



2.5 McDonald Road and Broughton Road Junction and 2.7 McDonald 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. This is being accomplished through four design stages: feasibility, preliminary, detailed and construction design exercises.

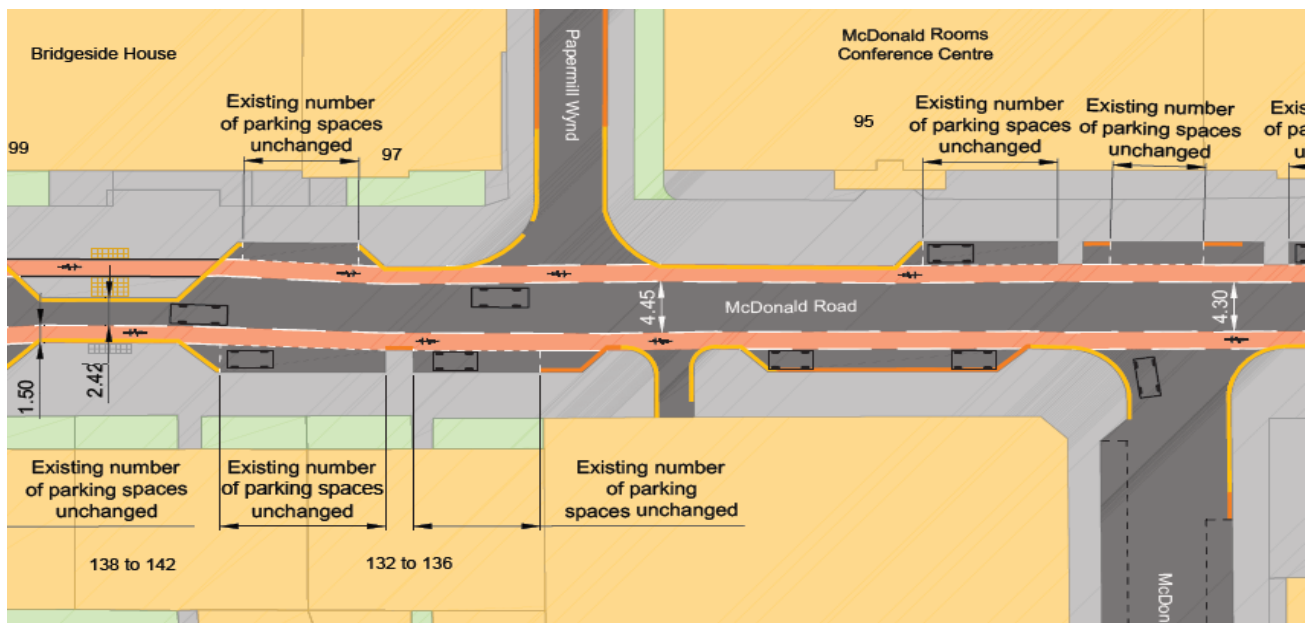
At each stage CEC and AECOM are undertaking a range of consultation and community engagement with stakeholders to achieve better outcomes. This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 20; McDonald Road and the McDonald Road / Broughton Road junction.

2 Proposals

The proposals are highlighted below and include:

- Improvements to the signalised 'push button' crossing of Broughton Road, which can be used by people on foot and by bicycle.
- A raised table across the entrance to McDonald Road to slow traffic make the road easier and safer to cross for pedestrians and cyclists.
- Cycle lanes along McDonald Road from Broughton Road to McDonald Street. These lanes link up with existing cycle lanes from McDonald Street onwards creating a continuous standard of infrastructure.





3 Forms of Consultation

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

Meeting/workshop with internal Council stakeholders	-	-
Meeting/workshop with external stakeholders	✓	A joint external workshop and public exhibition was held on 26/07/16 at McDonald Road Library between 5pm and 8 pm.
Public Exhibition	✓	A joint external workshop and public exhibition was held on 26/07/16 at McDonald Road Library between 5pm and 8pm
Consultation Hub	✓	Information was posted on The City of Edinburgh Council consultation hub from 01/08/16 to 04/09/16.
Leaflets	✓	Leaflets were distributed to 213 households in July 2016
Social Media	✓	The City of Edinburgh Council advertised the consultation through their Facebook and Twitter.
Online Survey	✓	An online survey was included on the consultation hub. A total of 101 responses were received on the survey.
E-mail Consultation	✓	Comments were also invited by email; a total of 27 emails were received.

4 Stakeholder Consultations

A total of 9 individuals representing 6 organisations provided e-mail feedback during the stakeholder consultation.

Overall, most stakeholders were supportive of the proposed design schemes although requested signalisation of the junction and more pedestrian crossing facilities.

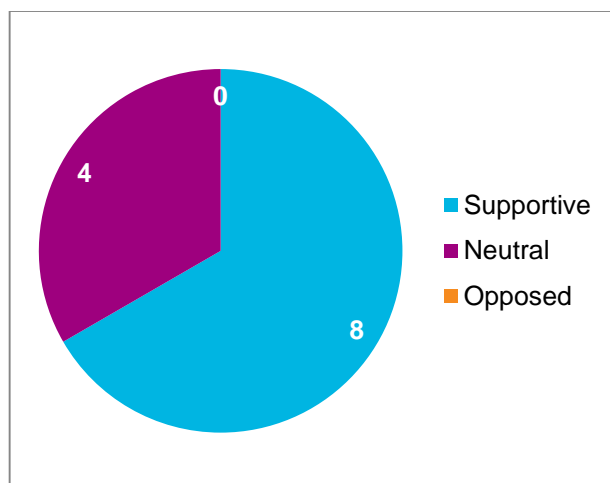


Figure 1 – Stakeholder Support for McDonald Road / Broughton Road Junction Proposals

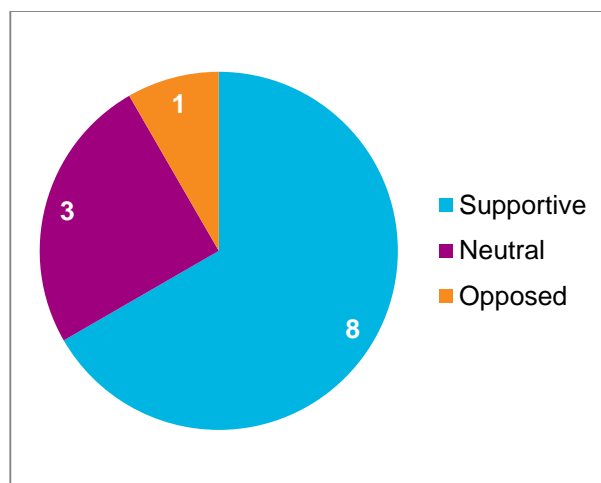


Figure 2 – Stakeholder Support for McDonald Road Proposals

Table 1 McDonald Road / Broughton Road Junction – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Signalised junction required	6
2	Improved pedestrian facilities required	6
3	Add coloured surfacing to cycle turning island	2

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

Table 2 McDonald Road – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Improved pedestrian facilities required	4
2	Improved cycle facilities required	3
3	Segregated cycle routes required	2

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

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

5 Public E-mail and Verbal Consultations

A total of 7 individuals representing 2 organisations and private residents provided e-mail feedback during the public consultation.

Overall, most members of the public were **supportive** of the proposed design schemes.

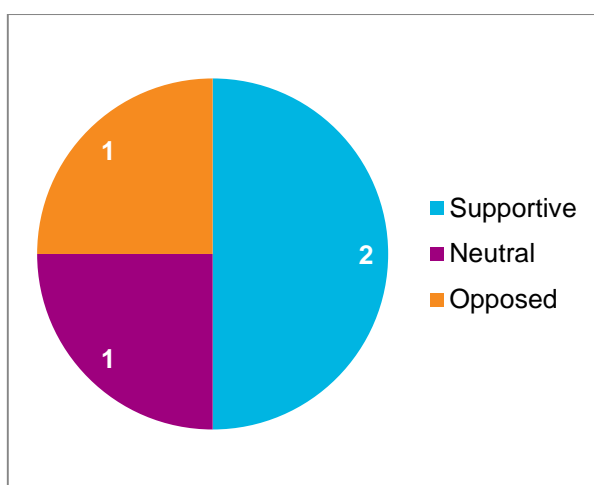


Figure 3 Public Support for McDonald Road / Broughton Road Junction Proposals

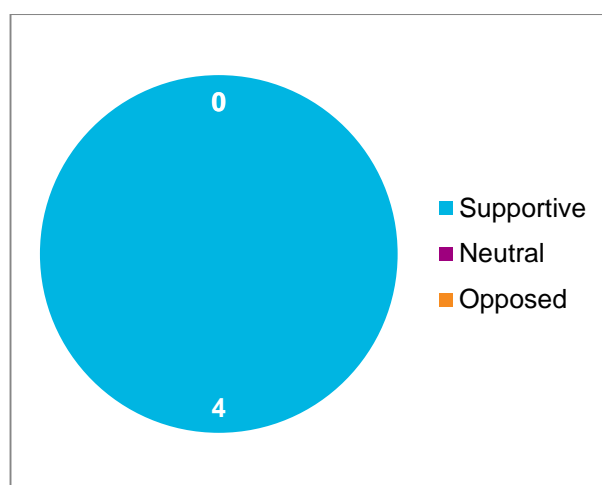


Figure 4 Public Support for McDonald Road Proposals

Table 3 McDonald Road / Broughton Road Junction – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Existing crossings could be improved	1
2	Segregated cycleways required	1
3	Cycle lanes should be protected by parking	1

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

Table 4 McDonald Road – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Reduce speeds at junction	2
2	Retain on street parking for residents	1
3	Plans fill a gap in cycling provision on McDonald Road and the QuietRoute network	1

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

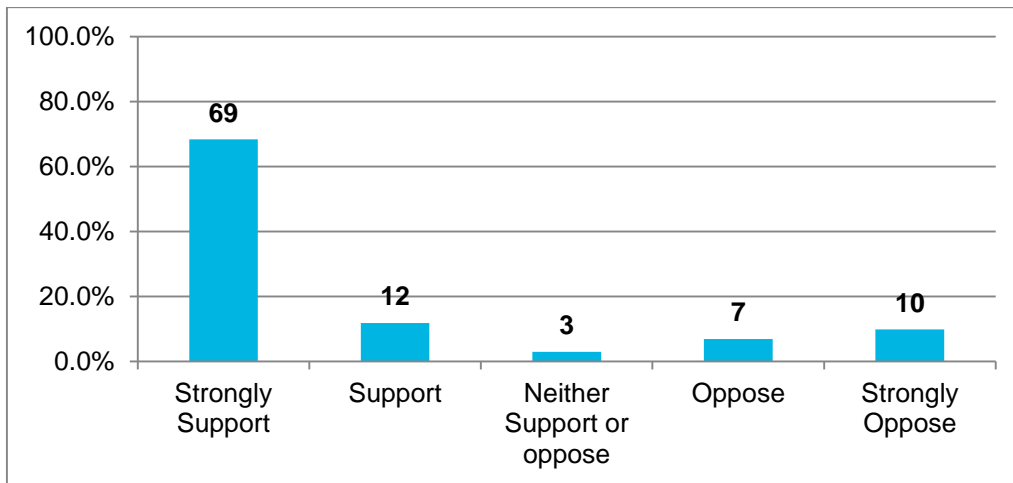
A full list of public consultation comments is provided in **Appendix B**.

