



14 Lower Granton Road

Walk and Cycle
Improvements

Consultation Summary Report

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1 Introduction

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

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 13 at Lower Granton Road, in particular McKelvie Parade which is the grassed/hardstanding area between the sea wall and Lower Granton Road.

2 Proposals

The proposals are highlighted below and include the widening of the existing path for walking and cycling along McKelvie Parade, the extension of the shared use path and the creation of a crossing facility for people walking and cycling from McKelvie Parade along the north of Lower Granton Road to Oxcrail Street and the creation of a safe crossing point of Lochinvar Drive.



Figure 1 Lower Granton Road Proposals (1 of 8)



Figure 2 Lower Granton Road Proposals (2 of 8)



Figure 3 Lower Granton Road Proposals (3 of 8)

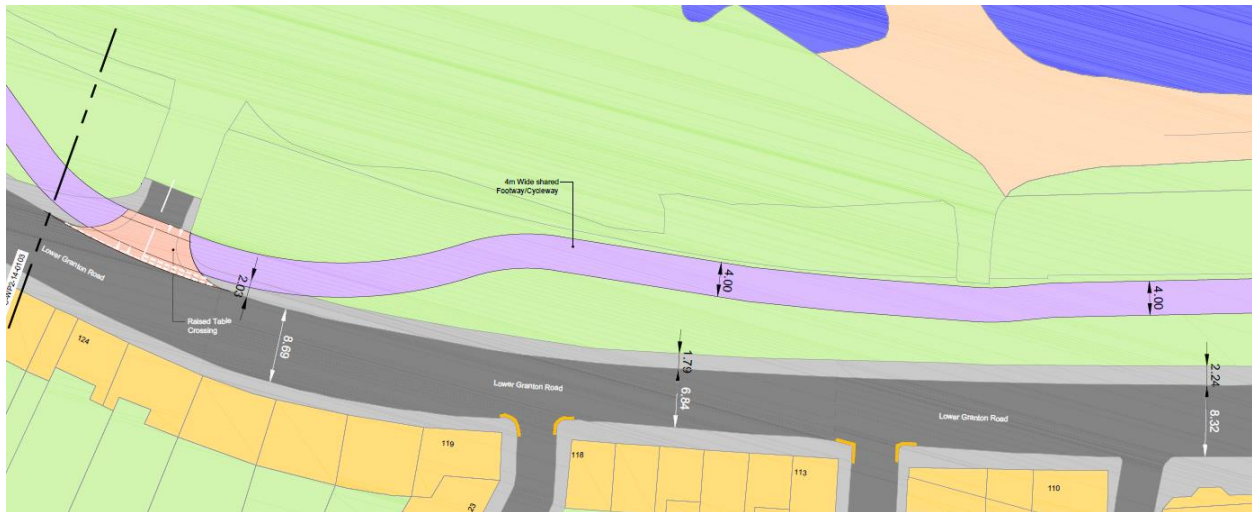


Figure 4 Lower Granton Road Proposals (4 of 8)

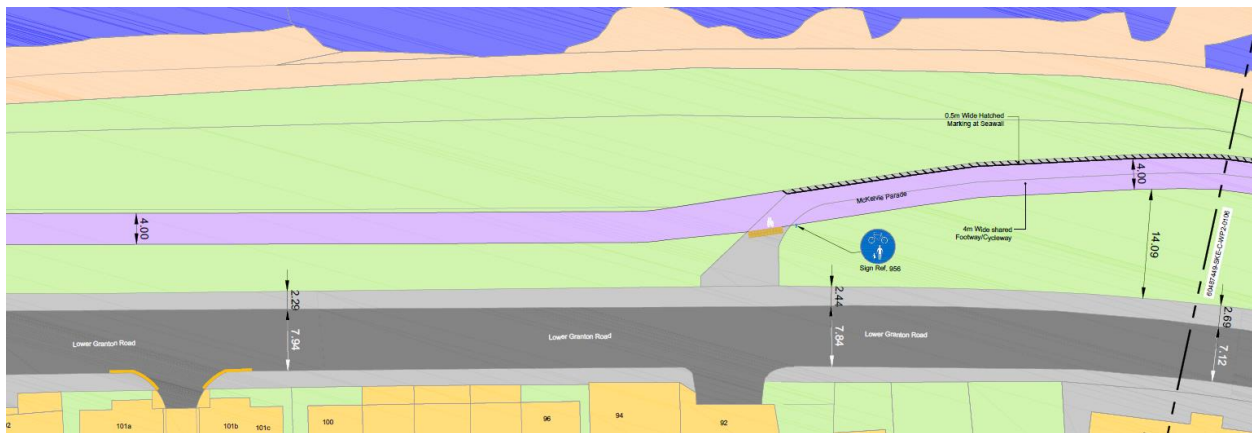


Figure 5 Lower Granton Road Proposals (5 of 8)

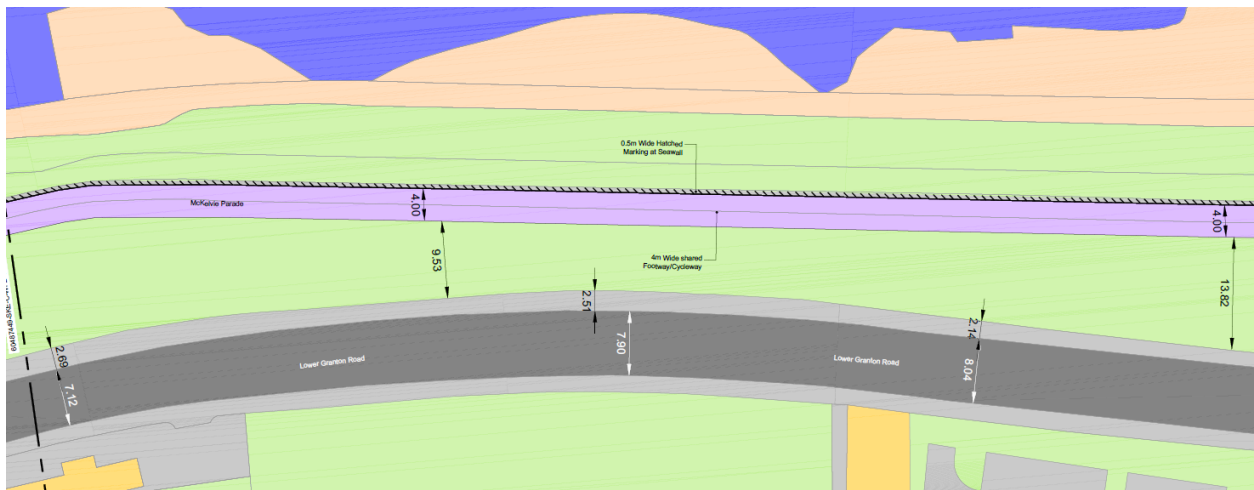


Figure 6 Lower Granton Road Proposals (6 of 8)

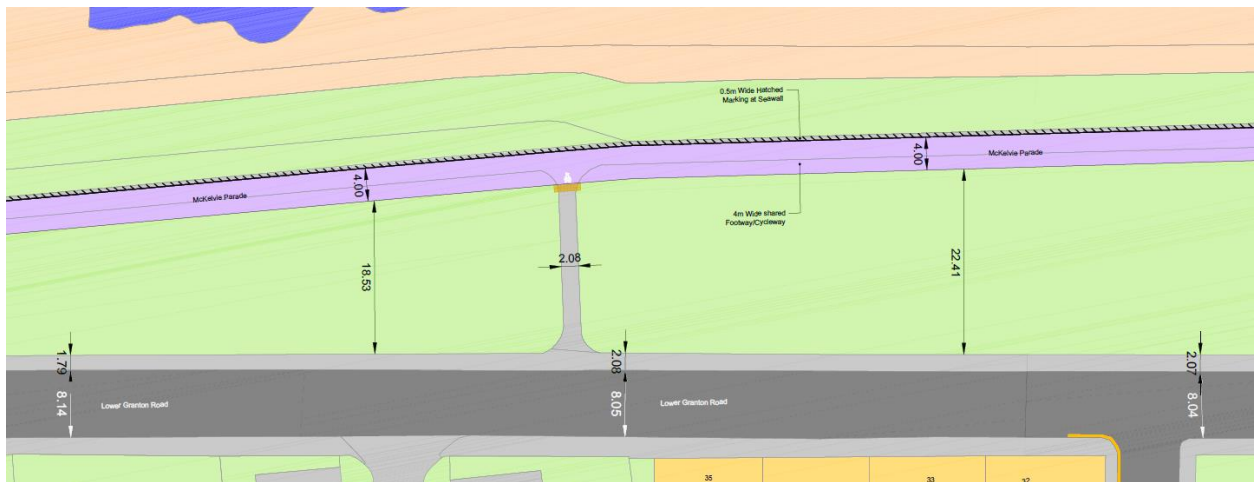


Figure 7 Lower Granton Road Proposals (7 of 8)

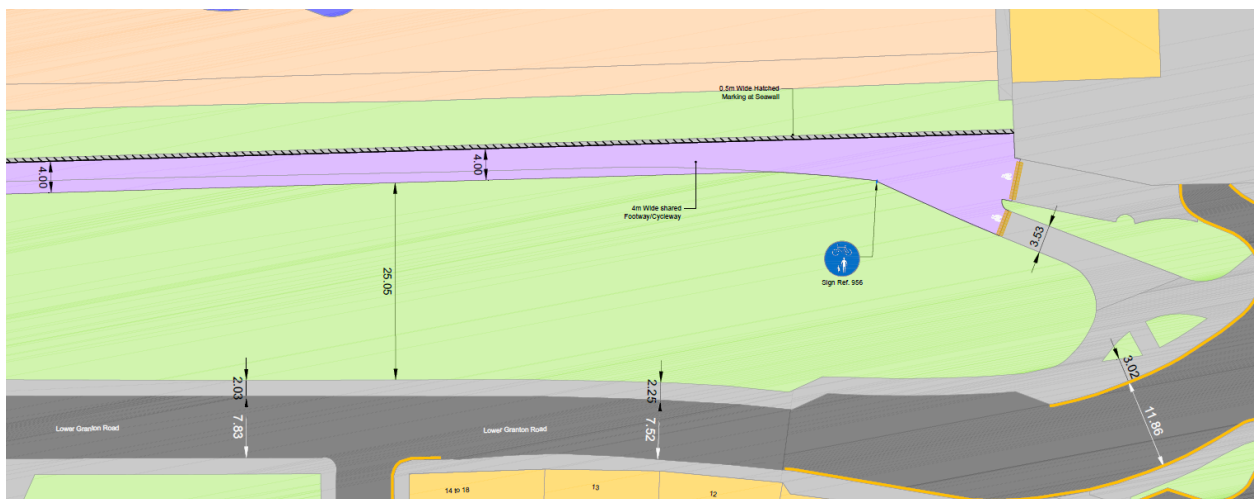


Figure 8 Lower Granton Road Proposals (8 of 8)

3 Forms of Consultation

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

| | | |
|---|---|---|
| Meeting/workshop with internal Council stakeholders | - | - |
| Meeting/workshop with external stakeholders | - | - |
| Public Exhibition | - | - |
| Consultation Hub | x | Information was posted on the Council's consultation hub from 20/01/17 to 21/02/17. |
| Leaflets | x | Leaflets were distributed to over 600 households in October 2016 |
| Social Media | x | Advertised the consultation through the Council's Facebook and Twitter. |
| Online Survey | x | 37 responses were received on the survey. |
| E-mail Consultation | x | 12 emails were received. |

4 Stakeholder Consultations

There were two individuals representing two organisations that provided e-mail and verbal feedback during the stakeholder consultation.

