

Hjohan

# Inverleith Place to Goldenacre Path Walk and Cycle Improvements

## Consultation Summary Report

April 2018

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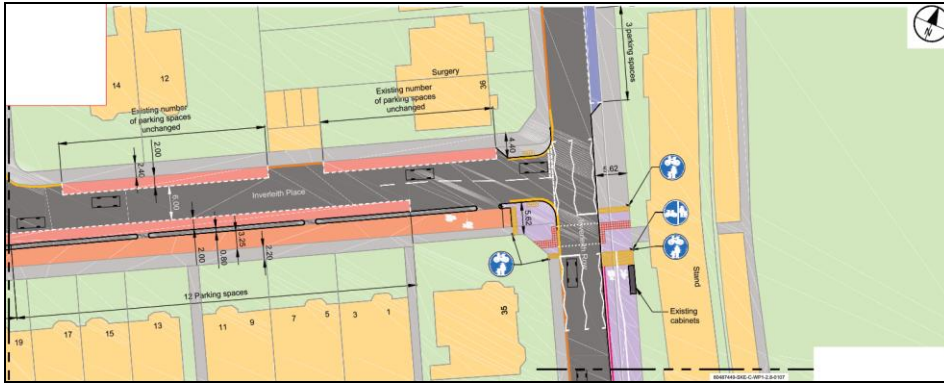


Figure 6 Inverleith Place to Goldenacre Path proposals (6 of 9)

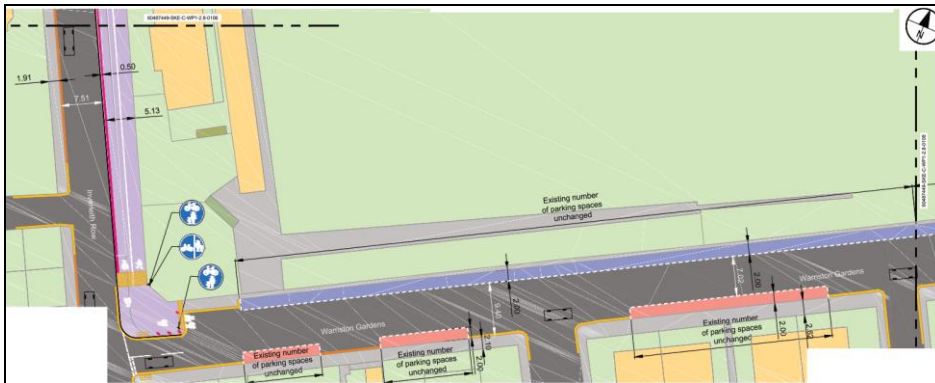


Figure 7 Inverleith Place to Goldenacre Path proposals (7 of 9)

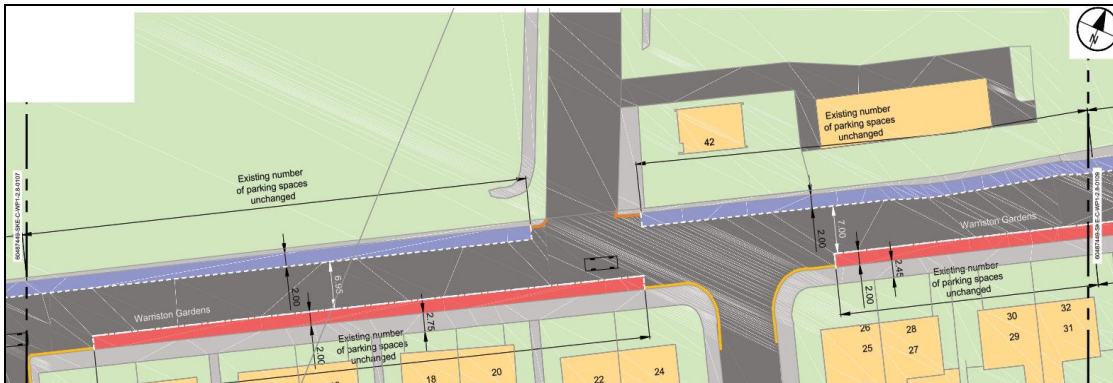


Figure 8 Inverleith Place to Goldenacre Path proposals (8 of 9)

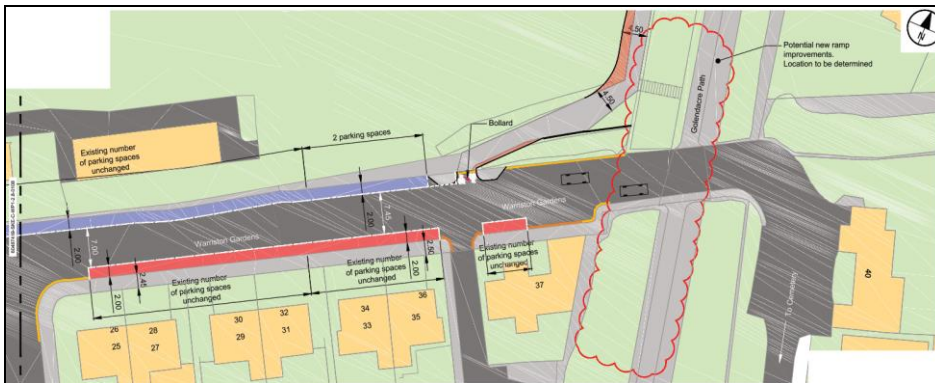


Figure 9: Inverleith Place to Goldenacre Path proposals (9 of 9)

## 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 | X | -   |
| Meeting/workshop with external stakeholders         | X | A joint external workshop and public exhibition was held on 20/11/16 at Stockbridge Library between 5pm and 8pm |
| Public Exhibition                                   | X | A joint external workshop and public exhibition was held on 20/11/16 at Stockbridge Library between 5pm and 8pm |
| Consultation Hub                                    | X | Information was posted on The Council's consultation hub from 01/11/16 to 09/12/16.                             |
| Leaflets  | X | Leaflets were distributed to 404 households in November 2016  |
| Social Media  | X | Alerts about the consultation through the Council's Facebook and Twitter.                                       |
| Online Survey                                       | X | A total of 73 responses were received through the consultation hub survey.                                      |
| E-mail Consultation                                 | x | A total of 12 emails were received.   |

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## 4 Stakeholder Consultations

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A total of 15 individuals representing 4 different organisations provided e-mail and verbal feedback during the stakeholder consultation. Of these 4 were supportive, 4 were neutral and 1 stakeholder opposed the proposals. Other respondents did not indicate their level of support.

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

**Table 1 Inverleith Place to Goldenacre Path – Key Stakeholder Issues Raised:**

| Issue Rank | Issue  | No. of Responses |
|------------|--|------------------|
| 1          | Improvements or modifications to proposals on Inverleith Place required (to cycleway, roundabout or crossing infrastructure) | 5                |
| 2          | Improvements required to Goldenacre Path, the Ramp (new and existing) or the path between Warriston Gardens and Ferry Road   | 4                |
| 3          | Improvements required to proposals on Inverleith Row   | 4                |
| 4          | Improved pedestrian infrastructure on Inverleith Row required  | 4                |
| 5          | Improvements required to parking proposals   | 2                |
| 6          | Existing drainage issues on Inverleith Place/Arboretum Place/Arboretum Road roundabout                                       | 2                |
| 7          | Improved design for Inverleith Row/Inverleith Place junction required  | 2                |
| 8          | The extents of the route should be increased (to east entrance of Botanic Gardens or East Fettes Avenue)                     | 2                |

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

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

In the online survey, 64.4% of survey respondents were either strongly supportive or supportive of the proposals, with 20.5% of respondents being neutral and 15.1% opposing or strongly opposing the proposals.

The consultees raised numerous design considerations. These are detailed, along with the Council's responses, in the consultation report which can be viewed below.

## 5 Public E-mail and Verbal Consultations

As shown below, a total of 13 local residents provided feedback during the public consultation. Six of these residents were supportive (46.2%), four neither supported nor opposed the proposals (30.7%) and three residents opposed the proposals (27.3%). The key issues raised are shown in Table 2.

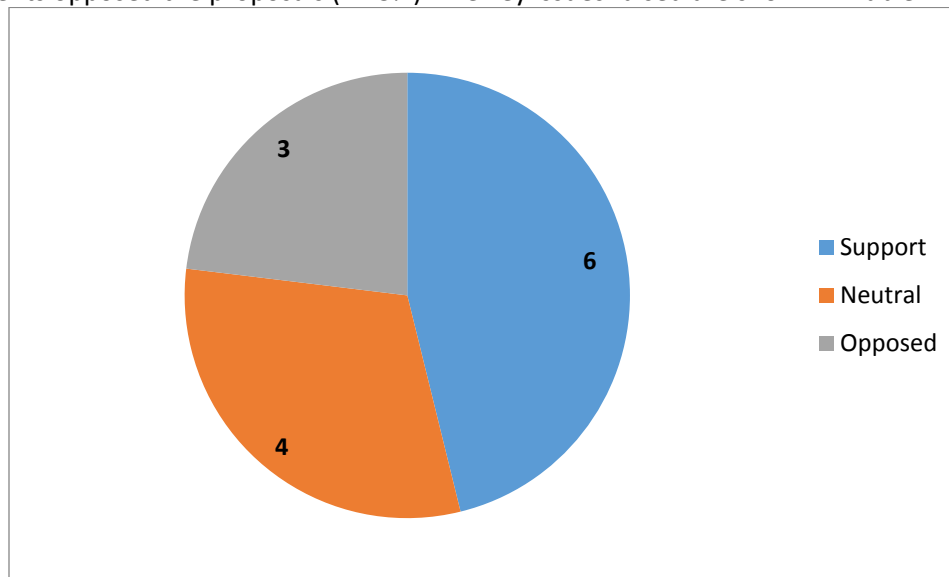


Figure 10: Public support for the proposals

Table 2 Inverleith Place to Goldenacre Path – Key Public email and verbal consultation issues raised:

| Issue Rank | Issue  | No. of Responses |
|------------|--|------------------|
| 1          | Traffic calming measures required on Inverleith Place  | 3                |
| 2          | Improvements required to parking proposals   | 3                |
| 3          | No improvements required / sufficient provision already  | 2                |
| 4          | Desire for more crossings on Inverleith Place  | 2                |
| 5          | Improvements required at Inverleith Place/East Fettes Avenue   | 1                |
| 6          | Cyclist education and improving behaviours are more important  | 1                |
| 7          | Vehicle movements need to be tracked from the driveway on the corner of the Inverleith Place/Arboretum Road/Arboretum Place roundabout | 1                |
| 8          | Drainage issues on Inverleith Place outside Botanic Gardens  | 1                |
| 9          | Improved crossing measures at the Inverleith Place/ Row junction   | 1                |
| 10         | Wider footway required on west side of Inverleith Row  | 1                |

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

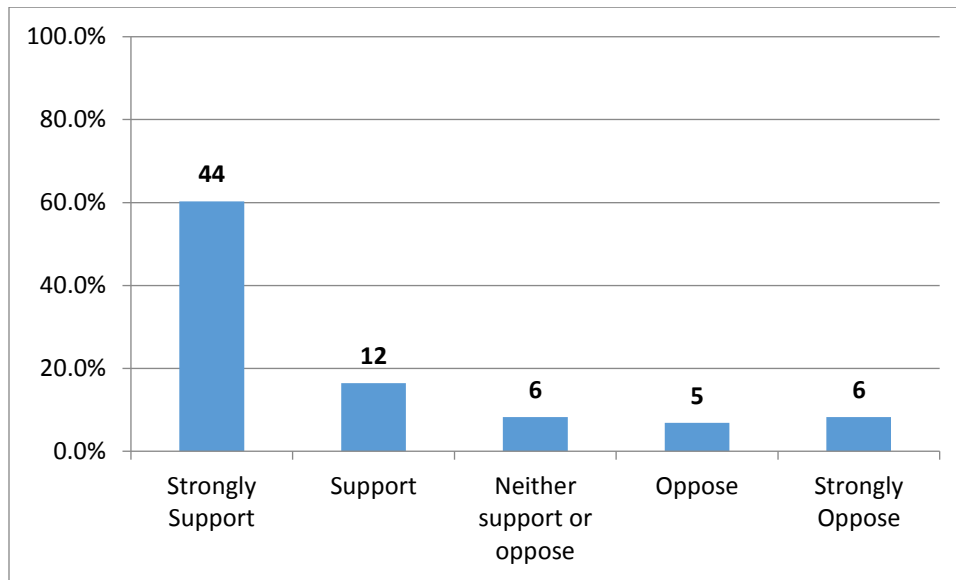


## 6 Online Survey Consultations

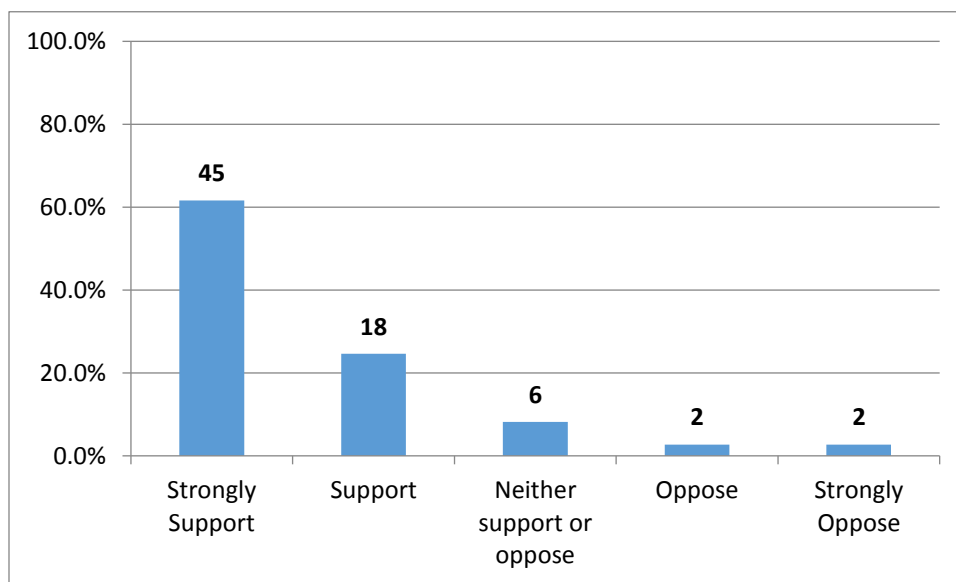
There were 73 responses to the online survey which are summarised here.

### 6.1 Level of Support for Improving Cycling and Walking Conditions

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



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



## 6.2 Level of Support for Proposals

“To what extent do you support each of the proposed designs for Inverleith Place to Goldenacre Path?”