6 Online Survey Consultations

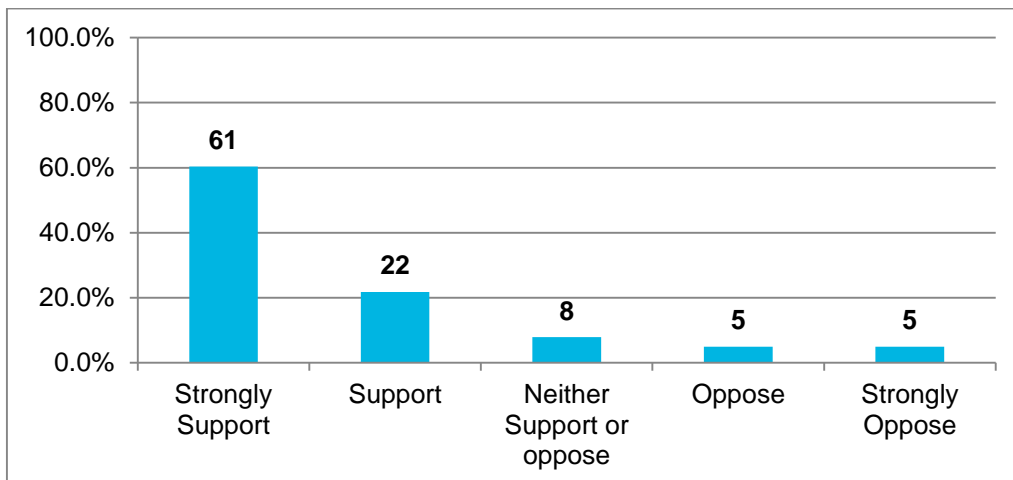
There were 101 responses to the online survey which are summarised here.

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?

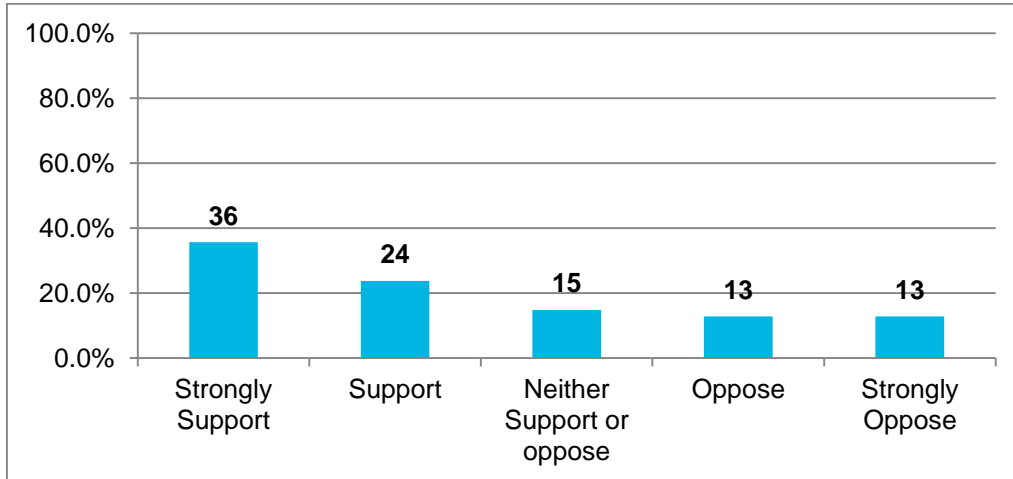


“To what extent do you support the aim of improving walking conditions on the route proposed?”

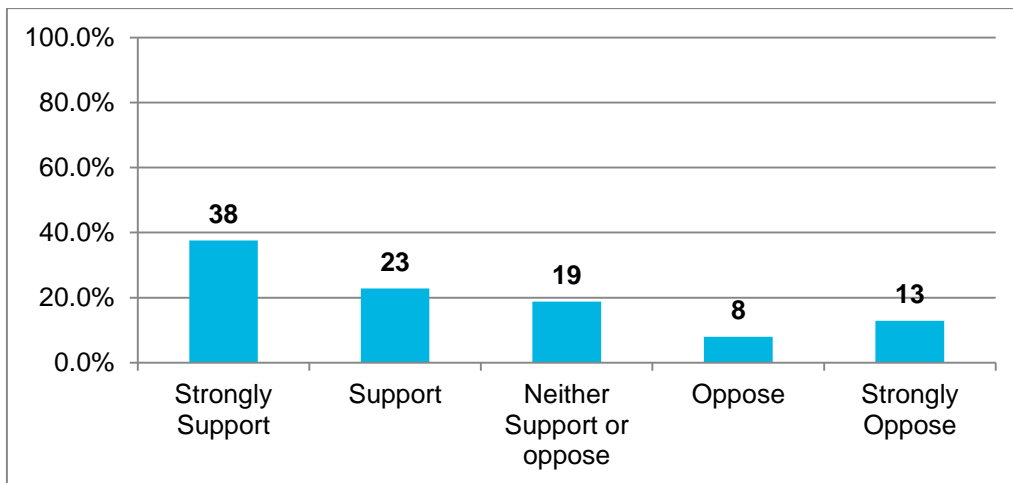


6.2 Level of Support for Proposals

“To what extent do you support each of the proposed designs for McDonald Road / Broughton Road junction?”



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



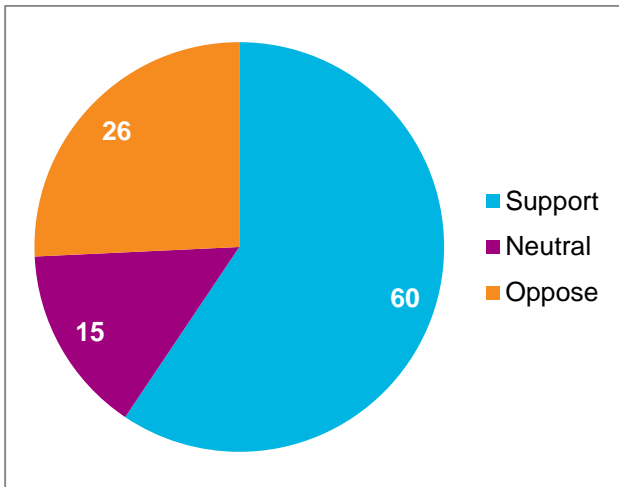


Figure 5 Online Survey Support for McDonald Road / Broughton Road Junction Proposals

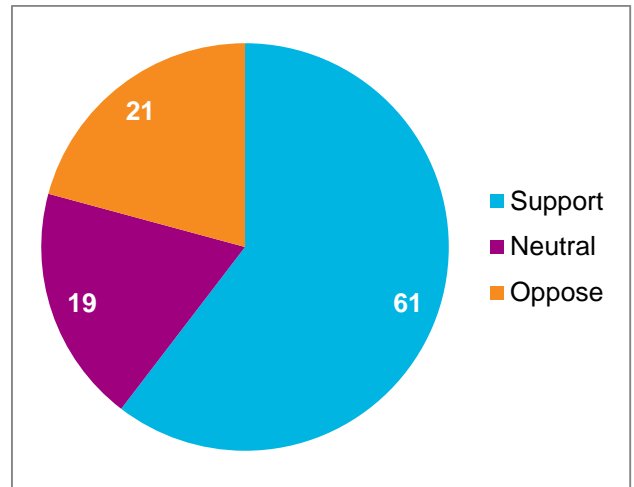
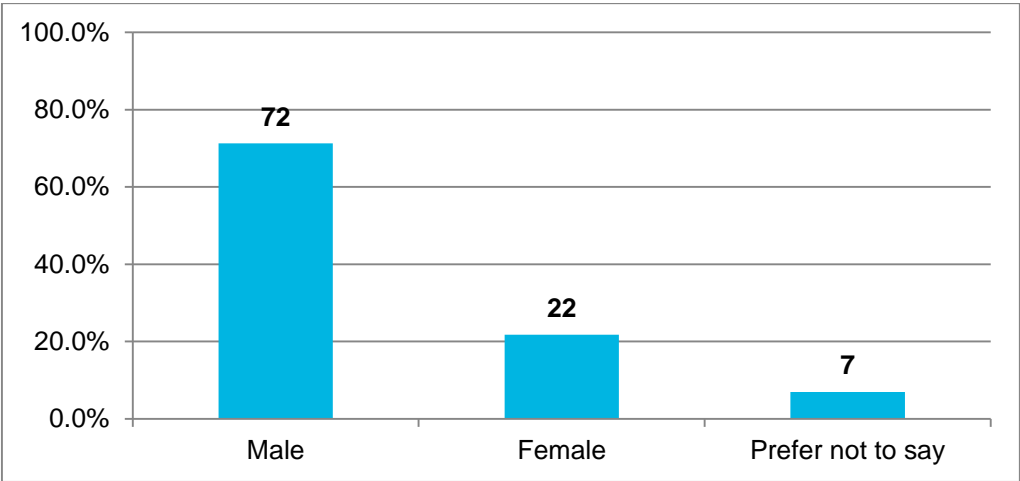


Figure 6 Online Survey Support for McDonald Road Proposals

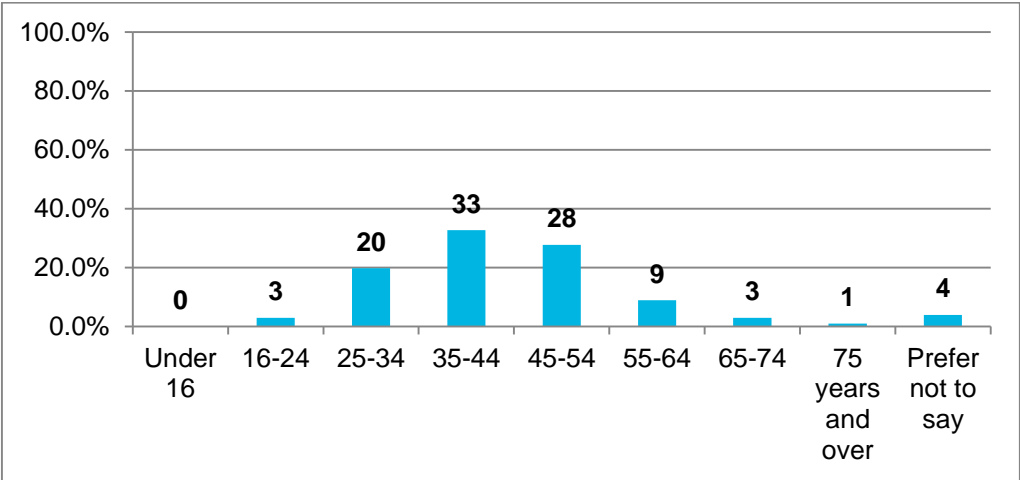
Of the 101 survey respondents overall, most were either **supportive** or **strongly supportive** of the proposals for both scheme proposals.