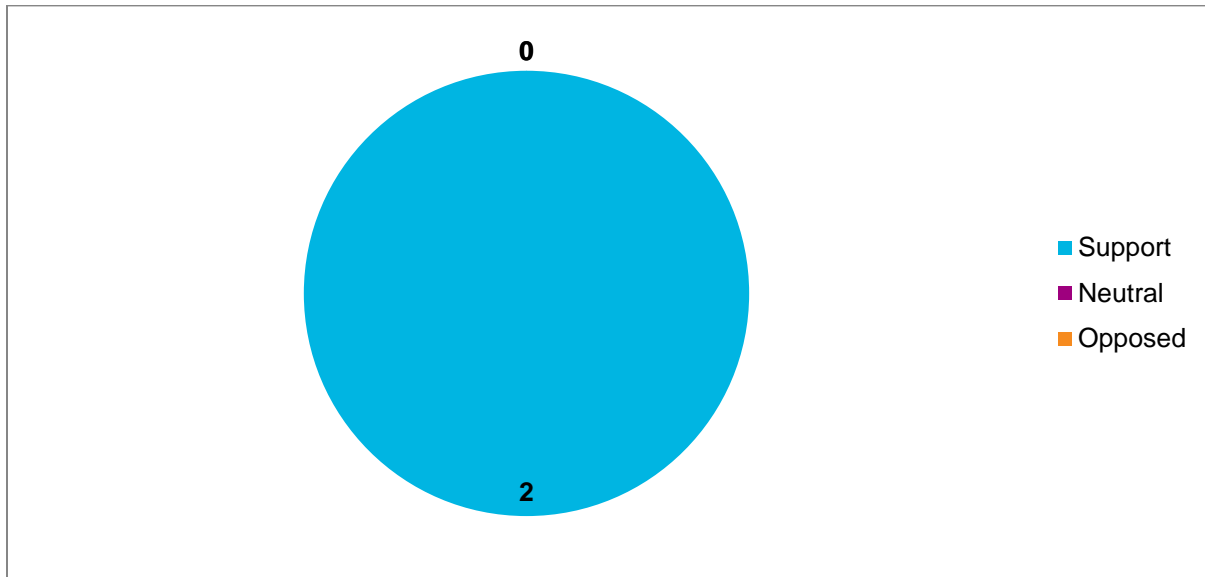


Figure 9 Stakeholder support for proposals

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

Table 1 Lower Granton Road – Key Stakeholder Issues Raised:

| Issue Rank | Issue | No. of Responses |
|------------|---|------------------|
| 1 | Facilities should be extended further east and west | 1 |
| 2 | Designs must conform to principles set out in Edinburgh Street Design Guide | 1 |
| 3 | Wish to see more strategic approach to walking | 1 |

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

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

5 Public E-mail and Verbal Consultations

A total of ten local residents provided e-mail and verbal feedback during the public consultation of which eight were supportive, one neutral and one respondent was opposed to the proposals.

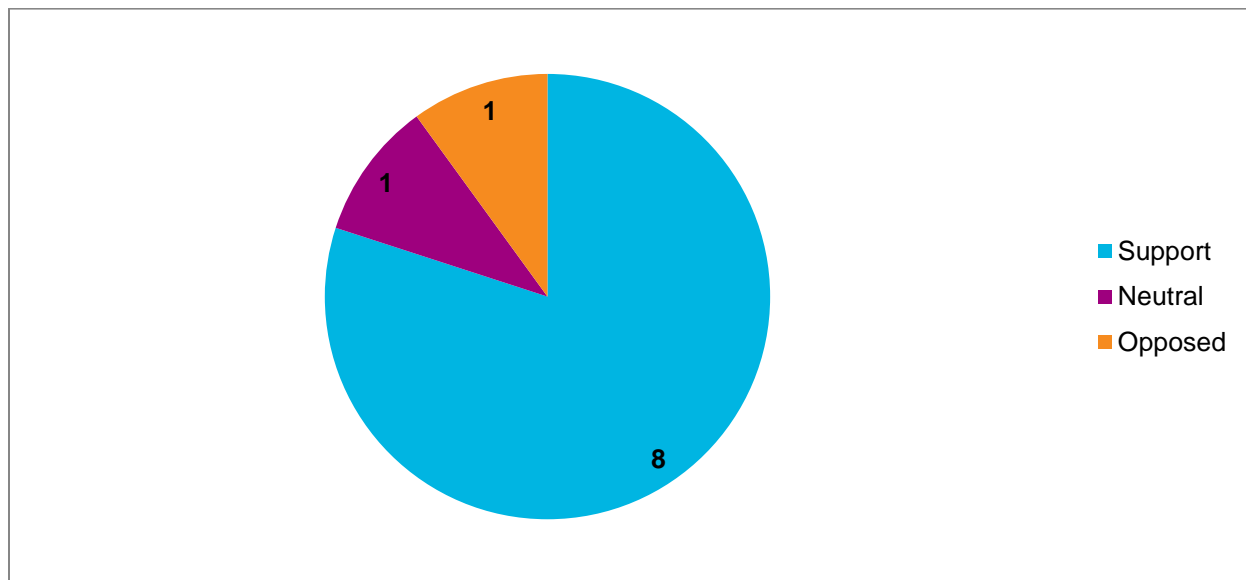


Figure 10 Public support for the proposals

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

Table 2 Lower Granton Road – Key Public Issues Raised:

| Issue Rank | Issue | No. of Responses |
|------------|---|------------------|
| 1 | Widen road to add on-road parking and accommodate safe passing of larger vehicles | 4 |
| 2 | Existing cycling facilities unsafe/intimidating | 3 |
| 3 | Concerned Tram extension will interfere with proposals | 2 |
| 4 | Incorporate the results of the Sustrans consultations on Lower Granton Road | 2 |

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

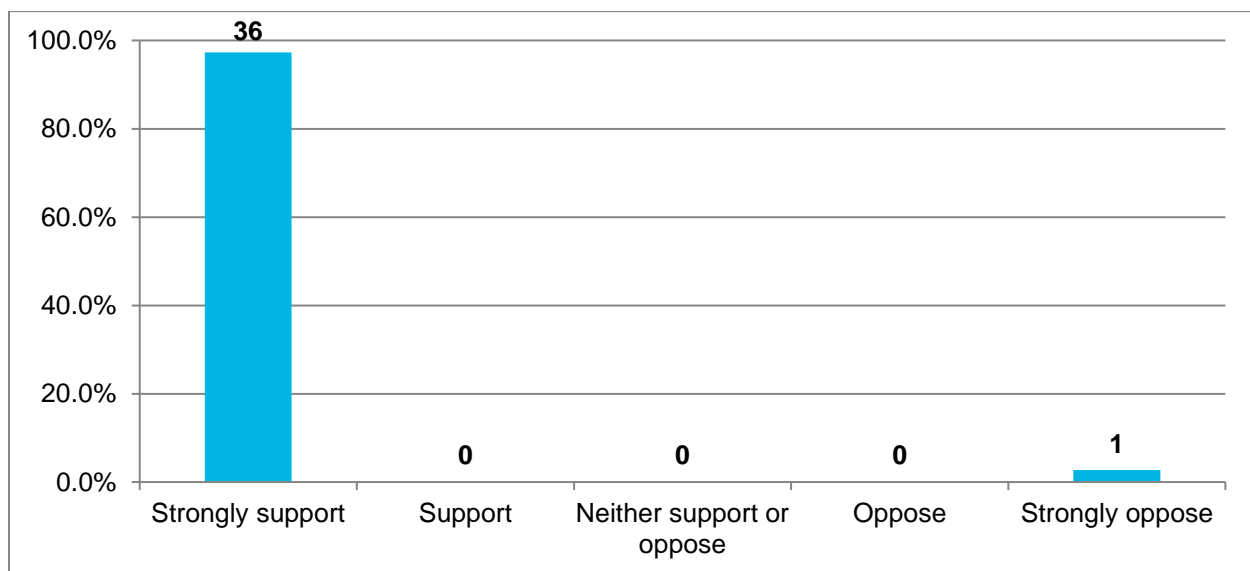
A full list of public consultation comments is provided in **Appendix B**.

6 Online Survey Consultations

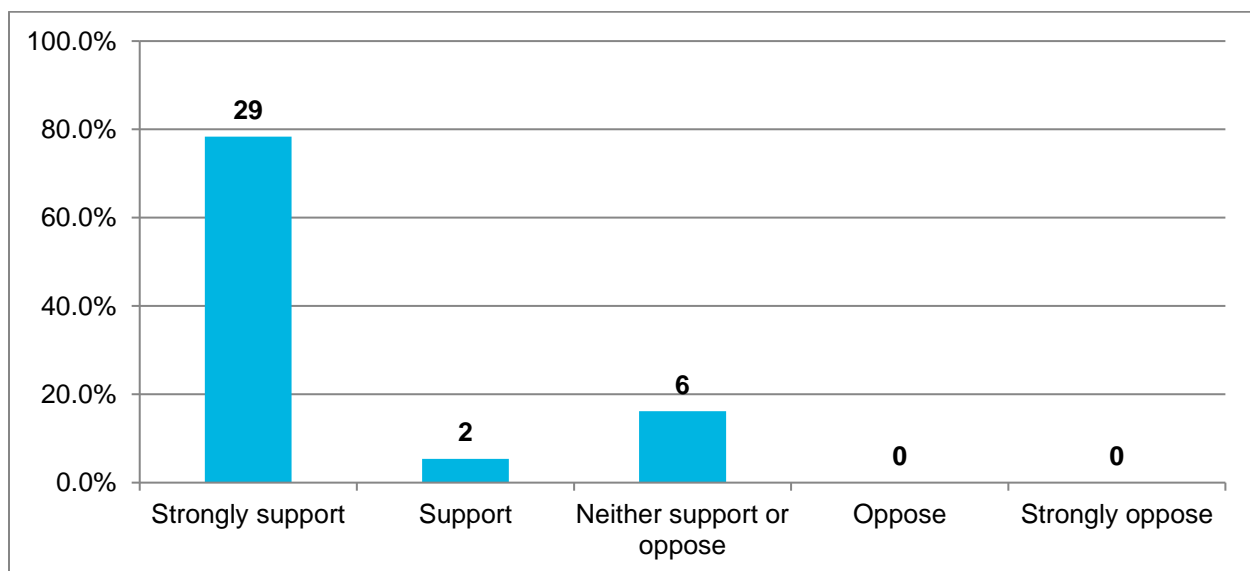
There were 37 responses to the online survey which are summarised here.

