89	Strongly support	see previous	
91	Strongly support	As for cycling, this route is used heavily by pedestrians, particularly groups of children travelling to school.	
92	Strongly support	see previous comment	

94	Strongly support	Pedestrians should be given much higher priority in Edinburgh. Far too often, almost universally, vehicular traffic is treated as sacrosanct, and pedestrians are herded and corralled into holding areas and made to wait an interminable time before being allowed to cross.	<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>
5	Support	At present Grange Road is not so busy that it is difficult for pedestrians to cross and the existing pelican crossing operates well as crossing to/from Sciennes School. The resurfacing of Lover's Loan would, however, be a good idea.	
15	Support	As before	
18	Support	see reply under previous question.	
28	Support	Particularly important that school children are kept safe in both walking and cycling situations. Good for health, wellbeing and the environment.	
33	Support	Pedestrians already well supported in most areas of the city centre with crossings/ paths etc	
42	Support	The walking conditions on grange road are pretty good but improvements would be beneficial.	
47	Support	Grange Road is a relatively main road across the south side. As such, traffic is fast and dense, especially in the rush hour. It is difficult (and often dangerous) for pedestrians to cross the road.	
52	Support	Also entirely in favour of making Edinburgh a great city to walk around -- but I think things are worse for cyclists than pedestrians at the moment, on the whole.	
62	Support	I live on Grange Road and walk around the area. I have no need for improvement for pedestrians but can see that elderly or children could benefit	
78	Support	Pedestrian provision is already provided on both sides of Grange Road, along its full length. While I support improvements to it, I think that improvements to cycle provision should be prioritised because there currently is no provision for cyclists.	
84	Support	If you could do this I would support it.	
86	Support	Grange Road, although wide, has poor quality footpaths often overlooked by greenery. It's an important W-E corridor.	
25	Neither support or oppose	Existing arrangements are adequate	
35	Neither support or oppose	No strong opinion on this - see last answer, I don't believe crossing to be a major issue because of the nature of traffic flow and the pedestrian crossings at either end (and half way down).	
38	Neither support or oppose	I do not understand the question	

58	Neither support or oppose	Not a walking route I use	<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>
64	Neither support or oppose	These seem wide enough for the pedestrian traffic seen on this road.	
76	Neither support or oppose	No need to improve walking conditions as they are good enough now.	
90	Neither support or oppose	Conditions are ok, given that it's a busy road	
3	Oppose	Walking conditions on Grange Road are already fine - as evidenced by the large numbers of pedestrians who walk along the road each day.	
31	Oppose	The introduction of 3 additional crossings is ludicrous. My children walk to Sciennes primary and there is adequate crossing provision and lolly pop staff	
69	Oppose	I rarely see any issues with walking infrastructure.	
11	Strongly oppose	There is already sufficient provision for walking	
22	Strongly oppose	There's a number of toucan crossings already on Grange Road	
81	Strongly oppose	There is nothing wrong with walking conditions as they are. Save the money and use it for something else, for example repairing poor road surfaces.	
93	Strongly oppose	I would oppose this as the proposal is to broaden existing wide pavements.	

Online Survey – Support and Comments on Lover’s Loan Proposals

Ref I.D.	Lover’s Loan Support	Can you briefly explain your view on the last question?	Council Response
4	Strongly support	All crossings would benefit from a lower speed limit and/or some policing of, or other encouragement to drivers to comply with, the existing limits.	Grange Road shall become a 20mph zone
5	Strongly	Sensible and should trouble no one.	

	support		
6	Strongly support	I welcome the prioritisation and refurbishment of Lover's Loan. A zebra crossing should be included at Hatton PI otherwise the route will be blocked by parked cars.	We shall also upgrade the whole path with: <ul style="list-style-type: none"> altered chicanes that are easier to access by pushchairs and wheelchairs, raised informal crossing at each bisecting road, dropped kerbs and parking restrictions at the path entrances.
8	Strongly support	The proposal is a good one provided that the chicanes are removed from both ends and local dog owners encouraged not to leave their faecal matter there.	We shall alter the chicanes so that are easier to access by pushchairs and wheelchairs We will raise this issue of dog fouling with the local area team.
14	Strongly support	It is very sensible to have a zebra ped xing or better a signal there.	
16	Strongly support	The bit between Hatton Place and Beaufort Road does need resurfacing, the rest is fine. The bit between Hatton Place and Beaufort Road could lose its cycle barriers, since it's wide enough to accommodate cyclists alongside pedestrians. A zebra crossing, and the removal of the current island to cross Grange Road, which creates a pinch point for cyclists along Grange Road, are great ideas	We shall alter the chicanes so that are easier to access by pushchairs and wheelchairs
17	Strongly support	I have selected strongly support as these improvements are better than the current situation but, as with many such schemes in Edinburgh, so much more could be done. The junction/crossing on Hatton Place needs to be redone. Drop kerbs, protected by build outs and DYs, or better a continuous raised crossing (as with Links Gardens in Leith) with suitable markings on all approaches to warn pedestrians, cyclists and drivers. Remove the chicanes and barriers. The Beaufort Road crossing needs to be light controlled.	Overall this consultation has indicated that a zebra crossing is preferred to a light controlled crossing at this location. We shall also upgrade the whole path with: <ul style="list-style-type: none"> altered chicanes that are easier to access by pushchairs and wheelchairs, raised informal crossing at each bisecting road dropped kerbs and parking restrictions at the path entrances.
28	Strongly support	Bit concerned that Lover's Loan, despite the barriers, may be used by young cyclists as a short cut.	We believe that the introduction of a pedestrian only zebra crossing at this location should not encourage more cyclists to use Lover's Loan.
39	Strongly support	It's logical for a crossing here as the path continues on the other side of the road	
43	Strongly support	Removes pinch point. Clarifies situation at cemetery entrance.	
49	Strongly support	Slight concern about illegal parking that would block the access from Lovers Loan (south) to the zebra crossing	
54	Strongly	Zebra crossings are excellent way to reduce motor traffic speed and make road more friendly for walkers /	

	support	pedestrians.	
55	Strongly support	Looks very sensibly located, especially as most people currently try to cross this part of Grange Road at the traffic island.	
67	Strongly support	Children travelling to and from Gillespie's high school and primary school, Sciences primary and also those who want to make use of the Meadows, should be able to do so safely. Currently they are restricted to too few safe places to cross Grange Rd.	
72	Strongly support	The bus stop is located where it will block sightlines from the zebra when the bus is stopped. Cars may also overtake the stopped bus, crossing the zebra on the wrong side of the road due to not seeing the zig-zag lines ahead - this is dangerous. Please relocate the bus stop, or extend the zig-zag lines much further back (towards Morningside). Grange Rd should be further narrowed to 7.3m (same as at Tantallon PI) to make it easier for pedestrians to cross and reduce speeds.	We shall consider whether the bus stop can be located further away from the crossing. Narrowing the whole length of Grange Road is beyond the budget of this project.
78	Strongly support	The council must decide if Lover's Loan north of Grange Road is to be shared use, or solely for pedestrians. If it is shared use, the railing at either end should be replaced with a bollard to allow cycle access, and a dropped kerb should be installed. The extension of the footway in front of Grange Cemetery is a welcome improvement, but should clearly indicate pedestrian priority and prevent illegal parking.	The footway shall have a curb and crossing zig-zags, both measures should be a clear signal to motorists that parking here is not permitted. Lover's Loan is a core path. It is therefore permitted to cycle on, however the Council is not looking to increase cycle permeability along the path through this scheme.
79	Strongly support	Good idea	
87	Strongly support	Reflects need for a crossing prioritising pedestrians. Makes Lover's Loan a much more sensible walking route	
91	Strongly support	This crossing is welcome and helps join up the path. However the plans don't appear to address the barriers on both sides of the road which are difficult to navigate if cycling with a family, or other unusual bicycles. Admittedly Lover's Loan is very narrow and thus is inherently problematic for cyclists to use, however the barriers just compound the issue. The alternative would be to create segregated cycle infrastructure on Lauder Road (the width is present there) and make the narrow Lover's Loan a footpath only.	Lover's Loan is a core path. It is therefore permitted to cycle on, however the Council is not looking to increase cycle permeability along the path at the current time. Based on available budget and current traffic levels, the Council is not currently proposing to fully segregate Lauder Road.
3	Support	Resurfacing and improving an existing walkway is a good idea - parts of lovers loan are in dire need of weeding and resurfacing.	
7	Support	Fine, seems reasonable - although wont be used by children and vulnerable women in hours of darkness	
12	Support	I think the proposed zebra crossing is a great idea. Please also remove all the chicanes from Lover's Loan as these are an obstacle to wheelchairs, pushchairs and children on bikes.	We shall upgrade the whole path with: <ul style="list-style-type: none"> • altered chicanes that are easier to access by pushchairs and wheelchairs, • raised informal crossing at each bisecting road • dropped kerbs and parking restrictions at the path