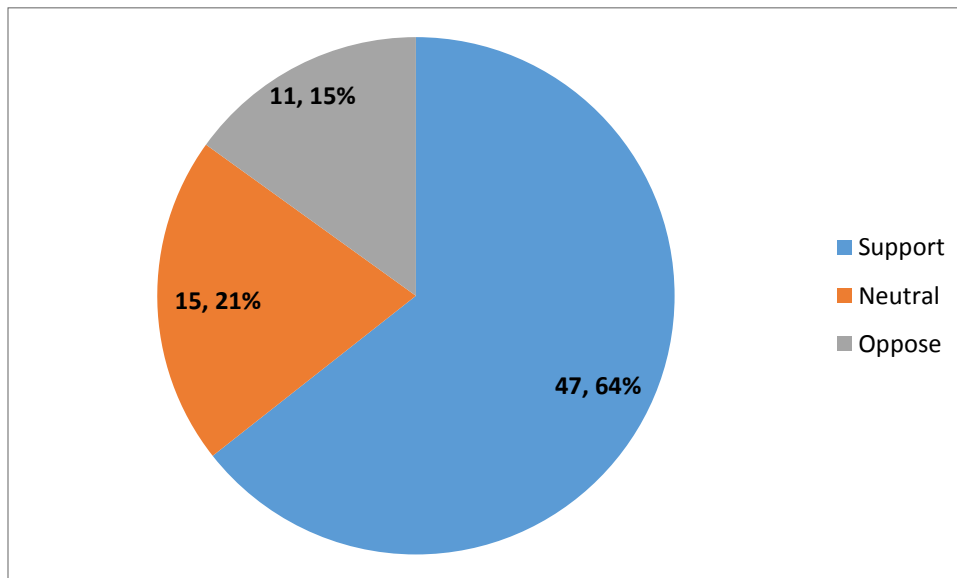
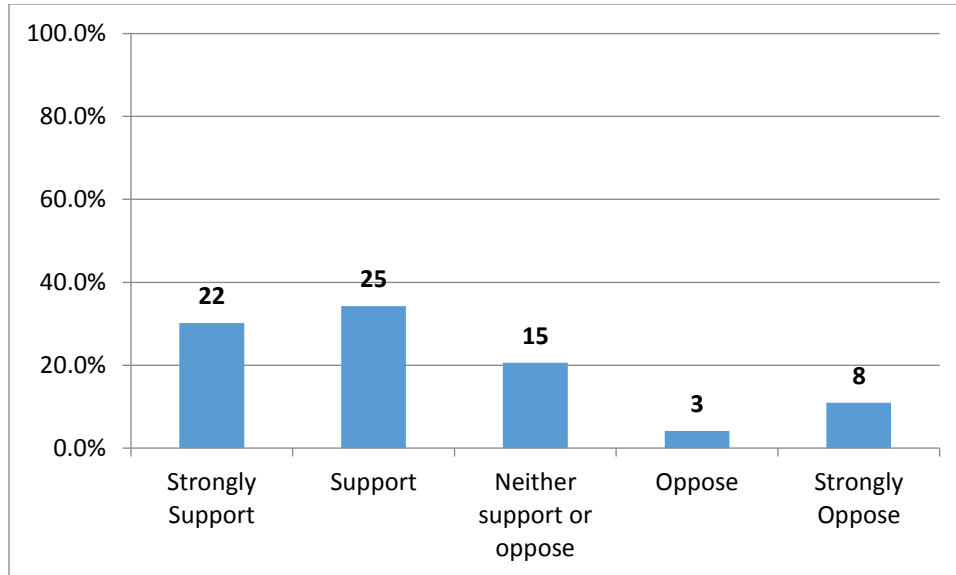
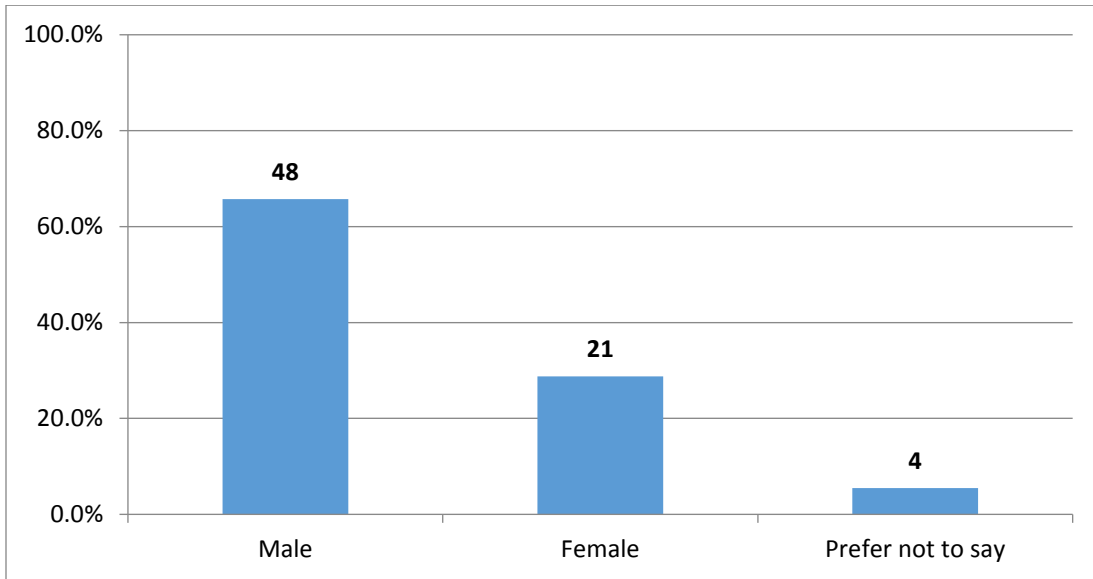


Figure 11 Support for proposals - Online survey

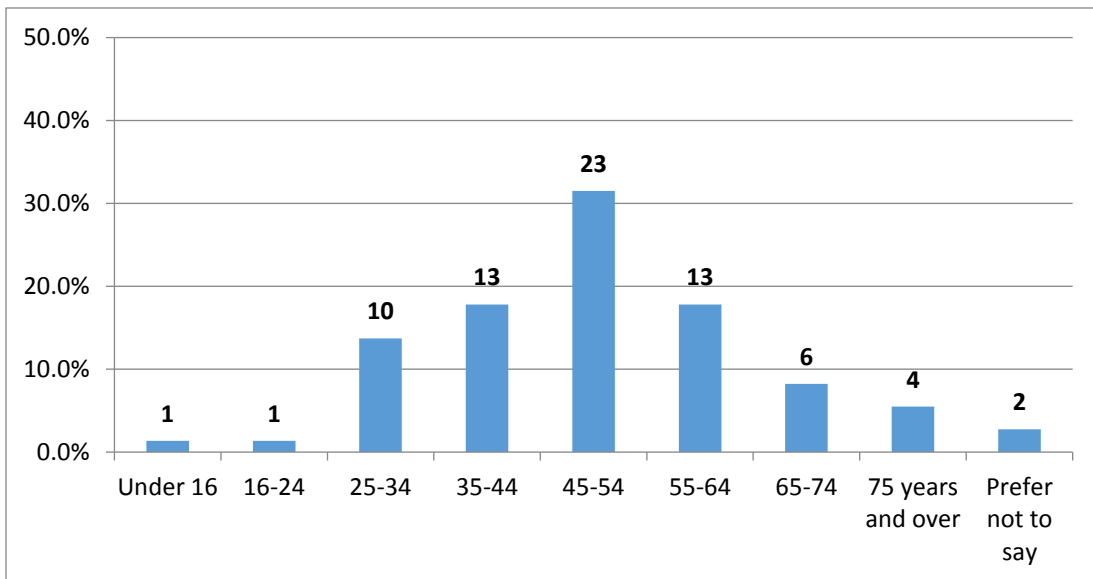
Of the 73 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

## 6.3 Survey Respondent Demographics

“Please tell us your gender”

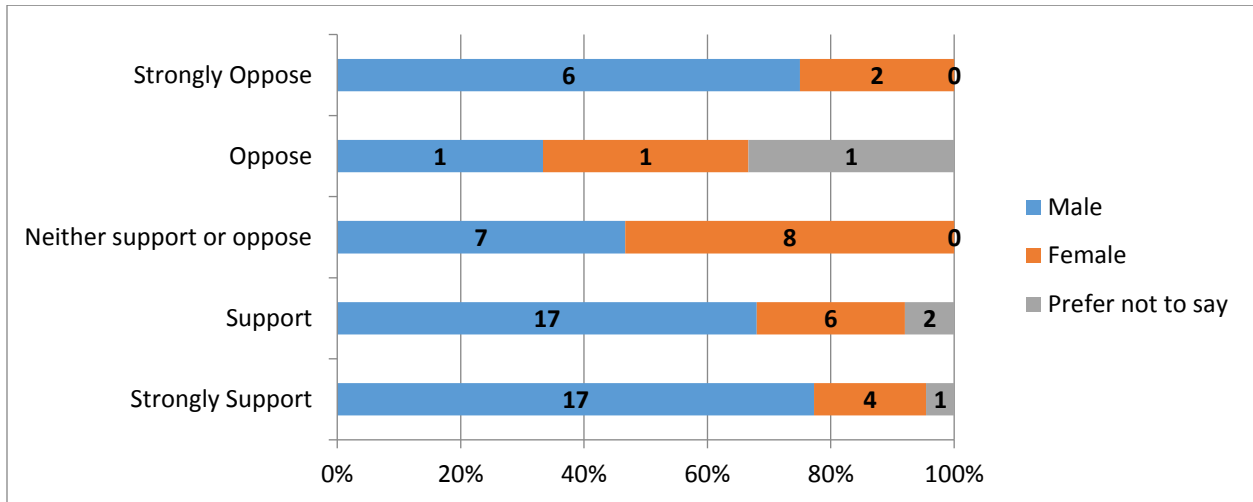


“To which of these age groups do you belong?”

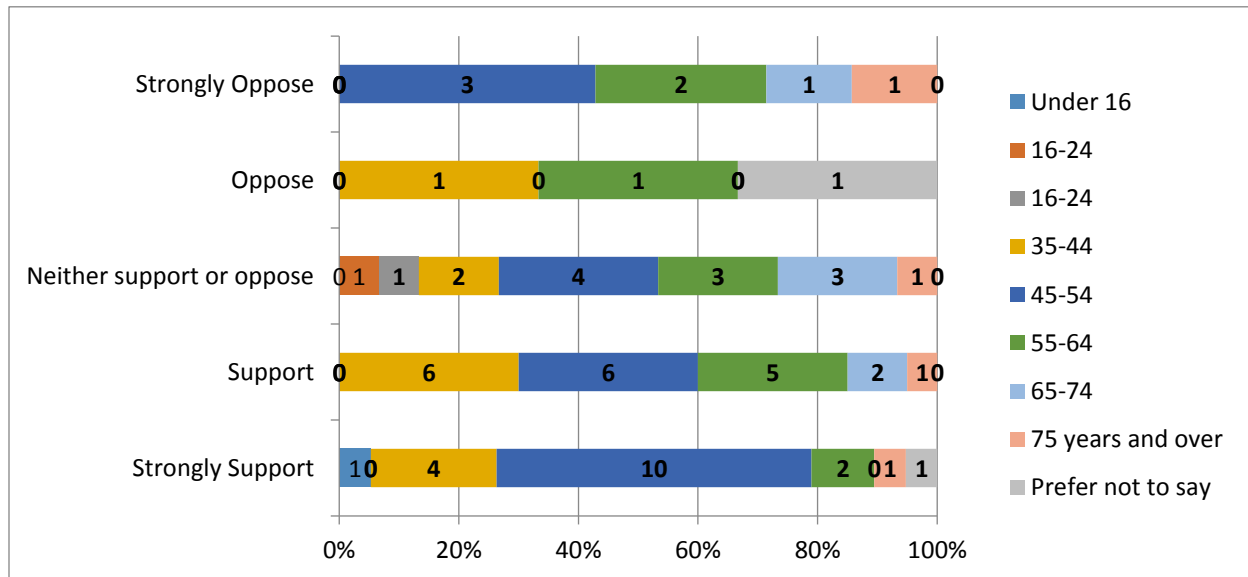


## 6.4 Demographics of Support for Proposals

Levels of support for Inverleith Place to Goldenacre Path proposals by gender

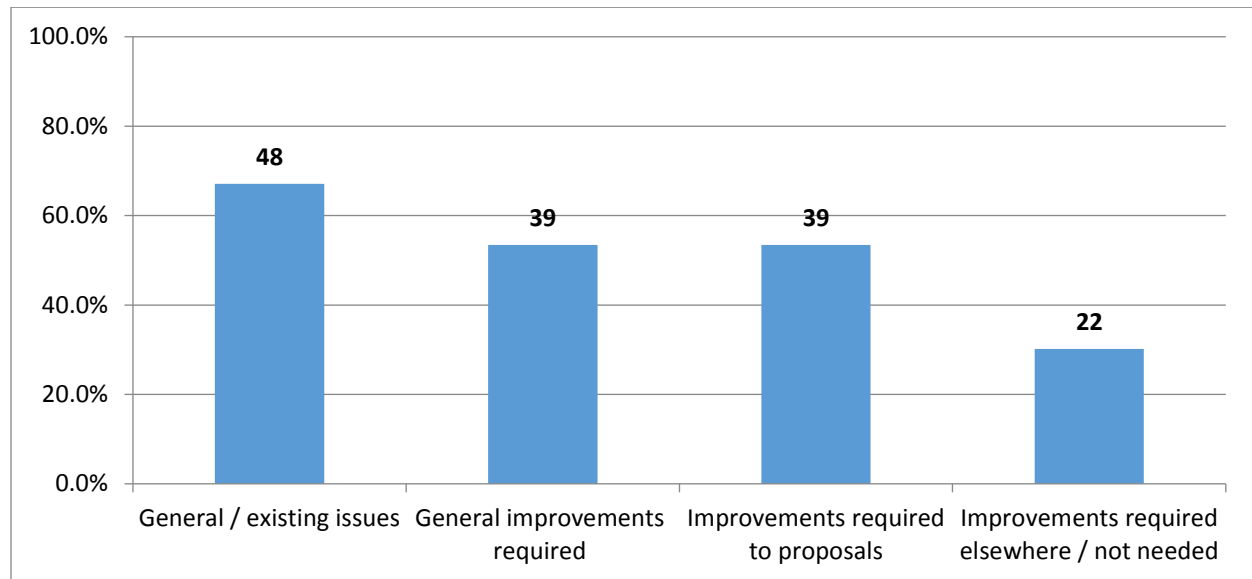


Levels of support for Inverleith Place to Goldenacre Path proposals by age



## 6.5 Online Survey - Key Issues

### Key issues of concern – Online survey



### 6.5.1 Most common issues raised by consultees

42 people (57.5%) of the survey respondents had comments on the proposals. The most frequent issues raised by people are shown below. The number in brackets represents the number of people who raised the issue.

#### **Inverleith Place issues raised (16 responses, 21.9%)**

1. Improvements required at the Inverleith Place/Arboretum Road/Arboretum Place roundabout (4)
2. Cycleway should be wider (2)
3. Improvement required to surfacing around roundabout (2)

#### **Inverleith Row issues raised (13 responses, 17.8%)**

1. Improvements required to pedestrian crossing proposals/junction with Inverleith Place (5)
2. Improved separation strip between road and shared use footway (2)
3. Pedestrians and cyclists should be physically segregated (2)

#### **Warriston Gardens issues raised (4 responses, 5.5%)**

1. Right turn from Warriston Gardens to Inverleith Row (3)

#### **Goldenacre Path and Proposed New Ramp - issues raised (9 responses, 12.3%)**

1. New ramp not required (2)
2. New ramp should be more cycle friendly (2)
3. Segregation required on Goldenacre Path (2)



## 6.5.2 Other commonly raised, non-design specific, issues

Some of the other most commonly raised issues throughout the survey are shown below.

### General / existing issues (61 responses, 83.6%)

1. Existing conditions unsafe / intimidating for cycling (36)
2. Poor behaviour by cyclists (9)
3. Congestion is a problem across the city (6)
4. Poor motor vehicle driver behaviour (6)
5. No existing issues for cycling and walking in this area (4)

### General improvements required (40 responses, 54.8%)

1. Enhanced active travel network / infrastructure required (34)
2. Safer environment for pedestrians required (3)
3. Better public/active transport mode prioritisation required (3)

### Improvements required elsewhere in city (30 responses, 41.1%)

1. No improvements required here / sufficient provision already (8)
2. Road surfacing improvements required elsewhere (8)
3. Walking and cycling facilities required elsewhere (6)

## 6.6 Preferred Mode of Travel

When asked about people's preferred mode of travel if you had the choice: 64.4% of survey respondents stated that they currently used active travel means to get to their place of work or study, with 38.4% saying that they currently walk and 46.6% saying that they currently cycle.

61.6% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. 76.7% of survey respondents either stated that if they had the choice that they would choose active travel means, or that they wished to continue using active travel means as they currently did.

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

1. Poor infrastructure for cyclists (10)
2. Safety concerns (9)
3. Level of traffic (8)
4. Fear of cycling in traffic (1)
5. Poor infrastructure for pedestrians (1)

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

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## 7 Consultation Summary

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

The most common issue raised during the stakeholder consultations was requests to improve or modify the proposals on Inverleith Place, details of these can be found in the Appendices. Improvements to the Goldenacre Path, the ramp and the path between Warriston Gardens and Ferry Road, and improvements or modifications to the proposals on Inverleith Row were also issues that were raised during this stage of the consultation.

During the public consultations, the most common issues that were raised were requests for traffic calming measures on Inverleith Place and modifications to the parking proposals, particularly on Inverleith Row.

In the online survey, 64.4% of survey respondents were either strongly supportive or supportive of the proposals, with 20.5% of respondents being neutral and 15.1% opposing or strongly opposing the proposals.

49.3% of survey respondents thought that existing conditions were either unsafe or intimidating for cycling. The primary reasons that survey respondents gave for not walking or cycling in Edinburgh were poor infrastructure for cyclists, safety concerns and the level of traffic.

53.4% of survey respondents suggested improvements to the existing proposals. The most common suggestions were:

- Improvements to pedestrian crossing proposals/junction with Inverleith Place;
- Improvements to the Inverleith Place/Arboretum Road/Arboretum Place roundabout;
- The current conditions of the footways/paths should be improved;
- Concerns about the right turn from Warriston Gardens to Inverleith Row.

## 7.1 Design changes based on consultation

Based on the feedback from this consultation the Council shall consider the 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.

### Goldenacre Path and Warriston Gardens

- We shall pursue land permission which would permit us to improve the entry to the ramp, the degrading wall and landscaping around the ramp.
- We will undertake a lighting and surfacing assessment to see if the improvements can be made along the ramp.
- We shall extend the shared use pavement further along Warriston Gardens so that entering and exiting the pavement is further away from the junction. This will improve safety for users.