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 Lower Granton Road?”

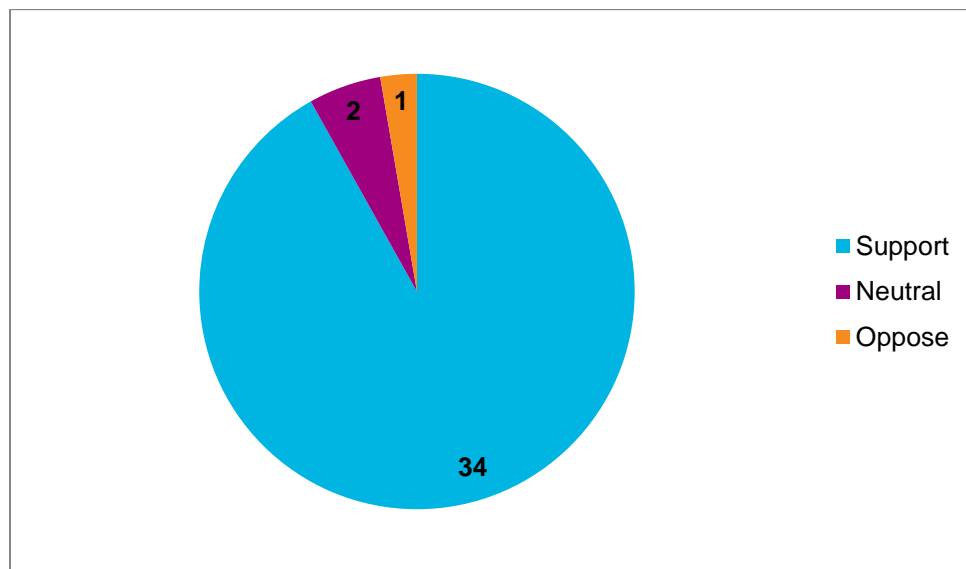
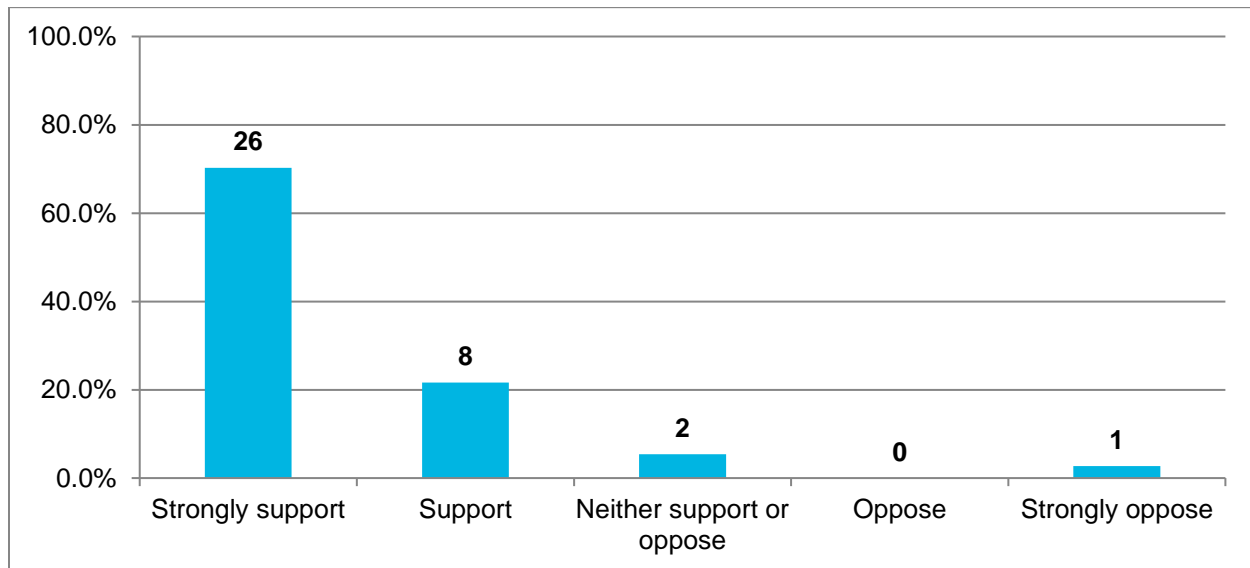
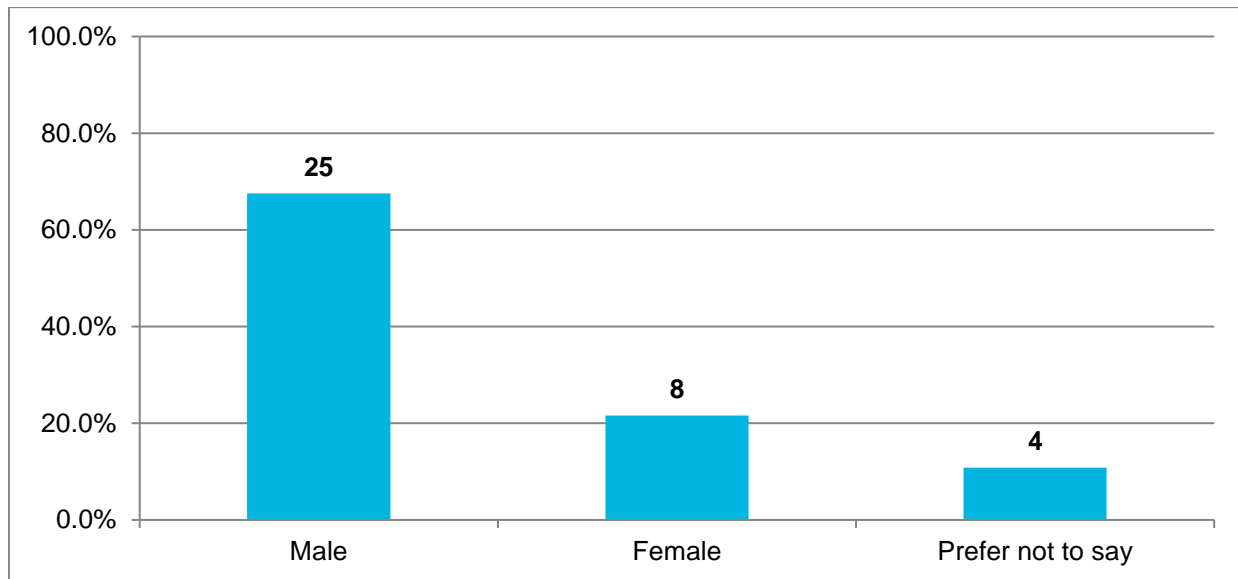


Figure 11 Support for proposals - Online survey

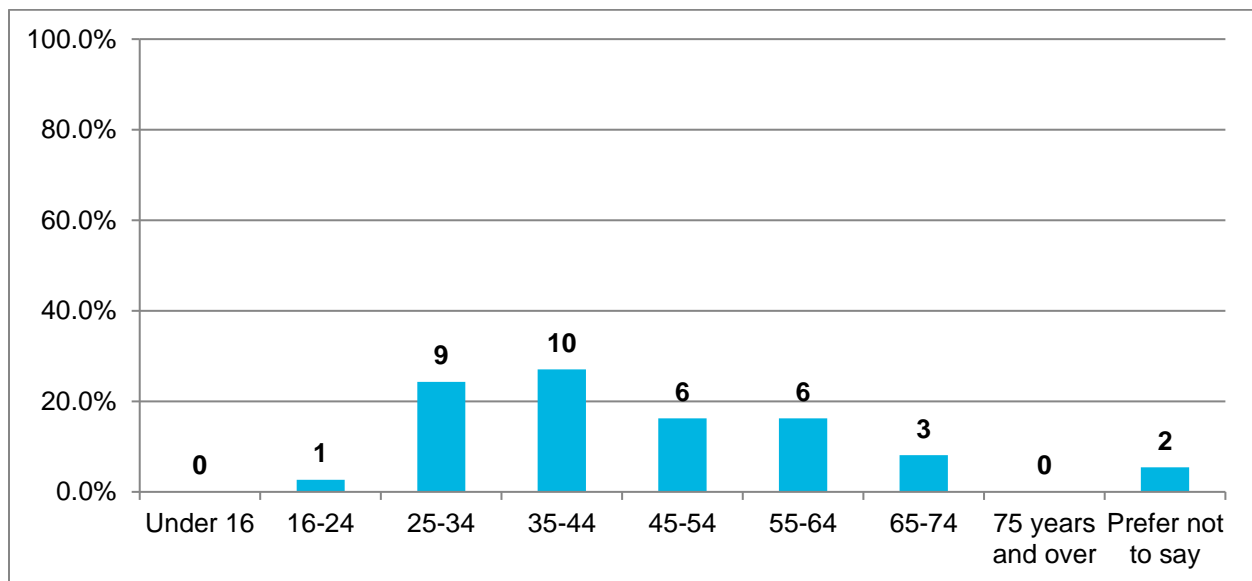
Of the 37 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

6.3 Survey Respondent Demographics

“Please tell us your gender”

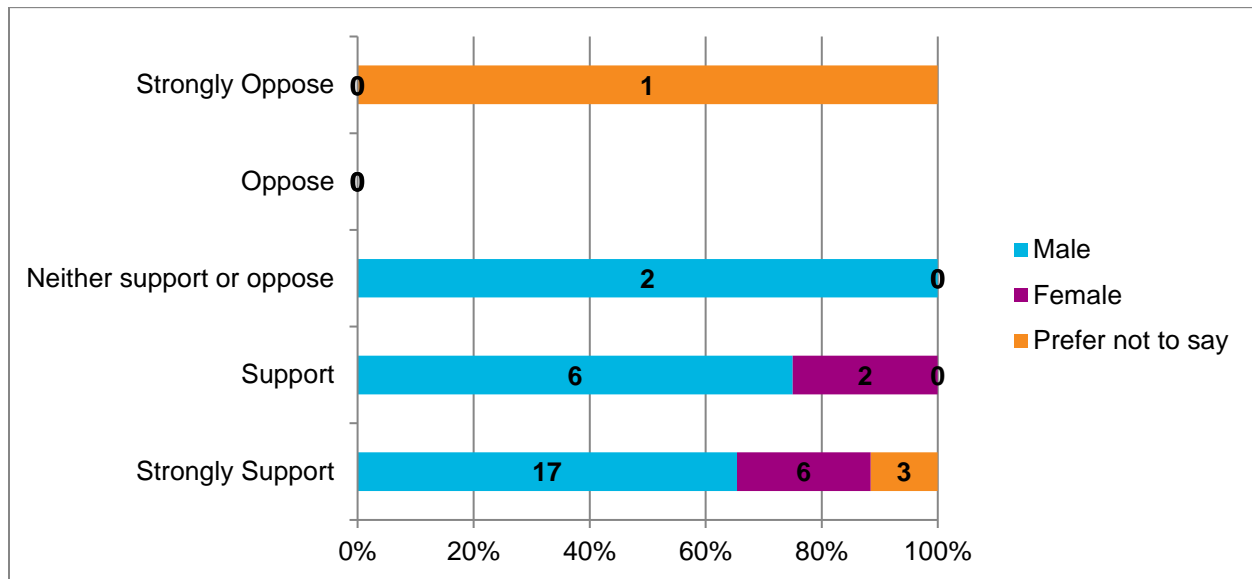


“To which of these age groups do you belong?”