			entrances.
24	Support	Needs a toucan crossing at Hatton Place too.	
27	Support	I welcome the changes to add a zebra crossing for Lovers Loan at Beaufort Road. This is currently a major barrier for pedestrians. The plans do not address other issues with Lovers Loan: 1) parked cars make a barrier to pedestrians at other crossings. The plans suggest that parking will remain across the route of Lovers loan at Hatton Place and Sciennes Road. Parking spaces should be removed from the direct line of the Loan and dropped kerbs installed. 2) Plans indicate that fencing barriers will remain in place. These are a serious obstacle when pushing a baby buggy, and prevent families with twins, from using this route. This is an issue for friends of our family.	We shall upgrade the whole path with: <ul style="list-style-type: none"> • altered chicanes that are easier to access by pushchairs and wheelchairs, • raised informal crossing at each bisecting road • dropped kerbs and parking restrictions at the path entrances.
57	Support	I seldom cycle on Lover's Load because it is narrow and there is conflict with pedestrians. My priority would be the Lauder Road scheme.	
68	Support	I've some concerns around the visibility with the bus stop so close to the zebra crossing from the west - there appear to be few limits to the aggression of some motorists - also are cyclist expected/intended to cross the zebra mounted? I think this zebra probably needs to be made wider with a clear indication of which side of pedestrians cyclists should cross - the textured surface looks unhelpful - I don't know how these are meant to work, but surely you don't want to lead these into the same bit as cyclists, so I think the whole thing needs to be made wider for that all to make sense.	We shall consider whether the bus stop can be located further away from the crossing. The zebra will only be for pedestrian use. The note on the drawing indicating it is for cyclists and pedestrians is incorrect.
75	Support	Lover's Loan is certainly in bad condition in parts and would benefit from resurfacing. The proposed zebra crossing will help reduce the danger of this crossing and also slow speeding traffic generally.	
77	Support	This is an improvement.	
80	Support	Concerns raised about the visual impact on the cemetery entrance of the proposed crossing.	
86	Support	Yes, resurface paths = good	
94	Support	No issues here.	
9	Neither support or oppose	Resurfacing the path is welcome. The cycle element of the zebra crossing seems unnecessary, as it is difficult to see what need it would meet. Currently, the chicanes on Lover's Loan make cycle access very difficult and these should be replaced with bollards.	The zebra will only be for pedestrian use. The note on the drawing indicating it is for cyclists and pedestrians is incorrect. We shall upgrade the whole path with altered chicanes that are easier to access by pushchairs and wheelchairs.
21	Neither support or oppose	Where can I see details of these proposed designs? Without more detail, how can I answer this question? It's not enough just to see the route. I need to know what a route consists of.	All the design drawings are available on the web page from where this survey was accessed.
30	Neither support or oppose	Make it clear pedestrians are the priority and cyclists must cycle legally and safely.	The zebra will only be for pedestrian use. The note on the drawing indicating it is for cyclists and pedestrians is incorrect.

35	Neither support or oppose	In the consultation it states that this is for pedestrians only whereas in the layout it shows that it is for cyclists and pedestrians. It should be the latter. I'm a little concerned that the pedestrian crossing seems to end in the middle of an area which cars go into. Some more thought might need to go into what the vehicular access is to the cemetery	The zebra will only be for pedestrian use. The note on the drawing indicating it is for cyclists and pedestrians is incorrect. The area around the cemetery shall become pavement, however access to the cemetery shall be maintained via dropped kerbs to the west of the zebra crossing.
38	Neither support or oppose	Please give more details about the schemes	
51	Neither support or oppose	No comments	
60	Neither support or oppose	Don't have a strong opinion on this one as it's not something I've used. That said, it seems sensible on paper. Note that plan refers to zebra crossing for both cyclists and pedestrians while summary says pedestrian only. I would prefer it for both and for the crossing to be raised along with dropped pavement at cemetery. See for example https://aseasyasridingabike.files.wordpress.com/2014/10/bzkqlc8iaaahogn.jpg	The zebra will only be for pedestrian use. The note on the drawing indicating it is for cyclists and pedestrians is incorrect.
62	Neither support or oppose	Resurfacing would be great but I can't see that there are any real improvements except for that and for pedestrians the surface doesn't cause that many problems	
69	Neither support or oppose	I am unaware of a reason to need help in crossing the Grange at this point. Aided crossing will impede cycling along Grange Road	The demand for improved crossing at this location is demonstrated by the positive support in this consultation.
89	Neither support or oppose	can tell from photo what will be improved really	
47	Oppose	I would like to see a crossing that is compatible with vision impairment - ie with an audible signal and a rotating cone.	This consultation has shown significantly greater demand for a zebra crossing ahead of a signalised controlled crossing.
53	Oppose	Consistent design improves accessibility and safety. How about selecting one unique crossing design for the three crossings, rather than 3 crossing designs? Lover's Loan path resurfacing cannot be a priority when main roads around Edinburgh where the road surface is shared with other vehicles is in such a need to be resurfaced.	The designs have been tailored to fit the unique requirements and site constraints of each location. The consultation has shown overall clear support for the proposals.
90	Oppose	The existing (quite new) crossing is fine	The consultation has shown overall clear support for the proposals.
11	Strongly oppose	There is already sufficient provision for cycling and walking	The consultation has shown overall clear support for the proposals.
76	Strongly oppose	Should be for pedestrians only	The zebra will only be for pedestrian use. The note on the drawing indicating it is for cyclists and pedestrians is incorrect.
93	Strongly	Waste of money - spend it on repairing roads first	The consultation has shown overall clear support for the

	oppose		proposals.
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Online Survey – Support and Comments on Lauder Road Proposals

Ref I.D.	Lauder Road Support	Can you briefly explain your view on the last question?	Council Response
4	Strongly support	This is an important location, given the number of commuters coming to town from the south, and children walking or cycling to school. At present the junction is a dangerous place in the rush hour.	
14	Strongly support	This is the most serious problem in my opinion. I think the design is very interesting. The traffic volumes on Lauder Road itself are very low so the idea of crossing over against traffic to get into the bike lane is not so bad. I think it would certainly be a lot safer this way than the current situation.	
16	Strongly support	Would definitely make crossing much easier.	
17	Strongly support	I have selected strongly support as these improvements are better than the current situation but, as with many such schemes in Edinburgh, so much more could be done. The crossing with Grange Road needs to be light controlled. This could be coordinated with the crossings at Lover's Loan and Tantallon Place to reduce any perceived impact on traffic flow. Northbound, crossing the road to access/exit the cycle crossing so close to the junction can be tricky and dangerous (similar problem on Rankeillor Street). Lauder road is wide enough for a much longer segregated cycle lane on the approaches to the junction, in fact it's wide enough for a segregated cycle lane its entire length. For Pedestrians, while there is the the added cycle lane to negotiate, the crossing of Lauder Road and Grange Road will be far easier.	Based on the existing traffic levels and the available budget the Council believes that full signalisation and segregation is not appropriate. However, the cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. We shall also alter the design so that at the crossing, the footway will extend across the cycleway and cyclists will have to give way to pedestrians.
29	Strongly support	Cyclists will have to cross traffic on Lauder Road to Access the dual crossing. I can see that it would not make sense to have two crossings, one in each direction, but could better priority road markings be added to allow cyclists to change from one side of the road to the other to use the crossing.	There will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
45	Strongly support	Slightly concerned about it being a zebra crossing as motorists don;t always stop but i understand you can't have lights at every junction	
54	Strongly support	Zebra crossings are excellent way to reduce motor traffic speed and make road more friendly for walkers / pedestrians.	
57	Strongly support	If only one of the three schemes were implemented, this one would be my priority. It is the most direct route to the south part of the Grange, and the one that I am most likely to use, because it is a wide road with good sight lines.	
67	Strongly support	Children travelling to and from Gillespie's high school and primary school, Sciences primary and also those who want to make use of the Meadows, should be able to do so safely. Currently they are restricted to too few safe places to cross Grange Rd.	
78	Strongly support	The proposed design encourages conflict between northbound cyclists and motorists from all directions. On the southern section of Lauder road this conflict has been partially mitigated with a right hand turn box, but in the northern section is potentially dangerous. Given the generous road width at this crossing, I'm disappointed that a safer and more intuitive crossing isn't proposed. One option would be to have a pair of pedestrian/cycle zebra crossings, one for northbound and one for southbound movement. An alternative approach (which might be more in line with the 'QuietRoutes' ethos) would be to close Lauder road to motor traffic on both or one	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.