### Inverleith Place

- At the junctions, we will consider improving the landscaping with trees and planters if this is achievable.
- We shall re-assess design for the junction of Inverleith Place and Arboretum Place to try and find a solution which further improves cycling and walking desire lines and safety.
- We shall assess the drainage on northern side of the eastern arm of the roundabout between Inverleith Place and Arboretum Road and see if it can be improved.
- We shall change the parking spaces outside 33-41 Inverleith Place into shared spaces, where public can still park, but residents with permits can park without additional charge.
- We shall assess whether the poorly functioning drains outside the new Royal Botanic Garden cottage can be improved through our scheme.
- We will consult with the parking team on whether 9hr parking on the north side of Inverleith Place can be changed to 4hr parking.
- We will consider a raised table crossing and build outs on Inverleith Place at the entrance to northern entrance to Inverleith Park to make accessing the park easier and safer for pedestrians.

### Inverleith Row

- We have re-assessed the white line pavement separation on the Inverleith Row and will look to alter the design to a fully segregated cycleway/footway. However, we will include a short section of shared space around the telecoms cabinets by the proposed toucan crossing. This is to avoid creating a pinch point on the pavement.
- We shall include raised table crossings at the junctions of Inverleith Row/Inverleith Place and Inverleith Row/Warriston Gardens.
- Dependant on detailed design variables such as utilities and topographical surveys, we will look to adjust the footway widths on Inverleith Row so that western side footway is widened, the cycleway is somewhat narrowed and western footway is retained to the current design proposal width.
- We will consider changing the toucan crossing on Inverleith Row to a parallel crossing, where cyclists and pedestrians are separated.

- To compensate for the loss of parking outside the sports ground on the eastern side of Inverleith Row, which is used by people dropping off at the nursery, we shall move the parking on east side of Inverleith Row (between houses no.102-105) to the westside of the street. This will provide safer parking locations for people accessing the nursery with children.

#### General

- We shall alter the design to ensure that the number of resident parking bays remains at current levels.

## 7.2 Next Steps

**Whilst it is still the intention of the Council to progress this scheme to full construction. Due to a lack of resources it has, at the time of writing this report, been put on hold.** All consultees who have asked to be kept informed about the scheme, will be notified once the scheme progresses to the next stage of consultation, at the end of detailed design.

# Appendix A - Full List of Stakeholder Consultation Comments

## Inverleith Place to Goldenacre Path – Stakeholder Comments

| Date       | Organisation Type                                 | Comment   | Consultation Type           | Council Response  |
|------------|---|---|-----------------------------|---|
| 2016.11.05 | Chair of New Town and Broughton Community Council | I am delighted that you are proposing a route from the Warriston cycle path to Inverleith Place. Inverleith Row was dreadful to cross when I regularly used this route to cycle with my daughter to school so a new crossing is most welcome. I think it will attract a lot of cyclists. I will spread the word about the consultation and try and come along.  | Email – Public Consultation |   |
| 2016.11.11 | Warriston Residents' Committee                    | <p>It is Goldenacre Path Walk and Cycle link (from Warriston Gardens to Ferry Road) that particularly concerns us. It is my understanding that during late summer 2015, Councillor Lesley Hinds submitted a proposal – as part of a Neighbourhood Environment Project – that Goldenacre Path/'Top Path' should be re-surfaced and upgraded in terms of lighting and landscaping. She was impressed by the fact that the Warriston Residents' Association is pro-active and had already cleared The Path and planted an area near to where Warriston Gardens meets the entrance to The Path and Walkway.</p> <p>We heard that a grant for this work was agreed earlier this year, and that Stephen Cuthill would be carrying out these plans. However, he has now moved on.</p> <p>As a committee we work hard for our Warriston area (225 homes) e.g. at the end of last year becoming a No Cold Calling Zone, and are very well supported by the residents. The residents are aware that we have been awarded a grant for upgrading The Path; many of them use it. We hope that the grant has not disappeared into the mists of time.</p> <ul style="list-style-type: none"> <li>• We are wondering if The Goldenacre/Top Path is to be up-graded/re-surfaced as part of the plans for QuietRoute 20 and if not, how can we</li> </ul> | Email – Public Consultation | The Council confirms that the top path shall be upgraded as part of a separate scheme that is being taken forward in 2018. Through site visits the Council and resident's association has agreed an alternate alignment for the ramp. |



push forward the re-surfacing as a result of the grant we were awarded ( which I have heard expires in December).

- My other major concern is that if a brand new ramp is created for access from Warriston Gardens to Goldenacre Path and The Walkway, won't this provide an even greater entrance and escape route for the criminals who are known to use it, as a way into and out of our area.

Would it not be better to upgrade the existing ramp?

Earlier this week, a resident asked if I could let neighbours on our Warriston Residents' e mail list and Facebook page, know that he had a break-in and theft from his garden shed the previous night. Later, another neighbour found various items including something from the shed theft, behind a wall near to the ramp, he alerted the police.

|            |                    |  |                                     |   |
|------------|--------------------|--|-------------------------------------|---|
| 2016.11.16 | Public stakeholder | Goldenacre Path (Upper) <ul style="list-style-type: none"> <li>• Resurface path</li> <li>• Landscape adjacent area</li> <li>• Existing lighting is not fit for purpose and would benefit from being upgraded. One column has been replaced and has benefitted the path greatly.</li> </ul>   | External Workshop/Public Exhibition | We shall be re-surfacing the upper 'top path' as part of separate scheme in 2018.<br>We shall pursue land permission which would permit us to improve landscaping on the ramp.<br>We will have a lighting assessment undertaken to see if the improvements can be made.   |
| 2016.11.16 | Public stakeholder | Inverleith Place <ul style="list-style-type: none"> <li>• Consideration should be given to providing an on-road cycle lane within the existing road space retaining the parking in its current location</li> <li>• East end of Inverleith place at junction with Inverleith Row would benefit from a raised table crossing to mitigate the loss of the existing pedestrian refuge island and ensure pedestrians can negotiate this area</li> </ul> | External Workshop/Public Exhibition | Our research in the recent <a href="#">Bike Life study</a> clearly indicates that levels of traffic are the most significant barrier to more people cycling. As such we believe that kerb separated cycle lanes are vital in order to provide conditions in which more people feel able to cycle. The feedback to this consultation indicates that this approach has strong support.<br>We shall be significantly reducing the width of this junction and implement a raised table crossing to aid pedestrian crossing. |
| 2016.11.16 | Public stakeholder | Inverleith Place/ Arboretum Road Roundabout <ol style="list-style-type: none"> <li>1. North-east section of roundabout prone to flooding. Ensure issue is rectified once remodelled.</li> <li>2. Landscaping surrounding roundabout would be beneficial e.g. benches, planters etc.</li> </ol>   | External Workshop/Public Exhibition | <ol style="list-style-type: none"> <li>1. We shall assess the drainage to try to address the current flooding issue.</li> <li>2. We will consider landscaping the roundabout with trees and potential</li> </ol>  |

|            |                    |  |                                     |   |
|------------|--------------------|--|-------------------------------------|---|
|            |                    |  |                                     | planters, provided this does not incur safety issues.   |
| 2016.11.16 | Public stakeholder | Inverleith Row<br>1. Shared footway would be preferable over light segregation as onus is on cyclists to share space with pedestrians.<br>2. Residents on Inverleith Row have advised that the western footway is the busiest and consideration should be given to widening this footway in addition to widening the eastern footway<br>- This could be attained via widening the western footway by 1.0m and reducing the proposed widening on the east by 1.0m<br>3. Consideration should be given to allowing cyclists to use the west footway as opposed to the east<br>4. Potential to relocate lost parking to Inverleith Place Lane which is considered to be underutilised<br>5. Increase route west until junction with East Fettes Avenue  | External Workshop/Public Exhibition | 1. We considered shared use, we are now proposing a kerb segregated cycle lane so that pedestrian space is protected.<br>2. We shall look at widening the western footway as much as is possible within the street and project constraints.<br>3. This was considered but rejected, as it would require a second crossing and pass in front of resident gateways.<br>4. This was also considered but not taken forward as it would increase pressure on resident parking in the close/muse.<br>5. Based on available budgets extending segregation along the full length of Inverleith Place is not currently being considered.   |
| 2016.11.23 | Living Streets     | We have particular concerns about the <b>Inverleith Place / Arboretum Rd</b> junction, which appears to have been designed from a road engineering perspective, with, as a result, only secondary attention given to pedestrian safety and convenience. Key points are:<br>• the shared-use cycling / walking pavements around the zebra crossings would create inevitable conflicts, with the most vulnerable street user – the pedestrian – typically coming off worst<br>• the design would direct cyclists on to the pavements / crossings, rather than keeping them on the carriageway, with the likelihood of, for example fast-moving cyclists from Inverleith Place (east) to Arboretum Road (south) clashing with people on foot<br>• instead, the protected cycle route should continue on the road carriageway, with stop / give way signs etc., rather than a roundabout, to protect cyclist safety<br>• the junction should be raised, with associated continuous pavements and reduced corner radii, to significantly reduce vehicle speeds<br>• the zebra crossings do not fit with pedestrian desire lines and should be shifted closer to all four junctions. | Email – Public Consultation         | <b>Inverleith Place/Arboretum Junction:</b><br>Pedestrians, alongside cyclists, are the primary consideration in this project and the design approach was to maximise benefits for these groups. Resultantly pedestrian space has been greatly increased with three new zebra crossings included. Crossing distances are greatly reduced with radii tightened. Resultantly, all vehicles will have to travel slower through the junction making it considerably safer and easier to use for people on foot and bike. The removal of guardrail, will also improve conditions for pedestrians. In the current design the shared space areas range from 6.94m to 3.57m, which is greater than the recommended minimum width of 3m in the Edinburgh Street Design Guidance. |

As well as providing significantly better for pedestrian safety and convenience, we believe such an approach to the design would provide a cleaner streetscape. This section should be redesigned from first principles, giving pedestrians priority, in line with the Council's policies.

Another serious concern is the section along Inverleith Row, between Inverleith Place and Warriston Gardens. This appears to have been designed overwhelmingly from a cycle engineering perspective, with, as a result, only secondary attention given to pedestrian safety and convenience. As the consultation document notes:

'The existing space for pedestrians to walk on along Inverleith Row would be narrowed to accommodate the segregated cycleway.'

'People walking and cycling would not be physically separated on Inverleith Row.'

These are fundamental flaws in the design, which we address together with other key points below:

- the shared-use cycling / walking pavements around the junctions at Inverleith Place and Warriston Gardens would create inevitable conflicts, with the most vulnerable street user – the pedestrian – typically coming off worst
- the design would direct cyclists on to the pavements / crossings, rather than keeping them on the carriageway
- the crossing of Inverleith Row at Inverleith Place should be a 'tiger crossing', segregating pedestrians and cyclists
- there should be continuous footways (with clear pedestrian priority) along Inverleith Row at the Inverleith Place and Warriston Gardens junctions
- with regard to the 60 metres of shared walking / cycling pavement (segregated only by a white line) on the east side of Inverleith Row, between Inverleith Place and Warriston Gardens, we have two major concerns, in that (i) the space for pedestrians would be narrowed, and (ii) this downhill stretch would encourage fast cycling, which would be intimidating and potentially dangerous\* for (a) pedestrians in general along the length of the white-lined pavement, but particularly for the elderly, infirm, children and people with disabilities, and (b) pedestrians

However, we shall revisit the designs and consider alternative layouts to see if we can further improve desire lines and safety for people walking and cycling.

### **Inverleith Row**

Footway – the majority of space (2m) is already being taken from the road with the removal of parking. Reducing the road any further would compromise the public transport routes along the street.

We have re-visited the white line separation and will look to alter it to a fully segregated cycleway/footway. However, we will include a short section of shared space around the telecoms cabinets by the proposed toucan crossing. This is to avoid creating a pinch point on the footway.

Continuous footways were considered, however, based on expert advice from where they have been implemented elsewhere in the UK, we have judged that the levels of vehicle traffic are too high compared to the number of pedestrians for a continuous footway to function effectively. Instead we shall be narrowing the junction width and installing raised tables. These interventions will improve conditions for walking.

Dependant on detailed design variables such as utilities and topographical surveys, we will look to adjust the footway widths on Inverleith Row so that western side footway is widened, the cycleway is somewhat narrowed and eastern footway is retained to the current design proposal width. This will provide better conditions

on the shared-use pavement at the Warriston Gardens junction, to which the fast downhill stretch leads directly

- we note that the danger of this shared-use type of design is implicitly acknowledged in the current consultation document for the Meadows-Castle Terrace cycle route scheme, where it is stated that: ‘People walking and cycling will be physically separated...to increase safety’.

We feel strongly that the Inverleith Row section is completely unacceptable from a pedestrian perspective, and should be redesigned from first principles, such that an enhancement rather than deterioration of conditions for walking is at the heart of the design.

for people walking, particularly with buggies, to the nursery on the west side, which was highlighted as a key issue during consultation.

We shall consider changing the toucan crossing of Inverleith Row to a parallel crossing.

Within a very busy and space constrained street, we believe this design improves conditions for both walking and cycling and is a fair balance of space for all users.

|            |        |   |                             |  |
|------------|--------|---|-----------------------------|--|
| 2016.12.09 | Spokes | <p>Spokes strongly supports the proposed improvements to Quiet Route 20. The re-routing along Inverleith Place provides what looks to be a comfortable and convenient route that will attract new cyclists to use the North Edinburgh Path Network and access the Botanics , Inverleith Park, Stockbridge and other facilities in the area.</p> <p>The proposal for a segregated route along Inverleith Place is very welcome as this road is often heavily trafficked and is currently not attractive to cyclists other than the bold and brave.</p> <p>Linking to Carrington Road via the North West corner of Inverleith Park provides a reasonable and far more achievable alternative than continuing to the end of Inverleith Place and using East Fettes Avenue – another busy road.</p> <p>A) Care will need to be taken at the cross-ways in Inverleith Park as this could become a busy spot and cyclists may be coming quite quickly southwards down the hill. More space may need to be provided here.</p> <p>B) The changes at the mini roundabout to provide “tiger” crossings at each arm will make it attractive to less able cyclists but more confident cyclists may choose to use the road. Access to/from the cycleway to the roadway should therefore be made easy.</p> <p>The Toucan Crossing of Inverleith Row will be a boon to all – much needed for pedestrians and cyclists but also will help motorists giving a break in the traffic stream to allow turning into and out of Inverleith Place at busy times.</p> <p>C) The shared use path along Inverleith Row is a good size for sharing the space with pedestrians, however the 0.5m wide separation from the</p> | Email – Public Consultation | <p>A) We will liaise with the parks team to see if any markings or space changes would be permitted to improve junction safety.</p> <p>B) We will ensure access to and from the cycleway along its length and at the crossings</p> <p>C/D) We have re-visited the white line segregated footway/cycleway along Inverleith Row and will look to alter it to a fully segregated cycleway/footway. However, we will include a short section of shared space around the telecoms cabinets by the proposed toucan crossing. This is to avoid creating a pinch point on the footway.</p> <p>E) The ramp to the Goldenacre path shall be significantly improved with a new and wider ramp.</p> <p>F) We are not proposing to alter the link to the east gate of the Botanics or to St Mark’s Path as part of this scheme.</p> <p>G) New signage to the destinations suggested shall be laid out in the detailed design stage.</p> |
|------------|--------|---|-----------------------------|--|

roadway traffic is not ideal for less able cyclists and can be a problem at night with cyclists facing into oncoming traffic and lights dazzling. Please would you explain what form the 0.5m separation takes.

D) The white line separation of pedestrians and cyclists may make pedestrians feel more at ease and it is sensible not to have the cycleway immediately adjacent to house entrances/driveways, but it does not make best use of the space. Faster cyclists may choose to use the road. The layout should be reconsidered.

E) The ramped access to Goldenacre Path definitely needs improvement.

F) Consideration needs to be given to the continuation of the route through to the St Mark's Path and linking to the East Entrance of the Botanics. The "dog-leg" (going down the Goldenacre and up the Warriston Path) is inconvenient and the junction requires more space and improved visibility to accommodate the larger number of users following these route improvements.