6.3 Survey Respondent Demographics

“Please tell us your gender”



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



6.4 Demographics of Support for Proposals

6.4.1 McDonald Road / Broughton Road Junction

Levels of support for McDonald Road / Broughton Road junction proposals by gender

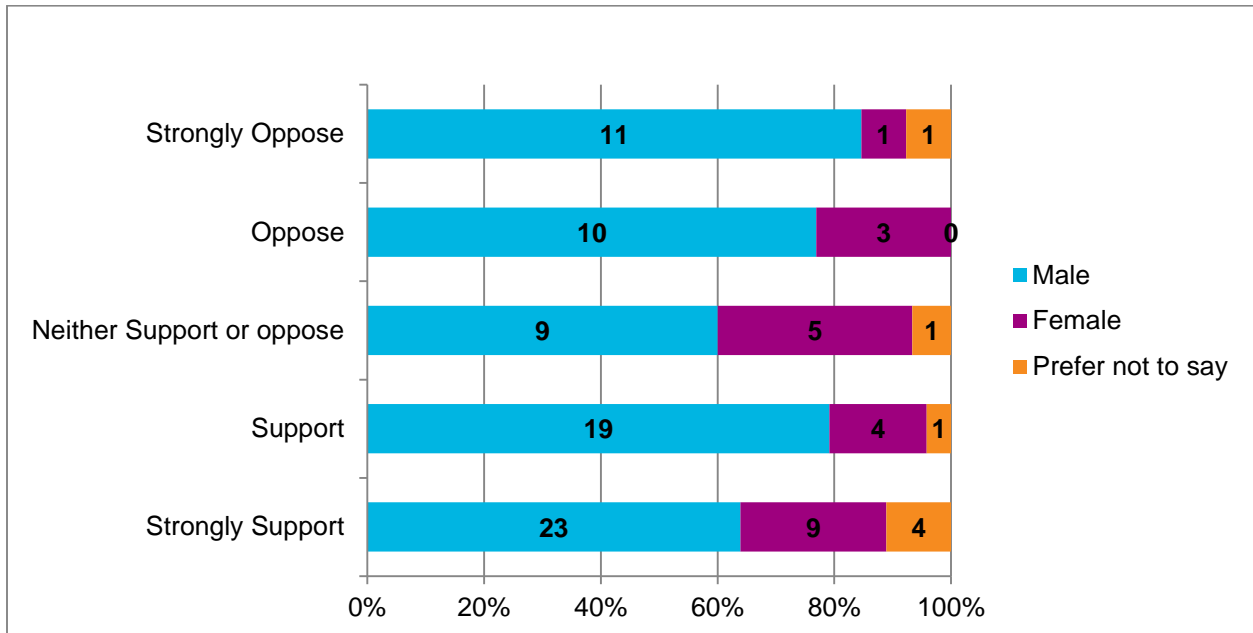


Figure 7 Level of support for McDonald Road / Broughton Road proposals by gender

Levels of support for McDonald Road / Broughton Road junction proposals by age

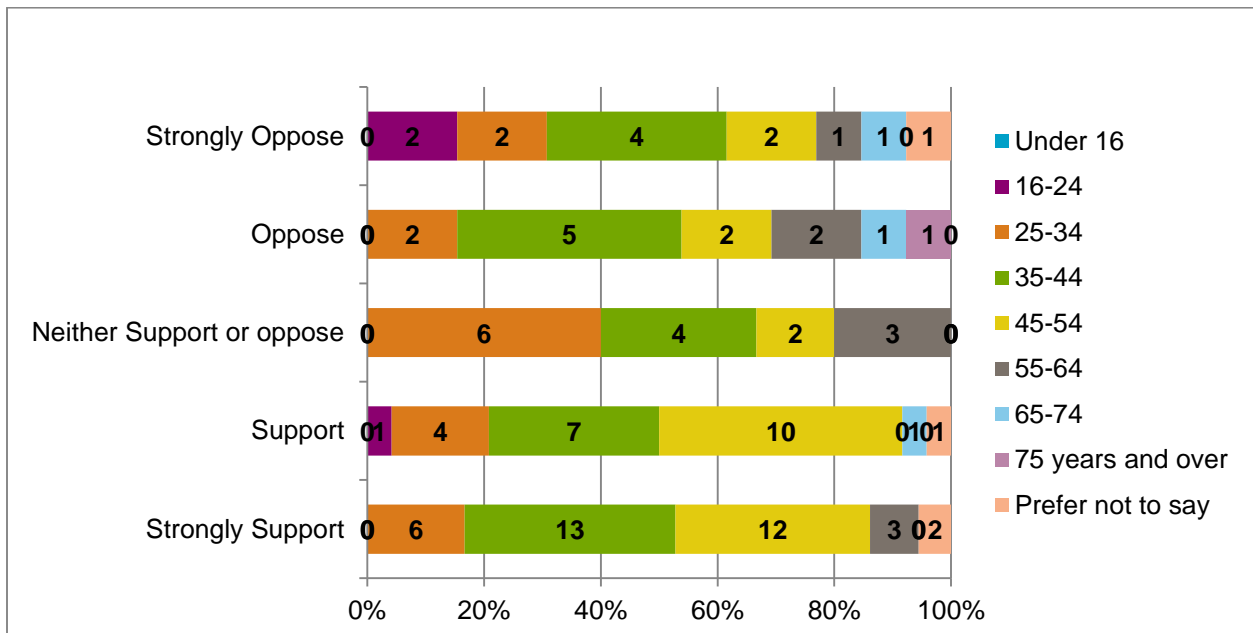


Figure 8 Level of support for McDonald Road / Broughton Road proposals by age

6.4.2 McDonald Road

Levels of support for McDonald Road proposals by gender

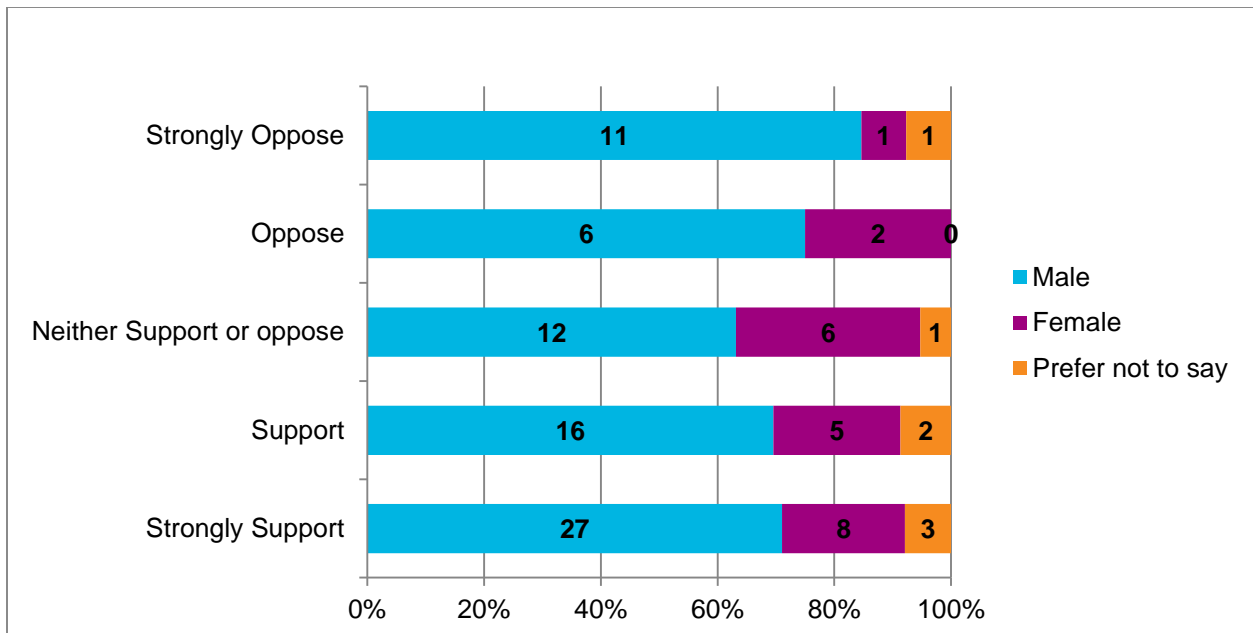


Figure 9 Level of support for McDonald Road proposals by gender

Levels of support for McDonald Road proposals by age

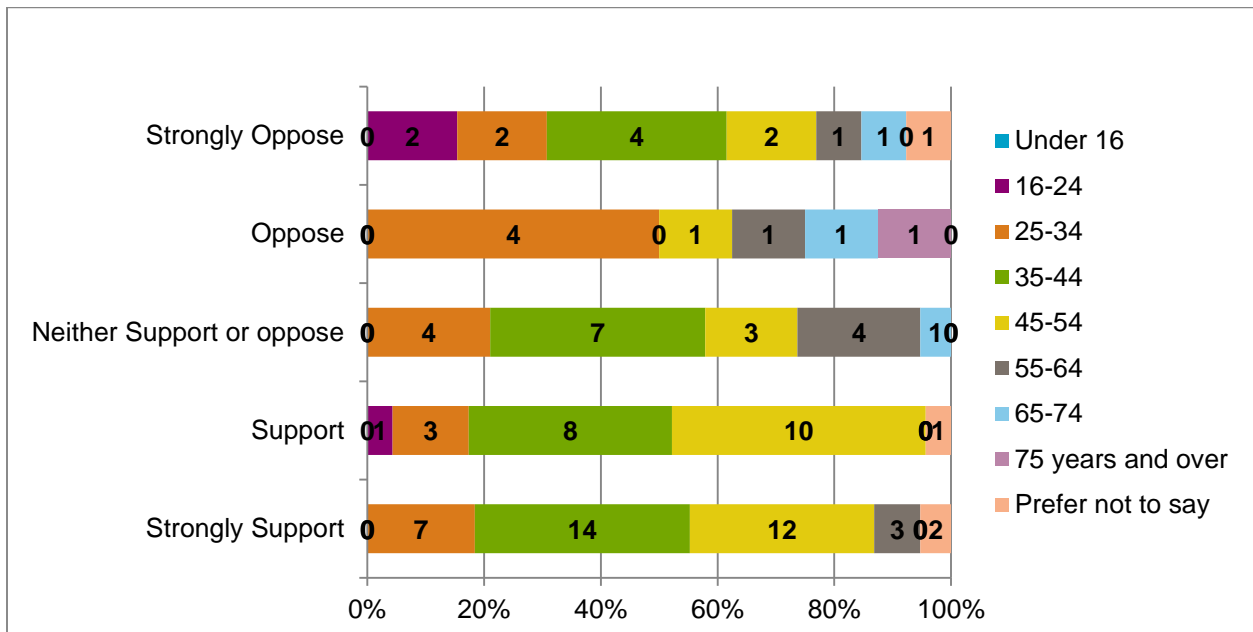


Figure 10 Level of support for McDonald Road proposals by age

6.5 Online Survey - Key Issues

Key Issues of Concern – Online Survey

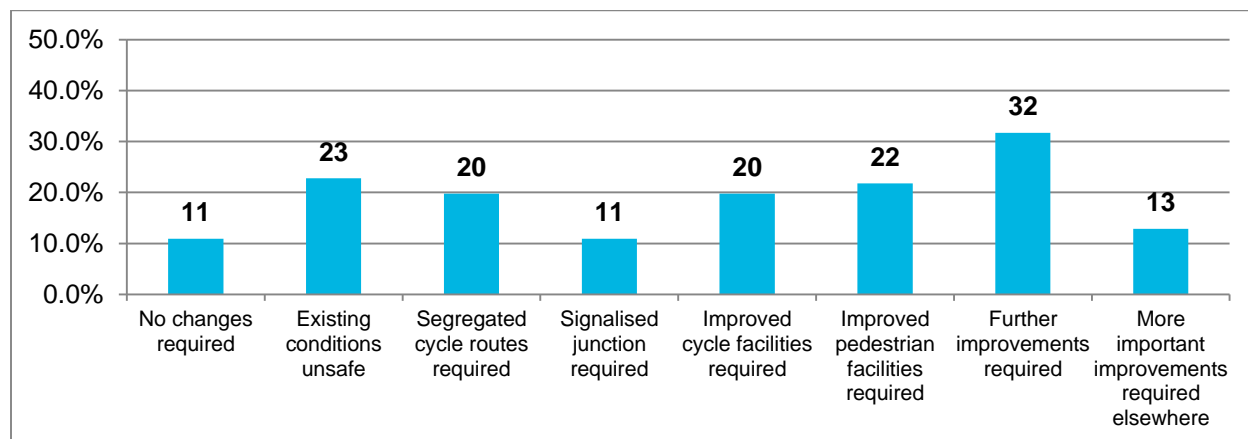


Figure 11 Key Issues of Concern - Online Survey

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

6.5.1 Key Issues in greater detail

Key Responses – Existing Conditions Unsafe (23 responses, 22.8%)

1. Roads are too dangerous / not suitable for families or less confident cyclists (13, 56.5%)
2. High traffic volumes and speeds are intimidating (5, 21.7%)
3. Lack of crossing facilities for people walking or cycling (4, 17.4%)
4. Lack of enforcement of traffic offences and of painted cycle lanes (4, 17.4%)
5. Condition of road surfacing (3, 13.0%)

Key Responses – Improved Cycle Facilities Required (20 responses, 19.8%)

1. Segregated cycleways required (5 responses, 25%)
2. Existing proposals put cyclists in “door-zone” of on-street parking (5 responses, 25%)
3. More protection and coloured surfacing for right turning cyclists (3 responses, 15%)
4. Bring cycle lane all the way to the junction mouth (3 responses, 15%)
5. Cycle cut-throughs should be added to existing traffic calming on both sides of the road (3 responses, 15%)

Key Responses – Improved Pedestrian Facilities Required (22 responses, 21.8%)

1. Signalised crossing required (4 responses, 18.2%)
2. More priority for pedestrians at junctions (4 responses, 18.2%)
3. More crossings required (3 responses, 13.6%)
4. Reduced junction widths and corner radii (2 responses, 9.1%)

5. Improved footway surfaces (2 responses, 9.1%)

Key Responses – Further Improvements Required (32 responses, 31.7%)

1. More segregated routes across city (8 responses, 25%)
2. On-street parking should be used to protect cycle lanes (7 responses, 21.9%)
3. Lack of enforcement of parking on cycle lanes (5 responses, 15.6%)
4. Not enough pedestrian and cycle priority across city (3 responses, 9.4%)
5. Improved cycle parking across city (2 responses, 6.3%)

6.6 Preferred Mode of Travel

When asked what your preferred mode of travel would be if you had the choice, 55% of survey respondents stated that their preferred mode of travel would be walking or cycling.

It is worth noting that 64% of respondents stated that they would wish to continue to travel as they do now. Of these people, 36% said they currently walked to their place of work and 64% said they cycled.

Some of the key issues raised which prevented survey respondents from using their chosen mode of travel to get to work are shown below.

1. Roads are too dangerous / not suitable for families or less confident cyclists (10 responses)
2. Traffic volumes and speed (10 responses)
3. Lack of dedicated cycle infrastructure(10 responses)
4. Lack of enforcement of traffic offences and of painted cycle lanes (4 responses)
5. Lack of safe / segregated cycle routes across the city (3 responses)
6. The condition of the roads (3 responses)
7. Lack of cycle parking across the city (2 responses)

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

6.7 Consultation Summary

In summary, it was found that the majority of those who participated in the consultations were either supportive or strongly supportive of the proposals.

50% of stakeholders consulted on the McDonald Road / Broughton Road junction proposals suggested that improved pedestrian facilities were required and the same number suggested that the junction required full signalisation.