		side of the junction. This would have the added benefit of reducing traffic along the route itself. In any case, if cycle zebra crossings are used they should be properly signed to alert motorists to this new type of crossing.	
79	Strongly support	Good idea	
87	Strongly support	Reflects high volume of both pedestrians and cyclists using this place to cross	
5	Support	The restriction on traffic might be problematic but this is balanced by the importance of providing a safe crossing for cyclists.	
43	Support	Not clear what priority cyclists will have at "parallel" zebra crossing. Will drivers give way? Should they? Preserving access in and out for existing bus route is good.	Cyclists will have the same priority as pedestrians. Motor vehicles are required to give way.
47	Support	Ok.	
55	Support	I'm unsure about this design, because of the need for cyclists to cross onto the wrong side of the road to use the crossing. I always find it strange when sections of pavement are used for cycling lanes, especially as many (adult) cyclists today think it's perfectly acceptable to cycle on all areas of pavement as a matter of course.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
68	Support	My experience of cyclists is generally they are not assertive enough about their road space - if you are expecting them to make a right turn coming from the south across the top of lauder Rd before the junction with Grange Road, there should be A LOT MORE road marking of their right turn lane - make the run in to it much longer so the whole thing is A LOT clearer both to cyclists and motorists. Getting motorists to obey the 20mph limit on lauder Rd would be a help - I cannot understand why the 20s painted on the road surface aren't done so in a much larger format and also in a trompe oeil format so as they appear to motorists to stand up - this should be done all over edinburgh where there are 20s - at the moment the 20mph zones are just not clear enough. Plus having loads of signage right at a junction is actually v unrealistic for a motorist to take in speed limit changes - the most important thing at a junction is making sure you are not going to collide with any person or other vehicle, expecting a driver to take in small speed limit change signs is really unrealistic and foolish. However having massively long 20s painted on the road after a junction is likely a lot clearer and less likely to be ignored.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
72	Support	It is ridiculous to expect Northbound cyclists to cross Lauder Rd twice to access the zebra. The zebra should instead be duplicated on the East and West sides of Lauder Rd, with single-direction segregated cycle accesses on all sides. Or better still, close the Lauder Rd accesses to Grange Rd entirely to cars. A bus gate could allow buses through. Why has the bend radii on the South-west corner not been tightened? This should be tightened to match that of the other bends, to allow pedestrians the shortest distance to cross Lauder Rd and to reduce vehicle speeds. Grange Rd should be further narrowed to 7.3m (same as at Tantallon PI) to make it easier for pedestrians to cross and reduce speeds.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. The corner radii have been tightened as much as possible whilst permitting bus and large vehicle use. Based on available budget and traffic levels, the Council is not intending to install two crossings at the same junction.
75	Support	For cyclists travelling north/south, it works well, but for those travelling south/north it looks like they will have swing over two lanes of traffic to reach the new crossing. A two-way cycle lane on the east side of Lauder Rd would address this, but I see no indication of any cycle lane on your plans. Walkers similarly, but it is not so dangerous for them to cross the road, as they can wait at the kerb.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder

		There may also be problems for cyclists wanting to travel east on Grange Rd, who will need to cross the zebra crossing.	Road to help cyclists turn onto the crossing.
83	Support	having to cross Lauder road twice whilst going north in order to cross Lauder road is a bad idea doubled. Going south is fine so make the north crossing like the south crossing and you will have nailed it	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
3	Neither support or oppose	This is a quiet wide road - plenty of space for cars and cyclists to co-exist.	
9	Neither support or oppose	The proposed layout is a shambles - the zebra crossing is too close to the corner of Lauder Road and is an accident risk, cyclists would be required to cycle across oncoming traffic to access a very short two way track and the zebra crossing. It would be preferable to have segregated cycle lanes along Lauder Road, with a signalised junction at Grange Road - with an early release phase for cyclists to allow them to cross clear from other traffic.	Based on available budget and levels of traffic we believe that the current solution is appropriate. However, the cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
24	Neither support or oppose	This is going to be really confusing for cyclists heading north. Are they really expected to cross to the RHS of the road to go through the junction, then cross back to the LHS? Lauder Road is surely wide enough to have a segregated path on each side of the road. There are surely more cycling-friendly solutions than what is proposed.	Based on available budget and levels of traffic we believe that the current solution is appropriate. However, the cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
30	Neither support or oppose	Make it clear pedestrians are the priority and cyclists must cycle legally and safely.	We shall alter the design so that at the crossing, the footway will extend across the cycleway and cyclists will have to give way to pedestrians.
36	Neither support or oppose	Please confirm that the existing residents parking outside nos. 41 and 43 Lauder Road is maintained under the proposals. The plans do not extend beyond 39 Lauder Road, so the position is unclear on the plans.	These parking places will be unaffected
37	Neither support or oppose	not sure what there isn't cycle prioritisation at the west side of the junction? does signage need improving to keep people on quieter road (via relugas road) to get to mayfield road, rather than using the junction at salisbury church?	Existing signage will be reviewed to encourage people to use the QuietRoute.
38	Neither support or oppose	Ditto	
69	Neither support or oppose	Aided crossing will impede cycling along Grange Road	We believe the inconvenience of having to slow or stop for crossings along Grange Road is outweighed by the considerable gain for cyclists and pedestrians from safer crossings of Grange Road.

77	Neither support or oppose	This looks too complicated for everyone including the vulnerable. Simple is best as everyone is familiar with simple solutions	We shall assess the designs to see make the designs as intuitive and user friendly as possible.
90	Neither support or oppose	Note wrongly labelled in plan. Traffic lights for cyclists could be nice, but this is not the top priority for lights — many other crossings are more dangerous and need them more	
8	Oppose	This is a very, very odd design. Northbound cyclists are expected to cross into oncoming traffic to access ten metres of segregated lane? I would use the normal carriageway, giving way to traffic on Grange Road.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
12	Oppose	The proposed design is an improvement only for southbound cyclists. Northbound cyclists are forced to cross Lauder Road twice, into oncoming traffic, this will increase conflict and will be dangerous as drivers turning into Lauder Road will not expect to meet cyclists making this manoeuvre. 2 better designs would be: A (preferred): Close Lauder road at both sides of Grange Road and install a signalised crossing with 2 short automatic phases: E-W and N-S (cyclists/pedestrians only); alternatively install a zebra crossing for both cyclists and pedestrians at the centre of Lauder Road, preferably also include 4 pavement buildouts to reduce the width of both Grange Road and Lauder Road as much as possible. The road could be closed using plastic bollards to permit emergency access. Traffic on Lauder Road is so light that the road closure would inconvenience very few drivers. The signalised / zebra crossing must be central across the junction to maximise sightlines. This scheme would also avoid loss of parking spaces. B (less preferred but still an improvement): install 2 parallel zebra crossings, one as proposed the other on the opposite side of Lauder Road, so that northbound and southbound cyclists (and pedestrians) both have a direct zebra crossing without the dangerous extra crossings.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. We are not proposing to close the road as, where possible, retaining permeability helps traffic to spread out and prevents build-up of heavy traffic on particular roads. We also do not consider the current volume of traffic on Grange Road to be high enough to require the street to be closed.
27	Oppose	I cycle from St. Albans Road to Waverley Station every day via. Lauder Road. My family also cycles (with 2 year old on bike seat) this route to the Meadows. I reject the proposed crossing of Lauder Road at Grange Road. 1) The proposed design will introduce risks to northbound cyclists as they will need to cross to the 'wrong' side of the road to use it, bringing them into conflict with traffic both from behind and entering Lauder Road from Grange Road. 2) Without light controlled signals I do not expect motorists to stop for cyclists at the zebra. There is a lot of confusion among motorists about whether cyclists are allowed to use zebras, but signalled crossings are generally well respected. 3) similarly, pedestrians on the west side of the road will need to cross Lauder Road to use the crossing. Although the road is quiet, the extreme width of Lauder Road makes it difficult to cross (can require more than 10 seconds, which is time for traffic to arrive unseen from other entry points). As it stands, I would not use this design when travelling north. Lauder road is an extremely wide road (nearly 19m including footway), and there is scope to make better improvements for both pedestrians. The footway is too narrow to accommodate 2 way pedestrian traffic on bin days (2 baby buggys plus a bin do not fit side-by-side on the 2.2m width), and could be widened. There is no need for car parking as all houses have private land that can be used for parking. Hence there is space for segregated or mandatory cycle lanes along the road (alternatively, lanes could be painted outside the parking). The proposed 21 parking spaces will help 21 people each day, at the cost of forcing the 100s of cyclists who use this route further into the carriageway, this is not a sensible way to allocate public space.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. The overall feedback from this consultation shows a preference for the zebra crossing solution. At the junction mouth the width of Lauder road has been reduced to slow traffic and making crossing easier. Based on the available budget and current traffic levels, the Council is not proposing to introduce segregated cycleways along Lauder Road.
35	Oppose	The crossing doesn't seem to make sense. Cyclists going North apparently will have to cross over Lauder road into the direction of oncoming traffic turning off Grange Road in order to cross Grange Road. I normally come up Lauder Road and turn left onto Grange Road. The smaller space will squeeze cyclists and may make it harder to get to the front... Also could you consider what the optimum route is for someone going down Grange Road and wanting to turn right onto Lauder Road - is it the cycle way or the road?	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.