G) Signage needs to direct people along the existing route via Eildon Street to the Botanics East Entrance and route improvements along that section should be considered as it will form a useful link route – also to the Rocheid Path and Inverleith Terrace.

|            |                    |   |                                     |   |
|------------|--------------------|---|-------------------------------------|---|
| 2016.11.16 | Public stakeholder | <ol style="list-style-type: none"> <li>1. The existing footpath/road floods on the northern side of the eastern arm of the roundabout between Inverleith Place and Arboretum Road.</li> <li>2. Feels there is too much focus on pedestrians - why would you walk north to get to Inverleith Place when you can walk through Inverleith Park.</li> <li>3. Would not be in favour of the removal of the traffic island at the junction between Inverleith Row and Inverleith Place. Would like to see a raised table with zebra crossing at this location.</li> <li>4. Advocates a shared use path on the east side of Inverleith Row. No segregation.</li> </ol> |                                     | <ol style="list-style-type: none"> <li>1. We shall assess the drainage at this location to see if it can be improved.</li> <li>2. Creating a more pedestrian friendly environment is a key aspect of the Active Travel Action Plan and hence is integral to this project.</li> <li>3. The proposal shall narrow the width of the junction from roughly 14m to 7.5m. Alongside the raised table, these changes should make crossing the road easier for pedestrians.</li> <li>4. The balance of feedback to this consultation suggests that a segregated cycleway/footway is the preferred.</li> </ol> |
| 2016.11.17 | Public stakeholder | <ol style="list-style-type: none"> <li>1. Feels that the loss of parking on Inverleith Row will be a loss to the Nursey at No. 29 as parents utilise this for dropping off their children. It will also be a loss to the rugby pitches at the weekend. Accepts that there is unutilised parking on Warriston Gardens and Inverleith Place.</li> </ol>   | External Workshop/Public Exhibition | <ol style="list-style-type: none"> <li>1. The loss of parking used for drop off at the nursery shall be compensated by moving the parking on east side of Inverleith Row (between no.102-105) to</li> </ol>   |



2. Would like to see a second pedestrian crossing on Inverleith Row at the entrance to the rugby playing field. This would make it safer for parents crossing Inverleith Row to get to the nursery.
3. The majority of the pedestrian traffic is on the west footpath on Inverleith Row, would like to see the footpath widened. The road is controlled by a single yellow line at this location but he feels that no one parks there.
4. Muse parking exists on Inverleith Place Lane; the Council could potentially look at options for providing a drop off area for parents using the nursery.

the westside of the street. This will provide safer drop off opportunities for the nursery.

2. A second crossing was considered to be too detrimental on bus services given its close proximity to the proposed crossing.
3. We shall look to alter the design, widening the west side footway to improve pedestrian movements, particularly access to the nursery.
4. Changing sections of the muse parking to the public parking was assessed, however we believe it would create confusion about where people can park, thus causing problems for residents of the muse.

|            |                                 |   |                                     |  |
|------------|---------------------------------|---|-------------------------------------|--|
| 2016.11.18 | Spokes                          | <ul style="list-style-type: none"> <li>• Positive about the scheme, couldn't find fault. The best solution given the constraints.</li> </ul>  | External Workshop                   |  |
| 2016.11.16 | Warriston Residents Association | <ol style="list-style-type: none"> <li>1. Support the scheme in principle. Would like existing wall beside the ramp to be re-built (it is near collapsing).</li> <li>2. Would like the path from the ramp to Ferry Road to be re-surfaced and the lighting to be re-assessed and improved (including on the ramp).</li> <li>3. Other issues regarding trees, steps and ramp alignments were captured in site visits.</li> </ol> | External Workshop/Public Exhibition | <ol style="list-style-type: none"> <li>1. Council confirms that we will look to stabilise the wall as part of the scheme.</li> <li>2. Surfacing and lighting improvements of the ramp will be considered as part of the design.</li> </ol>   |
| 2016.11.16 | Living Streets                  | <ul style="list-style-type: none"> <li>• The shared space solution along Inverleith Row is not preferable. Cyclists and pedestrians should be kept separate</li> </ul>  | External Workshop/Public Exhibition | We have re-visited the white line separation and will look to alter it to a fully segregated cyclway/footway. However, we will include a short section of shared space around the telecoms cabinets by the proposed toucan crossing. This is to avoid creating a pinch point on the footway. |

## Appendix B - Full List of Public Consultation Comments

### Inverleith Place to Goldenacre Path – Public Comments

| Date       | Organisation Type | Comment  | Consultation Type           | Council Response   |
|------------|-------------------|--|-----------------------------|--|
| 2016.11.01 | Local Resident    | <ul style="list-style-type: none"> <li>• I'm delighted your looking at improving conditions for cycling and walking in this area but I would like to let you know that I haven't let my children walk or cycle to school (Fettes College) from our flat on Inverleith Place as the junction at the end of the road outside Fettes College is so dangerous, particularly after the recent alterations. I watch children trying to cross at that junction every day and have serious concerns about their safety. It is not only a hazard for walkers and cyclists but also for drivers.</li> <li>• My parents would rather drive through Goldenacre and along Ferry Road to get to their flat at Fettes Rise than turn right out of Inverleith Row and onto Fettes Rise.</li> <li>• This junction is a fatal accident zone waiting to happen and I suggest you address this rather than introducing a quietroute as I think it would not only improve conditions but it could potentially prevent a serious incident.</li> </ul>                      | Email – Public Consultation | Based on the budget available, addressing the junction of Inverleith Place/East Fettes Avenue is beyond the scope of this scheme. However, it is noted as an issue for future consideration.   |
| 2016.11.01 | Local Resident    | <ul style="list-style-type: none"> <li>• First of all, I think the proposals for safer routes for walkers and cyclists in and around Edinburgh is an excellent idea.</li> <li>• However, I am concerned re the Proposed Route shown in red dots which takes you from Warriston Gardens, across Inverleith Row to Inverleith Place or vice versa. I stay in Warriston Grove and on many occasions each day, as both a driver and a walker, feel that I am taking a serious risk each time (A) as a driver, while turning right from Warriston Gardens towards Goldenacre or (B) when trying to cross Inverleith Row to go along Inverleith Place to walk my dog at Inverleith Park. Basically, in my opinion, it is only a matter of time before there is an accident in that area.</li> <li>• I suggest, therefore that consideration (From a drivers point of view) either to take away at least three of the Parking Bays near the entrance to Heriots on Inverleith Row OR, BETTER STILL, (For all concerned i.e walkers, cyclists and</li> </ul> | Email – Public Consultation | If we have understood your concerns correctly then this scheme should directly address them. The parking outside the Heriots rugby ground on Inverleith Row shall be removed (between Inverleith Row and Inverleith Place). A signalised crossing shall be provided to cross Inverleith Row at the junction with Inverleith Place. |

drivers) some sort of crossing be installed to make the Suggested Proposed Route as safe as possible.

|            |                |   |                             |   |
|------------|----------------|---|-----------------------------|---|
| 2016.11.03 | Local Resident | <ul style="list-style-type: none"> <li>• I am not impressed with the attitude of a number of cyclists I encounter locally :</li> <li>- no lights on</li> <li>- cycling on pavements</li> <li>- going too fast</li> <li>- wearing dark clothing in twilight conditions.</li> <li>- I feel that their access to Inverleith Park, which is very popular with young mothers pushing prams, runners and dog walkers and cyclists, is incompatible.</li> <li>• You give no indication in the leaflet how much of the highway will be affected.</li> <li>• Hence, I am NOT in support of this initiative.</li> <br/> <li>• PS,,,,,,,,,,,,,perhaps you could spend some of tis allocated money on making cyclists more aware of THEIR social duty.</li> </ul>   | Email – Public Consultation | <p>We have recently undertaken a separate scheme of signs and a path code of conduct which looked to address the behaviours of all path users in this area. This focused on many of this issues that you have raised.</p> <p>People are already allowed to cycle in Inverleith Park, as such this scheme will not change the current situation in the park.</p> <p>Changes to the width of the roads are shown on the consultation drawings, a link to these drawings was provided on the leaflet. In summary, two-way traffic flow is maintained as is currently, with bus services unaffected. There is a small reduction in the number of public parking spaces.</p> |
| 2016.11.04 | Local Resident | <p>At the present, parking is reserved for 14 residents on the South side of Inverleith Place at it's Easterly end. The proposed plan is for 12 spaces which would be for the public use.</p> <p>We are firmly of the opinion that the number of parking spaces reserved for residents following this development should remain as in the original plan.</p>  | Email – Public Consultation | <p>We shall alter the design to ensure that the number of resident bays remains as per the current layout</p>   |
| 2016.11.17 | Local Resident | <ul style="list-style-type: none"> <li>• Whilst we welcome the provision of cycle paths etc. we do have one concern about the plans as shown on the council website.</li> <li>• Because of the narrowness of the exit and the metal barrier at the corner of Inverleith Place and Arboretum on one side of our driveway, and the pedestrian crossing on the other, it is a tight turning circle to exit, particularly for longer vehicles. From what we can see in the plans it appears that the turn may become almost impossible. We would ask that attention is paid to ensure that there is sufficient turning space to ensure that we can continue to use the driveway exit. It may be that moving the entrance pillars to widen the exit would mitigate this but we understand they are listed and this is not possible.</li> </ul> | Email – Public Consultation | <p>We shall ensure that you will be able to fully access your driveway.</p>   |

- I assume there are standard measurements to ensure viable exit/entry but we are worried given how tight the space already is.

|            |                |   |                             |   |
|------------|----------------|---|-----------------------------|---|
| 2016.11.22 | Local Resident | <p>• I refer to the circular put through the letter box at 36 Inverleith Place. It is unfortunate that certain houses appear to have been overlooked in the distribution, in particular no 38. As far as the public meeting was concerned I could not attend on that evening and as it appears that there are no other events I am taking this opportunity to ask the questions that would have been asked that evening.</p> <p>1. It appears from the circular that we already have a cycle route going along Inverleith Terrace that being Quiet Route 20, if that is the case why then do we need an additional route along Inverleith Place which appears to do exactly the same as Route 20 i.e. connect Goldenacre Path to the Botanics and Inverleith Park.</p> <p>2. I found it difficult to determine from the website the exact layout of the pavement and the cycle path on the Botanics side of Inverleith Place. Is it the case that these are separate paths in which case is the present footpath retained at its existing width and as a result the cycle path occupies part of the roadway thus reducing its width and also resulting in the parking bays on that side being relocated towards the centre of the street. Whilst I accept that there will be a 20mph limit previous experience shows that Inverleith Place is a race track and requests to the police to enforce the 30 mph limit fall on deaf ears (we will do nothing until there is an accident and even when there is one nothing happens!)</p> <p>If on the other hand the pavement and cycle path are to be combined this can only be a recipe for disaster as at present the pavement is used by many small children going to the Botanics or the park. The Botanics North gate is used by groups of school children going in to the Botanics.</p> | Email – Public Consultation | <p>We have checked with the distribution company, who state that all houses and flats on Inverleith Place had a leaflet delivered, however we apologise to anyone who did not receive one.</p> <p>1. The proposed route would replace the existing one, which is only in place through signs, not physical infrastructure. The current route uses two roads which we consider to be too busy to be suitable as a QuietRoute and has significant physical constraints that would hinder being upgraded to the standards required.</p> <p>2. The cycleway and the pavement shall be separated, with the cycleway at a lower level than the pavement. The road shall be narrowed, which help reduce speeds and re-enforce the 20mph limit.</p> |
| 2016.11.27 | Local Resident | <p>As a resident of Inverleith Place I would welcome the cycle link. However, the thought of cycling on the street if cars continue to drive at the speeds they do along Inverleith Place at the moment is not particularly enticing. I think something needs to be done about speeding in the area. Speed bumps and a pelican crossing in the section to the east of the mini roundabout should be considered. With a school, Inverleith Park and the Botanics all close by there are lots of children walking in the area, and I fear it is only a matter of time before there is a serious accident. For such a residential area speeds have to be reduced somehow. We have three young children and constantly worry about the road.</p>  | Email – Public Consultation | <p>The cycleway shall be separated from traffic by a kerb. The tightening of the roundabout and raised table crossings would also help slow traffic.</p>  |

|            |                |  |                             |  |
|------------|----------------|--|-----------------------------|--|
| 2016.12.06 | Local Resident | <p>• While in agreement with the principle of such routes we have difficulty in seeing how changes to the layout of Warriston Gardens and the section of Inverleith Row between Inverleith Place and Warriston Gardens can be achieved without inflicting insoluble parking problems on those who live there if the scheme is to include dedicated pathways. Our concerns are as follows:</p> <ol style="list-style-type: none"> <li>1. In Inverleith Row parking is confined to the east side only. As nearly all the houses on the east side have garage driveways the number of parking spaces is extremely limited and incapable of accommodating the cars of those who live on the west side. The houses on that side do not have front gardens of sufficient depth to accommodate larger cars and in any event no further driveways are now permitted. Most of the houses on the west side have been divided into two or more dwellings with a corresponding increase in the number of cars per original house unit. The occupants therefore have to park their cars on the north side of Warriston Gardens. A dedicated walking and cycle lane would have to be on the east side of Inverleith Row, further reducing the number of parking places if the northbound Inverleith Place 'bus-stop is to be retained.</li> <li>2. Warriston Gardens is wide enough to have parking on both its north and south sides, but a cycling and walking lane would presumably eliminate all the parking on the north side leaving the residents on the west side of Inverleith Row with nowhere to park their cars.</li> <li>3. On almost every Saturday morning and on some weekdays a quiet route is simply not achievable because of activities at Heriot's sports fields. Although the field does have some provision for parking Warriston Gardens is choked with cars and often with 'buses as well. This is a particular problem on Saturdays as Inverleith Row is then parked on both sides making it extremely difficult for larger vehicles to pass.</li> </ol> | Email – Public Consultation | <p>Responding to each of your points in turn:</p> <ol style="list-style-type: none"> <li>1. The parking on the east side of Inverleith Row between Warriston Gardens and Inverleith Place shall be removed. However, the east side parking just south of Warriston Gardens (outside no 102-105) shall be moved to the west side of the street which more directly benefit those properties without driveways. We have also undertaken numerous site visit parking surveys, which indicate there is sufficient underused parking at the east end of Inverleith Place and the west end of Warriston Gardens to accommodate for the loss of parking on Inverleith Row.</li> <li>2. We are not proposing to implement a cycleway along Warriston Gardens, so parking shall be unaffected.</li> <li>3. We recognise there are occasional, short busier periods of traffic and parking on Warriston Gardens. We believe their frequency and duration will not jeopardise the route's integrity.</li> </ol> |
| 2016.12.08 | Local Resident | <p>I write with some comments on the proposed changes. I preface these by saying that I am actually a cyclist who makes occasional use Quietroute 20 and so am open to things that are seen to be balanced improvements.</p> <p>However, the proposed changes have raised some questions for me:</p> <p>Is moving the route to Inverleith Place really necessary?</p> <ul style="list-style-type: none"> <li>• it isn't clear to me that the existing route via Inverleith Terrace/Eildon Street is particularly busy, so why spend money moving it to Inverleith Place?</li> </ul>  | Email – Public Consultation | <p>Route alignment:</p> <p>We have received several responses indicating that Inverleith Terrace and, particularly Inverleith Row are too busy for many people to feel able to cycle on them. The QuietRoutes are specifically targeted at providing for new or less confident cyclists. As such, the feedback we received suggests the changes are required. Furthermore,</p>   |

#### Traffic on Inverleith Place

- The proposed changes would certainly have the benefit of slowing vehicular traffic down on Inverleith Place, which would be a very good thing. It is currently the case that every few minutes a driver exceeds the speed limit by a considerable amount. Speeds of 40 - 50 mph are commonplace, despite residents' regular requests to the Police for them to take preventative action (e.g. periodic speed monitoring and sanction for those who are breaking the law).
- However, the imminent introduction of a 20 mph limit would hopefully address this current traffic problem. Would it not also immediately create a safe enough environment for cyclists, without going to the expense and disruption of the proposed changes, as least in so far as they pertain to Inverleith Place?

#### Safety Concerns

- In the event that the proposed changes go ahead, my principle concern is around the safety of both cyclists using the new cycleway and car users emerging from existing off-street parking that is used by certain residents on the south side of Inverleith Place.
- Commuting and sporting cyclists can and will easily reach speeds in excess of 20-25 mph and with limited stopping power. So, without some form of speed control ahead of the parts of the cycleway where drivers will be emerging from off-street parking there is a safety risk both to cyclists and drivers. Unfettered, a cyclist could easily be travelling at 20 - 25mph along what they may perceive to be a clear cycle path when, in fact, there is a car about to try and exit from a relatively unsighted driveway. The inability of the cyclist to stop quickly enough or for the driver to reasonably be able to see the speeding cyclist could result in accidents.
- So, should the proposed changes go ahead it is suggested that some form of 'speed bump' is implemented on either side of the cycleway in the vicinity of the two sections where cars may be emerging from off-street parking.

#### Parking Spaces

- In the event of any changes being made it is hoped that there would not be any reduction in parking amenity for residents.
- In addition, a request : please could there be created some residents' permit spaces on the south side of Inverleith Place outside of 33 - 41 Inverleith Place? At present there are none which create additional road safety challenges as

the current route along Inverleith Row suggests users dismount and walk along the pavement because the road is so busy. This is clearly below the network standards and was only ever a temporary measure, hence the improvements we are proposing.