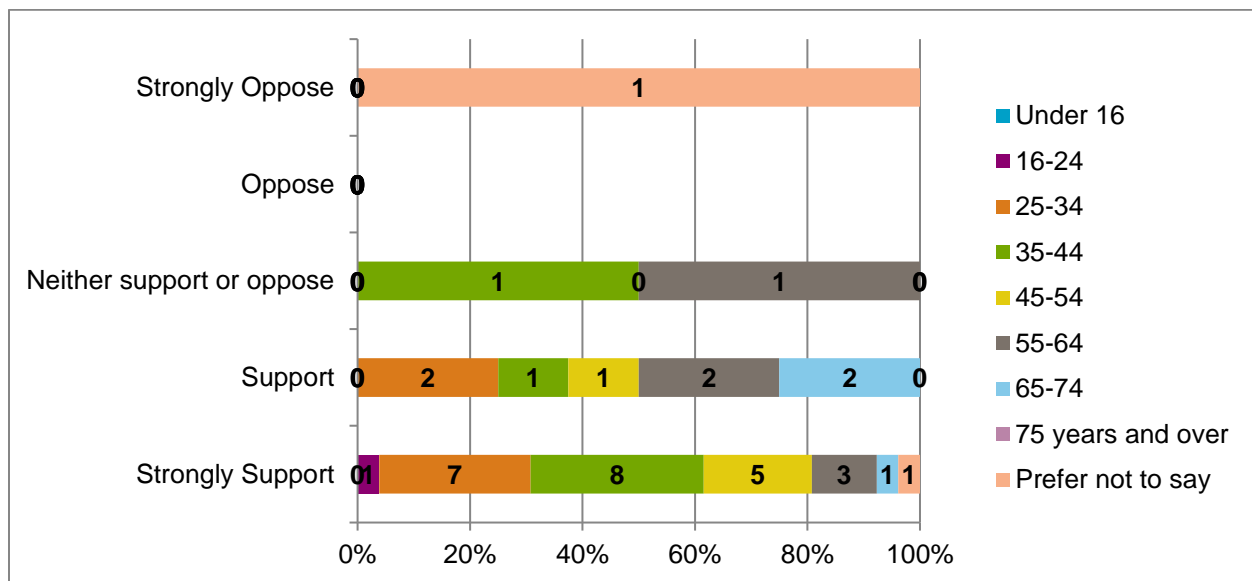


6.4 Demographics of Support for Proposals

Levels of support for Lower Granton Road proposals by gender

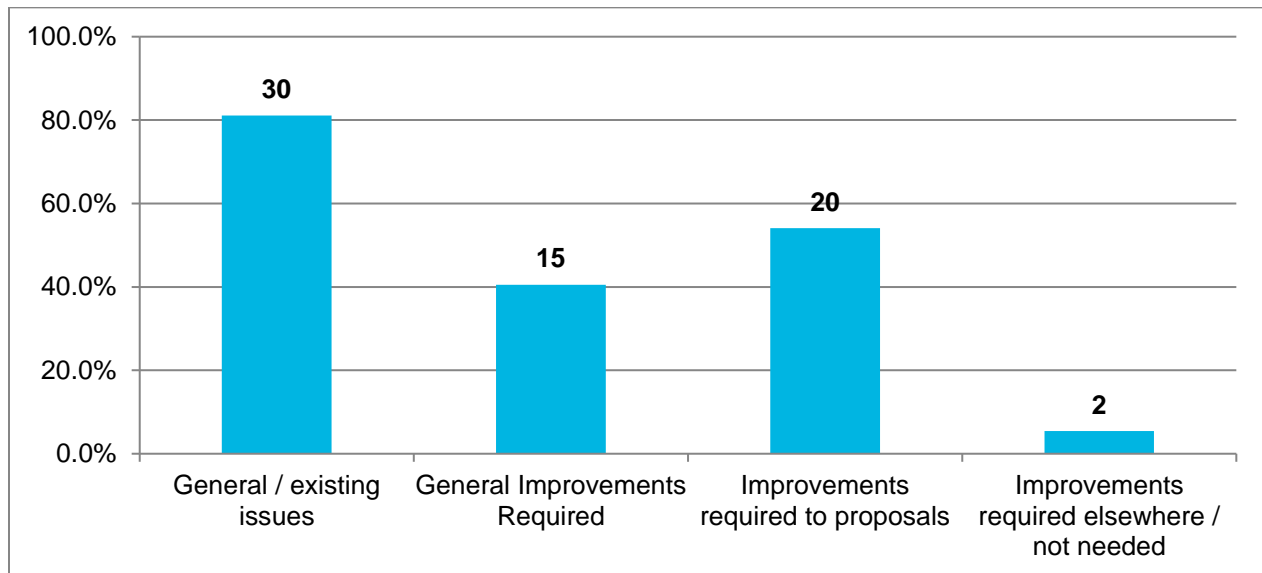


Levels of support for Lower Granton Road proposals by age



6.5 Online Survey - Key Issues

Key issues of concern – Online survey



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

General or existing issues highlighted (30 responses, 81.8%)

- 1 The existing conditions were either unsafe or intimidating due to conflict between different transport modes (24)
- 2 The existing conditions presented a significant disincentive to people choosing active travel modes (14)
- 3 Existing arrangement leads to conflict between people walking and cycling along Lower Granton Road and McKelvie Parade (2)

General improvements required (15 responses, 40.5%)

1. Improvements are required to the wider active travel network across the city (13)
2. Greater priority needs to be given to active travel modes before the car (3)
3. Greater enforcement of inappropriate cycling on footways required (1)

Improvements required elsewhere or not needed (2 responses, 5.4%)

1. More space allocated to cycling on main routes (1)
2. Money should be allocated to road surfacing (1)

Improvements required to proposals (20 responses, 54.1%)

1. General improvements required or improvements required to the entire route (12) including requests to:

- Widen the footpath;
- Install more cycle parking along the route;
- Install bollards alongside the carriageway to prevent parking and vehicles mounting the footways;
- Implement traffic calming along Lower Granton Road;
- Removal of the proposed hatching along the sea wall to reduce the visual impact;
- Install more benches along the length of the route;
- Improve maintenance and litter clearing along the route; and
- Remove the proposed raised tables.

2. Other improvements required (6) including:

- Active travel links should be extended further east and west to connect with other infrastructure;
- Different coloured surfacing should be used along the shared use path rather than the buffer strip; and
- Long term strategy for active travel should be developed to include this area.

3. Improvements required along Lower Granton Road (5) including:

- More crossing facilities along Lower Granton Road;
- Installation of bollards to protect the footway;
- Segregated cycleway facilities along Lower Granton Road;
- Retain or increase the current levels of on-street parking if possible;
- Widen the existing road carriageway widths;

4. Improvements required around Granton Square and to the west (4)

- Reduce the number of exit lanes from Lochinvar Drive and therefore the crossing widths for people walking or cycling.
- Set back the crossing at Lochinvar Drive further from the junction; and
- Improve walking and cycling conditions at Granton Square.

6.6 Preferred Mode of Travel

75.7% of survey respondents said that they currently used active travel means to get to their place of work or study; 32.4% walked and 64.9% cycled.

Similarly, 75.7% of survey respondents stated that given the choice they would prefer to travel by active means. This was a combination of people who currently walked or cycled and stated that they wished to continue to do so, and a number of respondents who did not currently travel by active means but indicated that they would wish to do so.

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

- Cycling on road with traffic is intimidating or unsafe at present (9)
- Lack of cycle facilities at workplace (2)
- Lack of secure bike parking throughout the city (1)
- Unknown bike facilities on trains (1)
- Weather (1)
- Security concerns along remote path networks (1)
- Lack of shared use footways (1)

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

6.7 Consultation Summary

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

There were only two respondents to the stakeholder consultations, both were supportive of the proposals and stated that the walking and cycling facilities should be extended further east and west. The majority of public e-mail and verbal consultations were also supportive of the proposals, the most frequently raised issues included requests to widen the road carriageway and to add more on-street parking.

97.3% of those who responded to the online survey stated that they were strongly supportive of the proposals.

81.8% of survey respondents highlighted existing issues, 40.5% stated that general improvements were required, 5.4% stated that the proposed improvements were not required and 51.4% stated that specific improvements were required to the proposals.

When asked what prevented survey respondents from travelling by their preferred mode of travel, the majority of those who replied (9) stated that cycling on road in the present conditions was either intimidating or unsafe.

6.8 Design changes based on consultation

Based on the feedback from this consultation the Council shall be making the following design changes detailed below. A full listing of all the responses received are detailed in the Appendices below, along with a reply from the Council where appropriate and related to the design.

Changes to be included:

- We shall remove the 0.5m hatched area between the wall and the path.
- At Lochnivar Drive we shall remove the left turn carriageway and tighten the corner radii. This will slow vehicles speeds and make using the crossing safer and easier.
- We change the raised table across the entrance to Wardie Beach to a continuous footway. This will increase pedestrian and cycle priority and ease of use. The continuous footway shall have parking restrictions to prevent it being blocked.
- We shall include additional bike parking at the entrance to Wardie Bay Beach and Granton Square.
- Benches shall be included at regular intervals along the route.