		Without a continuing cycle lane down the East side of Lauder Road this crossing doesn't really make sense for North bound cyclists. Given the width of Lauder Road South perhaps it would be feasible to have a cycle lane in the middle of Lauder road with crossing in the middle of the road?	
51	Oppose	Too complicated, requires cycles and pedestrians to cross turning cars' paths twice. My suggestion: put a traffic table on Grange Road, not the side roads, with one-way segregated zebras at each side. Simpler, cheaper, safer and no need to narrow the side roads. To be blunt, most pedestrians and cycles who find themselves on the 'wrong' side will ignore the new infrastructure and be put at risk by it.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
53	Oppose	Consistent design improves accessibility and safety. How about selecting one unique crossing design for the three crossings, rather than 3 crossing designs? 4 traffic lights would be plenty to improve walking and cycling conditions on Grange Road at the crossing with Lauder Road. There is no need to change the width of the pavement to improve walking and cycling conditions, as this kind of change alienates other road users.	A consistent design has benefits, however it must also be appropriate to the context of the location and available budgets. The toucan crossing at Tantallon Place has been selected due to the high numbers of school children at this location. This makes a light controlled crossing more appropriate than at the other sites.
94	Oppose	I like the idea of the parallel zebra but it is very badly executed in these plans. Why should cyclists and pedestrians have to cross Lauder Road to get to the Grange Road crossing? Lauder Road is quiet, so there is no immediate need for cycle tracks on Lauder Road. Find a way of putting parallel zebras on both sides of Lauder Road to allow pedestrians and cyclists to cross Grange Road in a natural way rather than forcing them to change sides.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. Based on available budgets and the level of traffic the Council does not consider a crossing on both sides of the street to be appropriate.
6	Strongly oppose	The proposed 'cycle zebra' crossing is of a peculiar type and, combined with proximity to the crossroads, will be a high risk junction for collisions between all road users. This junction design also requires northbound cyclists to give way to and cross oncoming traffic on each side of the junction, again creating not removing conflict.	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing.
7	Strongly oppose	Are you joking? The proposal appears to push cyclists to the wrong side of the road in order to cross Grange Road !! Utterly ridiculous. Lauder road is 14m wide, why on earth cant you design a segregated path both ways???? Astonishing lack of common sense	The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. Based on available budget and levels of traffic on Lauder Road, the Council does not consider segregated cycle lanes to be appropriate.
11	Strongly oppose	There is already sufficient provision for cycling and walking	The findings of this consultation indicates that this scheme has a majority of support.
23	Strongly oppose	The proposed zebra crossing with adjacent cycle crossing is an unusual design and will force north bound cyclists to cross oncoming	The cycleways will be extended further along

		<p>traffic in order to use the crossing. This will increase the risk of collision with motorized traffic. On the north side of the junction cyclists must again cross oncoming traffic to return to the correct side of the road, increasing the risk of accidents. As an alternative, a signalized crossing with clearly delineated one-way cycle paths on each side (east and west) of Lauder Road should be implemented. Lauder Road is of sufficient width to accommodate this. Car parking spaces immediately north and south of the junction should be sacrificed to allow for this.</p>	<p>Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. Based on available budget and levels of traffic on Lauder Road, the Council does not consider fully signalling the junction to be required.</p>
60	Strongly oppose	<p>This looks utterly crazy. It seems to be the case that if I'm cycling towards the city that I have to cross the road onto a chicane, follow it then cross back again other side of Grange road. I know this road well and the design is horrible. Whatever is wrong with using simple systems that have been proven to work. In this case all you need is a toucan crossing. https://assets.publishing.service.gov.uk/static/hc/hc_rule_25_toucan_crossings_can_be_used_by_both_cyclists_and_pedestrians.jpg</p>	<p>The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. Based on available budget, levels of traffic on Lauder Road and the overall positive feedback to this consultation, the Council believes that a toucan crossing is not a preferable solution at this location.</p>
62	Strongly oppose	<p>If I understand it correctly the bikes have to pass from only one side of the road. That means that you would now have to cross 2 roads instead of one. How can this be an improvement? Resurface and mark the cycle path would help more</p>	<p>The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. The Council believes that crossing Lauder Road is considerably easier and safer than crossing Grange Road due to the levels of traffic on Grange Road.</p>
76	Strongly oppose	<p>Wide enough at present to accommodate ALL traffic/road users.</p>	<p>This consultation has demonstrated a majority of support for this scheme. As such the Council believes this scheme is justified.</p>
86	Strongly oppose	<p>Ugly junction, that will put cyclists, pedestrians and cars in conflict.</p>	<p>The Council believes that the proposed design will make crossing Lauder Road safer for cyclists and pedestrians. We shall also alter the design so that at the crossing, the footway will extend across the cycleway and cyclists will have to give way to pedestrians.</p>
89	Strongly oppose	<p>that is a dangerous nightmare! I would need to cross traffic to use the twenty feet of silly cycle path, then cross the main road, then once I've finished with the silly little lane cross back over the traffic flow. 3 crossing where perviously only one. - death-trap.</p>	<p>The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. The Council believes that crossing Lauder Road is</p>

			considerably easier and safer than crossing Grange Road due to the levels of traffic on Grange Road.
91	Strongly oppose	<p>It pains me to oppose this crossing - I fully support prioritising active travel here, but am concerned about the suggestions. Current sightlines are not good for this junction, particularly so for northbound traffic on Lauder Road. It is difficult to see traffic approaching from the east due to the parking spaces and the slightly acute angle of the junction. This is particularly true when SUVs or vans are parked in the spaces, effectively blocking sight of the entire westbound lane of Grange Road from the existing pedestrian crossing. Traffic approaching from the west is easier to see, however a stationary bus blocks sightlines completely too. The proposal appears to effectively prioritise pedestrians crossing Grange Road, and is thus entirely welcome, although the sightlines may need to be cleared further by removing more parking on the south of Grange Road. However for cyclists, who by nature will be approaching the crossing at higher speeds, this is not a good arrangement. Firstly, as drawn, it does not prioritise cyclists crossing Grange Road, as it is marked with a Give Way on the cycle track. By enticing cyclists to use this crossing, they now have to cede priority to motorised traffic turning out of Lauder Road east along Grange Road, something they would not have to do had they remained on the main carriageway. Further, it moves them closer to the obscured sightlines caused by the parked cars, resulting in them being less able to see oncoming traffic (and vice versa) compared to the main carriageway. If cyclists are actually expected to have priority at the crossing, oncoming drivers need to have time to stop on their approach, and the cycle track draws the cyclist closer to the high walls on either side of the junction, making it more likely that drivers will claim "they just cycled out in front of me". If cyclists are not to have priority at the crossing, then they need clear sightlines past the wall to see oncoming traffic. Southbound cyclists leaving the cycle track also appear to have to cede priority to colinear traffic proceeding south on Lauder Road, again something they do not need to do if remaining on the main carriageway. Northbound cyclists have it even worse, needing to somehow get themselves into the middle of the carriageway, give way to southbound traffic on Lauder Road, cross Grange Road, then give way to both north and south bound traffic on Lauder Road again prior to crossing the carriageway. This final crossing of Lauder Road requires them to track a full 270 degrees of approaching traffic, vehicles turning north into Lauder Road from three directions and vehicles approaching them. This is too much to track safely, particularly when much will be approaching them from their rear or over their left shoulder. The proposed cycle track is simply too dangerous or inconvenient to use, as drawn, as it will be safer and more direct to remain on the carriageway. The design seems to be attempting to prioritise the pedestrian and cycle crossing without influencing the existing priorities, and as such is likely to fail. Why not simply reverse the existing priorities, and make Lauder Road the through road, with traffic on Grange Road having a give way? Pedestrians will be able to more easily cross Grange Road with the traffic flow altered, as they are now crossing the entrance of a side street (aided by the zebra crossing if considered necessary). For cyclists, two single direction cycle lanes could be marked to cross the junction, these could be protected by a short section (say 10m) of kerb before and after Grange Road, to make the turns into Grange Road from Lauder Road tighter and to protect against "left hooks" by forcing drivers to cross the continuous cycle lane on the junction itself more at right angles. This solution would slow traffic on Grange Road (as will the proposed zebra crossings), making the entire street more people friendly. If it is considered that this may encourage the use of Lauder Road as a rat run, then the priority at Dick Place could be reversed, requiring Lauder Road traffic to give way. Alternatively, Lauder Road is wide enough to accommodate more traffic, and segregated cycle tracks on each side would go some way to mitigating against the increased traffic flow.</p>	<p>The cycleways will be extended further along Lauder Road and there will be a right turning cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. The Council does not believe that sightlines are significantly impaired by the design. The presence of the zebra crossing beacons and ground markings should act as a further visual cue to road users to be aware that cyclists and pedestrians are likely to be crossing at this location.</p> <p>The give way markings at the entry to the zebra crossing for cyclists are advisory to cyclists to ensure cyclists are alert and pay attention to vehicle traffic before using the crossing. Cyclists, as with pedestrians, have priority over motor vehicles at this crossing.</p> <p>We are in discussions with Lothian Buses about the altering of Bus Stops to improve sightlines</p>
92	Strongly oppose	<p>Very compromised design particularly northbound. Should be segregated cycle route up to junction on both sides of road. It is wide enough to do this. Junction should be signalised across all sides with early advance priority for cycling and walkers. Cycle zebra</p>	<p>The cycleways will be extended further along Lauder Road and there will be a right turning</p>