#### 20mph:

The 20mph measures will help make all affected streets more cycle friendly. However, the QuietRoutes network aims to provide a higher standard of route which is attractive to all levels of cycling experience. The amount of traffic at peak times on Inverleith Place along with the current width of the street will make enforcement of 20mph more challenging. These factors mean that we believe segregation of cyclists is required.

#### Safety Concerns:

There shall be kerb separation strip between parked cars and the cycleway. This is a best practice approach in street design and will provide a safe space for people exiting their cars and for cyclists passing.

#### Parking spaces:

The designs do have an error which shows public parking spaces where they should be resident spaces. I can confirm that we shall not be reducing the number of resident spaces. The parking team have confirmed that we

residents are forced to use the permit spaces on the other side of the road. This increases the number of road crossings that have to be made, often when carrying shopping bags and other items, and it is a wide road with, as noted above, frequently speeding traffic.

- Note: as has probably already been raised, you appear to have incorrectly marked several of the existing parking spaces on the north side of Inverleith Place as public spaces (blue) when, in fact, they are currently designated residents' permit spaces.

Second response - 14th Dec 2016

- If the proposed changes do go ahead I will hope that you are right and I am wrong on the issues raised in point 3. Planning for cyclists seems to implicitly assume everyone on a bike always acts responsibly but, just as with motorists, there is a not insignificant minority who abuse the road system (e.g. in the case of cyclists, carrying excessive speed, weaving dangerously through traffic, ignoring traffic lights and taking to the pavements etc.). Whenever I go out on my bike in town I am as distressed by the behaviour of the minority of cyclists who abuse the rules and conventions of the road as I am by the motorists who do the same. One of my concerns with regard to the proposed changes in Inverleith Place is that if such a reckless cyclist encounters a car that is trying to get from its driveway into Inverleith Place but is being forced, through traffic flow, to hold station whilst straddling the proposed new cycleway there may be cycling behaviour that the Council and Sustrans would not be happy with. Perhaps if speed bumps are not favoured then you could consider some kind of cautionary warning notice on the cycleway or otherwise visible to the cyclist and ahead of the two driveways in question? I appreciate that you can't cater for the determined law abuser but, for negligible additional cost, it might just help help avoid that one accident.

- Finally, thank you for the alteration to the parking scheme to make the parking places on the south side of Inverleith Place usable for residents on the south side of the street. I know that will be much appreciated by my fellow residents.

can change the spaces outside 33-41 into shared spaces, where public can still park, but residents with permits can park without additional charge.

2<sup>nd</sup> Response

We shall monitor use of the cycleway and consider alterations if required.

|            |                |   |                             |  |
|------------|----------------|---|-----------------------------|--|
| 2016.12.09 | Local Resident | <ul style="list-style-type: none"> <li>• I am an Inverleith Place resident and would like to express my views (below) on the cycle track proposal.</li> <li>• I think this is an excellent idea and will fill an obvious gap in the network. I also hope it will help calm traffic on the road. Below are some other traffic related concerns which I believe are very relevant to the discussion.</li> </ul> | Email – Public Consultation | The issue of the railing will be addressed through significant widening of the pavements at the roundabout. Guardrail tends to increase the sense of a traffic |
|------------|----------------|---|-----------------------------|--|



- Inverleith Place experiences high levels of traffic at rush hour with cars significantly exceeding the existing speed limit and dangerous activities such as overtaking of other cars at high speed etc frequently occur.
- Given the large amount of children that both live on the road and pass through it to get to schools such as The Edinburgh Academy etc, we need a pelican/zebra crossing on Inverleith Place between Inverleith Row and the roundabout at Arboretum Road. There is currently no way for children to cross the road at present.
- Also very urgent is a railing to run around the corner of Inverleith Place and Arboretum Road - this is a dangerous corner which experiences high levels of children using it to get to and from school but the hedge on the corner property is overgrown and protrudes out into the pavement forcing children closer to the edge of the road by the roundabout. There is no barrier there at present - why is this? I would ask that you please consider putting one in as it is very important from a safety aspect.

Second response - 10th Jan 2017 - Supportive

Thank you for your prompt response to my email. It was my misunderstanding about the zebra crossing, your proposals seem very thorough and exactly what is needed and so I look forward to seeing them progress.

dominated space. By removing the guardrail and increasing the pavement width we shall significantly slow vehicles and provide a pedestrian friendly space where cars no longer dominate. This should increase safety of pedestrians at this location.

|            |                |   |                             |  |
|------------|----------------|---|-----------------------------|--|
| 2016.12.20 | Local Resident | <ul style="list-style-type: none"> <li>• The drains on the road outside the new Botanics Cottage (opposite no. 38) don't work. Please can they be fixed.</li> <li>• Could the 9hr parking on the north side of the street be changed to 4hr shared parking, rather than 9hr.</li> <li>• Install road humps – the road is a rat run</li> <li>• Can a continuous footway be installed at the East end of Inverleith Place. This is currently very difficult to cross. It is a location where people have been knocked down and there are frequent near misses.</li> <li>• Many residents, particularly in the flats at the East end of Inverleith Place did not receive the leaflet.</li> </ul> | Email – Public Consultation | <p>We shall assess whether the drains outside the new Royal Botanic Garden cottage can be addressed through the scheme.</p> <p>We will consult with the parking team about whether 9hr parking can be changed to 4hr parking.</p> <p>By significantly narrowing the road traffic speeds will be reduced. As such, we do not believe speed humps will be necessary.</p> <p>A continuous footway was considered, however, based on expert advice from where they have been implemented elsewhere in the UK, we have judged that the levels of motor traffic are too high compared to the number of</p> |
|------------|----------------|---|-----------------------------|--|

pedestrians for a continuous footway to function effectively. Instead we shall be narrowing the junction width and installing raised tables. These interventions will improve conditions for walking.

The distribution company state that they did deliver these leaflets to these flats, so we can only apologise that they did not receive them. Further consultation will be done when the project progresses through the detailed design stage, so people will have another opportunity to respond.

|            |                |  |                                     |  |
|------------|----------------|--|-------------------------------------|--|
| 2016.11.16 | Local Resident | Lots of kids use the footways along Inverleith Row when the playing fields are in use and for the Nursery  | External Workshop/Public Exhibition | We shall fully segregate the cycleway from the pavement to provide greater priority and ease of use for pedestrians. We shall widen the western pavement.  |
| 2016.11.16 | Local Resident | Supportive of the scheme in general and making streets more cycle and walking friendly.<br>The removal of the parking will make dropping children at Nursery difficult. Providing parking and wider pavements on the East side (the Nursery) of Inverleith Row would be ideal. | External Workshop/Public Exhibition | We shall widen the western pavement and move parking from the eastern side of Inverleith Row (between no. 102-105) to the opposite side of the road. Both alterations shall improve access to the nursery. |
| 07/02/17   | Local Resident | Supportive. Requested all zebras be raised. Requested raised informal or zebra crossing at north entrance to Inverleith Park   | Email – Public Consultation         | All the zebra crossings shall be raised. We will consider a raised table crossing and build outs on Inverleith Place at the entrance to northern entrance to Inverleith Park.                              |

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

### Online Survey – Support for Improving Cycling Conditions

| Ref I.D. | Support for improving cycling conditions on the route proposed | Can you briefly explain your view on the last question?   | Council Response   |
|----------|--|---|--|
| 1        | Strongly support   |   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 3        | Strongly support   | Currently poorly set out, congested and poorly lit  |  |
| 6        | Strongly support   | This route is very popular with cyclists, but is also very dangerous to cycle on at all times of day, with parked cars and heavy commuter traffic. Cyclists are often forced into the gutter  |  |
| 8        | Strongly support   | These are good ideas. Go for it! It's already a good route, but the Inverleith Place/Arboretum Road mini-roundabout, and the Inverleith Place-Inverleith Row junction are VERY dangerous for cyclists. These look like really good improvements to make things safer. |  |
| 9        | Strongly support   | This would fill a missing link between Craigeith and reaching the cycle network at the end of Warriston Gardens   |  |
| 10       | Strongly support   | Properly segregated cycling infrastructure is the right way to get more people cycling and reduce congestion caused by single occupancy cars  |  |
| 13       | Strongly support   |   |  |
| 14       | Strongly support   | I very much welcome the way it encourages people to cycle, in particular, people with children and inexperienced cyclists in this area with many leisure facilities and as part of quiet and national cycle routes.   |  |
| 15       | Strongly support   |   |  |
| 16       | Strongly support   | This is an important route for families and others in the area.   |  |

|    |                  |   |  |
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| 17 | Strongly support |   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 18 | Strongly support | The junctions of Inverleith Place with Inverleith Row and with Arboretum Road are difficult and intimidating for cyclists - and dangerous, particularly that at Inverleith Row. The speed of traffic along Inverleith Place also makes it intimidating for cyclists to share the same roadway (and it is yet to be seen whether the future 20 mph limit makes a significant difference). The proposals would improve the situation greatly. |  |
| 19 | Strongly support | An essential link that needs completion.  |  |
| 20 | Strongly support | support the basic principle of encouraging both activities and here specifically because too many vehicles take the beautiful wide boulevard of Inverleith Place too fast. Major concerns though about the junctions with Inverleith Row which are already a problem  |  |
| 22 | Strongly support | Provides enhanced safety for cyclist and pedestrian. Hopefully it will also slow down vehicles  |  |
| 23 | Strongly support | Motorists speed along Inverleith Place and Arboretum Road all day and night - these measures will contribute to improving road safety, reducing traffic noise & pollution and reduce the risks for cyclists and pedestrians using these roads. My children live and play in these streets and I cannot recommend this highly enough   |  |
| 25 | Strongly support | I regularly cycle here and safe cycleways would be a huge benefit to safety and the cycling experience  |  |
| 26 | Strongly support | I live on the route and run a club based in inverleith park and regularly cycle to and from the park .This proposal adds another link to an already good chain which is level and minimises exposure to hostile traffic and double parked vehicles , a small investment will go a long way in this case .   |  |
| 27 | Strongly support | Cycling for fun will be safer around our streets  |  |
| 28 | Strongly support | The route is already popular. Good signage and lighting will help more people consider cycling in the city and use the route.   |  |
| 29 | Strongly support | I often cycle in that area and find that crossing the roundabout on Inverleith Place is often hazardous due to the speed of cars and lack of indicating. I also find it awkward to get into Inverleith park near that roundabout. Also at the bottom on Inverleith Park the gates are now locked (near the Bowling Club) to let me cycle a whole circuit of the park. Anything to encourage more safer cycling must be a good idea.         |  |
| 32 | Strongly support | Because we regularly cycle and walk along the cycle paths   |  |

|    |                  |  |  |
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| 35 | Strongly support | Health and eco benefits for all residents  | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 38 | Strongly support | The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up to allow people to get where they want to go easily and safely. Ultimately the thing that will make the biggest improvement to the the city is to discourage car use, by making other forms of transport more appealing, and as easy as using a car. |  |
| 39 | Strongly support | Current route does not provide safe cycle crossings and means conflicts between cyclists on the pavement and pedestrians.  |  |
| 45 | Strongly support | Edinburgh needs to do a better job of encouraging cycling and walking; even at the expense of automobiles.   |  |
| 46 | Strongly support | I strongly support improving cycling infrastructure because it's the most healthy, efficient, cleaner, and often quickest method of travel within any city IF the correct infrastructure is implemented.   |  |
| 47 | Strongly support | The Botanic Gardens are a family destination, yet cycling on the roads around the Gardens has proved a test of nerve, and the proposed new route avoids the Inverleith Terrace hill.   |  |
| 48 | Strongly support | current signed route 20 is very poor between arboretum place and Goldenacre Path. Completely sub standard and requires dismounting   |  |
| 49 | Strongly support | More and improved cycling provision throughout the city is always a positive step. Encouraging people to get out on the bike takes cars off the road, reducing carbon-emissions and air pollution for the whole city. Furthermore, cycling has been shown to improve healthy lifespan thereby indirectly reducing the burden on the over-burdened NHS.   |  |
| 52 | Strongly support | keen to prioritise and support cycling and walking within the community  |  |
| 53 | Strongly support | Especially in North Edinburgh, and given the network of existing paths and the proximity of so many schools, anything that can be done to encourage more cycling while making it safer should be strongly supported.   |  |
| 54 | Strongly support | I live on the Goldenacre side of Inverleith Row and thus have to negotiate that busy road with children headed to school at Arboretum Place. The route is treacherous with many drivers impatient and not paying full attention to adult, let alone child cyclists. If there were some direct link between Goldenacre path and Inverleith place that would allow us to use the cycle path, a much safer proposition                  |  |
| 58 | Strongly support | I live locally and am a cyclist and often walk in the area.  |  |

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| 59 | Strongly support | To encourage none car use   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 60 | Strongly support | Currently there is no safe and efficient way to cross for pedestrians and cyclists to reach the Edinburgh Academy either from Goldenacre Path or from the south side of Inverleith Row. A safe crossing for both pedestrians and cyclists and an efficient cycling route would allow children a safe and independent route to school. |  |
| 66 | Strongly support | Current road crossings on Inverleith Row are limited and parked cars make crossing dangerous, carriageway and markings on Warriston Gardens are in poor condition, ramp to former rail line is over steep, poorly lit, generally in poor condition (leaf litter/mud/ice) and requires sharp corner                                    |  |
| 67 | Strongly support |   |  |
| 68 | Strongly support | I currently use 'quiet route 20' from Eildon St to Craigeleith fairly often. The section along Inverleith Terrace is unpleasant to cycle with parked cars reducing the width of the carriageway and impatient drivers trying to squeeze past. From W to E the right turn out of Inverleith Park is difficult too.                     |  |
| 69 | Strongly support | It is a route that we could often use for cycling but are put off by the difficult road conditions on the route   |  |
| 70 | Strongly support | It's a good cycling link to the Inverleith Park which will make active travel in the area much safer than currently.  |  |
| 71 | Strongly support | The proposal for a segregated route along Inverleith Place is very welcome as this road can have very heavy traffic and is currently not attractive to "people who want to cycle but won't because of poor conditions". I would use this route daily to my new place of employment.   |  |
| 72 | Strongly support | Inverleith Place can be a scary and dangerous place for pedestrians and cyclists. The traffic congestion, narrow road and parked cars leave no safe space   |  |
| 73 | Strongly support | It will reduce the fragmentation of the Edinburgh cycle path network, particularly on such a popular commuter route close to several schools.   |  |
| 11 | Support          | The path network is used by both walkers and cyclists, although some cyclists think it is their right to have right of way or give no consideration to walkers. Perhaps paths could be split and marked up specifically for each group to avoid confusion.  |  |
| 24 | Support          |   |  |
| 30 | Support          | By making it more safer for cyclists it will encourage them to continue commuting by bike and encourage others to take it up. This will therefore have a small impact on the amount of cars using the roads at rush hour in a postive way.  |  |