31.7% of the online survey respondents stated that further improvements would be required, 22.8% stated that the existing conditions were unsafe and 21.8% of respondents stated that improved pedestrian facilities were required.

It is also worth noting that around 20% of the survey respondents stated that segregated cycle routes were required.

The most common reason people stated that prevented them from travelling around Edinburgh by their preferred mode of travel was that the roads were too dangerous and not suitable for families or less confident cyclists.

A number of survey respondents also indicated that many of the painted cycle lanes across the city which place cyclists in the “door zone” of on-street parking were inadequate, and there was a general lack of enforcement of inappropriate parking on these cycle lanes.

Conflict with fast and heavy traffic, unsafe roads and lack of dedicated cycling and walking facilities were among the most common reasons listed as preventing people from travelling around Edinburgh by their preferred mode of travel.

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:

- Full signalisation of the Broughton Rd/McDonald Rd junction.
- A zebra crossing to second school entrance on McDonald Rd by Blandfield
- Junction tightening and continuous footways across Bellvue Road, McDonald St, Papermill Wynd, Blandfield and Hopetoun Crescent.
- A tiger crossing (a Zebra crossing that can also be also by cyclists) McDonald Road at Dryden Terrace and Hopetoun Street.
- New tree planting, where possible at junction tightening/continuous footways.
- General de-cluttering of signs and street furniture, including removing ‘keep left’ bollards’ at build outs.

Appendix A - Full List of Stakeholder Consultation Comments

McDonald Road / Broughton Road Junction – Stakeholder Comments

Date	Organisation/ Type	Comment	Consultation Type
26/07/2016	Spokes	<ul style="list-style-type: none"> In favour Perhaps should fully signalise junction to help people cross McDonald Road. Particularly school children 	External Stakeholder Workshop
26/07/2016	Resident (local area)	<ul style="list-style-type: none"> In favour Signalised crossing of McDonald Road for school children, set back from junction mouth Ensure angle of signal heads of current junction are altered so that driver turning right from McDonald road can see them. 	External Stakeholder Workshop
26/07/2016	Councillor	<ul style="list-style-type: none"> In favour. Happy to see pedestrian improvements as well 	External Stakeholder Workshop
26/07/2016	Resident & Living Streets Edinburgh	<ul style="list-style-type: none"> In favour. Signalised crossing of McDonald Rd for school children, or fully signalise junction, or tighten up junction mouth. No right turn lane. 	External Stakeholder Workshop
26/07/2016	Spokes	<ul style="list-style-type: none"> In favour Signalised crossing of McDonald Rd for school children, or fully signalise the junction. 	External Stakeholder Workshop
26/07/2016	Sustrans	<ul style="list-style-type: none"> In favour Widen Footway along Broughton Road all the way to the school, so the road way is restricted and the cars have to queue behind the bus. Signalised crossing of McDonald Rd for school children, or fully signalise junction, or tighten up junction mouth. No right turn lane. 	External Stakeholder Workshop
26/07/2016		<ul style="list-style-type: none"> In favour Add red chips to the right turning lane 	External Stakeholder Workshop
26/07/2016	Resident	<ul style="list-style-type: none"> In favour 	External Stakeholder Workshop
27/07/2016	Resident & Living Streets Edinburgh	<ul style="list-style-type: none"> Controlled crossing on McDonald Rd. at McDonald Rd./Broughton Rd. junction. Busy crossing for pedestrians travelling from Canonmills to Leith. Only one crossing for the school on McDonald Rd. McDonald Rd. /Broughton Rd. very congested at peak hours and can be difficult to cross. Pinch point on the footway at the bus shelter on Broughton Rd. MC explained that this footway will be widened as part of the proposed works. The old bowling green on Broughton Rd. is now playing fields for the school. It is important for pupils to have a safe route from the school to the playing fields. 	External Stakeholder Workshop