		crossing is too dangerous and confusing. Forcing north bound cycles to cross road twice increases danger for children and is backward step. It is good that the corner radius is being reduced, to slow the speed of cornering traffic.	cycle lane introduced into the centre of Lauder Road to help cyclists turn onto the crossing. Based on available budget and levels of traffic on Lauder Road, the Council does not consider fully signalling the junction or introducing segregated cycleways to be required.
93	Strongly oppose	Waste of money - spend it on repairing roads first	This consultation has demonstrated a majority of support for this scheme. As such the Council believes this scheme is justified.

Online Survey – Support and Comments on Tantallon Place Proposals

Ref I.D.	Tantallon Place Support	Can you briefly explain your view on the last question?	Council Response
4	Strongly support	I presume that this crossing is in place of the existing one nearby. It is not clear from the drawings.	The current crossing nearby shall be removed.
14	Strongly support	I think this is also good, for similar reasons. The whole set of changes would be excellent together and would likely make the situation on grange road much more sensible given the large number of children needing to cross (as well as commuters at morning and evening rush hours).	
16	Strongly support	If there's a crossing at Lauder Road this might not be strictly necessary, but it would be nice.	
39	Strongly support	Lots of cars accelerate quite hard up from the junction with Causewayside, so a crossing here would help calm traffic further up.	
43	Strongly support	Moving lights closer to desire line is good.	
49	Strongly support	Looks great from a cyclist/pedestrian point of view. I wonder what would happen at the exit/entrance to Tantallon Place at School drop off time. There is usually a line of cars trying to get out of Tantallon Place (going south), which would effectively block it for cars trying to go north. It may be that an informal one-way system becomes established (good) - or that people would start driving over the pavement/cycle path (bad). Would probably need some bollards or likewise to prevent the latter.	The council shall assess the on-going use of the road/crossing in case of over-running of the footway.
55	Strongly support	Looks like a sensible design.	
67	Strongly support	Children travelling to and from Gillespie's high school and primary school, Sciences primary and also those who want to make use of the Meadows, should be able to do so safely. Currently they are restricted to too few safe places to cross Grange Rd.	
78	Strongly support	This is the most problematic of the three junction designs. Tight turns, a narrow shared crossing, and high stone walls encourage conflict between cyclists and pedestrians. There is a clear case to close Cumin and/or Tantallon Place to motor traffic, or implement a one-way system. This junction also encourages conflict between southbound cycles and motor traffic, further demonstrating that this junction is inappropriate for this location.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing. The crossing width is a desirable design standard for shared use crossings. Closing the road would disadvantage home owners and potentially increase traffic on neighbouring roads.
82	Strongly support	Good to do as diversion for sciennes school means even more traffic and parking. Fully support diversion but knocks so losing parking spaces an issue. Parking attendants would need more presence at school Times to reduce non permit parkers using permit parking spaces (I live in Livingstone Place and cannot park in my permit zone at school Times due to parents leaving their cars there for school pick ups.	
87	Strongly support	Primarily used for Sciennes pupils	
17	Support	I would avoid Tantallon Place in favour of Lauder road as it is much narrower. The junction design again causes conflict with southbound cyclists crossing to use the cycle crossing. For Pedestrians, while there is the the added cycle lane to negotiate, the	The Council considers that the narrow width of Tantallon place means that it should not be

		crossing of Lauder Road and Grange Road will be far easier.	significantly challenging for Southbound cyclists to move across the road to reach the crossing.
57	Support	I welcome the proposed improvements here, but Lauder Road would be my priority.	
68	Support	No real views on this one.	
75	Support	Similar remarks apply as to Lauder Rd, but with the roles of north and south inverted. Perhaps you intend south/north traffic to use Tantallon place an north/south Lauder Rd. This is not practical for me as I live on Lauder Rd.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
77	Support	No view.	
79	Support	Good idea, but not so sure about the crossing being off set, but better than now	
91	Support	Whilst the Tantallon Place crossing looks very similar to that of Lauder Road, it is less problematic. Firstly as a signalised crossing, the issue of sightlines and giving way is less problematic. Secondly, Tantallon Place and Cumin Place are less trafficked and narrower, so requiring southbound cyclists to cross the carriageway twice is less problematic. I would still have concerns about cyclists needing to look behind themselves and through the Cumin Place wall for drivers approaching from the east along Grange Road, potentially turning into Cumin Place too quickly. However the volume of the traffic making this turn may make this risk acceptable, compared to the much larger volume using Lauder Road.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
92	Support	It's slightly bizarre that the cycle route is not a straight line across Grange road. That should be the priority.	The desire line for cyclists has been maintained as much as possible whilst ensuring.
9	Neither support or oppose	It is unclear why this is necessary, given the improvements at Lauder Road. Again, the proposed layout would require cyclists to cross oncoming traffic to access the crossing.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing. The number of children using this junction to reach the local School makes this crossing desirable.
23	Neither support or oppose	Issues similar to those I have described in respect of the Lauder Road junction apply here (cyclists being forced to cross into the path of oncoming traffic). However, the proposed signalized junction mitigates these to some extent. There is limited value in implementing anything other than a standard pedestrian crossing here. Money saved by not implementing the very limited shared cycle/pedestrian paths north and south of this junction could be utilized to pay for a better solution at the Lauder Road junction.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing. The additional cost of making the crossing shared use is minimal.
24	Neither support or oppose	This seems to have the same problem as the proposed Lauder Road junction, but for people cycling South.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists

			to move across the road to reach the crossing.
27	Neither support or oppose	Signalled crossing looks better than the zebra at Lauder Road, but suffers from the same issue of being to one side of the junction.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
30	Neither support or oppose	Make it clear pedestrians are the priority and cyclists must cycle legally and safely.	Signage and markings shall clearly delineate where cyclists are legal permitted to be.
35	Neither support or oppose	Similar to Lauder Road the issue here is for cyclists going South which have to cross the oncoming traffic turning off Grange Road to use the crossing. This however is perhaps less of an issue than with Lauder Road since the road is narrower (hence easier to cross).	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
38	Neither support or oppose	Ditto	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
54	Neither support or oppose	Indirect unintended result of light-controlled crossings is that motor traffic speeds up to try and 'catch' the green light. This is bad. Also please can you confirm that cyclists will not have to wait for green light - if road is free of motor traffic, are cyclists allowed to cross road? If not, this crossing will make conditions worse for cyclists who at the moment are allowed to choose when they cross.	Cyclists are free to cross Grange Road as per any other motor vehicle and not use the crossing.
62	Neither support or oppose	Can't see a huge change. It is nice with the lights though	
69	Neither support or oppose	Aided crossing will impede cycling along Grange Road	We believe the inconvenience of having to slow or stop for crossings along Grange Road is outweighed by the considerable gain for cyclists and pedestrians from safer crossings of Grange Road.
76	Neither support or oppose	Do any cyclists ever use this street?	The street is particularly used by children accessing the local school, some of these come by bike, so making a safe crossing for them is important.
89	Neither support or oppose	Zebra crossing - seems appropriate	The feedback from this consultation shows that a toucan crossing is preferred, particularly due to the high numbers of children who use this crossing.
5	Oppose	I'm not convinced that this proposal is either necessary or proportionate.	The feedback from this consultation shows that a toucan crossing is preferred, particularly due to