Appendix A - Full List of Stakeholder Consultation Comments

| Date | Organisation Type | Comment | Consultation Type | Council Response |
|----------|-------------------|--|---------------------|--|
| 18/11/16 | Living Streets | <p>We welcome the measures included in all these consultations to improve walking. We would however like to make a number of points of principle, as set out in Section (B) below, which should apply to each of these schemes – and indeed to all other schemes which affect Edinburgh streets. And in Section (C) we conclude by addressing three wider strategic issues.</p> <p>A fundamental point is that all proposals and designs must explicitly conform to the Edinburgh Street Design Guidance (ESDG) for the category/categories of street affected. Until the adoption of finalised Detailed Design Sheets for the ESDG, the latter's Design Principles (as already adopted by the Council) should be adhered to, for example with regard to frequency of pedestrian crossing points, footway width, decluttering, crossfalls, improvements of currently sub-standard pedestrian crossing facilities and junction corner radii (amongst many other issues). These Principles are Council policy, and should also be adhered to in order to avoid the Council being subject to legal challenge under the Equality Act duty to make reasonable adjustments to assist protected groups.</p> <p>B. Key points of principle</p> <p>Space:</p> <ol style="list-style-type: none"> 1. An increase (or no net loss) of pedestrian space. 2. Footways meet recommended widths. 3. Conflicts with cyclists are avoided, with dedicated and well-defined space provided for pedestrians (including separated 'tiger' crossings). <p>Crossings:</p> <ol style="list-style-type: none"> 4. Junctions make foot crossing easier by being raised, with radii of corners and widths minimised 5. In busier areas, controlled crossings are provided in convenient places, with acceptable waiting and crossing times. 6. Pedestrian priority is made clear at all the key crossing points of the cycle routes, eg with continuous footways across side streets at junctions. <p>Equalities:</p> <ol style="list-style-type: none"> 7. The design incorporates features to assist people with disabilities, including dropped kerbs (where continuous footways are not feasible), seating and tactile paving. <p>Public realm:</p> <ol style="list-style-type: none"> 8. The footway is made free from clutter. 9. Guardrails are avoided / removed. <p>Impact of traffic:</p> | E-mail consultation | <p>This scheme significantly widens and lengthens an existing shared use path. It also increases pedestrian priority at key junctions and provide a signalised crossing. All of these aspect wills considerably improve conditions for people walking.</p> <p>We do not consider it appropriate to segregate this path as this would be inconsistent with the rest of Edinburgh's Waterfront Promenade and the path network in north Edinburgh.</p> <p>Developing a form of strategic walking network is an action in the active travel action plan.</p> |

10. If the area is a residential or shopping street or busy pedestrian route the speed is 20mph and the design helps to achieve this speed

11. The level of parking and access to motor vehicles is appropriate and does not dominate the space.

C. Strategic issues

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

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

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

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

| | | | | |
|----------|--------|--|---------------------|---|
| 20/12/16 | Spokes | <p>Spokes strongly supports the proposals for improvements to, and the extension of, Quiet Route 13 at Lower Granton Road. This is a key route for leisure and commuting and with the increased development in the area should encourage many more people to cycle.</p> <p>Spokes was grateful to be given the opportunity to discuss the proposals at a meeting with the proposers.</p> <p>Taking the proposals in turn:</p> <p>1. Widening the existing path for walking and cycling along McKelvie Parade</p> <p>1a - Spokes supports the proposal to widen the path to 4metres</p> <p>1b - We do not consider it necessary to hatch the 0.5m area adjacent to the wall. It should be evident that the wall is there and not to cycle to close.</p> <p>1c - At the East end of the path, surface markings should be included to show that it is also a walking path and tactile paving should be suitable for cycling. (It is not clear whether both forms (cycling and walking) of tactile paving will be utilised.)</p> <p>1d - There should be surface markings to warn users of the pedestrian access points from the South (noting that there are surface warnings and tactile paving to warn pedestrians joining at these two points)</p> <p>2. Extending the shared use path for walking and cycling from McKelvie Parade, along the north side of Lower Granton Road to Ox Craig Street</p> | E-mail consultation | <p>1b We shall remove the 0.5m hatched area between the wall and the path.</p> <p>1c The tactiles and signage shall indicate that it is a shared use path</p> <p>1d I am not clear what the design alteration is that you are suggesting.</p> <p>2b Directional signage shall be provided and a further extension of the route to the west is a future proposal within the Council’s QuietRoutes Network.</p> <p>2c the sightlines have been carefully considered and should not be an issue.</p> |
|----------|--------|--|---------------------|---|

2a - Spokes supports the proposal to extend the shared use path with a 4m wide, illuminated path close to the sea wall.

2b - The path needs to be extended further to join up with cycling facilities on Waterfront Avenue, to the proposed extension of the Promenade, further West on West Harbour Road and to the new developments on Chestnut Road. In the meantime, signage should be used to direct users to the continuation of these route(s) and safe crossings should be provided.

2c - Sight lines need to be considered for the approach to the “kink” in the path for the slipway access (Sheet 4). The path should be made as straight as possible, taking into account the existing bridge.

3. The creation of a crossing facility for people walking and cycling at the western end of Lower Granton Road close to Granton Square.

3a - Spokes supports the proposed 4m wide Toucan crossing with shared space to the South Side, where cyclists can congregate.

4. Creating a safe crossing point of Lochinvar Drive

4a - Spokes supports the proposal for a raised table crossing of Lochinvar Drive.

4b - Give-Way surface signs (triangular) should be added to the North side of the table so that drivers give way to pedestrians and cyclists using the table to cross the road on a “continuous footway”.

4c - The proposed dashed give way lines could be moved back to the North side of the table as there are believed to be clear sight lines for motorists to wait before mounting the table.

4d - We understand that Lochinvar Drive is very low trafficked and that given the road geometry, vehicles are not expected to be coming off the roundabout at speed, making a signal controlled crossing unnecessary.

5. General

5a - Spokes would prefer the path to be 5m but understands that the proposers’ predicted volume levels do not necessitate this.

5b - We understand that the proposals take account as far as possible with potential tramway development in the area.

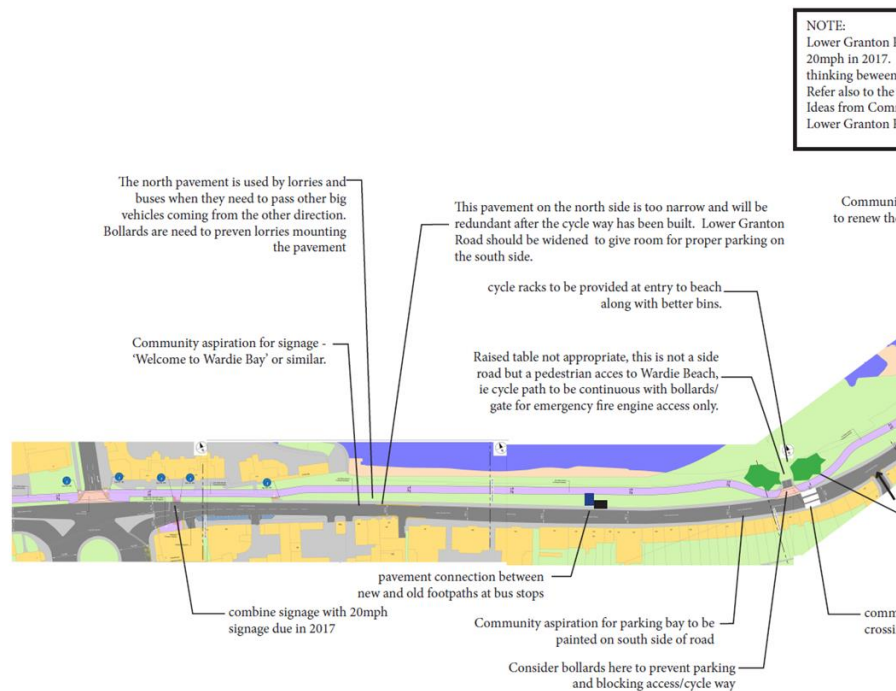
4b We shall reduce Lochinvar Drive to two lanes and tighten the corner radii. This will slow vehicles and make the junction safer and easier to cross.

5b As far as is possible the design has taken account of the potential tramway development.

Appendix B - Full List of Public Consultation Comments

| Date | Organisation Type | Comment | Consultation Type | Council Response |
|----------|-------------------|--|---------------------|--|
| 18/10/16 | Local Resident | ...it is a great proposal. As a cyclist, car driver and dog walker in the area, the stretch of Lower Granton Road between Granton Square and the Hospice is currently a disaster for everyone - cars, bikes, pedestrians and, I imagine, residents. As well as a dedicated cycle/walking lane, the whole road on this stretch should be moved a couple of metres north to allow parking and unobstructed road lanes. | E-mail consultation | |
| 20/10/16 | Local Resident | We,as residents of Lower Granton Road, support and endorse the above proposal. This stretch of road has a stunning vista of the Forth and across to Fife. The present physical conditions are very unattractive-a muddy path through scrawny grass. The road is too narrow for cyclists and,in fact, proves tricky for two way motorised traffic at present. We note that there are plans for a tram route also along this route. Would this interfere with the cycle plans? | E-mail consultation | As far as is possible the design has taken account of the potential tramway development. |
| 21/10/16 | Local Resident | <ul style="list-style-type: none"> • We live at Lower Granton Road and are so HAPPY to see the proposed route as part of the QUIETROUTE 13 • This is a very busy main road and it would be so much safer to have a designated area for walking and cycling. People could enjoy the waterfront view knowing they are safe to walk at their own speed and also the cycles can stay off the main road and not need to weave in and out of either traffic or pedestrians. • Along with the excellent transport service, the walkways and cycle routes, people will be able to leave their car at home and make use of the facilities that are carefully planned out and provided, meaning less pollution and more safe areas. | E-mail consultation | |
| 18/10/16 | Local Resident | <ul style="list-style-type: none"> • Please note, it is always food to see projects like this being implemented and going ahead. • But please look at the bottleneck we have between Granton Square and Wardie Steps. • This is an accident waiting to happen. Parked cars along the cottage frontage is causing severe problems with large oncoming vehicles and also the public bus services along that route. The railway line has been down since the early 90s and nothing has been done to alleviate this. • It would be wise to allow parking on the grass verge area and to put a walkway + cycle path in at same time (sic). That would make a lot of sense. | E-mail consultation | Addressing the parking issue that you have highlighted is beyond the scope of this project. However, wWe do note it as a concern for any potential future projects |

| | | | | |
|----------|----------------|--|---------------------|--|
| 18/10/16 | Local Resident | <ul style="list-style-type: none"> • I endorse the above scheme - the route has a beautiful vista of the Forth and is, at present, a popular walking, jogging route. The present condition, a soggy path, is very unattractive and impractical. | E-mail consultation | |
| 09/12/16 | Local Resident | <ul style="list-style-type: none"> • Generally I support a cycle/walk way along LGR. • It would be good to see some joined up thinking between this proposal and the implementation of the 20mph limit which is due in 2017. • Please take into consideration the community aspirations of the Sustrans Report: Captured Ideas from Community Engagement in Lower Granton Road which you have issued to us. • The area at the entry to Wardie Beach needs better landscape design treatment. Wardie Beach is very popular in the summer with hundreds of people using it on warm evenings and weekends. It is a focal point for the local community. The raised table suggestion is not appropriate and the area should be pedestrianized with emergency access bollards to prevent parking. Good quality hard landscaping combined with better bins and cycle racks and signage could enhance the entrance to the beach. • The north pavement to Lower Granton Road is problematic. It is often used by lorries and buses to pass other big vehicles coming the other way. As most pedestrians will now probably use the new path should this pavement could be removed, or bollards could be installed to prevent pedestrians mounting the pavement. The road could be re-aligned to allow a proper full width of parking to the south and two vehicles to pass safely? • The bus stops should be shown on your plan and there should be pavement to connect the old and new footpaths at bus stops. • Consideration needs to be given to the landscape strip to the north of the new cycle way between it and the sea wall. • The community wants to make Wardie Square one-way, can this be encompassed within this proposal and the 20mph initiative? • Can a meeting be set up between out and the residents of Lower Granton Road to discuss this? | E-mail consultation | <p>The Sustrans report was reviewed and considered in the design, however the wider issues on Lower Granton Road that it highlights are beyond the scale and budget of this scheme.</p> <p>We shall change the raised table at the entrance to Wardie Beach into a continuous footway. This will increase pedestrian priority. Cycle racks will also be included but further landscaping is beyond the current scope of budget of the scheme.</p> <p>Based on the available budget we do not have the scope to alter the road layout and landscaping as you have requested.</p> <p>A public meeting was organised and publicised to discuss the designs.</p> |