27/07/2016	Spokes	<ul style="list-style-type: none"> • Would recommend give way lines at both sides of the raised table to give pedestrians priority at crossing points. 	External Stakeholder Workshop
27/07/2016		<ul style="list-style-type: none"> • Junction too wide on McDonald Rd. at McDonald Rd/Broughton Rd junction. • Would be keen to see some continuity from the end of the advisory cycle lane on McDonald Rd. to the refuge island for cyclists. Potentially have red surfacing on the refuge island. Or dashed lines from the end of the advisory cycle lane to the refuge island. 	External Stakeholder Workshop
27/07/2016	Resident	<ul style="list-style-type: none"> • Raised table at the Toucan crossing on Broughton Rd. 	External Stakeholder Workshop

McDonald Road – Stakeholder Comments

Date	Organisation/ Type	Comment	Consultation Type
26/07/2016	Spokes	<ul style="list-style-type: none"> • In favour 	External Stakeholder Workshop
26/07/2016	Resident (local area)	<ul style="list-style-type: none"> • In favour 	External Stakeholder Workshop
26/07/2016	Councillor	<ul style="list-style-type: none"> • In favour. • Happy to see pedestrian improvements as well 	External Stakeholder Workshop
26/07/2016	Resident & Living Streets Edinburgh	<ul style="list-style-type: none"> • In favour • Long term would like to see a full transformation of the street. Fully segregated cycling and less parking, better public realm. 	External Stakeholder Workshop
26/07/2016	Spokes	<ul style="list-style-type: none"> • In favour 	External Stakeholder Workshop
26/07/2016	Sustrans	<ul style="list-style-type: none"> • In favour 	External Stakeholder Workshop
26/07/2016		<ul style="list-style-type: none"> • In favour • Don't ramp up cyclists at cut-throughs of build outs (risk of cyclists losing control) • Keep red chips on the cycle lanes and through the build outs. Prefers red chips to thermoplastics 	External Stakeholder Workshop
26/07/2016	Resident	<ul style="list-style-type: none"> • In favour 	External Stakeholder Workshop
27/07/2016	Resident & Living Streets Edinburgh	<ul style="list-style-type: none"> • Permit parking not utilised on McDonald Rd. as the majority of the properties come with private parking. Check parking arrangements for the new development on McDonald Rd. • The assisted crossing on McDonald Rd. should be updated to a zebra crossing. At the moment it is an assisted crossing but it is unsafe for children as the road width allows two cars to pass even though the cars travelling from the west should give way. Potentially changed the radius of the bellmouth to the access to Blandfield. • Pedestrians crossing the access to Blandfield could be improved. • The width of the bellmouth at McDonald Rd./Bellvue Rd. junction should be tightened as it is too wide at the moment. Cyclists travelling to the school access the school via Bellvue Rd. • The trees should be trimmed along McDonald Rd. as the visibility is poor. • Potential access to the railway line that services the waste station on Broughton Rd from Papermill Wynd. The railway line will no longer be required from 2018, the path could be updated to take cyclists/pedestrians off McDonald Rd. and give them 	External Stakeholder Workshop

access to the North Edinburgh Path Network.

- McDonald Rd. becomes a key link in the overall cycling plan for Edinburgh once Leith Walk cycling scheme is constructed.

27/07/2016	Resident	<ul style="list-style-type: none"> • Would like to see the cycle lane constructed inside the parking on McDonald Rd, realises the cost implications though. 	External Stakeholder Workshop
31/08/2016	Living Streets	<ul style="list-style-type: none"> • The creation of a raised table across McDonald Rd at the Broughton Rd junction is very welcome, but overall this project does not involve enough improvements to the safety and convenience of the walking environment. • The raised table involves a long crossing of McDonald Road without a central island. The junction mouth of McDonald Road at Broughton Road should be narrowed and a central pedestrian refuge added. Building out the footway at the north-east corner of the junction would slow cars turning into McDonald Road from Broughton Road westbound. • It is vital that the 'feel' and appearance of the table are such that it conveys the message to motorists and cyclists that this is a continuous footway, with pedestrian priority. This should be reinforced with road markings and signage both east and west of the table. • It is indicated that the improved signalised crossing of Broughton Road would be 'used by people on foot and by bicycle' – the potential conflicts of shared use should be avoided by installing a 'tiger crossing' with clear separation of the walking and cycling crossing routes (and with the cycle crossing on the south west side of the crossings). • To avoid the danger of cyclists using the pavement between the signalised crossing and the start of the cycle lane east of the McDonald Rd raised table, an on-road cycle lane should lead from the tiger crossing across the raised table (but with pedestrian priority) into McDonald Road to join up with the currently planned cycle lane. • At two points on the north side of McDonald Road the proposed cycle lane runs right through the pavement – the road surface, markings and signage need to make clear that pedestrians have priority. • An additional formal or informal pedestrian crossing point of McDonald Rd is needed east of Papermill Wynd. • Continuous footway arrangements should be installed along the south side of McDonald Road at the Bellevue Road / McDonald Street junctions. • A wider strategic issue raised by this and other 'Quiet Route' cycle network projects is: when are we going to see the development of a network of cross-neighbourhood dedicated walking routes (along linked / continuous footways etc) with the objective of (a) making existing walking trips safer and more convenient, and (b) encouraging modal switch to walking? 	External Stakeholder Workshop
Broughton Primary School Parent Council	<ul style="list-style-type: none"> *Most parents feel McDonald Rd is unsuitable for cycling to school and a toucan is needed at the junction with Broughton Rd *Rethink required for crossing at E Claremont St where existing SXP operated, potentially zebra crossing *Bellevue Rd junction also perceived as dangerous *Generally wide junction radii and road widths encourage faster vehicle speeds *Poor maintenance of school fences and trees *School gate too narrow for all users *Lack of vehicle pick up and drop off facilities *Designs only focus on cycling, not other modes *No training or after school activities suggested as part of scheme *Lack of safe crossing facilities, particularly at McDonald Road and Broughton Rd *Concerns that works are too narrow in scope to make significant changes to uptake of cycling. For instance McDonald Road is seen as a strategic cycle corridor which some wish to see segregated. 	Email - External Stakeholder Workshop	

Appendix B - Full List of Public Consultation Comments

McDonald Road / Broughton Road Junction – Public Comments

Date	Organisation/ Type	Comment	Consultation Type
17/08/2016	Private Resident (also Sustrans)	<ul style="list-style-type: none"> • Junction very busy, wide and difficult for less able pedestrians • There was a fatality close by • Large number of HGVs for surrounding businesses and close to a Fire Station • Very close to Broughton Primary, SXP located closer to nursery and does not appear to be in the best location • Large development likely to have an impact • Broughton Primary catchment is very fast growing and there could be many more children in the coming years • The junction should be signalised 	Email - Public Consultation
12/08/2016	Resident	<ul style="list-style-type: none"> • General support for crossing • Issues with other nearby crossings • Believes that nearby crossing at Tesco should be on other side of Broughton Road 	Email - Public Consultation
08/09/2016	Spokes	<ul style="list-style-type: none"> • Just a short note to formally state that Spokes are supportive of the plans shared in this consultation and keen to see this scheme go ahead and deliver improvements on the QuietRoute network. We're pleased that the plans fill in a gap in cycling provision on McDonald Road and make the right turn to access St. Mark's path safer. 	Email - Public Consultation
23/09/2016	Resident	<ul style="list-style-type: none"> • The crux of my email is that this need to be a properly segregated zone for cyclists like the plan for the top of Leith walk/Crichton place. Having parking on the inside of the cycle lane doesn't work as shown by the bottom of Leith walk currently! 	Email - Unknown

McDonald Road – Public Comments

Date	Organisation/ Type	Comment	Consultation Type
08/09/2016	Spokes	<ul style="list-style-type: none"> • Just a short note to formally state that Spokes are supportive of the plans shared in this consultation and keen to see this scheme go ahead and deliver improvements on the QuietRoute network. We're pleased that the plans fill in a gap in cycling provision on McDonald Road... 	Email - Public Consultation

Appendix C - Full List of Online Survey Text Comments

Online Survey – Support for Improving Cycling Conditions

Strongly Support

Ref I.D.	Q1	Q2	
	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	Proposal appears to benefit both cyclists and pedestrians	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	Strongly support	I currently cycle along McDonald Road several times a week. Conditions for cyclists are often difficult and intimidating. Improving the situation would be very welcome.	
5	Strongly support	Needs to be made safer for bikes either turning right or having to access the shared crossing on the right to go across to powderhall via bridge to access NEPN	
6	Strongly support	Resident in area who cycles with child in infant seat to nearby nursery	
7	Strongly support	yes happily, this road is and has always been in dire need of some redress regarding safer cycling infrastructure and the limiting of speeding drivers who carelessly use the road. Its an WHEN not IF for accidents and fatalities currently, like a lot of roads in the capital..	
8	Strongly support	There is an excellent cycle path network that is suitable for all, which leads along St Marks Path, but this route abruptly ends by spitting cyclists out at Broughton Road / McDonald Road with a dangerous and complicated junction. I am an experienced cyclist who uses this every day, but still dismount and walk across to the school to pick up my daughter rather than negotiate the crossing which leads cyclists onto the pavement with nowhere clear to go thereafter. Immediately turning right to go southbound on Broughton Road brings you into conflict with cars emerging from / turning into McDonald Road when they are aiming to take advantage of the crossing red light to allow that manoeuvre. Additionally, I have twice been crossing at the path exit towards McDonald road, on the "green man" signal as a pedestrian, when a car turning right out of McDonald Road has failed to acknowledge the red stop sign for them, and ploughed on through. On one occasion, narrowly missing me and the buggy I was transporting my younger child in. This junction needs attention in any case, regardless of the Quiet Routes provision.	