			the high numbers of children who use this crossing.
6	Oppose	The use of Toucan crossings on cycle routes without advance cycle detection does not increase amenity to bicycle users as most of the time it will be quicker to cross the crossroads conventionally giving way. The cost/benefit of this crossing will be very low in regards cycle amenity. This junction design also requires southbound cyclists to give way to and cross oncoming traffic on each side of the junction, again creating not removing conflict.	<p>The delay time will be reduced as far as is possible and will be particularly useful during peak times when we have identified challenges for crossing the road. Cyclists who are confident of crossing without the using the signals can continue to do so.</p> <p>The street is particularly used by children accessing the local school, some of these come by bike, so making a safe crossing for them is important.</p> <p>The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.</p>
8	Oppose	Again, asking for trouble with a fiddly design of uncertain value. A Toucan crossing is a very slow thing to use. Unless this arrangement has some sort of advance bicycle sensor I doubt I'll use it.	<p>The delay time will be reduced as far as is possible and will be particularly useful during peak times when we have identified challenges for crossing the road. Cyclists who are confident of crossing without the using the signals can continue to do so.</p> <p>The street is particularly used by children accessing the local school, some of these come by bike, so making a safe crossing for them is important.</p> <p>The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.</p>
12	Oppose	The proposed design is an improvement only for northbound cyclists. Southbound cyclists are forced to cross both Tantallon Place and Cumin Place, into oncoming traffic, this will increase conflict and will be dangerous as drivers turning into the side streets will not expect to meet cyclists making these manoeuvres. 2 better designs would be: A (preferred): Close Tantallon Place and Cumin Place at both sides of Grange Road and install a signalised crossing with 2 short automatic phases: E-W and N-S (cyclists/pedestrians only); or a zebra crossing for both cyclists and pedestrians at the centreline of the two side streets, preferably also include 4 pavement buildouts to reduce the width of Grange Road, Tantallon Place and Cumin Place as much as possible. The road could be closed using plastic bollards to permit emergency access. Traffic on these side streets is so light that the road closure would	<p>The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.</p> <p>The Council is now also proposing to ban vehicles from turning left out of Cumin Place and right out of Tantallon Place. The purpose of this is to:</p>

		inconvenience very few drivers. The signalised / zebra crossing must be central across the junction to maximise sightlines. This scheme would also avoid loss of parking spaces. B (less preferred but still an improvement): install 2 parallel zebra crossings, one in the proposed location, the other on the opposite side of the Places, so that northbound and southbound cyclists (and pedestrians) both have a direct zebra crossing without the dangerous extra crossings.	<ul style="list-style-type: none"> • increase safety for cyclists entering the crossing by further restricting vehicle numbers, • bring the crossing closer to the junction mouth thereby reducing the potential of cycle/pedestrian conflict • increase safety for those using the crossing by reducing the number of vehicles going through the crossing.
31	Oppose	This street is too narrow to direct volume of bikes down it	The Council consider the road width and vehicle numbers to be acceptable.
47	Oppose	I would like to see a Neatebox here if the technology is ready to roll out.	We shall liaise with Neatbox and consider whether such technology appropriate and ready for installation here.
51	Oppose	Same comments as above. Make it simple, use the table to slow down the faster road, don't narrow down roads, as this increases the danger for vulnerable road users, as they find themselves forced into the path of oncoming traffic.	We shall use a raised table on the crossing and continuous footways across Tantallon Place and Cumin Place to slow vehicle and give priority to pedestrians. Narrowing the junction mouths is required to make space for cyclists and pedestrians to use the crossing. It will also help to reduce traffic speeds.
53	Oppose	Consistent design improves accessibility and safety. How about selecting one unique crossing design for the three crossings, rather than 3 crossing designs? 4 traffic lights would be plenty to improve walking and cycling conditions on Grange Road at the crossing with Tantallon Place. There is no need to change the width of the pavement to improve walking and cycling conditions, as this kind of change alienates other road users.	The crossings have been design with the specific contexts and requirements of each location in mind. As such a 'on size fits all' approach is not necessarily appropriate. Changing the pavement widths is required to make space for cyclists and pedestrians to use the crossing. It will also help to reduce traffic speeds.
90	Oppose	No need for new traffic lights, the existing ones are fine	The support for the scheme identified by this consultation shows that
94	Oppose	Similar to Lauder Road, find a way to allow cyclists and pedestrians to cross from either side of Tantallon Place safely. One option could be to block vehicular entrance and exit onto Grange Road and put a signalised crossing there for cyclists on Tantallon Place and pedestrians crossing Grange Road on either side of Tantallon Place. The lights would have to be sensitive to cyclists waiting at the junction and be easily and quickly operated by pedestrians.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
3	Strongly oppose	Restrictions on driving/parking at Sciennes school mean that parents need to park further away now when dropping their children	The design is particularly required provide a

		at school - Tantallon Place provides an opportunity to do this safely. Restricting access and/or parking on this road will inevitably bring more disruption and chaos in the mornings, not less.	much safer and more convenient way for children to get to Sciennes school. The crossing has high levels of use at school times and the majority of support for the scheme backs up this requirement.
7	Strongly oppose	Are you joking? The proposal appears to push cyclists to the wrong side of the road in order to cross Grange Road !! Utterly ridiculous	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing.
11	Strongly oppose	There is already sufficient provision for cycling and walking	This consultation demonstrates a majority of support for the scheme.
15	Strongly oppose	The junction at Grange Road, Tantallon Place and Cumin Place is already very difficult to negotiate in a car because of the narrowness of Tantallon and Cumin Places. If the roads are narrowed to 4.8 meters as proposed it will be virtually impossible for cars to pass each other without encroaching on the proposed cycle path, assuming that is possible. Heavy Lorraine's, delivery vans and ambulances se this crossing too. This has the potential for delays, frustration and accident and increased traffic on adjoining roads. The proposal might work if the car etc access were 6 metres wide but that is still tight.	The Edinburgh Street Design Guidance permits streets of this type to be reduced in width to 4.5m. The purpose of this is to reduce the car dominance of the street and crossing whilst promoting pedestrian safety and priority. This is particularly important given the high numbers of children using the crossing to get to school. The levels of traffic mean that it is infrequent for two vehicles to enter/exit simultaneously. In such cases one vehicle will have to give way and wait for a short time before entering/exiting.
60	Strongly oppose	again this is crazy. Cyclists and pedestrians are supposed to veer across feeder roads on weird chicanes. Stick in a toucan crossing. Safer for everyone.	The Council considers that the narrow width of Tantallon place means that it should not be significantly challenging for Southbound cyclists to move across the road to reach the crossing. Based on available budget the Council is not considering two toucan crossings at this location
86	Strongly oppose	Ugly junction, that will put cyclists, pedestrians and cars in conflict.	Additional alterations to the design have been made to further decrease potential conflict, these include: <ul style="list-style-type: none"> • A continuous footway across Tantallon Place and Cumin Place, which will give pedestrians priority. • Give way markings for cyclists to make them stop before the footway and crossing • Banning the left turn out of Cumin Place and

			the right turn out of Tantallon Place for motor vehicles so that they do not conflict with the crossing.
93	Strongly oppose	Waste of money - spend it on repairing roads first	This consultation demonstrates a majority of support for the scheme.

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
4	Traffic speeds need to be more closely limited, e.g. to 20mph, to encourage walking and cycling. Dedicated cycle paths assist, and should be extended. The Council's focus on walking and cycling could make central Edinburgh a far more attractive place for residents, businesses and visitors. More provision should be made for cycle racks in the centre.	<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>
5	In general I would support any steps taken to improve the safety of cyclists but it seems to me that if cycle lanes are to be created on roadways then they should be protected lanes (as for example the new section of cycle lane on the east side of St Leonards St) because otherwise cars just park over them entirely removing the point.	
7	How about treating this as if you think that cycling and walking are of some value, instead of car driving and the retention of parking spaces?	
8	If we're going to move people out of their cars then we need to take street space from cars. In this plan, close off the Tantallon and Lauder Road junctions to cars completely. Make them go out to Ratcliffe Terrace or Kilgraston. Have a bit of courage to put citizens' well-being first.	
9	This scheme needs to be substantially improved if it is to result in any significant increase in cycling. Elements of the scheme, particularly those that require cyclists to travel against the flow of traffic, are inherently dangerous. A fundamental rethink is required, based on the principles of sustainable safety used in Dutch road design and aimed at maximising segregation of cyclists from motorised traffic along its length.	
10	We need more safe cycling and walking provision. At the moment there is too much cycling on pavements, endangering walkers, including people with disabilities (including invisible conditions such as deafness). With better provision, everyone is safer and better off.	
11	There is already sufficient provision for cycling and walking in Edinburgh, money would be better spent on fixing roads	
14	I'm happy to see more ped crossings. I am a driver as well as a cyclist. I don't mind waiting for lights if it makes the roads safer. The big challenge you should look at at some point is the messy travel for cyclists around Forrest Road. I sometimes feel I take my life into my hands when I have to go through there: (1) the way trucks and other vehicles park blocking cycle routes, (2) the tricky southbound passage to the Meadows. I think if you made Bristo Place a two way road and made Forrest Road dedicated for cyclists (and vehicles only loading/unloading at the restaurants - use bollards) it would be more sensible than the current arrangement.	
16	The many improvements to cycling and walking in the last several years have made a big difference and are much welcome. I'm thinking of the paths in the Meadows, links between the Meadows and St Leonards, improved path along Cockmylane, etc. Keep it up!	
17	Road space is a finite resource. While I understand the council's need not to appear anti-motorist the fact is that improvements in cycling and walking infrastructure will come at a cost to motoring infrastructure. A balance has to be struck and it is clear that, currently, we give far too much priority to private cars. The council cannot run scared of removing parking spaces and reducing road space when this is done to provide a clear improvement to other *safer, cleaner, healthier) forms of transport.	
19	More consultation on proposed cycling routes with local residents and business's	
20	Please consider pedestrians. The pavements are cluttered with A-boards, overflowing bins and other obstacles, making it a hazardous and unpleasant experience. 80% of people in Edinburgh walk, according to Living Streets, with only around 10-15% cycling, but much more emphasis is placed on cycling. We need appropriate representation for pedestrians.	