Map included in e-mail

| | | | | |
|----------|----------------|--|---------------------|---|
| 22/01/17 | Local Resident | To whom it may concern sorry I do object to this path being continued along lower granton road the cyclists use the pavement on both sides to get back and forth a lot of them just stay on the road and some stay on the grass. You have wasted enough money on one consultation as it is and now another. Why couldnt use the money to resurface the road why cant you use the money to allow residents to have some sort of parking on bays specially for them on this part of the grass with a yearly charge. This small length of path is not going to make much difference to cyclists but what I have mentioned may have a huge impact on the residents and people that live walk there dogs along this part of Edinburgh. Go down and really have a look... yours a concerned resident | E-mail consultation | The scheme part a wider plan to create a network of cycle and walking routes across the city. This extension will link Granton harbour to the network, allowing people to reach local and city wide destinations on traffic free paths and quiet streets. As such it is an important intervention. Addressing parking issues is outside of the scope of our scheme to improve conditions for walking and cycling. |
| 01/02/17 | Local Resident | I am simply delighted that Edinburgh City Council is prepared to undertake what are very badly needed improvements on Lower Granton Road. As you rightly state, it is very dangerous for cyclists and pedestrians alike and I fear a serious accident is only a matter of time under the present conditions. | E-mail consultation | |

May I take the opportunity to thank you for continuing to be such an enlightened, progressive authority.

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| 08/02/17 | Local Resident | <p>The design still creates a bottleneck for pedestrians and cyclists at the entrance to wardie bay. Also there have long been plans in the council to realign the road so that there is a greater space for parking and pedestrians in front of the houses on the south side of LGR. This space is desperately needed due to the ongoing problem of cars crashing into the houses and cars parked in front of them by thoughtless, often times drunk and speeding motorists. I feel that the design for the entrance to wardie bay is in conflict with these plans and would like to see this rethought.</p> <p>As many people visit wardie bay especially in the summer months when parking becomes an even bigger problem and causes congestion, it would be good to see planned bike racks near the entrance to wardie bay to encourage visitors to come by bicycle instead of by car. I don't feel the design goes far enough in improving pedestrian conditions on Granton Square. Attempting to get from LGR to West Granton Road is a life endangering task for even the fittest members of society (i.e those capable of running to avoid cars/buses/HGVs hurtling round corners). It is also unclear to me how cyclists are intended to cross West Harbour road to get to the rest of the cycle network on Waterfront Avenue or to continue their journey along West Harbour road to get to Cramond? Its a constant problem for cyclists to one moment be happily and confidently cycling along on a cycle path to suddenly find themselves ejected onto a busy, fast flowing road (the traffic along West Harbour Road tends to move very rapidly, appears to be increasing and vision along the road is not always great for crossing).</p> <p>How does the raised table crossing at Lochinvar drive work? How is right of way and priority established? Is it a tried and tested method?</p> <p>There was a recent Sustrans survey on LGR why aren't some of the suggestions from that being taken into account at the same time? Traffic control measures are desperately needed down LGR, it would be nice to see some joined up thinking on this. Also have the tram extension plans been taken into account in this design? Especially in relation to the entrance to Wardie Bay?</p> | E-mail consultation | <p>We shall change the entrance to Wardie Beach/Bay into a continuous footway. This will increase pavement user priority and ease of use. It is beyond the scope and budget of the scheme to address the issues of parking and road re-alignment.</p> <p>At Waterfront Avenue cyclists will merge back onto the road to continue their journey west. Upgrading this further section of the route is a proposed future project as part of the QuietRoutes Network.</p> <p>We shall also remove the left turn carriageway on Lochinvar Drive and tighten the corner radii. This will give pedestrians and cyclists priority. Give way markings will indicate to drivers to stop. This approach is being used in many locations across Edinburgh.</p> <p>As far as is possible the design has taken account of the potential tramway development.</p> <p>The Sustrans report was reviewed and considered in the design, however its aspirations are beyond the scale and budget of this scheme.</p> |
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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 |
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| 1 | Strongly support | too narrow at present | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 2 | Strongly support | I live on Lower Granton Road and I cycle - the road is very narrow and busy; cars behind take risks overtaking | |
| 4 | Strongly support | Currently only goes half way along. Cyclists then either join the busy road, which is narrow due to parked cars & used by buses & lorries. Or cycle on pavement which is narrow & so get in way of pedestrians | |
| 5 | Strongly support | It is a very busy road, and making it easier to cycle should reduce the amount of traffic and make it safer and less noisy and polluting | |
| 6 | Strongly support | Currently cyclists and pedestrians share the same path; cyclists often travelling fast and give no warning by ringing a bell which is really hazardous for pedestrians and I have had a couple of near misses. A separate path for the cyclists would be much safer for all. | |
| 7 | Strongly support | Narrow roads with HGV traffic and poorly parked vehicles with poor off road cycle access - terrifying to ride currently | |
| 8 | Strongly support | The road is not equipped to easily be shared by cyclists and cars. It's narrow, the curbs are high leaving nowhere for the cyclist to escape if pushed out, there is a significant numbers of lorries and buses going along. A cycle path alongside is much safer. | |
| 9 | Strongly support | I use this route to and from Cramond. It's awful on this stretch. | |
| 10 | Strongly support | Lower Granton Rd is a cycling death trap, a complete go-to area. This short route is essential as far as it goes. | |
| 11 | Strongly support | This section of road is busy with parked cars on one side so bikes invariably hold up traffic esp when travelling west | |

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| 12 | Strongly support | I live at the end of this road, on Trinity Road, and know how dangerous it is for cyclists on the road, cycling from Granton Square heading East, to the spot where the current path starts. If this improvement doesn't happen then I fear someone will be seriously injured on this very narrow, exceedingly busy route. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 13 | Strongly support | Cycling on the Lower Granton Road is very dangerous as it is so narrow. Extending the line of McKelvie Parade towards Granton Square would be a major safety improvement for cyclists and should encourage more people to cycle in the area. I would also suggest that consideration be given to installing bench seating between McKelvie Parade and the main road as this would allow pedestrians to enjoy one of the best views from Edinburgh across the Forth to Fife. | |
| 14 | Strongly support | There is enough room to move the road away from the houses and create a suitable cycle path along the sea wall. | |
| 15 | Strongly support | Currently cycling along there is quite dangerous because you have to share the road with traffic and also, the road surface is not in a brilliant condition and as such, requires constant attention to the road surface and also changing direction whenever required to due to potholes. | |
| 16 | Strongly support | This route is currently impractical and dangerous for cyclists and pedestrians alike and this scheme addresses and resolves many of the issues that currently exist here and the plans are a valuable piece of the jigsaw for cycle routes around Edinburgh | |
| 17 | Strongly support | It is about time that the safety of active travellers (cyclists and walkers) was taken seriously along this road. | |
| 18 | Strongly support | This is massively overdue. A very sensible proposal. | |
| 19 | Strongly support | The road is one of the tightest in Edinburgh, and a dedicated cycle route would greatly improve the route. | |
| 20 | Strongly support | Properly segregated cycle pathway along full length of LGR, what is there just now is a nonsense. too narrow and stops halfway along. | |
| 21 | Strongly support | Currently dangerous - cycling's impossible, and it would complete an already established link. | |
| 22 | Strongly support | improving cycling in the city is important in getting people to exercise more and not drive in to work as much. It will lead to other provisions for cyclists to make the experience more palatable for people who are tentative about getting on a bike to go to work. | |
| 23 | Strongly support | Cycling is still seen as the preserve of those in Lycra. Improvements are needed in order to widen its appeal and decrease the danger. | |

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| 24 | Strongly support | Lower Granton Road is a key east-west corridor in the north of the city, with good links onto the NEPN and the traffic free cycleways in the Edinburgh Waterfront development. The current path on McKelvie parade is well used. The road west of the end of McKelvie parade is currently poorly suited to cycling. Lots of parked cars on the south side create a hazard from opening doors and pedestrians stepping into the road. The parking also restricts the width of the road with two-way traffic just able to pass each other. There are long sections where it is not possible to overtake a cyclist safely, which leads to driver frustration and unsafe close-pass overtaking. There is plenty of space on the grassy area on the north side of the road, providing a good opportunity to improve the path with minimal disruption to road traffic. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 25 | Strongly support | There is a desperate need to get people in Edinburgh using greener modes of transport for journeys within the city. LGR has become a heavily congested and dangerous road carrying way more traffic than it was ever designed to at severe detriment to its residents and users both through accidents and increased traffic fumes. Any steps taken to provide alternative means of transport down this road and reduce the number of motorists piling down it and into buildings and parked cars are most welcome and desperately needed! | |
| 26 | Strongly support | Currently, it is extremely unpleasant and unsafe cycling along Lower Granton Road. The route has potential to be extremely useful and popular to link various sections of bike routes. | |
| 27 | Strongly support | This route is currently less than optimal for cycling and is a missing link in the north Edinburgh cycle network. Improvements would make a very positive contribution to cycling in the north of the city. | |
| 28 | Strongly support | The plans are great for the safety of walkers and cyclists. | |
| 29 | Strongly support | It will be a lot safer than cycling along Lower Granton Road | |
| 30 | Strongly support | At the moment lower grant on road is a death trap for people cycling bicycles. | |
| 31 | Strongly support | Any scheme that clarifies the shared use of paths between walkers and cyclists is a good scheme. My second biggest concern as a cyclist is the risk of conflict with walkers, the first obviously being the risk of being killed by drivers. I live in Barnton and regularly take a recreational ride down to Cramond ending up around here, and this helps make a circle along the seafront. The sooner we sort out the area around the concrete place on west shore road the better. | |
| 32 | Strongly oppose | There's no money for this - it's all been spent on the tram whose spiralling annual deficit also precludes many other capital projects. | |