10	Strongly support	McDonald Rd is already a key link from the city to the NEPN and the future Leith Walk path will make it even more important	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
11	Strongly support	Having regularly cycled along McDonald road I know the existing facilities could be better, e.g. not all islands have cut through for cycles.	
13	Strongly support	It's part of a quiet route across town and at the moment has no uphill cycle provision.	
14	Strongly support	McDonald road is a key route to join St Mark path and the North Edinburgh Path Network from Leith Walk. I Used the route daily on my old commute but now I still use it at least twice a week.	
15	Strongly support	Any improvements to the cycling conditions within the city of Edinburgh are most welcome, as they will help the city become healthier and more sustainable. In this specific situation, McDonald road has a "half-finished" feel about it for cycling infrastructure: suitable infrastructure on the southern half, but very little on the northern half. These improvements will make the whole route safer and more usable.	
16	Strongly support	it needs to be improved, it's pretty poor	
25	Strongly support	I cycle there and crossing from east to west is dangerous towards St Marks Path is dangerous. Not bothered by McDonald Road itself, although the surface could be improved + markings refreshed.	
26	Strongly support	Recently I had an accident with a car colliding in my bike while I was cycling on McDonald Rd and Leith Walk junction. I strongly support anything that will improve the safety and ease of cycling in this area.	
30	Strongly support	These streets are very tricky for anyone using these paths / cycling towards the canonmills tesco, etc. Especially given all the new housing developments in the area, these are good and useful improvements, but more could be done to provide quality infrastructure and make the area much more pedestrian and cycle friendly.	
32	Strongly support	I work on Bonnington Road, and I cycle to work. But I avoid McDonald Road because it is too dangerous to cycle on at the moment.	
33	Strongly support	Being a deaf cyclist not hearing cars coming getting a cycle way helps ppl like us	
34	Strongly support	I feel this measure would encourage more people to cycle more often in the area, and it would work well to link the area around it.	
35	Strongly support	At present there is a mixture of segregated and on road cycling, should be consistent, preferably segregated.	
36	Strongly support	There is sufficient space for a full cycle lane, free from parked cars etc. It connects Leith Walk with a much broader cycle network as well, which is useful.	
38	Strongly support	Any improvement to cycling infrastructure is likely to help increase cycling uptake and reduce traffic congestion. Conditions in this area are currently poor.	

40	Strongly support	I feel that Edinburgh is lacking in safe cycle routes in certain city areas. Providing an increased network will improve safety and may encourage an increase in cycle users throughout the city. The overall benefits can include reduced co2 levels and help address public health	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
41	Strongly support	I am a regular cyclist in Edinburgh and believe there needs to be less cars on the road to reduce air pollution, I also think an increase in using the bicycle as a normal form of transport will improve the general health of the population. Having lived in Helsinki where there is an excellent cycling infrastructure that many people use and feel safe to use I know it possible to achieve this and have seen the benefits.	
42	Strongly support	Priority islands ignored by motorists leading to head on situations. Junction with Broughton road horrible.	
43	Strongly support	I believe there should be many more safer routes in Edinburgh for cyclist, we are so far behind with other European cities.	
44	Strongly support	I strongly support the aim of improving cycling conditions anywhere.	
45	Strongly support	There is too much space given to too few drivers. This creates congestion and pollution we need to remove space from private motor vehicles and use it more wisely.	
48	Strongly support	To improve the facilities and conditions to allow children to cycle to Broughton primary school	
49	Strongly support	Its currently dangerous, there are poor sight lines for traffic and its a lottery if you are turning into broughton road. The car drivers take no heed of the speed limits	
52	Strongly support	Improve access from cycle route from St Marks Park.	
53	Strongly support	Currently a hugely dangerous area for cycling with no real safe provision. Use the 8 - 80 test; if you wouldn't feel safe letting an 8 year old cycle there, it's useless.	
54	Strongly support	At present, the route from McDonalds Road at the Broughton Road junction is confusing for cyclists, as there are two lanes marked on the road ("turn left" and "turn right"). But to get into the park, you need to go straight ahead (more or less). As a result, cyclists tend to position themselves at the left of the right lane or at the right of the left lane, neither of which is ideal. This in turn causes confusion for waiting motorists. The proposed scheme would be a big improvement.	
55	Strongly support	Make this a thoroughfare for cyclists into the city as it links onto the cycle paths at the one end. Could they also be continued in other areas of Leith Walk. Perhaps even a rout over the bridge by Dryden street and on down into Pilrig park through Cambridge Avenue. Be bold with the plans and changes please!	
56	Strongly support	Current on road lanes are inadequate given the level of traffic. Improvements are most needed near the junction	

59	Strongly support	Junction coming from Mark's Park onto McDonald Road is confusing and would be great if the set up could be clarified. Would also be good if the cycle route was continuous and there was a path through the islets all the way up (to Leith Walk) as the road is on an incline. Coming the other way (Leith Walk to Broughton Road) cars want to nip past you through the islets and sometimes come past relatively fast...separating or giving the cycle path more room would be preferable, or removing road markings for the cycle path completely by the islets, as it gives a false sense of space for cyclists.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
60	Strongly support	The current conditions are bad: that this is a QuietRoute section is laughable. It's challenging for an adult to cycling next to parked cars with other cars speeding by.	
61	Strongly support	The area is currently offputting for cycling - the road is very busy, and drivers tend to overtake very closely. Better cycle infrastructure would make it safer and more pleasant to cycle.	
62	Strongly support	It is crucial that more people are encouraged to take up active travel to get around Edinburgh. As an occasional user of McDonald by car, bike and on foot I am confused by the complex layout and priorities along the road. There are a vast number of parking spaces, buildouts and cycle lanes which stop and start along the route. At present the road is too busy and too confusing for new and inexperienced cyclists and cannot be considered part of a "Quiet Route".	
64	Strongly support	Pinch points combined with cycle lanes create conflict between motorists and cyclists. This can result in close squeezing by vehicles (overtaking and oncoming) making this section of the route very scary.	
65	Strongly support	Currently, as is generally the case, the existing infrastructure is biased to car drivers. If cycling is to become more popular, then junctions like this need to be improved to make cycling more inclusive. Present arrangement does nothing to encourage new cyclists and discourage those less confident on a bike.	
66	Strongly support	I live in Leith and cycle with my family so I want safe routes to get around my local area. McDonald Road is an important part of the quiet route network in Leith.	
67	Strongly support	Improvements to this stretch of road is welcome as at present it is not conducive to cycling, particularly the traffic calming measure which is a cycling hazard.	
69	Strongly support	I cycle in Edinburgh and this junction is currently dangerous for such an important route	
71	Strongly support	There is too much motor traffic in Edinburgh and the only way to reduce this by a modal shift to cycling and walking. The proven way to achieve this is to improve facilities for cyclists and walkers across the city. In particular McDonald Road is a vital link between the North Edinburgh Network and Leith Walk.	
73	Strongly support	The route is cyclist-unfriendly and dangerous as it is. I refuse to use it because of that.	
75	Strongly support	I cycle along macdonald road and broughton road on my way to and from work. I don't find it an easy junction to negotiate, particularly turning right from broughton road onto macdonald road.	

76	Strongly support	It's a bit of a disjointed junction with the access to the cycle route diagonally across and right beside the lights. It would be much easier if the access to the cycle path could be improved and integrated into the junction	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
77	Strongly support	The junction with Broughton Road, particularly its connection to St Mark's Path and thence the NEPN, has long been substandard. MacDonald Road's missing cycle cuts-through on the builds-out are also long-overdue attention.	
78	Strongly support	the current traffic calming system leads to a lot of debris in the cycle lane	
79	Strongly support	It is a major link from the busy Leith area to the off carriageway routes.	
80	Strongly support	I am a cyclist and a car driver as well and I know both the junction and the McDonald road route well. There is inconsistency in the provision for cyclists along McDonald Road - for example when the road is narrowed, at certain points cycles can progress on a dedicated lane whereas at most of the other points they have to wait with the motorised traffic - I'd like to think that would be addressed. As well as the issue of sightlines, the junction is tricky for cyclists coming from Canonmills and turning right into McDonald Road.	
84	Strongly support	I cycle this route regularly by myself, and also with 2 children age 6 and 10. It is very difficult to use the road crossing to use the cycle path at St Marks Park, we all have to cross very busy MacDonald Road. This proposal doesn't fully address this issue as there is no crossing being put in at McDonald Road, which the road at the end with Broughton Primary School desperately needs. There is huge danger to the children crossing this road, there is no safe way to do it, even with these proposals.	
85	Strongly support	At the moment there is no way to access the Powderder Hall path from McDonald Road without crossing three lanes of traffic and / or cycling on the pavement, neither of which is conducive to cycling or pedestrians.	
86	Strongly support	I cycle from Inverleith Row to Broughton Primary School with my children every day. It is a very safe route except when we arrive at the Broughton Road/McDonald Road junction. Although there is a crossing, it always feels unsafe because of cars pulling out of McDonald Road who are not always concentrating on the red light there. The other challenge is crossing McDonald Road to get into the school. It's fine when there is a crossing guard, but I wouldn't let my children do it at any other time. Not many children at Broughton cycle to school and this could be truly transformed with better cycle routes along McDonald Road, which is the way many people walk at the moment.	
87	Strongly support	I regularly cycle along Macdonald Rd to reach the St Mark's path. The speed and recklessness of traffic on this route is often intimidating, and it feels like a barrier between Easter Rd and the St Mark's path.	

89	Strongly support	McDonalds Road's surface is not conducive to cycling with thinner wheeled bikes in my opinion and the junction onto Broughton Road is confusing . Also the traffic can be quite fast moving on both roads which is concerning when I try to cycle with children.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
91	Strongly support	I cycle to work regularly along with a significant 10-20% of my colleagues at 111 McDonald Road in Ironside Farrar Ltd. the main route along the Road is "bitly worn out and dangerous at times.	
92	Strongly support	Anything that improves safety for all is welcome	
93	Strongly support	Cycling is an excellent way of getting around Edinburgh and anything that can be done to improve the safety of doing so is positive. This particular area is very busy - especially Broughton Road - and the junction has poor sightlines currently when approaching the crossing. The North Edinburgh path network is already very useful, and improving its utility by making onward journeys easier and safer should be a priority.	
94	Strongly support	I cycle regularly and would like more people to do so who currently do not feel able to. For instance my wife is happy to cycle on the many paths around the city but is put off cycling to many places as she is not comfortable mixing with fast and/or heavy traffic on her bike. If she was cycling from McDonald Road towards Broughton Road she would at best probably have to get off and walk under the current junction layout. Having to cycle into the middle of the road and potentially having to wait there (with traffic on all sides) until on-coming traffic has passed before being able to reach the current push-button crossing heading towards is very unappealing to her. Therefore I strongly support the quietroutes project which I hope will 'design out' these type of manouvres and make cycle journeys easier.	
95	Strongly support	I use this junctory a lot mainly on foot with young children. Anything that improves the ability to cross the road would be good. partiuarly with regards to conecting st maks path with mcdonald road. These proposals make a lot of sense. I do cycle as well and have always felt there should be a cycle path that connects st Marks path to Lieth walk. Its a tricky junction at the moment.	
96	Strongly support	McDonald Road is full of pinch points - at least three different ways of demarcating cycling space. The crossing onto Powderhall Path need joined on correctly.	
98	Strongly support	The improvements will result in a consistent cycle route all the way along McDonald Road -- at the moment the cycle lanes disappear at the bottom (North) end.	
99	Strongly support	I use McDonald Road as part of my cycle commute. Existing facilities are useful, but will benefit from extending and resurfacing works	