21	Why do cycle routes always cease when they are most needed, e.g., when roads narrow there is often a gap in a cycleway? This is when, as a cyclist, I am in most danger, and need cars to recognise that I have the right of way and they need to give way to me.	<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>
22	The majority of roads in Edinburgh are in terrible condition, some of the worst I've seen in Britain.	
23	Investment in properly segregated cycle routes should be prioritized over minor projects. The generally poor state of many of Edinburgh's roads (potholes and other defects) is the greatest disincentive to cycling in the city.	
25	Improve the pavements for pedestrians rather than spending 7% or whatever the figure is on cycling.	
27	My family do not have a car. We travel around the city by bike and foot, or bus. 2 year old child travels in a seat on a bike to nursery every day. The main barriers to our travel at the moment are the bottlenecks when crossing over the south suburban rail line. A pedestrian/cycle bridge at some point between Blackford Avenue and Mayfield Road would be a considerable benefit to the area. There are many areas where conditions for cyclists could be easily improved by removing parking spaces. E.g. uphill on Blackford Avenue to Kings Buildings there would be space for a segregated cycle lane if parking were removed. The Scottish Government's National Transport Strategy (http://www.transport.gov.scot/strategy/national-transport-strategy) places walking and cycling at the top of the sustainable transport hierarchy, but this is not reflected in the allocation of road space in Edinburgh. We should not be allocating public space to car parking that benefits a small number of motorists at the expense of having fewer safe routes for cyclists and wide enough footways for pedestrians.	
28	Unfortunately, unable to cycle any more and would hesitate to do so in current traffic conditions. Once across the Meadows, environmental pollution from cars and buses is the main concern, but we are fortunate compared to other areas of the city. Additional formal crossings on Grange Road may help to slow down speeding traffic.	
29	Places and space for cyclists and pedestrians are required to improve safety, they can also be part of improved urban design, reducing car space. However, this only works if it is kept for pedestrians or cyclists. As soon as you allow others to utilise the space it fails e.g. shared cycle/car and pavements that end up cluttered with all sorts of additional furniture - bins, traffic posts etc and worst of all business A frame - actually really worst of all business external seating, which trends to leave no space for pedestrians and would appear not to be policed by the Council	
30	Cyclists on the footpaths are a massive nuisance. Shared paths create more issues for pedestrians. As a walker I rarely go anywhere without having a cyclists cause a problem for me.	
33	There is a lack of appreciation of what it is like to be someone using another mode of transport- drivers and pedestrians cause danger for cyclists AND vice versa	
34	Walking is generally great - except that cars seem to invade pedestrianized areas regularly, destroying the expensive cobbling, and annoying basically everyone. It's costly, damaging, and needs to stop. Cycling is at the moment unpleasant for most of my trips, because Edinburgh lacks safe cycling infrastructure along main roads in the City Centre, the main use case for the majority of folk. Having consultations about little crossing in Marchmont is fine, but then when you have a major project like the "Quality Bike Corridor" and you make a farce out of it by allowing parking and loading in the bike lane, the small projects don't matter. You need bold projects along arterial roads so that cycling is truly prioritized for daily transport and shopping in the City, not some leisure activity on a Sunday morning.	
35	The Council's initiatives to improve cycling are really appreciated. However a key principle should be to not make cyclists 'go through hoops' when implementing cycling infrastructure; the route should be as natural as possible; the daft (but necessary) arrangement outside Haymarket station is a case in point where it's not. An example of poorly thought out cycling provision is the 'round the houses' route you have to travel to go North to,	

	say, the canal from Haymarket - there's no obvious and safe route. This should be a bigger priority than Grange Road in my opinion given that it is a transport hub. Another example where it's only been half thought through: The crossing by the meadows is good (from North Meadow walk to Gifford Park) *except* when coming North along Hope Park Crescent - to turn right (across Hope Park Crescent) it's not obvious what you should do - ideally there would be a little ramp to take you onto the crossing....	<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	the cycle network is becoming really good - keep up the hard work!	
39	Far too many of the 'cycle lanes' around town (such as on Gilmerton Road) are just lines painted on the road and not actually thought through and well-planned cycling infrastructure. Potholes, uneven road surfaces, the number of drains and the number of parked cars in the lanes means that it's dangerous to use them, making them pointless and a waste of the money spent painting them on.	
40	Much, much more needs to be done.	
41	It is improving but more off road routes required as still perceived as dangerous	
42	In the city center cycling lanes could be improved.	
44	It's good to see more places for bikes to be locked to, and to see dedicated bits of the road, eg at Newington, for bikes. I never used to cycle as I wasn't confident on being on the roads with cars, but I have been cycling in the past 4 months now that I can get places without being on busy roads with cars	
45	Anything to make cycling safer and more popular is very welcomed especially on school commute routes	
47	My point above about the need to protect pedestrians from cyclists is very important. On the one hand, the Police need to focus more on enforcing the law (eg the one-way system on Duncan Street) because I believe deterrence is the only effective way to improve cyclists' behaviour. On the other hand, the Council must take protection of pedestrians into account (especially the disabled) when designing cycle routes.	
48	Still struggle with the combination of bus- cycling lanes	
49	Some "low hanging fruit" that would make a difference are cycle facilities along some of the wide busy roads: A199 through Joppa and PeffermillRd/Niddrie Mains Rd particularly come to mind.	
50	Cycling is dangerous in the city we need more investment in cycling and promote it more	
51	Fabby that you are making improvements! As with previous designs this is good-quality, but wrong. Keep it simple, minimise deviations for vulnerable road users and slow down the motor traffic where necessary.	
52	I'm trying to encourage my children to cycle to school (2.5 to 3 miles, depending on route). Although it's fairly easy at weekends, cycling in Edinburgh during the rush hour can be quite intimidating, and potentially dangerous -- almost whatever the route. It's mostly due to motor vehicles, of course. I'm sympathetic to trying to create genuinely separate cycleways as much as possible. Narrow cycle paths marked by dashed lines at the edge of the road, and invariably occupied by parked cars at random intervals, really don't help much!	
53	Main obstacle to the improvement of walking and cycling conditions is twofold: - the behaviour of road users on the road (including drivers, pedestrians and cyclists) - the appalling state of the road surfacing on too many roads in Edinburgh Behaviour is something for city-funded schools to work on with school pupils as part of their general education as future adults. Road surfacing is something for the City Council to tackle as part of their duty to the local population.	