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| 33 | Strongly support | This is absolutely necessary for tackling congestion, obesity, childhood obesity and air pollution. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 34 | Strongly support | Makes an important link in the path network | |
| 35 | Strongly support | This is a section I use quite regularly, as it links the Silverknowes esplanade to QR13, however it is also a main road and traffic can be quite intimidating | |
| 36 | Strongly support | The road does not currently provide a safe cycling environment. | |
| 37 | Strongly support | The road is very busy and it would be better to have an ungraded cycle/walking path. This would improve cycling conditions and reduce the frustration of drivers on the road. | |

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 | footpath too narrow | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 2 | Strongly support | The road is busy and the footpath on the north side is narrow and close to the road. | |
| 4 | Strongly support | Pavement currently narrow & barely wide enough for a pram. There's a lot of elderly people in area with walking aids & so a wider pavement would be safer. Also pavement next to road & narrowness means lorries & buses drive right up against kerb & this doesn't feel safe when walking along | |
| 5 | Strongly support | It is a very busy road, and making it easier to walk should reduce the amount of traffic and make it safer and less noisy and polluting | |
| 6 | Strongly support | For the same reason as given previously, plus the fact that this is a pleasant walk along the coast and any improvements would be welcomed. | |
| 8 | Strongly support | More pleasant for walkers. | |
| 10 | Neither support or oppose | Walking not really a problem since Krebs were raised to stop lorries pavement driving. | |

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| 12 | Strongly support | It's a rather nice walk from Trinity to Granton but one never knows what side of the path to take and not all cyclists ring a bell to let you know they are approaching from behind. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 13 | Strongly support | Similar to previous comments. The pavement from McKelvie Parade to Granton Square is also narrow and the heavy traffic on the road does not make walking along this part a pleasant experience. | |
| 14 | Strongly support | Ditto above, but we still require the road moving away from the houses. There is enough room for parking, the road and a cycle path/walkway. | |
| 16 | Strongly support | The current shared use path is too narrow for shared use and it partially encourages cyclists but then leaves them to cycle either illegally on the pavement or to use the narrowest section of Lower Granton Road, where dangerous close passes are most likely to occur. | |
| 17 | Strongly support | The drawings show that pedestrians are mostly taken away from the Lower Granton Road | |
| 18 | Strongly support | Takes people walking and people on bikes away from a notoriously busy road. | |
| 19 | Strongly support | Paths are too narrow, road too busy with traffic. | |
| 20 | Strongly support | Look at the desire lines on the grass at the west end of LGR, there is obviously a need to improve walking and cycling facilities | |
| 21 | Strongly support | Similarly dangerous. A narrow pavement right beside an arterial road is hazardous. | |
| 22 | Neither support or oppose | I don't know what the walking conditions are like in that area. I would support anything that encourages more people to walk. | |
| 23 | Strongly support | We need to encourage more citizens to walk. This requires us to upgrade conditions for pedestrians where it is currently noisy, unpleasant and dangerous, like in this location. | |
| 24 | Strongly support | The seafront area is pleasant and popular with walkers, joggers and cyclists. The majority of walkers currently use the informal mud path on the grassy area on the north side of the road to get away from the traffic on the busy Lower Granton Road. Improving the path to remove the need to step over the stone walls (restricting access to wheelchair users and those with | |

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| | | pushchairs) will increase access, encourage active lifestyles and improve access in poor weather. | |
| 25 | Strongly support | Walking along LGR can be terrifying for pedestrians. Vehicles regularly mount the kerb in order to force their way along a road not designed to take the volume of private vehicles that their owners are not willing to forsake in favour of public transport. By creating a nice environment for pedestrians hopefully it will encourage more people to walk and enjoy the public space along LGR. In turn hopefully this will create a greater sense of society to combat the general sense of out of control rat run. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 26 | Strongly support | Currently, it is extremely unpleasant walking along Lower Granton Road. The route has potential to be extremely useful and popular to link other routes along the waterfront. | |
| 27 | Strongly support | While I believe it is currently easier for pedestrians than cyclists to travel along this route, I am supportive of any improvements which encourage people to walk. | |
| 31 | Strongly support | If I took my kids down here on roller skates or anything with wheels (a pram, a wheelchair, a skateboard) a tarred path is welcome | |
| 32 | Neither support or oppose | If 1 billion hadn't been squandered on a toy tram set, we wouldn't have pavements and roads that would be deemed a disgrace in Jakarta or Banjul..... | |
| 36 | Neither support or oppose | While walking improvements are always welcome, Lower Granton Road already has high quality space for walking, and such improvements shouldn't be made at the expense of providing space to cycle. | |
| 37 | Strongly support | It would be good to have a joined up pleasant walkway between Leith and Cramond. | |

Online Survey – Support for Proposals

| Ref I.D. | Support for proposals | Can you briefly explain your view on the last question? | Council Response |
|----------|-----------------------|--|--|
| 7 | Support | Best to have as much segregated cycle ways as possible as proven to have fewer accidents and better numbers of cyclists up taking | |
| 8 | Strongly support | Slowing traffic measures would be an essential additive to the scheme. The sheer amount of traffic, in particular lorries, makes this a dangerous stretch to walk especially for children, at present. | Based on available budgets it is beyond the scope of this scheme to address the issues raised on Granton Road itself. |
| 9 | Support | Please set the crossing back on Lochinvar Road and use a parallel cycle/pedestrian zebra crossing to give priority and safety to cyclists. An uncontrolled raised table as shown is unsatisfactory. Please also change the painted hatching along the sea wall - it will be very unsightly. If you want to show a safer space to stand at the wall, I'd suggest laying a different colour and density of chips in the tarmac. | We believe that the raised table crossing of Lochnivar is an appropriate measure for the situation. In addition, we will remove the left turn carriageway on Lochnivar Drive and tighten the corner radii. This will make crossing easier and slow vehicles down. |
| 10 | Support | Raised platforms quite unnecessary, especially at beach entrance. Proposal takes ZERO account that this is a designated tram route. With building works now starting at Trenton Harbour the tram extensions to Leith, New haven and Roseburn will become immediately essential. The proposed route is fine as far as it goes but it lacks connectivity, especially at the west end. Granton Square is an appalling place to cycle and many cyclists already use your proposed route to Oxcars St. From that point it MUST continue West along West Harbour Rd to connect with the cycle paths on Waterfront Avenue and Gypsy Brae promenade. Edinburgh is still waiting for it's Coastal Path and this link would be a huge positive step towards achieving this. At the East End, the route needs to extend along a dual use pavement to Newhaven. This is an extremely important, often cycled route, currently used by many cyclists to fearful to use Trinity Crescent/Starbank Rd roadways. The East-West Coastal route is just as important as the route South along Trinity Path. | <p>The raised table crossing, at the entrance to Wardie Beach, shall be changed to a continuous footway which gives greater priority, safety and ease of use for people on foot and bike.</p> <p>We believe that the raised table crossing of Lochnivar is an appropriate measure for the situation. In addition, we will remove the left turn lane on Lochnivar Drive and tighten the corner radii. This will make crossing easier and slow vehicles down.</p> <p>The path has been designed with the potential tram extension in mind. It is for this reason that the path has generally been kept to the seaward side. The bend out at Wardie Bay is to avoid the need for major, and costly, earthworks/structures which would very likely be altered if the tram was extended.</p> <p>We recognise the issues for cyclists and pedestrians using the rest of Granton Square, however addressing these is beyond the budget and scope of this scheme. Extending the route further west is a longer term proposal within the Council's QuietRoutes Network. However, delivering this additional link was beyond the budget and scope of the current scheme.</p> |

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| 13 | Support | See previous comments. | |
| 14 | Strongly support | The cycle path along McKelvie Parade does need widening. Use the money for that to put in a crossing further west at Lower Granton Road, at the access to the east pier. Add some more well-designed bike parking too, not dull Sheffield racks, please. | We shall include bike parking at the entrance to Wardie Bay Beach and Granton Harbour. Based on available budgets and given that there is an existing signalised crossing at Ward Steps, which is around 100m away, we do not believe that another signalised crossing is required at this location. |
| 17 | Strongly support | Yes. Although I really like the designs from a safety point of view, on page 4 the drawing show a raised path. From my experience, cars park there illegally on the pavement, so I would recommend that bollards are placed there. | The raised table crossing, at the entrance to Wardie Bay Beach, shall be changed to a continuous footway which gives greater priority, safety and ease of use for people on foot and bike. We shall include parking restriction measures to prevent parking here. |
| 18 | Strongly support | I fully support it. | |
| 20 | Support | the arrangement at the opening into Granton 'beach' should be bridged over rather than the silly arrangement proposed. or blocked totally to vehicles. | The raised table crossing, at the entrance to Wardie Beach, shall be changed to a continuous footway which gives greater priority, safety and ease of use for people on foot and bike. |
| 21 | Strongly support | Informed and sensible. | |
| 22 | Neither support or oppose | I have not seen the designs | |
| 23 | Strongly support | Better provision for cyclists | |
| 24 | Strongly support | I think the proposed designs look very sensible and make good use of the available space. I particularly support the creation of a hatched buffer zone close to the sea wall. Currently the proximity of the path to the sea wall and the narrowness of the path creates a hazard if cyclists are squeezed towards the wall. My only suggested improvement would be to consider whether there is sufficient space to the north of the proposed table crossing at the access to Wardie Bay beach/Eastern breakwater for cars to park. The area in front of the gate is frequently used as informal parking by those using the beach and fishing from the breakwater. If the proposed table crossing shortens the available space there could be issues with parking obstructing the crossing. If this is the case, consideration could be given to adjusting the gate onto the beach, e.g. re-siting the gate slightly further north with side returns to | Based on the consultation feedback, the hatched area between the wall the path shall be removed. However, the path shall be widened so that cyclists and pedestrians should no longer be squeezed when passing. The raised table crossing, at the entrance to Wardie Bay Beach, shall be changed to a continuous footway which gives greater priority, safety and ease of use for people on foot and bike. We shall include parking restriction measures to prevent parking on the |