Online Survey – Support for Improving Cycling Conditions

Support

Ref I.D.	Q1	Q2	Council Response
	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	
12	Support	McDonald Rd currently has many pinchpoints and drivers often try to squeeze past cyclists. Having bypasses at these pinchpoints will improve the situation. However it's a bit of a mixed bag with on-street cycle lanes that tend to be abused by drivers, so I don't want to give it full marks.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
17	Support	I think it is a really good idea to sort out these cycle lanes: currently there is too much chopping and changing. BUT in the political current climate which seeks to promote cycling...segregated lanes ought to be provided. Also it is not clear to me how folks cycling east-to-west get from the south side of the road to enable them to use the signalised crossing to access the path to St Marks Path. This needs proper dropped kerbs and a better through flow of the junction for cyclists.	
18	Support	I think we should aim to improving cycling, driving and walking conditions everywhere in Edinburgh. Who would oppose such a laudable aim?	
31	Support	There's not enough that can be done to improve road conditions and safety to support the combined use of cars, bikes and pedestrians throughout Edinburgh.	
39	Support	Helps cyclists on carriageway and keeps separation from pedestrians.	
46	Support	It looks like that the cycle lane will be well defined and the removal of the middle line will slow traffic and make this a safer place to cycle	
50	Support	The road is currently a mess with traffic calming and parking spaces and it would be good to offer cycling routes from Leith Walk through to the cycle paths at Warriston.	
51	Support	Improvements are needed on McDonald Rd but not sure the plans are enough.	
63	Support	Its a good generally safe area for cycling so the improvements will add to that.	
68	Support	I support the junction radii reduction and raised tables. I do not support unprotected "red paint" cycle lanes. The cycle lanes need to go on the other side of the parked cars so that the parked cars offer protection to cyclists from moving traffic.	
82	Support	The cycle lanes are welcome along this road, however they could be improved further by running them on the inside of the parking bays rather than the outside of the parking bays - that would switch my "support" into "strong support". This would require no more road space than the	

		<p>proposed plans, but would protect cyclists from moving vehicles and much reduce the risk of being "doored" (single occupancy private cars being the norm) and the consequences of being doored (knocked onto the footway instead of into the carriageway). This also eliminates the likelihood of the cycle lane being blocked by drivers double parking, although a means of preventing drivers from parking too far to the left would need to be introduced. It is good to see the inclusion of a protected means to cross from McDonald Road to St Mark's Path.</p>	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
97	Support	<p>It is currently difficult to access st Mark's Path from McDonald Rd as it is an exposed and often busy junction. The only way to access the crossing is to cut across McDonald Road and cycle on the pavement for a few metres.</p>	

Online Survey – Support for Improving Cycling Conditions

Neither Support or Oppose

Ref I.D.	Q1	Q2	
	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
72	Neither support or oppose	Of all the roads in the area, I don't see it as a top priority compared to others-but all cycle improvements are a good thing.	All general points shall be considered in the Council's future plans and strategies.
74	Neither support or oppose	There are more pressing traffic issues to be dealt with on Pilrig Street. This Junction is a non problem that doesn't need fixed	

Online Survey – Support for Improving Cycling Conditions

Oppose

Ref I.D.	Q1	Q2	Council Response
	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	
9	Oppose	The conditions are fine. There are so many other roads in dire need of improvement: this and the Roseburn proposal are nonsense.	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.
19	Oppose	I think too much is being given to cyclists. They should be able to cycle in the current traffic. The speed limit in Edinburgh is 20mph now a cyclist is capable of going faster than that and overtaking traffic on a regular basis	
20	Oppose	Edinburgh roads are being progressively slower and more difficult to navigate for commercial and private vehicle users going about their legal and necessary business. Not everyone is able or wishes to cycle but cycling is seen as a 'sexy' stance to take, irrespective of the needs or wishes of the majority of road users.	
23	Oppose	There are not sufficient numbers of cyclists to justify this.	
28	Oppose	This is billed as a cycling AND walking project. The question related specifically to CYCLISTS - so which is it? From a pedestrian point of view it doesn't improve ANYTHING	There are separate questions provided for walking and cycling aspects. The scheme provides improvements for both.
47	Oppose	Apart from the proposed widening of the controlled crossing on Broughton Road which I agree with the rest is yet again a waste of CEC money. Fix the roads and collect fines of up to £400 from cyclists using the pavements.	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.
58	Oppose	they do not go far enough to support / protect the other movements, notably the pedestrian move along broughton road.	

Online Survey – Support for Improving Cycling Conditions

Strongly Oppose

Ref I.D.	Q1	Q2	
	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
3	Strongly oppose	There is sufficient cycling provision already	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
21	Strongly oppose	McDonald Road has seen extensive upgrading in the past few years to accommodate both cyclists and pedestrians. The building of new houses on McDonald Place will increase the number of car owners accessing McDonald Road not to mention car owners from the massive new building site on Annandale Street. Surely the current cycle-way and the pavement width has taken away enough streetspace from drivers. After all, car owners DO pay ROAD TAX!	
22	Strongly oppose	The road is already a dangerous shambles. Trees were removed, ramps added, lanes blocked. Drivers try to squeeze through the narrowed road sections. The 'calming' is actually 'hazard' creation, I have seen many near misses. Why spend our tax exacerbating congestion? Loads of bikes won't start using McD suddenly.	
29	Strongly oppose	I walk, cycle and drive along this route and I don't believe there is an issue for any user.	
81	Strongly oppose	Enough provision already	
83	Strongly oppose	In your summary you state that "The levels of traffic on McDonald Road at peak times have been reported to the Council as a barrier to people wanting to cycle along the road from McDonald Street to Broughton Road." But your proposal does not actually address the traffic volumes. Under this proposal where will the traffic that you want to remove from McDonald Road go? Without addressing this issue this proposal is incomplete.	The proposed design changes, provide additional priority and safety for pedestrians and cyclists. Whilst not reducing traffic volume, these make the street feel safer and easier to use within the existing traffic levels.
90	Strongly oppose	sick and tired of cyclists cutting me up on paths and pavements- they should be on the roads, not anywhere near pedestrians. they are so ignorant it's plain to me the two cannot coexist in the same space	All general points shall be fed into the Council's future plans and strategies.
100	Strongly oppose	The real danger to cyclists at present is the chicanes and speed humps along the road. At present, there is not enough room for a car and a cyclist to pass through the chicanes. Cyclists do not give way at the chicanes when they should, in general. Where these side cycle lanes already exist, the main width of the road is too narrow - this will become even more of an issue with the cycle lanes on both sides. It does not appear that there are that many cyclists using McDonald road anyway to warrant such extensive works.	The overall response to this consultation indicates a desire for the proposed changes. The width of the road is in keeping with the Edinburgh Street Design Guidance.

101	Strongly oppose	The road will be much too narrow for cars when these cycle lanes are in place. The pavement is wide so it does not make sense why the cycle lanes cannot be placed there if they need to be created anyway. There are not the huge numbers of cyclists using McDonald Road that would mean this is worth completing!	
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Online Survey – Support for Improving Walking Conditions

Strongly Support

Ref I.D.	Q3	Q4	Council Response
	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	
1	Strongly support	Junction is well used by pedestrians and the proposal appears to make the junction and its approaches safer	
4	Strongly support	I also walk along McDonald Road regularly, and the junction with Broughton Road can be tricky. Therefore improving the junction would be welcome.	
5	Strongly support	Apart from one zebra crossing near the library there are no more safe crossing places	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road.
7	Strongly support	foot traffic is just as important to be protected from speeding, dangerous and thoughtless drivers too. We are all ultimately pedestrians.	
8	Strongly support	As per previous comment - I have been using the existing crossing as a pedestrian, once with a child in a pushchair, when cars turning right out of McDonald Road have failed to acknowledge the red light for them, and continued through the pedestrian crossing while the "Green Man" was on. This aspect alone requires clearer marking for car drivers. It should be said, I also drive, and use the junction frequently, and a yellow hatched box over the junction would make things much easier for cars emerging from McDonald Road	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road.
10	Strongly support	I strongly support improving walking conditions but do not believe the scheme does anything to reach this goal	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road.
11	Strongly support	Improving the city for pedestrians should be a major aim	
12	Strongly support	Walking is good and many problems would be eased if more people feel it's safe and comfortable to get out of their cars.	

13	Strongly support	Encouraging walking is a good thing.	
14	Strongly support	The Junction is usually busy with walkers trying to cross the road to St Mark path. Walkers and cyclist rely on the signalized crossing to tackle the southern and eastern crossing as it makes the traffic more predictable. A signalized junction is needed	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road
15	Strongly support	The current situation doesn't provide a safe access to St. Mark's Path for the level of cycling that is catered for in the Quiet-Routes network.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road
16	Strongly support	we should be making walking easier and safer	
26	Strongly support	Please see my previous comment.	
28	Strongly support	Edinburgh is grinding to a halt with vehicles. Encouraging more walking is one thing that will help ease the congestion. At the moment the area is not a nice place to walk	
32	Strongly support	Currently it is very unsafe to try and cycle from McDonald Road to St Marks Park. And trying to cross McDonald Road on Bonnington Road on foot is awful. It's far too wide.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road.
33	Strongly support	Haven't got an idea on what to put in regarding walking I guess it be good for families runners and dogs	
34	Strongly support	Lots of people walk around this area and are inconvenienced by the current crossing.	
39	Strongly support	The junction is currently very poor and not pleasant for pedestrians.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road
41	Strongly support	Less journeys need be completed by car to reduce pollution, better pedestrian facilities will encourage this, More people walking leads to a healthier general population.	
42	Strongly support	Uphill start is tricky. Fast moving traffic turning right into Mcdonald road. Council HGVS around depot.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road
43	Strongly support	I think there should be better improved walking routes to encourage people to walk rather than take the car or bus.	
44	Strongly support	I strongly support the aim of improving walking conditions anywhere.	