54	Walking and cycling are the most friendly, enjoyable, stress-free, sociable methods of travel in Edinburgh. Driving a car is stressful and unpleasant. Thank you for all your efforts to make this city so pleasant for cycling and walking. We are very lucky here to have such enlightened things happening here.	<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>
55	Crossing at traffic lights, especially at Marchmont Road/Strathearn Place and Grange Road/Salisbury Place, seems to be increasingly dangerous as the lights are timed such that cars turning right (e.g. onto Marchmont Road) have no time to do so safely before the green man lights up (in part because drivers travelling straight through the lights seem happy to continue doing so even after the light has turned amber/red and cars are waiting in the centre box to turn right). I have crossed numerous times on a green man and had cars drive straight over the crossing. Incredibly dangerous especially for children and young people who have less experience as road users.	
57	I welcome the Council's initiative in providing these quiet routes. One thing which I strongly dislike is the design of the new Toucan crossings, and in particular with the fact that you can no longer see the red/green man signal from the opposite side of the road. When approaching the crossing, or when waiting to cross, the only way you know if it is safe to cross is either to see if the light for the traffic has turned red, or to try to see the tiny green light on the post. This is often difficult, especially if you are approaching the crossing on a bike, or if there are lots of people around. Can you please go back to having a highly-visible red/green man on the opposite side of the road, where it can clearly be seen.	
58	more off street cycle lanes	
59	Generally speaking I think the Council is doing a good job of promoting cycling and walking. I would like to see the strategy accelerated in some areas, and I would like to see better enforcement of abuses of cycle lanes and traffic light waiting zones by cars and vans. This is a particular problem when cars park on cycle lanes but it's just as dangerous to veer in and out of parked vehicles when on a cycle.	
60	Basically it's a disaster. Traffic is dense, noisy and polluting. The state of the roads and pavements is shocking. Priority is always given to cars. When improvements are made to pedestrian and cycling areas they are often bizarre and confusing. For example the bit of 2-way cycle lane on Buccleuch Street that runs parallel to a standard advisory cycling lane. It takes up far more space and is far less often used than just two properly separated cycle lanes would be if they were on different sides of the road. It's a maddening waste of time, resources and opportunity.	
62	I would love better surface on the roads for safety. Holes or uneven roads close to the curb forces cyclists far out in the lanes, sometimes amongst the cars. This annoys drivers and create dangerous situations. Improve road quality and marked bike lanes would make biking a lot safer. A great thing is the bus lanes. These give space to cyclists to dodge holes etc.	
63	CEC is trying to make walking and cycling more safe and mainstream to reduce car congestion, increase active travel for health & happiness, and reduce illegal levels of pollutions. These 3 aims coincide with many government and LA objectives. Therefore I strongly support them.	
64	I feel generally safe, but I'm confident to make myself known to drivers, and I know there are many people who are either less confident cyclists, or choose not to cycle as they see it as dangerous. The factors that I think can improve the green side of Edinburgh, as well as the life quality of its residents, are cyclist attitudes (making them aware of designated routes, aware of the dangers of cycling without lights etc), drivers attitudes (not giving cyclists enough room, passing them too quickly, basically treating cyclists as equal road users).	
66	Edinburgh is such a compact city and distance-wise no problem to reach anywhere by bike. I would like to see a big reduction in motor traffic to make cycling safer. As an adult I can get everywhere I want to get by bike. I take my kids many places by bike as well. I would like kids to be able to cycle anywhere they might want to get to as it is transport they can do by themselves.	

67	To date I have been unable to see an appreciable difference since the introduction of the 20mph speed restrictions. Drivers are ignoring this with impunity. Cycling is improving but is still perceived to be unsafe. Walking is unpleasant due to fumes and traffic noise. In addition pavements are too crowded with road signs, A frames, wheelie bins and a variety of other obstacles. They are often far too narrow, alongside roads with much broader space allowance for cars, both moving and parked.	<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>
68	The bus service could be massively improved and hence increase walking. It is a disgrace that Lothian buses seem to think they're so great. The bus service over the last 30 years I've lived in Edinburgh has massively deteriorated due to reducing the number of doors on the bus, so more than doubling the time spent loading and unloading passengers, so making buses a lot slower and less efficient. Also there are more cars in town and the bus lanes are just not adequately respected and now, just to make things worse they are officially far more open to cars, so the safer space I had to ride my bike is now a battle ground with motorists. Plus bus drivers should not be involved with ticketing, this would also massivley speed up the service. In any non UK European city I have visited in the last 30 years, you get on a bus and time stamp your ticket yourself, this giving you a set time to use the system, thus enabling you to easily change buses or modes without buying a new ticket and also taking the driver out of the equation so enabling passengers to get on and off at two or even three different doors on the bus. All the driver has to focus on is operating the doors and driving properly. Why is such a simple thing so hard for LRT?	
69	The biggest threat is on-street parking and the constant and unpredictable presence of road works, tearing up the road and leaving the surface in a state that can be problematic to cross diagonally. I have never taken the tram, so its tracks are just a danger, and its cyclops light is a migraine hazard.	
70	If it is not safe for our children to cycle and walk through Edinburgh, then we are failing to adequately manage the infrastructure and traffic in Edinburgh.	
72	Edinburgh competes on the international stage for talented young graduates and other desirable workers. Other cities around the world (and London) are "getting on with it" and creating places where people *want* to live, where active travel is the norm. Edinburgh council seem to make changes in this direction at a "glacial" pace. The council need to take bold decisions. The council need to take space back from motorists, removing parking and removing traffic lanes (hint: it never belonged to them in the first place). Indeed the council should not be afraid to do this. It is worrying to see in big letters on the plans about "the number of parking spaces lost or gained" - it's almost as if that's all that matters.	
73	Needs to be much improved. There are great routes, but new planned routes always seem to be compromised by lack of enforcement of parking on cycle routes, double yellows etc. Having routes where you need to give way at every bisecting road are pointless. Direct routes are needed going to locations where people work/live, not just meandering family routes - although these are needed too	
75	Please provide more cycle lanes, especially on quiet routes. I'm surprised they are not on your plans already. Currently, cycle lanes often disappear when they are needed most, e.g., at junctions and road narrowings. It's especially necessary to provide them at dangerous places to emphasize to motorists that cyclists have the right of way and need to be given a wide berth. They should be uniformly coloured red. The idea that this colour detracts from the attraction of the City is laughable - are you going to remove traffic lights too?	
76	Too much importance given to cycling when it is statistically a declining method of transport. Cyclists use pavements anyway so no need to spend more on a such a tiny minority of the population.	
77	The more provision for all human powered forms on transport including scooters, Rollerblade, skates and boards, the better. Personal motor transport is almost unnecessary and just a selfish indulgence which is poisoning our children and causing risks to people's safety. And takes up too much space in our compact city.	

78	While the council's funding commitments are encouraging, we've yet to see this funding provide a coherent network of safe cycling routes across the city. The council must have the political courage to modernise streets to benefit cyclists and pedestrians, even if it is to the detriment of private car use. I'd also like to mention that modal filtering of non-arterial routes has many benefits above just improving cycle safety, and should be used as an inexpensive way to enhance the quality of our streets. Private car use is a choice for most, and the council must discourage it for short trips within the city.	<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>
79	Walking along main roads can be noisy, but across the meadows is good. Cycling is a good way but not along the main roads when the bike lane is covered by parked cars.	
81	If pedestrians and cyclists pay attention to other road users, it is absolutely fine. I have never had any concerns about walking in the city. Cycle tracks installed, particularly Buccleuch Street have made the roads more dangerous than previously.	
83	There should be more of it and made more attractive for all. The nation is stressed, getting fatter and walking and cycling would help	
84	I wish you would really make it better rather than wasting money as you are now. Most of the plans are clearly designed to get in the way of vehicular traffic by using cyclists as 'mobile chicanes' rather than really making cycling better. We can have vehicles and cycles even if you don't seem to accept that.	
85	Please do everything to make the cycling & walking environment safer & more pleasant	
86	Stop putting pedestrians and cyclists into conflict! Removing all the no-cycling signs around the Meadows (on the narrow paths e.g. Jawbone, Coronation Walk) has left them as a dangerous free-for-all, where cyclists feel free to "rule the path" in the same way that motorists are often do over cyclists. Spend the money encouraging people to look out for each other, not on ugly road junctions or pointless ineffective speed restrictions, that actually increase the potential for velocity-related conflict between transport modes.	
87	Edinburgh's a great city for walking in. The cycle routes around the North of the city are great, but the South is more difficult for cycling. The cycle lanes are not particularly safe and more needs to be done to create designated cycling routes	
88	"Walking and cycling" is not a portmanteau concept. These are significantly different activities and should be treated, and provided for, differently. Cycles can be as hazardous to walkers as cars are perceived to be to cyclists. So, any 'improvement' policy should start by keeping cyclists well away from pedestrians (of all ages).	
89	the roads are in no fit state to cycle. you need segregated cycle lane for long stretches of road. silly painted lanes are ignored by all road users. the road surfaces are dangerous. walking is fine.	
90	More cycle paths are needed, and less cars, to reduce pollution and avoid breathing noxious fumes from cars and buses when walking.	
91	Improvements in active travel provision is welcome and should be continued. The ringfencing of active travel funding from the transport budget is an innovation many other councils, and ensures that active travel capital and recurrent costs may be met strategically rather than piecemeal.	
92	Good but glacially slow progress on active travel provision. The puny amount of segregated cycling provision in Edinburgh versus it's international competitor cities really needs to be addressed. Needs stronger measures to reduce traffic like less and more expensive parking, congestion charge, closure of through-routes in residential areas for private cars(like Amsterdam did), so that it makes it harder to take the easy decision to take the car.	
93	There is more than adequate provision, in fact, all existing dedicated cycle lanes should be scrapped and the road returned to mixed use.	

94	<p>Priority is still given to the private car almost everywhere. Politicians are scared rigid of challenging this orthodoxy in a meaningful way. Parking is a particular problem. Illegal parking is universal and there is very little determination to enforce existing rules never mind reduce this menace. Public policy is to promote active travel. Sadly the actions taken fall far short of this.</p>	<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>
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