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| | | extend the wall north. This would give sufficient space for parking and help to ensure the crossing remains clear. | footway. The space beyond the footway will no longer be available. |
| 25 | Support | <p>Yes. The design still creates a bottleneck for pedestrians and cyclists at the entrance to wardie bay. Also there have long been plans in the council to realign the road so that there is a greater space for parking and pedestrians in front of the houses on the south side of LGR. This space is desperately needed due to the ongoing problem of cars crashing into the houses and cars parked in front of them by thoughtless, often times drunk and speeding motorists. I feel that the design for the entrance to wardie bay is in conflict with these plans and would like to see this rethought.</p> <p>Bike Racks: As many people visit wardie bay especially in the summer months when parking becomes an even bigger problem and causes congestion, it would be good to see planned bike racks near the entrance to wardie bay to encourage visitors to come by bicycle instead of by car.</p> <p>Granton Square: I don't feel the design goes far enough in improving pedestrian conditions on Granton Square. Attempting to get from LGR to West Granton Road is a life endangering task for even the fittest members of society (i.e those capable of running to avoid cars/buses/HGVs hurtling round corners).</p> <p>It is also unclear to me how cyclists are intended to cross West Harbour road to get to the rest of the cycle network on Waterfront Avenue or to continue their journey along West Harbour road to get to Cramond? Its a constant problem for cyclists to one moment be happily and confidently cycling along on a cycle path to suddenly find themselves ejected onto a busy, fast flowing road (the traffic along West Harbour Road tends to move very rapidly, appears to be increasing and vision along the road is not always great for crossing).</p> <p>How does the raised table crossing at Lochinvar drive work? How is right of way and priority established? Is it a tried and tested method?</p> <p>There was a recent Sustrans survey on LGR why aren't some of the suggestions from that being taken into account at the same time? Traffic control measures are desperately needed down LGR, it would be nice to see some joined up thinking on this. Also have the tram extension plans been taken into account in this design? Especially in relation to the entrance to Wardie Bay?</p> <p>The proposed crossing point at the entrance to LGR from Granton Square is a good idea. However serves little purpose for the residents of LGR living between that and the existing set of lights near Wardie Bay. As a resident cyclist even with the bike path in place I will still find myself needing to use the road to get to the bike path at those crossing points or to return home from either direction.</p> | This is the same response as submitted by email to the Council on 08/02/17. A full response to the issues it raises is included above – see appendix B, date 08/02/17. |

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| 29 | Strongly support | Adding some benches to McKelvie Parade could improve the walkability for those who find walking far difficult. | We shall include benches at regular locations along the route. |
| 30 | Strongly support | I really think bollards are needed at the edge of the pavement/cycle path and the road - otherwise car drivers will just park on it. | We shall include parking restrictions at the entrance to Wardie Beach Bay. At other locations we shall consider parking restrictions if an issue of parking on the new section of pavement is identified. |
| 32 | Strongly oppose | They will require the expenditure of cash that the Council doesn't have. | The Council has the available budget to undertake this scheme. |
| 33 | Strongly support | I like it and I would also like to see bollards put in place to stop cars parking on the new cycle/walkway. | We shall include parking restrictions at the entrance to Wardie Beach Bay. At other locations we shall consider parking restriction if an issue of parking on the new section of pavement is identified. |
| 34 | Strongly support | Lochinvar Dr does not need to be 3 lanes at the junction with Lower Granton Rd. as it is not a busy road. Such a wide 3 lane crossing will make it difficult for cyclists to cross and more likely they are hit by careless motorists. Lochinvar Dr should be narrowed to 2 lanes at the junction and bend-radii tightened further to limit vehicle speeds. Cyclists and pedestrians should be given priority crossing Lochinvar Dr. by moving the give-way lines back to the other side of the cycle lane. There should also be a give-way as vehicles enter Lochinvar Dr. The kerb should be dropped between the footway & the road at 173 Lower Granton Rd. to allow access/egress to the cycleway. In general there should be frequent dropped kerbs to allow access/egress to the cycleway. It would be better if the short bridge were reinstated at the Eastern Breakwater to allow cyclists to remain on the same grade and to avoid blockage of the cycleway by parked cars. If not, further steps need to be taken to prevent parking across the cycleway at Eastern Breakwater. | <p>We will remove the left turn lane on Lochinvar Drive and tighten the corner radii. This will makes crossing easier and slow vehicles down.</p> <p>The new footway/cycleway shall be flush to the entranceways of the flats, including 173, so no drop kerbs will be required.</p> <p>We shall include parking restrictions at the entrance to Wardie Beach Bay to prevent parking across the path.</p> |
| 35 | Strongly support | The proposals look good with a couple of minor caveats: The hatching alongside the sea wall looks a bit out of place for a footpath (more in keeping with a motorway!). It could be replaced with buff textured surface treatment, as used on the A90 cycle route. Unsure of how these tie in with the tram corridor if that is to eventually be extended to Granton, however worth doing if the path can be used for several years and then incorporated into tram route later | <p>The hatching shall be removed from the design.</p> <p>As far as is possible the design has taken account of the potential tramway development.</p> |
| 36 | Strongly support | The best practice for this area would be a grade separated cycle/walking path. There is plenty of room for such a path here, and it would be very encouraging to see high-class infrastructure instead of more shared use facilities. Additionally, the care should be taken to ensure that the access point which the path crosses does not become a parking place for cars; it should be a continuous cycle/footway. | The raised table crossing, at the entrance to Wardie Beach Bay, shall be changed to a continuous footway which gives greater priority, safety and ease of use for people on foot and bike. We shall include parking |

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| | | | restriction measures to prevent parking on the continuous footway. |
| 37 | Neither support or oppose | <p>Generally the designs are very good. However, the section at the entrance to Lochinvar Drive is very poorly designed and could lead to accidents and injuries. A better solution would be to have the path crossing Lochinvar Drive at least 8 metres north of the junction. The cycle path cuts right over the junction where cars will be entering and leaving Lochinvar Drive. This is a bad idea given that cars will be waiting there frequently while they give way to traffic on the round about. For cars travelling North from Granton roundabout they will have to stop quickly and will end up blocking the exit from West Harbour road. I would strongly recommend that the council considers moving the route here so that the cycle crossing is at least 8 metres north of the Lochinvar drive junction. This will be much safer for cyclists as the bend to get to this would force cyclists to slow down. The gap between there and the road junction with Granton roundabout would be suitable for cars to wait while giving way without blocking the cycle path. The council should bear in mind that with the proposed Granton Harbour redevelopment this road will get significantly busier and that the cycle path should be designed with this in mind. The rest of the route looks good and is a significant improvement on the current cycling facilities.</p> | <p>We will remove the left turn lane on Lochinvar Drive and tighten the corner radii. This will make crossing easier and slow vehicles down. This type of approach has been successfully implemented at many locations across Edinburgh.</p> |

Online Survey – Further Comments

| Ref I.D. | Do you have any further comments about walking and cycling in Edinburgh? | Council Response |
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| 2 | More cycle parking spaces required in the centre of town. The cycle routes are great around the periphery but not so great for going to the centre. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 4 | The west end of lower Granton Road is not as well cared for as the eastern end (more litter) improving the infrastructure might encourage people to treat it better | |
| 10 | Connectivity is the keyword. Connect the coastal villages and connect them with and across the centre. The cycle journey from Canonmills to the University, which I travelled daily is dreadful. Bikes and cars/lorries don't mix. That's why so many are fearful of cycling in town. | |
| 11 | Want more protected cycle routes and designated quiet routes in Edinburgh. Some of Edinburgh's main roads such as the Maybury have pavements on both sides yet are rarely used by pedestrians. Could the west pavement not be designated as a cycle path whilst retaining the east pavement for pedestrians. I am sure there are other main roads that are similar to the Maybury. | |
| 12 | I think it's a great idea and if the City Council continue to upgrade cycle paths, I might just buy a bike! After all I live just about 25/30 metres from the entrance to Trinity Path. | |
| 14 | The city cycle infrastructure needs a city-wide strategy and funding to meet the demands and exceed the demands for the city. It is currently piecemeal and not joined up. Please design a 10 year strategy with a programme of upgrading and new works, which puts cycling journeys up towards 10% of all journeys, not the paltry 2% currently targeted. | |
| 16 | Whilst I already cycle on a regular basis this particular route would provide a safe route for my wife to use for commuting purposes and encourage her to shift from driving to cycling on a much more frequent basis. | |
| 17 | I strongly support this proposals it would encourage more people from ages 8 to 80 to cycle and my only complaint is that it stops abruptly at Starbank Road. | |
| 18 | Looks really good and beneficial to all transport users. | |
| 19 | The route badly needs to be extended to Newhaven | |
| 20 | Crossing side streets from Princes Street is a joke, the side crossings need to be re-prioritised to the majority user i.e. the pedestrian. Change Silverknowes/ Muirhouse Parkway from dual carriageway into single lane road with segregated cycle path, and continue right along to connect to Lower Granton Road. | |
| 21 | Thank you for such an enlightened proposal. You've made my day. | |
| 22 | Cycle paths need to be separate from other traffic on the road. a kerb between the cycle path and the rest of the road would improve safety for cyclists and car drivers. Eventually I would lie to be covered | |

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| | cycle ways so that concerns over the weather effecting peoples hair and clothes can be overcome. All businesses in town will need to provide changing facilities for cyclists. | |
| 24 | I support the development of improved traffic-free facilities to supplement the already good facility provided by the NEPN and make Edinburgh a great place to cycle and walk. As an ambitious but powerful suggestion I would recommend consideration be given to the feasibility of re-opening the Scotland Street tunnel to cycle and pedestrian traffic, with lift access to street level near Princes Mall. This would create a fast, flat and traffic free link from the city centre to the North of the city. However, I recognise that there would be significant cost implications and engineering challenges in undertaking such a project. | All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals. |
| 25 | We should be encouraging it as much as possible. The health benefits impact not just the individual (exercise) but also the community (reduced gas and particle emissions, reduced noise pollution, safer roads). Just building a network is not enough, other traffic taming measures need to be in place to ensure these modes of transport are seen as the most viable options over private vehicles. Currently private vehicle journeys are often perceived as being easier, faster and cheaper for the individual using them. Until we change this perception through traffic control measures and charging many people will continue to opt for private vehicle journeys to the detriment of the entire community. | |
| 26 | To improve conditions and facilities for people walking and cycling around Edinburgh, the only thing to do is take space away from motor vehicles. Make the city as attractive as possible for people walking and on bikes. | |
| 27 | I believe the quiet routes initiative is a very positive thing for Edinburgh. We should make cycling across town as accessible as possible. | |
| 28 | I fully support this proposal as it increases safety and protection for walkers and people cycling. | |
| 29 | More walking and cycling improvements please | |
| 30 | I think this is well overdue and I am fully supportive of this. | |
| 31 | Keep up the good work! | |
| 32 | Let's see proper policing on the pavements to keep them free of obstruction (e.g. cycle racks) with diligent, instant and effective due prosecution of pavement cyclists and those who litter or let their animals defecate. | |
| 33 | I hope this proposal goes ahead. It's desperately needed. | |
| 34 | Conditions are very poor for pedestrians at the moment. Need to take space and priority away from private motor cars | |
| 37 | Yes the council needs to ensure that there is good access to the Cramond Walkway. Sadly the path leading on to this has been fenced off. This needs to be removed. While the cycling facilities for North Edinburgh | |

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| | are not bad the cycle facilities for South Edinburgh are poor. For example, there is no cycle route from Fairmilehead to the centre of town forcing cyclists on to the busy, congested and highly polluted A702. | |
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