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| 33 | Support                   | I would like to encourage people to walk or cycle on Goldenacre Path. This will improve access. I have not strongly endorsed the proposal since I think that some of the other access routes to Goldenacre Path might be better.   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 36 | Support                   | We are generally in favour of dedicated cycling and walking paths but there some aspects of these proposals which we would like to see changed.  |  |
| 37 | Support                   | Would hv preferred to see improvements in south side of botanics - inverleith terrace then joining Eileen terrace (as avoids roundabout) and more direct John to cycle path  |  |
| 41 | Support                   | I support all improvements to cycling conditions. More people cycling will have social, environmental and public health benefits.  |  |
| 42 | Support                   | This is a good opportunity to add a further link to a useful path network  |  |
| 50 | Support                   | As a cyclist I use the network of safe cycleways in the City frequently and have been very impressed with the ease with which I can navigate the north side of the city and avoid traffic. I support the aims of the Council to make things safer for both cyclists and pedestrians. However this is in moderation and not and any expense.  |  |
| 56 | Support                   | Why not, as long as it doesn't interfere with vehicular traffic as I fear it will  |  |
| 61 | Support                   | Support in principle. Cannot understand why - There is no pedestrian crossing being put at main North Inverleith Park entrance. The cycle path does not got the end on Inverleith Place and incorporate Fettes Entrance junction. This is an incredibly dangerous junction for cyclists, cars and pedestrians - should be laid out as per junction on Arboretum and Inverleith Place - this would allow cyclists and pedestrians to access East Fettes avenue. The plan is ridiculous without connecting the full length of Inverleith Place and also addressing Inverleith Place - East fettes junction and crossing for bikes and pedestrians. What about children having to walk/cycle to Fettes Children cycling north to Stewart Melville rugby pitches, academy hockey fields. This scheme should get parents and kids able to access these areas. |  |
| 62 | Support                   | Inverleith place will be narrowed for traffic and safer crossing points for pedestrians especially on Inverleith row. Inverleith place is used as a rat run at present and this should discourage this   |  |
| 2  | Neither support or oppose | I live on Inverleith Place. It is not a particularly busy road apart from peak times when people try to use it as a 'rat run' to avoid Ferry Road. The issue is not the amount of traffic, but the speed with which the traffic travels.   |  |
| 40 | Neither support or oppose | Doesnt do much for north south cycle movements and pedestrian movements at Inverleith Pl/Arboretum Pl junction look elongated  |  |

|    |                           |  |   |
|----|---------------------------|--|---|
| 51 | Neither support or oppose | In favour of cycling, but as an older person, think emphasis should be on improved pavements (not only in Inverleith). Unless separated, cyclists are a danger to pedestrians, they are quiet, often not very visible, and wobble about unpredictably.   | The scheme shall also improve streets for pedestrians, including some pavement improvements. We have altered the design so that, except at crossings, pedestrians and cyclists shall be separated.  |
| 55 | Neither support or oppose | I'm not happy about shared use of existing pavement for pedestrians and cycles. I find that, on existing, cycle paths that some cyclists exhibit bullying and inconsiderate attitude towards pedestrians and dog walkers   | We have altered the design so that, except at crossings, pedestrians and cyclists shall be separated.   |
| 63 | Neither support or oppose | I agree that cycling should be promoted and made safer but am unhappy with aspects of the proposed scheme  |   |
| 65 | Neither support or oppose | It's a good idea but only the bit about the lights on Inverleith Row and the improvement access on Warrington Gardens  |   |
| 21 | Oppose                    | Will disadvantage walkers.   | The Council believes that more signalised crossings for pedestrians will be a significant benefit. We are also looking to change the design on Inverleith Row so that cyclists and walkers will be separated and there will be raised table crossings at key junctions. This will increase pedestrian space and priority. |
| 31 | Oppose                    | As Secretary of the Edinburgh Warriston Residents' Association I am mindful of the promise recently given to us by local Councillors Leslie Hinds and Iain Whyte that money would be available for the resurfacing of the present path connecting Warriston Gardens and Ferry Road I believe that this money must be used before 31st December. Quiet Route 20 involves the construction of a cycle ramp connecting Goldenacre Path to Warriston Gardens, when there is such a ramp already 4 or 5 Metres to the North of the one proposed. We are concerned that the money which had been promised to us for the resurfacing of the path above mentioned is now being used for the new ramp instead. Is the ramp which is part of the Quiet Route 20 Plan not a waste of public money? In addition the proposed new ramp will make it very easy for burglars to escape. There has been one burglary at that very location very recently | See above for a full response to the Warriston Residents Association. We can confirm that funding for this project is separate to the funding for the 'Top Path' surfacing upgrades (which shall also be undertaken).   |
| 43 | Oppose                    | Inverleith Place is a vital route for cars because of the congestion on Ferry Road most times of day. Making small changes to make life safer for cyclists will just add to congestion and frustration for ALL road users. The cyclists do not have to take any proficiency test and are often very slapdash with signalling, swerving on and off pedestrian crossings and generally careless in their cycling. Car users  | Vehicle access will not be altered, the proposals shall only reduce the speeds which vehicles can travel. This will be in keeping with the 20mph speed limit.   |



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|    |                 | are also at fault but these proposals will not solve anything. I speak as a local resident, car user and sometimes cyclist.  |  |
| 44 | Oppose          | Inverleith Row is very busy and now includes buses returning to the depot, a new crossing would cause further traffic congestion. A new ramp would increase the speed of cyclists. Pedestrians would have to share space for a short distance which, given the sheltered housing complex and doctors' surgery nearby, would be dangerous. No mention is made of the top path at the Warriston Gardens entrance to the walkway which is much used by walkers and people with small children and prams. There are no plans for the surface to be upgraded, as previously proposed. | Having done site assessments of traffic flows, the Council does not consider that the new crossings will have a significant impact on levels of traffic congestion<br>As the new ramp will be slightly less steep than the current ramp, it is unlikely that it will increase cycle speeds.<br>Shared space has been kept to a minimum and we have altered the design on Inverleith Row so that people on foot and bike shall be physically separated.<br>The top path surfacing will be upgraded as part of a separate scheme.  |
| 57 | Oppose          | There is already a perfectly good route along Eildon Street and Inverleith Terrace so there is no need for this new route. Spend the money elsewhere or reduce council tax if necessary.   | The current route that you describe falls below that standards that we have set for the QuietRoutes Network. We know from Edinburgh based research that to help more people feel able to cycle around the city we need to offer them cycling facilities that are physically separated from traffic on busier roads. This consultation and other correspondence supports our assessment that Inverleith Row and Place should be considered within this category and therefore require physical separation. The old route along Inverleith Terrace, Row and Eildon street will be replaced by this proposed route. |
| 4  | Strongly oppose | I have no idea who this new route benefits. It does not lead anywhere. It looks like this proposed route is being put in to avoid using the NEPN. The majority of people cycling near the park will actually go through it as to avoid cars all together. This route seems pointless to me. The route through the park connects to Carrington Road where there is already cycling infrastructure in place. This route would not be used by a lot of people. Money is better spent on other cycling infrastructure.   | The majority of support for this proposal demonstrates that it will be of benefit to a significant number of people. It provides a key missing link along QuietRoute 20. This route joins together the communities of Craighleith, Inverleith, Warriston, Pilrig, Leith Walk, Easter Road and Pilrig with  |

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|    |                 |   | major and local destinations including the Royal Botanic Garden, Inverleith Park, the North Edinburgh Path Network and Lochend Park. Providing this route gives large numbers of residents opportunities to reach these places by foot or bike safely, comfortably and quickly. As such we believe it has many benefits and will be well used. |
| 5  | Strongly oppose | The route means that cyclists will come to the junction of Inverleith Place and Inverleith Row. This is a very busy road with cyclists taking a severe risk in crossing this road. Then using Warriston Gardens which is also now very busy: buses dropping off youngsters to play sport the backing up into either the Terrace or Avenue also poses a risk as do the many cars now using this road to go to the Carlton Bridge Club and Goldenacre Bowling Clubs. The better route is via Eildon Street.   | The proposal will provide facilities that physically separate cyclists from the busy traffic on Inverleith Row and Place. The Council considers that for the majority of the time Warriston Gardens is quiet enough not to require further changes. We will review this over time to see if further changes are required.                      |
| 7  | Strongly oppose | There is no need to change the cycling conditions on these roads, these are some of the widest and quietest roads in Edinburgh, I use them daily, and find they are in no need of improvement   | The feedback to this consultation strongly indicates that there is a majority of support for these proposals and that they are desired.  |
| 12 | Strongly oppose | I object to the loss of parking spaces in what is already an area in which it is difficult to find spaces. The scheme will exacerbate the current problem (acknowledged by CEC and being the reason for the introduction of the CPZ), especially at the most problematic area near the Heriot playing fields, for little appreciable benefit. The loss of spaces should be narrated as a "disadvantage" in the scheme description for this reason, which it is not.   | The feedback to this consultation strongly indicates that there will be benefit to many people. We have undertaken multiple site visit parking assessments which confirm that there is sufficient under used parking on these and neighbouring streets to offset the proposed parking space reductions.  |
| 34 | Strongly oppose | There is an overarching political agenda to disadvantage the motorist at all costs, and this is yet another example of an expensive and retrograde policy that will neither improve the lives of pedestrians or motorists, simply to prioritise a tiny minority of cyclists. The net result will be traffic congestion, and worse air pollution caused by slow moving and stationary vehicles for a miniscule number of cyclists who will use the scheme only in the morning & evening commute and for the rest of the day will be empty or worse the "cycle mafia" will deem it beneath them, and will continue to use the road regardless.... | Our assessments indicate that traffic flows will not be significantly affected by these proposals and the insufficient spare parking capacity to permit the reduction in the number of spaces. Edinburgh is seeing increases in cycling across the city, which   |

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|    |                 |   | <p>when it displaces car use will help to reduce air pollution.</p> <p>The strong support for these proposals in this consultation indicates that many people believe they will benefit from the scheme. Furthermore, the scheme, through more crossings and continuous footways (see section 7.1, design changes), will have significant benefits for people on foot.</p>   |
| 64 | Strongly oppose | <p>I live in Inverleith Place, a wide, splendid road which already has ample road space for bicycles. It is in a conservation area - if the houses have to maintain same appearance for evermore so should the road. The speed limit will soon be 20mph. If people on bikes cannot cope with existing road and new speed limit they should walk or get a bus!</p> | <p>The strong support for these proposals in this consultation indicates that many people believe they will benefit from the scheme. From this consultation, and correspondence, we are also aware that people who would like to cycle in the area feel unable to due to the levels of traffic on these roads.</p> <p>Furthermore, the scheme, through more crossings and raised tables (see section 7.1, design changes), will have significant benefits for people on foot.</p> <p>The changes that we are proposing shall not impact upon the conversation area status of the street.</p> |

## Online Survey – Support for Improving Walking Conditions

| Ref I.D. | Support for improving walking conditions on the route proposed | Can you briefly explain your view on the last question?   | Council Response   |
|----------|--|---|--|
| 1        | Strongly support   |   | <p>All general points shall be considered in the Council's future plans and strategies.</p> <p>Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</p> |
| 3        | Strongly support   | As comments on cycling  |  |
| 6        | Strongly support   |   |  |
| 9        | Strongly support   | Any improvement for cycling and walking is welcome.   |  |
| 10       | Strongly support   | Good to link up walking routes in this area   |  |
| 13       | Strongly support   |   |  |
| 14       | Strongly support   | That section is poor for walking at present. It will be much safer and more pleasant with the proposed changes.   |  |
| 15       | Strongly support   |   |  |
| 16       | Strongly support   |   |  |
| 18       | Strongly support   | Pedestrians currently have little protection at three of the crossings at Arboretum Road, and no protection at all at the very busy junction with Inverleith Row. The latter is especially a problem because anyone coming along Inverleith Place who wants to get a bus up to town has to cross to the east side of the road. Improvement is very much needed. |  |
| 19       | Strongly support   |   |  |
| 22       | Strongly support   | As per previous remark  |  |

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| 23 | Strongly support | My children walk & scoot to school around here and I am very worried about safety - these measures will improve their lives   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 26 | Strongly support | Same answer as before really this path is asset to the town lets make as much of it as we can   |  |
| 27 | Strongly support |   |  |
| 28 | Strongly support | Walking promotes a healthy lifestyle. With improved lighting and way-finding signage the route can connect people to the cycleways and connect people to Leith, the communiteis that border the route and beyond  |  |
| 32 | Strongly support | its safer   |  |
| 35 | Strongly support | Same as above   |  |
| 38 | Strongly support | The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up to allow people to get where they want to go easily and safely. Ultimately the thing that will make the biggest improvement to the the city is to discourage car use, by making other forms of transport more appealing, and as easy as using a car.  |  |
| 39 | Strongly support | Dedicated crossing point at Inverleith Place will help pedestrians over road at this location. Separate cycle path will discourage cyclists from cycling on pavement.   |  |
| 45 | Strongly support | Edinburgh needs to do a better job of encouraging cycling and walking; even at the expense of automobiles.  |  |
| 46 | Strongly support | Same as before - (I strongly support improving cycling infrastructure because it's the most healthy, efficient, cleaner, and often quickest method of travel within any city IF the correct infrastructure is implemented. ) For walking I would add that the city, especially this area, is mostly residential with plenty of green space to be enjoyed. This is often made less enjoyable by the amount of traffic zooming (still not at 20mph) on the roads. Especially when you have 10-14m wide spaces dedicated to parking and road only. |  |
| 47 | Strongly support | Walking should be considered the first mode of transport, so maintaining and improving conditions for pedestrians should be the first option.   |  |
| 49 | Strongly support | More and improved walking provision throughout the city is always a positive step. Encouraging people to get out on the bike takes cars off the road, reducing carbon-emissions and air pollution for the whole city. Furthermore, walking has been shown to improve healthy lifespan thereby indirectly reducing the burden on the over-burdened NHS.  |  |

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| 52 | Strongly support | walking and physical activity important for health  | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 53 | Strongly support | As above  |  |
| 54 | Strongly support | As per previous response - Inverleith place is busy and treacherous during busy times   |  |
| 58 | Strongly support | Same reason as before. I will benefit from these improvements   |  |
| 59 | Strongly support | See previous response   |  |
| 60 | Strongly support | See previous answer.  |  |
| 68 | Strongly support | Arboretum Place - which should be a lovely street in between the Botanics and Inverleith Park - always seems to be busy with cars and the pavements are very narrow. Inverleith Row is also a busy and hectic street - again it's just outside the Botanics so ought to be a bit more peaceful. |  |
| 69 | Strongly support |   |  |
| 70 | Strongly support | Anything that improves conditions for pedestrians has to be welcome as many of these roads are inevitably dominated by motor vehicles to the detriment of pedestrians.  |  |
| 71 | Strongly support | Moving motorised traffic further away from pedestrians by means of a cycleway will make walking far more pleasant, and feel safer.  |  |
| 72 | Strongly support | Many more people would walk or cycle to places like the Botanics if Inverleith Place was safer. And therefore less people would take cars. RESULT!  |  |
| 73 | Strongly support | It is a route with lots of pedestrians, particularly at commuting and school times, across some busy roads with poor crossing facilities.   |  |
| 11 | Strongly support | As a vastly populated area, there is a high proportion of elderly residents staying there. There is a doctor's surgery, dentists etc in this area so pavements should be to a high standard to avoid people tripping on loose paving stones/crumbling pavements.                                |  |
| 33 | Strongly support | This is a good route for walking if there are good crossing facilities.   |  |
| 37 | Strongly support | Busy area for cyclists - esp. At peak times and in dark   |  |

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| 50 | Strongly support | The crossing here is difficult.  | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 61 | Strongly support | Huge area for children and families - need to be protected and traffic slowed, but current scheme no good for anyone living to the north west of the park as no safe way for pedestrians to get from Fettes side into park - cannot cross East Fettes Avenue and cannot cross Inverleith Place - far too dangerous for unaccompanied children  |  |
| 51 | Strongly support | Delighted about improved pavement on Inverleith Row, would like extended, and potholes filled in roads. I'm sure cyclists would say this is a priority you.  |  |
| 63 | Strongly support | Busy roads all around here and some motorists drive too fast. Anything to slow traffic and make it safer for pedestrians is good   |  |
| 21 | Strongly support | More people will use it if improved  |  |
| 5  | Strongly support | One major issue on the pathway is from cyclists who consider the pathway as 'theirs' and cycle at great speed past dog walkers, children and the elderly paying no heed to their safety. There needs to be clearly defined cycle corridors so that walkers, of which there are more of than cyclists currently, are fully aware of where they should walk or cycle. It is NOT a racetrack. |  |
| 8  | Support          | Already good, but any improvements welcome. Getting things better for cyclists should be more of a priority.   |  |
| 17 | Support          |  |  |
| 20 | Support          | After a temporary period in a wheelchair I know the condition of the existing paths in this area is poor and potholes on the roads are a major hazard At a time of financial constraints I need to be reassured funding is spent on repairs essential for safety before the "would be nice to have " developments  |  |
| 25 | Support          | Anything that makes walking safer is a benefit   |  |
| 29 | Support          | safer for cyclists   |  |
| 67 | Support          |  |  |
| 24 | Support          |  |  |
| 30 | Support          | It allows safer passage for bikes and pedestrians who would have to avoid one another causing an inconvenience.  |  |
| 41 | Support          | Similar to cycling response. The city should be designed for people, not cars.   |  |
| 42 | Support          |  |  |

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| 56 | Support                   | Ditto   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 62 | Support                   | Slightly concerned that the cyclists will encroach on pedestrian area   |  |
| 40 | Support                   | It's obvious walking should be supported  |  |
| 65 | Support                   | See previous answer   |  |
| 31 | Support                   | At present there are many ruts on the pavements and roads, which are dangerous for elderly people in particular. Even more dangerous is the excessive speed (often 60 m.p.h.) of motorists driving along Warriston Gardens from the Bridge Club at the East end of this road to its junction with Inverleith Row. This is very dangerous for anyone walking along Warriston Gardens, especially for those with young children, and for older children also. |  |
| 43 | Support                   | Too many cyclists cycle on the paths and use pedestrian crossings   |  |
| 44 | Support                   | Walking conditions should be safe, what is proposed is not.   |  |
| 34 | Support                   | I believe pedestrians ought to have improved walking conditions, but am unsure as to why this is not the case today and what this scheme would improve by having cyclists in the same vicinity?   |  |
| 48 | Neither support or oppose | conditions reasonable ok at the moment, however new zebras at roundabout and Inverleith Row crossing will be improvements   |  |
| 66 | Neither support or oppose | Pavements are poor/uneven, but otherwise reasonably catered for   |  |
| 36 | Neither support or oppose | We do not feel there are any problems with this route which we frequently walk.   |  |
| 2  | Neither support or oppose | Inverleith Place has wide pavements and it is not an issue for walkers. Inverleith Row is fine except on bin collection days.   |  |
| 55 | Neither support or oppose | Ok as they are  |  |
| 64 | Neither support or oppose | I don't know what you mean - do you mean pedestrian crossings, removing lumps on pavements from tree roots, sweeping up slippy leaves?  |  |



|    |                 |   |   |
|----|-----------------|---|---|
| 57 | Oppose          | There is absolutely no need for this at all. If you really are so wealthy that you have the money for this you should not be having any cuts to any council services  | The strong support for these proposals in this consultation indicates that many people think that there is a need for the proposals.  |
| 12 | Oppose          | This is a loaded question which I object to in the context of seeking views. Obviously no-one could possibly object to the aim of improving walking conditions. However, this is an example of a manipulated and illegitimate question. I also like apple pie and motherhood. | We do not consider this to be a leading question in any way. Rather a genuine way for people to distinguish between their opinion on improving conditions for walking in general at this location and their opinion on the actual designs we are proposing. Furthermore, the comments in objection to making these improvements clearly indicate that some people do not consider that improvements to walking conditions are required. |
| 4  | Strongly oppose | Foot paths are fine as they are. Road is nice and wide giving pedestrians plenty of visibility when crossing roads. Narrowing the road will make it difficult to see oncoming traffic.  | The strong support for these proposals in this consultation indicates that many people think that there is a need for the proposals.  |
| 7  | Strongly oppose | Again both roads are wide with large pavements, and are in no need of improvement   | The strong support for these proposals in this consultation indicates that many people think that there is a need for the proposals.  |

## Online Survey – Support and Comments on the Proposed Scheme

| Ref I.D. | To what extent do you support the proposed design? | Can you briefly explain your view on the last question?   | Council Response  |
|----------|--|---|---|
| 1        | Strongly support                                   |   |   |
| 3        | Strongly support                                   | Link between Warriston Gardens and Goldenacre path is important, current ramp is dangerous - slippery and sharp bends at bottom and top which mean cyclists have to cut across others paths.  |   |
| 6        | Strongly support                                   |   |   |
| 10       | Strongly support                                   | Segregated infrastructure is the way forward  |   |
| 14       | Strongly support                                   |   |   |
| 16       | Strongly support                                   |   |   |
| 18       | Strongly support                                   | <p>I cycle along Inverleith Place almost daily, so I am very familiar with the route. 1) Three of the residents in Inverleith Avenue South are cyclists, so it will be important to have a gap in the raised kerb of the segregated cycle path opposite our street to allow cyclist to cross into it. This will actually be less convenient than the current arrangements, but are probably worthwhile for the greater benefit of the new arrangements. 2) I assume what is proposed for the junction with Inverleith Row is a light-controlled crossing for cyclists and pedestrians just south of the junction. That would be welcome. But the amount of traffic at that junction, including many vehicles turning into and out of Inverleith Place, really requires a more comprehensive traffic management system. 3) The shared pavement along Inverleith Row leading into Warriston Gardens is not ideal, but is a reasonable compromise. I support the proposal for improvements to the ramp down to the railway path; and if some way could be found to reduce the very acute turn onto the path heading south, that would be very welcome. 4) At the junction with Arboretum Road presumably the normal route for cyclists heading east or west is intended to be the crossing just south of the junction. If so, improvement will be needed to the surface of the driveway into no.59 and any kerb removed. 5) The proposals stop short of the junction with Crewe Road South, and there are clearly problems at that junction, not just for cyclists and pedestrians. Would it not be better to designate the route as</p> | <p>1) We shall be including regular gaps in the kerb segregation<br/>                 2) The crossing shall be signal controlled<br/>                 3) The Inverleith Row section shall be changed to physically segregated people on foot and bike. It is not practically achievable to have no bend on the new ramp.<br/>                 4) The pavement here will be upgraded to ensure a smooth surface.<br/>                 5) The route will be signed through the park and onto Carrington Road, exactly as you outlined. Addressing the junction with Crewe Road South is a future consideration for the Council.</p> |

|    |                  |  |   |
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|    |                  | turning into the Park at the gates and have the path heading south and then west clearly shown as a shared cycle/pedestrian path. This would enable the path along Inverleith Place to link directly with the proposed segregated cycle path along Carrington Road.  |   |
| 19 | Strongly support | However, the roundabout section is particularly poor. Cycles should be given priority for heading straight over. Also, Warriston Gardens needs filtered permeability to prevent it becoming too busy without segregation.  | We shall look to see whether the roundabout can be further re-adjusted to improve cycle and walking desire lines. We do not currently consider Warriston Gardens to be busy enough to require further infrastructure.   |
| 23 | Strongly support |  |   |
| 27 | Strongly support | We would also like some further speed reducing measures on Arboretum Road, perhaps this could be incorporated into the design at the south end of Arboretum Road   | There is a separate scheme that the Council is planning to take forward on Arboretum Place which will aim to make the street more pedestrian friendly and traffic calmed.   |
| 28 | Strongly support | At Goldenacre Path the entry into the Warriston estate requires improvement. A new ramp, improved landscaping, ramp/step access and lighting on both the lower and upper paths (connecting from Warriston Gardens to Ferry Road) would encourage more use  | We shall adjust the design to improve the landscaping and entry to the ramp   |
| 32 | Strongly support |  |   |
| 35 | Strongly support |  |   |
| 38 | Strongly support |  |   |
| 47 | Strongly support | The segregated section along Inverleith Place is welcome, although it is a little narrow in places, notably past the new coach parking where it narrows to the width of a one way cycle track! Entering the track from further west on Inverleith Place may not be easy, however I can see the primary route being via the Park. The crossings at Arboretum Road/Place will need the junction narrowed as shown - I note the existing zebra crossing has been omitted from the drawings which would have made the idea look less novel. Giving pedestrian and cycle priority on each arm rather than simply one is to be welcomed. It also nicely resolves the question of how cyclists from Arboretum Road/Place will join the new facilities. Dropped kerbs should be provided prior to the road narrowings (where the shared use signs are marked) rather than expecting cyclists to stay on the carriageway until the crossings and then execute a 90 degree turn. The new toucan crossing over Inverleith Row is to be welcomed and the shared use pavement until Warriston Gardens may | We are not considering drop kerbs proceeding the zebra crossings as visually impaired users might:<br>(1) be misled to thinking they are at a crossing and stray into the road.<br>(2) not be aware they are at the edge of the road and stray into the road<br>We do not currently consider Warriston Gardens to be busy enough to require further infrastructure. |

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|    |                  | be acceptable given the increased width of footway/cycleway. Improvements to Warriston Gardens appear to have been completely omitted, and joining the shared use pavement from Warriston Gardens will require a hazardous right turn near the junction. Only traffic flow counts will determine if this is an acceptable risk. The improved entrance to Goldenacre Path is welcome and should reduce the frequency of the entrance being blocked by illegally parked vehicles. | We shall extend the shared use pavement further along Warriston Gardens so that entering and exiting the pavement is further away from the junction. This will improve safety for users.  |
| 52 | Strongly support |   |   |
| 54 | Strongly support | I would like to see some physical barrier between the southbound traffic on Inverleith Row and the cycle path   | We shall alter the design to make physical separation between the road, people on foot and those on bikes.  |
| 69 | Strongly support |   |   |
| 70 | Strongly support | It is good to see a properly segregated cycle route proposed. Also good to see improved crossings at junctions for both cyclists and pedestrians. Just get it built!  |   |
| 71 | Strongly support | The segregated cycleway should be extended along Inverleith Row as far as the Botanics East gate, as this is a major destination for families, older cyclists, less experienced cyclists, etc.  | This option was considered, however the road widths, levels of traffic (including buses) parking pressure and lack of private driveways means that we did not consider it to be currently achievable.   |
| 8  | Strongly support | Great. It's a really difficult junction for cyclists at the moment. Maybe needs traffic lights to make it truly safe.   |   |
| 66 | Strongly support | New ramp needs to be wider, shallower and avoid sharp turns, some tree clearance would aid visibility and reduce skid risk. Better crossing on Inverleith Row, or restriction in parking would make safer   | We shall consult with the Council's Tree officers regarding trimming back the trees. The ramp shall be as shallow as is reasonably achievable within the available space. The section along Inverleith Row shall be altered so that cyclists are physically segregated, thereby further improving safety. |
| 9  | Support          | I have some concerns about accessing the new path on Warriston Gardens coming from Goldenacre Path. It seems I will have to cross Warriston Gardens quite close to where traffic may be turning in from Inverleith Row. Perhaps the path could extend a little into Warriston Gardens to make this safer.   | We shall extend the shared use pavement further along Warriston Gardens so that entering and exiting the pavement is further away from the junction so that it is safer.  |
| 13 | Support          | There is more than enough room to provide unidirectional paths of adequate width, rather than one bidirectional path that is on the narrow side.  |   |

|    |         |  |   |
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| 15 | Support | The plans look good. I have one point of concern, the retention of the roundabout at Arboretum Rd resulting in big detours around the junction and cyclists mixing in the 'pedestrian area'. I would much rather see this converted to a crossroads with straight-across cycle track priority.   | We shall re-visit the design to see whether the desire lines for people on foot and bike using the crossings can be improved.   |
| 22 | Support | Your plans have not taken into account current allocated resident parking spaces. These should be maintained. Any reduction in parking spaces as a result of the proposal should only affect public spaces.  | We shall adjust the designs so that no resident parking is reduced and only public parking is reduced.  |
| 26 | Support | one of the drawbacks to Edinburghs attempts at cycleways so far is that they mainly provide the car user with a hassle free means of double parking with throws the cyclist into the traffic every fifty yards or so . Take a journey up leith walk anytime for a demonstration . I am sure i dont have to explain that putting the wardens on peacework would cure this .I have also just returned from denmark and sweden , who have properly embraced the bike . They have placed a kerb between the cycleway and the roadway . I accept that this is difficult if there are proper parking spaces at the back of the lane so lets make the cycleway a tow away area then |   |
| 39 | Support | The route for cyclists travelling west along Warriston Gardens to get onto the cycle path heading north on Inverleith Row looks as if it requires crossing oncoming traffic turning onto Warriston Gardens. Is there an alternative way to deal with this transition? There needs to be way of preventing parking at this location (ie. on the north side of Warriston Gardens just before the junction with Inverleith Row. Double-yellow lines are proposed, but they will be parked on during weekends when sports are in use.  |   |
| 53 | Support |  |   |
| 58 | Support | I am also a driver and recognise there will be some slowing down of traffic on Inverleith Row due to the proposed pedestrian crossing  |   |
| 59 | Support |  |   |
| 60 | Support | Why must the pavement be reduced along Inverleith Row between for a cycling path? Why not reduce the number of parking spaces to make way for a cycling path both segregated from motorised traffic and pedestrians? A smarter approach to parking on Inverleith Place---replacing parallel parking with side-by-side parking as done on Carrington Road---would allow people to park there.   | The changes we are proposing shall remove some parking places on Inverleith Row and Place. The vast majority of the space for the cycleway on Inverleith Row is taken from the roadway. Side by side parking on Inverleith Place would not be possible under our design, as there is insufficient road space. |
| 68 | Support |  |   |
| 72 | Support | Segeregated cycle lane could be wider. Kerbs must be dropped for accessibilty  | Dropped kerbs shall be provided at all required locations. The segregated cycleway  |

|    |         |  |   |
|----|---------|--|---|
|    |         |  | is as wide as possible within the constraints of the street.  |
| 73 | Support | The segregated paths are an improvement. The pedestrian shared space may lead to conflict and be intimidating to pedestrians particularly at commuting times. I am not clear of the priorities when crossing Inverleith Row  | The shared use pavement on Inverleith Row shall be altered to a segregated cycleway. The crossing shall be push button signal controlled.   |
| 33 | Support | I am not completely convinced as to how successful the new signalised crossing on Inverleith Row, to the south of its junction with Inverleith Place will be. A full set of traffic lights might be more appropriate or you might want to relocate the pedestrian crossing at Warriston Drive to the south of Warriston Gardens (this might require the bus stop to be moved).   | The crossing shall be push button signal controlled. This set up has been successfully used in various locations in Edinburgh.  |
| 37 | Support | See previous answer  |   |
| 50 | Support | 1 Cycle lane on Inverleith Place: The full separation in a 2 way constrained cycle lane may be the gold standard for cycle separation but is over-kill for this route. This is a wide, open, attractive route in an otherwise congested city. The proposals would detract from the symmetry of the views to Fettes college and are not need given the width of the road. An appropriate level of separation (and safety) may be achieved by re-surfacing and painted cycle lanes outside the current parking bays (with sufficient width to allow for car door opening). Couple this with a 20MPH speed limit and the cyclist (and pedestrian) can be accommodated at lower cost and without changing the nature and beauty of the wide esplanade that is Inverleith Place. 2 Link to Warriston Gardens over Inverleith Place: I do find the link between Warriston Gardens across to Inverleith Place difficult - particularly the right turn from Warriston Gardens onto Inverleith Row. I fully support the proposals although they would need some modification to work with my suggestions above. 3 Roundabout at Arboretum Road: Again, the proposals are sound and I support these. | The feedback to this consultation and our Edinburgh wide 'Bike Life' report research indicates that fully segregated cycleways are required in order to encourage more people to feel safe enough to cycle on roads with this level of peak time traffic. |
| 61 | Support | Has to incorporate the whole length of Inverleith Place and access North side of inverleith Place and west side of East Fettes avenue  | Based on available budgets, and the existing route which passes through Inverleith Park, we are not currently considering extending the route as you suggest.   |
| 17 | Support |  |   |
| 29 | Support | Anything that makes it a circuit helps cyclist and pedestrians.  |   |
| 67 | Support | I have very slight reservations about a few places: The roundabout on Inverleith Place/Arboretum Road: It needs to be easy for cyclists to rejoin the carriageway and use the roundabout if they want, rather than being forced to use the set back crossings. The 50cm separation from the road on Inverleith Row is absolutely minimal. Consideration must be given to expanding this if at all possible. A ramp facilitating access to Goldenacre Path, without any tight corners, would be fantastic.  | <ol style="list-style-type: none"> <li>1. There will be gaps in the segregation to permit entry and exit at the roundabout and elsewhere.</li> <li>2. Wherever possible we have extended the separation strip to 80cm.</li> </ol>                         |

|    |                           |   |  |
|----|---------------------------|---|--|
|    |                           |   | 3. Within the budget and space available it is not feasible to deliver a ramp without a bend   |
| 41 | Support                   |   |  |
| 42 | Support                   | As always, more could be done to reclaim space taken up by cars   |  |
| 62 | Support                   |   |  |
| 31 | Support                   |   |  |
| 48 | Support                   | - Support separated cycle facilities, However the new kerbline will make it more difficult to walk across the road for many people, e.g. parents with buggys, people in wheelchairs, people who are partially sighted etc. - As a result I STRONGLY suggest yo  | Part of your feedback appears to have been deleted. However, to address the issue you raise, we shall ensure there are regular gaps in the segregation to permit people on foot and bike to enter and exit it.   |
| 46 | Neither support or oppose | The design is over-engineered and favours the car and parking spaces (which in my opinion should be subject to a separate, aggressive reduction strategy by the council by 2050) instead of a plan to make cycling and walking flow in a connected and seamless journey through the city.   | The scheme delivers high quality cycle and walking facilities, which, where required removes parking spaces.   |
| 49 | Neither support or oppose |   |  |
| 11 | Neither support or oppose |   |  |
| 51 | Neither support or oppose | Where will the bus stop outside no.36 INV Row move to? Bus stops are also important for us many older persons.  | The bus stop shall remain in its current location  |
| 21 | Neither support or oppose |   |  |
| 20 | Neither support or oppose | The volume of traffic using the arterial route of Inverleith Row already causes significant problems for traffic exiting on to Inverleith Row from Inverleith Place even with room for 2 lanes of vehicles i.e. the left lane can filter north towards Goldenacre more readily than one can cross the traffic flow. I have real concerns a) for vehicles if this is reduced to a single lane at the junction b) for the safety of increased numbers of cyclists and pedestrians trying to cross the flow of traffic and c) with increased use of another junction so close. Traffic lights on both junctions would have the capacity for causing chaos on the road which is a major bus route carrying large volume of people to work | We have done site assessment studies and we do not think that these changes shall have significant impacts on the traffic flows. The proposed signal controlled crossing should significantly increase safety and ease of use for people on foot and bike at this location, even with increased numbers. |

|    |                           |  |   |
|----|---------------------------|--|---|
|    |                           | and school where I would have thought freeway was to be encouraged. Looking at the plan circulated I do wonder why the proposed route is not along Quiet Route 20 which is certainly the way we currently take   | This proposed route will replace the current QuietRoute 20 which uses roads that are:<br>(1) too busy to fully meet the standards we are aiming for on the QuietRoutes Network.<br>(2) have various restrictions which make them much more challenging to alter in order to meet QuietRoute standards.                                |
| 25 | Neither support or oppose | I haven't viewed the proposals yet   |   |
| 24 | Neither support or oppose | There is already a ramp connecting Warriston Gardens and Goldenacre Path which is frequently used by cyclists and walkers. There does not seem a need for another only yards from the existing ramp.   | The new ramp greatly improves the ease and convenience of use for people travelling to and from the Warriston/Broughton direction.  |
| 30 | Neither support or oppose | The road looks as though it's getting narrowed for some reason ?   | It is not clear which road you are referring to. Inverleith Place is being narrowed in order to provide space for the cycleway.   |
| 56 | Neither support or oppose |  |   |
| 40 | Neither support or oppose | Doesnt do much for north south cycle movements and pedestrian movements - the roundabout is pretty much the same for those staying on road (the majority of North South users) at Inverleith PI/Arboretum PI junction look elongated. Surely there is a more compact option that gives cyclists better priority EW and NS? | The crossings at the roundabout will make negotiating the roundabout safer. Based on available budgets we are not currently proposing to extend the route north and south at Arboretum Place/Inverleith Place.  |
| 65 | Neither support or oppose | I think the road is wide enough at present for cyclists but lights on Inverleith Row will help cars cyclists and walkers   | Due to the speed and levels of traffic at peak times we are proposing the changes. As is clear from the consultation, and our research in the Bike Life report, these two factors are the most significant reasons people do not travel more by bike in Edinburgh. As such these proposed design changes should be highly beneficial. |



|    |                           |  |  |
|----|---------------------------|--|--|
| 44 | Neither support or oppose |  |  |
| 2  | Neither support or oppose | I would be totally supportive if I believed there was an issue apart from the speed the traffic travels. Reducing the speed limit to an enforceable 20 would help.   | Due to the speed and levels of traffic at peak times we are proposing the changes. As is clear from the consultation, and our research in the Bike Life report, these two factors are the most significant reasons people do not travel more by bike in Edinburgh. As such these proposed design changes should be highly beneficial.  |
| 55 | Neither support or oppose | Ramp at Warrington gardens already exists  | The new ramp greatly improves the ease and convenience of use for people travelling to and from the Warriston/Broughton direction.   |
| 45 | Oppose                    | Roundabout at Arboretum Place prioritizes cars over bicycles, it should be the other way around. Take this Amsterdam Roundabout as inspiration: <a href="https://www.youtube.com/watch?v=XhqTc_wx5EU">https://www.youtube.com/watch?v=XhqTc_wx5EU</a>  | The roundabout changes significantly reduce road space and the zebra crossings give people on foot and bike priority over traffic. These are both good practice approaches. We shall assess whether we can further adjust the design to improve desire lines for cyclists and pedestrians  |
| 63 | Oppose                    | I think that something cheaper such as a red cycle route along the road should be done instead   |  |
| 36 | Oppose                    | The maps show the parking at the east part of Inverleith Place as public parking when it is actually residents' parking. This should be retained and extended to include the area in front of nos. 37 to 41. The plans show an overall reduction of over 40 parking places. This is unnecessary and excessive. It will lead to illegal parking when there are events on at the three local parks. The plans do not show the Rocheid Path. This should be upgraded as part of the scheme. There is no detail shown for what is proposed in Inverleith Terrace so it is not possible to comment on this. | Due to the speed and levels of traffic at peak times we are proposing the changes. As is clear from the consultation, and our research in the Bike Life report, these two factors are the most significant reasons people do not travel more by bike in Edinburgh. Whilst in certain situations painted cycle lanes can be beneficial, we do not think they are appropriate to encourage new and less confident people to cycle along this route. It is these people that QuietRoutes are primarily aimed at |

|    |                 |  |   |
|----|-----------------|--|---|
|    |                 |  | attracting (though, of course they will be useful to all people on bikes).  |
| 5  | Strongly oppose | Please see previous comments. Instead of spending money on needless cycle routes the money would be better used in improving the road surfaces for all concerned. They are shocking. | The budget for the improvements is a dedicated cycling budget that is match funded by an active travel grant fund from the Scottish Government.   |
| 43 | Strongly oppose |  |   |
| 34 | Strongly oppose | It will strangle traffic flow and the mix of pedestrians and cyclists is dangerous..   | We shall look to alter the design so that people on foot and bike are physically separated across the whole route, except at junctions.<br>From our site assessments of traffic flows we do not think that the proposed changes will significantly impact traffic flows.  |
| 64 | Strongly oppose | Why is the Council cutting budgets and yet even considering this plan?   | The budget for the improvements is a dedicated cycling budget that is match funded by an active travel grant fund from the Scottish Government.<br>The plans are important to delivering the QuietRoutes network, which is a key aspect of the Active Travel Action Plan and in turn a core part of the Council's Local Transport Strategy.   |
| 57 | Strongly oppose | There is no need for this new route to parallel an exiting very satisfactory route. Inverleith place is NOT a busy road, but even it it was this change is completely unnecessary    | The current route that you mention falls below that standards that we have set for the QuietRoutes Network, as sections of it are too heavily trafficked. We know from in-depth research in the Bike Life report that to help more people feel able to cycle around Edinburgh we need to offer them cycling facilities that are physically separated from traffic on busier roads. This consultation and other correspondence supports our assessment that Inverleith Row and Place should be considered within this category |

|    |                 |  |   |
|----|-----------------|--|---|
|    |                 |  | and therefore require physical separation. The old route along Inverleith Terrace, Row and Eildon street will be replaced by this proposed route.   |
| 12 | Strongly oppose | I oppose the scheme so obviously I oppose the design, whatever it is, for the reasons which I have already stated.   |   |
| 4  | Strongly oppose |  |   |
| 7  | Strongly oppose | Inverleith Place is one of the quietest roads in Edinburgh for both walking and cycling and therefore are in no need of improvement or redesign. Inverleith Row and Warriston Gardens will become a congested nightmare, with the reduction of parking, especially at weekends with events at Goldenacre and the Botanics. There is no parking in Heriots Grounds as outlined in the plans, so where this comes from, I don't know | As demonstrated by the strong levels of support for the scheme in this consultation, many people believe these changes are required and will be of benefit to them. We know from in-depth research in the Bike Life report that to help more people feel able to cycle around Edinburgh we need to offer them cycling facilities that are physically separated from traffic on busier roads. This consultation and other correspondence supports our assessment that Inverleith Row and Place should be considered within this category and therefore require physical separation. From site assessments of the junctions and traffic levels we do not consider that these proposals will have a significant impact on traffic congestion or parking. |

## 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   |
|----------|---|--|
| 2        | Walking is great and I don't feel we need to make any improvements. Cycling is more problematic but that is as much about the attitude/ability of drivers to be bike aware than needing specific cycle routes/paths. Some cyclists ignore the cycle lanes and cycle at great speed in the middle of the road. Cyclists and pedestrians can be as ignorant as drivers.   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 3        | No  |  |
| 5        | Really object to the cycle lobby groups pushing for greater use of bikes. Edinburgh is not suitable for mass bike use, narrow roads, congested traffic, no regulated offloading rules, so called pedestrian areas (Rose St. Now a pedestrian hazard with delivery lorries going all the way along). Potholed roads mean cyclists swerve to the outside putting car drivers at risk of hitting them as narrow roads, parked cars means the car driver has nowhere to move to. BRING BACK THE CONGESTION DEBATE. Far too many cars come into the town - how many free car parks does the Council have including those at schools. |  |
| 7        | No thought goes into this, it is spending money for no reason. The money would be better spent fixing the potholes on the roads and pavements making them safer to use.   |  |
| 8        | Yes - you need to improve Carrington Place. It's 'not bad' for cyclists currently, but the car parking - end on - makes it seriously dangerous. There is masses of space on the grass (and through the Police HQ) to give a complete off-road cycle route as far as the Carrington Place/Crewe Road South junction. And also - with these new plans (which are good), beware the risk of cars parking, and passengers sitting on the near side then opening their doors straight into passing cyclists on the new proposed cycle paths.   |  |
| 10       | Keep up the good work putting in properly segregated infrastructure throughout Edinburgh  |  |
| 11       | The path network is used by both walkers and cyclists and should be maintained accordingly.   |  |
| 12       | You will see from my answers that I predominantly use non-car transport to get around Edinburgh. Nonetheless, I strongly object to the mindless onslaught against car use in the name of environmental benefit, health and safety. Any funds proposed to be used for this scheme would be much better spent resurfacing the road at Inverleith Gardens North and enforcement of the speed limit on Inverleith Road to eliminate the boy racers who blight this otherwise quiet area.  |  |
| 14       | The good number of proposed cycle and walking initiatives in late-2016 is very welcome and I think the designs go a long way to improving our city for walking and cycling. Thank you to all involved.  |  |
| 16       | great to see these plans being advanced. Good for the city in many ways - health, environment, and happiness of residents.  |  |

|    |   |  |
|----|---|--|
| 18 | The rough and uneven surfaces of the roads and the number of dangerous holes in the surfaces and major factors in making cycling less safe and pleasant than it ought to be and in deterring people from doing it more.   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 20 | Edinburgh is a lovely city to walk in but there are a few things which could be done to improve the basic condition of pavements around the city which are extremely uneven and hazardous and the lighting and safety of the existing cycle paths/walkways More accessible information about cycle/walking routes would be welcome for those who don't know the city so well                            |  |
| 21 | Cyclists are inconsiderate. They cycle too fast.  |  |
| 23 | It's very dangerous on Arboretum Road, especially when the local schoolchildren are arriving or leaving. Large 4x4 vehicles don't slow down for the speedbumps and I would recommend that this is addressed too   |  |
| 24 | Many of the pavements are in a dreadful state. Cycle lanes that are painted on the road without altering the traffic are pointless as they don't create any space for the cyclist. Cycle lanes that you can park on are not only pointless but possibly dangerous.  |  |
| 25 | As a retiree I mostly cycle for leisure and regularly visit my family in Inverleith. I find the on-road sections often fraught and dangerous.   |  |
| 26 | I would like to see a link from the water of Leith to Leith Links (and so on to Joppa) and a link from Roseburn to the Union Canal and perhaps Roseburn to Gyle beside the railway  |  |
| 28 | Keep up the good work. Route 20 has the opportunity to link with the existing cycle networks and consideration should be given to opening the old railway tunnel from King George V Park into the centre of town.   |  |
| 29 | Both are far too hazardous due to the still appalling state of the roads and pavements. There are still potholes that can force you into traffic or make you risk being bounced off your bike. It's an ongoing disgrace even after some holes have been filled, they tend to be quick fixes that won't last till Spring.  |  |
| 30 | There has to be a consideration of the traffic which will always be there. It's all very well just widening a path but if that action results in a road being narrowed then ultimately the road will have more congestion as more traffic has to go single file and squeeze past one another.   |  |
| 31 | Cyclists on a Walkway are often very inconsiderate to pedestrians by going far too fast and nearly knocking them down. There should always be a space reserved for cyclists on Walkways, and a notice saying they must stay in their own lane. Cyclists can often be very inconsiderate on streets by moving in and out of traffic, both stationary and moving, making it very frightening for drivers. |  |
| 32 | I would cycle more but it's too dangerous on the roads and I feel better on the cycle paths   |  |
| 34 | If we must look at ways of creating yet further "cycle highways" why can they not be carved out of areas that do not impact vehicle users, as it always seems to be the "path of least resistance"... take away some of the road, and give it to cyclists..... how about creating unique cycle lanes through the parks instead of the former railway lines?   |  |
| 36 | The traffic rules should apply to cyclists as they do to others. They should also be compelled to wear helmets and have lights in their bicycles for their own protection.  |  |

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| 37 | Yes.it would be great to see more cycling lock up facilities. In city centre ESP. George street - and Stockbridge. The lamppost circles work fine so no new space needs to be identified.   | <p><b>All general points shall be considered in the Council's future plans and strategies.</b></p> <p><b>Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 38 | The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up to allow people to get where they want to go easily and safely. Ultimately the thing that will make the biggest improvement to the the city is to discourage car use, by making other forms of transport more appealing, and as easy as using a car.  |  |
| 39 | Need to discourage cyclists from using pavements more. Cyclist speeds on the shared paths around Goldenacre are very high. There should be an education campaign for cyclists to travel at a more responsible and considerate speed where pedestrians are sharing the route.  |  |
| 43 | Cycle paths are excellent though cyclists can be inconsiderate to walkers. On the roads cyclists often ride 2 abreast in the middle of the road holding up the traffic. Hills in Edinburgh cause problems for control of bicycles for the inexperienced so the cycle paths are very suitable. I would like to see far more restriction on cars in central Edinburgh. Trams unfortunately are an expensive mistake since they do not go anywhere useful except for tourists and hold up the traffic especially the buses which are also excellent  |  |
| 44 | The Golden Acre Path and its access should be safe for children and families to walk  |  |
| 45 | Edinburgh council needs to enforce limitations on pavement parking and size of A-boards. They also need to enforce pedestrian zones like Rose and Castle Street. Pedestrian crossings need to be prioritized more. Edinburgh needs more segregated cycling paths on arterial routes.  |  |
| 46 | I appreciate the work and the sentiment to improve Edinburgh's cycling and walking but this, and all of the other consultations, seem like a major piece of disjointed work. It's like putting a cast on a small infected cut. Most of the suggestions try to find solutions within the limitations of our parking allocations and road networks. We need to stop wasting money on lengthy consultations and over-engineered discussions with Aecom and agree a simple way forward that favours walking and cycling, cuts off rat-run increasing traffic free neighbourhoods and decreases car numbers into and owned within the city. Establish that all planning and road improvements (e.g. resurfacing) will automatically incorporate cycling infrastructure. Finally that this infrastructure follows best practice examples of hierarchy of vulnerability. Not like the Kings Buildings lane that has pedestrian-car parking-cycle lane -road. Review Dutch and Danish models to see pedestrian-cycle-parking-road set ups with continuous movement that favours the bicycle, not the car. |  |
| 50 | In providing for the cyclist please do not make this at the expense of the pedestrian.  |  |
| 51 | Pavements are generally a disgrace. I wonder if any responsible person ever walks along Rose St or waits at the Hanover St or Broughton St bus stops?   |  |
| 52 | Walking - traffic lights very much prioritise cars, often wait a long time in Edinburgh to cross a road - Shopping centres (blackhall, newcraighall, straiton etc) are very much designed for car users, the access points for pedestrians are often confusing, difficult to find, take the long way round  |  |

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| 53 | The infrastructure exist to make Edinburgh a great cycling city, with relatively few pinch points and gaps that need tackled. The lay-out of the ancient city is such that private transport will forever be limited - any alternatives will be cheaper, healthier and more beneficial to all.   | <p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are either responded to here, or they are covered in the subsequent sections about the specific design proposals.</b></p> |
| 54 | largely good however if you have to go near on eof the main arterial routes e.g. Ferry Road/Inverleith Row the journey is treacherous with buses, lorries and other vehicles all using the same routes.  |  |
| 55 | Attitude of some cyclists needs to change.they need to be more pedestrian aware and truly share the pathways   |  |
| 57 | This sort of pointless extension to the exiting network really makes me angry. When I see money wasted like this I am in despair!  |  |
| 58 | The cycle paths/walkways are a precious resource which must be protected at all costs. Further encouragement is required to dissuade people from using cars for short journeys. As a driver however, I believe drivers needs should be considered sympathetically to avoid further congestion.   |  |
| 59 | On road Cycling is very dangerous in parts of Edinburgh. We could learn from the situation in Amsterdam.   |  |
| 60 | We need more Zebra crossings in 20Mph zones to acknowledge the priority of walking over cars. We need more segregated cycle paths to provide safe cycling. Both of these will allow young children to walk and cycle from an early age and make that a normal thing to do in daily life.   |  |
| 61 | There is no pedestrian crossing on East fettes Place - for Fettes, Broughton, and the Academy. There is no pedestrian crossing to Inverleith Park anywhere on the North west side of the park  |  |
| 66 | Road and footway surfaces poor, street lighting dim, vehicles park too close to junctions/crossings  |  |
| 67 | Hundreds of them. For now, can we carry on the excellent recent increase in number of bike racks?  |  |
| 68 | keep the improvements coming! :-)  |  |
| 70 | The city is slowly improving. A lot of progress has been made over the past few years, but there's still lots to do. Keep up the good work!  |  |
| 71 | The west entrance to the Botanics needs to be improved. This is presently very motor-dominated and the road is dangerous and difficult to cross there (esp. with children). This is due to wide roads, speeding cars, cars looping to turn around, parking cars, reversing cars, double parked cars, ice-cream vans, etc.  |  |
| 72 | Spend the same or more percentage of the transport budget on walking and cycling infrastructure that you would like to see choosing Active Travel. Anything else is lies and denial. Please refer to Client Earth's successful case against the Government. Also please read about the pollution in Paris and the critical case for FREE PUBLIC TRANSPORT TO SAVE LIVES. |  |