45	Strongly support	People should be encourages to walk wherever possible.	
48	Strongly support	to improve facilities and conditions for children to walk to broughton primary school	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should further improve conditions for children accessing the school.
49	Strongly support	We need to make it easier for people to connect with the network for walkers/cyclists i.e. the old railway lines. We also need to make it more viable to walk between neighbourhoods, particularly for school children.	
51	Strongly support	Plans look good	
55	Strongly support	There are Shute number of flats in the area. Pavements and crossings should take priority over cars. Could there be a crossing near to he fire station by Dryden Terrace as there is a huge gap to the in nearer the top and down the bottom of McDonald road.	Following this feedback we shall include a Tiger crossing (a zebra crossing that cyclists can use) at the junction of Hopetoun Street and Dryden Terrace.
56	Strongly support	This is a key route to Broughton Primary School and the current crossing arrangements across McDonald Rd and nearby are very poor especially for children	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should further improve conditions for children accessing the school.
58	Strongly support	Its a very busy junction for active travel models.	
60	Strongly support	There's basically no crossing there now, again it's laughable as a QuietRoute where children are supposed to be able to cycle.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should further improve conditions for children accessing the school.
61	Strongly support	Walking and cycling go hand in hand in improving the street environment.	
66	Strongly support	I walk around the Leith area every day and McDonald Road links areas I often use. I'd would see any improvements to conditions for pedestrians in this area as a positive development.	

69	Strongly support	This is a difficult junction for pedestrians in a heavily populated area with people of all ages, notably children and older citizens requiring safer walking conditions	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should further improve conditions for children accessing the school.
71	Strongly support	There is too much motor traffic in Edinburgh and the only way to reduce this by a modal shift to cycling and walking. The proven way to achieve this is to improve facilities for cyclists and walkers across the city. In particular McDonald Road is a vital link between the North Edinburgh Network and Leith Walk.	
73	Strongly support	There is not enough priority given to pedestrians overall. This crossing is unpleasant and dangerous as it is. Walkers are not producing traffic congestion or pollution, and they are keeping themselves fit. Walkers should have priority on all streets, everywhere in the city.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road.
76	Strongly support	It's tied in to my last answer. If you're on your bike, you have to cycle through people waiting to cross; if you're walking long the pavement near the lights you have to negotiate bikes coming either way	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This will separate cyclists from pedestrians
77	Strongly support	The Broughton Road end is very unfriendly for pedestrians, particularly if wanting to get from the West footway to St Mark's Path. There are few crossing opportunities and the footways are narrow on the north side.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road.
78	Strongly support	pavement surface needs work	The Council has a footway renewal programme and McDonald Road has a heightened priority due to being on the QuietRoutes network. As such it should be addressed sooner than other similar streets.
79	Strongly support	The junction is terrible to cross, anyone with any form of reduced mobility is in danger crossing this road.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road.
82	Strongly support	The footway on Broughton Road is substantially narrowed by the bus stop, so the widening is welcome. Providing a visual indication of the existing pedestrian priority for crossing McDonald Road is also welcome, as is tightening the radius to slow drivers entering or leaving McDonald Road.	

84	Strongly support	see comment before. Many children use this route to get to school or to get to St Marks park; it needs an additional pelican crossing to get across McDonald Road near the junction with Broughton Road.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should further improve conditions for children accessing the school.
85	Strongly support	Same as previous response: At the moment there is no way to access the Powderder Hall path from McDonald Road without crossing three lanes of traffic and / or cycling on the pavement, neither of which is conducive to cycling or pedestrians.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should address this issue.
86	Strongly support	As above.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should address this issue.
87	Strongly support	Generally, improved walking benefits the widest possible section of society, and makes for a more pleasant, less stressful environment. More specifically, this junction is a mess, creating conflict between cyclists and pedestrians, and prioritising drivers.	
90	Strongly support	walking should be prioritised around the city, not cycling	
91	Strongly support	Our work premises in McDonald Road is directly opposite the local Broughton Primary School and the local Lollypop Crossing which we had witnessed 2 accidents in recent years.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road. This should further improve conditions for children accessing the school.
92	Strongly support	I have found it difficult to negotiate this junction as a pedestrian and I welcome any improvement	
93	Strongly support	Conditions for walking in Edinburgh are often poor despite the obvious benefits, so any effort to improve them is positive. The crossing at this junction is useful, and already the road is narrow making crossing here easier. However, the unsignalled crossing of McDonald road is somewhat dangerous when Broughton Road is busy and the road seems unnecessarily wide at this location, so any improvement here would be positive.	Following feedback from this consultation, the Council is proposing to fully signalise the junction of McDonald Road and Broughton Road. There shall also be an additional Zebra crossing to reach the primary school and junction tightening of Bellevue Road.

94	Strongly support	It is important we have a walkable city and cycle improvements should not come at the expense of people walking	
95	Strongly support	I think the idea of raising the path and slowing the traffic is a good idea.	
96	Strongly support	If cyclists know where they should cycle then things should be better for pedestrians (in theory).	
98	Strongly support	McDonald road is very wide at the junction with Broughton Road. The raised table and reduced width will make this easier to negotiate.	

Online Survey – Support for Improving Walking Conditions

Support

Ref I.D.	Q3	Q4	
	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
18	Support	See before.	
31	Support	There's not enough that can be done to improve road conditions and safety to support the combined use of cars, bikes and pedestrians throughout Edinburgh.	
35	Support	Like the crossing to st marks part, sometimes difficult to cross McXoald road at the end	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
36	Support	I think current conditions are adequate, but improvements are always welcome.	
46	Support	Beginning able to use a cross to cross from St'Marks Park then head east to Leith Walk will help improve cycle safety. I like the idea of have a (what looks like a right turn on to the pavement then on to the cross to St'Marks Park) back from the junction on McDonald Road. However, I am not sure how this will work in practice and whether this can be improved to advised cross the path of traffic turning in to McDonald Road to head east towards Leith Walk .	
50	Support	I don't think there's much wrong, but the pedestrian crossing could be better located.	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
62	Support	It is crucial that more people are encouraged to take up active travel to get around Edinburgh. This road is too busy for pleasant walking in particular the junction with Broughton Road.	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
63	Support	Anything tat improves and encourages walking is to be supported.	
64	Support	Generally support, though I don't see specific issues besides traffic volume.	
65	Support	current arrangement is too car-centric	
67	Support	Any improvements to walking conditions welcome although not never particularly struck me as a problem area for pedestrians.	

68	Support	Cars must be seen as 'visitors' to this street. Not enough has been done to prevent rat-running	The Council has to balance the available budget with the current street conditions. The proposed scheme will be a step forward in making McDonald Street safer and more enjoyable to use for people on foot and by bike with the funds available.
75	Support	I don't walk this route so not familiar with it. I do support improvements for walking and active travel as a whole though.	
80	Support	I have less experience of walking than of cycling and driving at this junction, but it seems to me that if you approach the junction on the pavement on west side of McDonald Road, and you want to get across to St Marks path - it is a very difficult junction to cross - it widens out, and it is difficult to see what is coming from both directions on Broughton Road.	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
89	Support	Pavement surfaces generally are quite poor and not exactly inviting.	
97	Support	Too many cars turning right from McDonald Road into Broughton Road fail to notice that there is a crossing there and fly through the red light. It's dangerous for pedestrians	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
99	Support	there is already a controlled crossing here, but the pedestrian crossing of McDonald Road can be a hairy process because the road flare is so large	Following feedback from this consultation, the Council is proposing to fully signalise the junction.

Online Survey – Support for Improving Walking Conditions

Neither Support or Oppose

Ref I.D.	Q3	Q4	
	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Responses
3	Neither support or oppose	There is sufficient space for pedestrians	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
19	Neither support or oppose	I have walked along McDonald Road without any difficulty and don't see the need for change	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
25	Neither support or oppose	Don't often walk here, but not noticed any problems	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
54	Neither support or oppose	I very seldom cross Broughton Road on foot. I usually travel by bike in that part of town.	
59	Neither support or oppose	McDonald Road there's lots of space for walking, and I think the junction for pedestrians is okay (though if I'm there I'm usually on a bike).	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
72	Neither support or oppose	Again-of all the junctions in the area, I don't see it as the worst.	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
74	Neither support or oppose	See previous answer	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.

Online Survey – Support for Improving Walking Conditions

Oppose

Ref I.D.	Q3	Q4	
	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Responses
9	Oppose	Waste of money. There aren't any particular issues and this area seems to be well used by walkers, with St Mark's Path used by folk of all ages.	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
20	Oppose	The present pavements and traffic calming measures are more than adequate	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
22	Oppose	Its perfectly adequate! How many crossings do you need in 0.5 miles?!	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
23	Oppose	Walkers are well able to negotiate busy roads.	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
47	Oppose	Don't even understand the question as the English like this proposal is rubbish	

Online Survey – Support for Improving Walking Conditions

Strongly Oppose

Ref I.D.	Q3	Q4	
	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
21	Strongly oppose	Traffic lights at the junction would be money better spent also repairing the roads and cleaning the massive weeds blocking our gutters. Isn't that what we pay Council Tax for?	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
29	Strongly oppose	There are no problems for pedestrians. The crossing from McDonald Road to St Mark's Park is fit for purpose and the several chicanes on mcDonald Road make crossing easy to ensure on the right side when coming down from McDonald Road from Leith Walk. There are 3 pedestrian crossings within a couple of hundred metres at the entrance to St Mark's Park. This money would be better spent elsewhere.	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
81	Strongly oppose	Enough walking provision already	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
100	Strongly oppose	Already absolutely fine as it stands.	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.
101	Strongly oppose	Walking conditions on McDonald Road are already excellent.	The consultation indicates an overall support for the scheme and a desire for pedestrian improvements.

Online Survey – Support and Comments on McDonald Road / Broughton Road Junction

Strongly Support

Ref I.D.	Q5a	Q6	Council Response
	McDonald Road / Broughton Road Junction Support	Do you have any comments on the proposed scheme at McDonald Road/Broughton Road junction	
7	Strongly support	enforce the law, erect a speed camera. MARK THE ROAD PROPERLY AND USE SIGNS>	<p>The Council works closely with Police Scotland and the Safety Camera Unit (East) when considering the use of safety cameras for speed enforcement. This includes undertaking an assessment based on collision and casualty reduction as stipulated in the handbook published by the Scottish Safety Camera Programme, a copy of which can be found at www.transportscotland.gov.uk/road/scottish-safety-camera-programme</p> <p>This assessment was concluded earlier this year and did not highlight McDonald Road as an area for a potential safety camera.</p>
8	Strongly support	The use of the corner pavement to clearly show a route for cyclists to take is an essential part of this re-modeling. I would like to see a yellow hatched box on Broughton Road immediately in front of McDonald Road to aid vehicular exit from / access to McDonald Road when the crossing is in use, which may prevent more "daring" manoeuvres by cars to beat lights sequence, which is sometimes required during busy periods...	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.
15	Strongly support	The southbound cycle lane on McDonald Road starts quite a distance from the intersection, and awkwardly dodges a single parking space outside #143. If this space was eliminated a protected lane could be installed to more coherently join the cycle lane with the shared space before the crossing.	The parking space has been specifically requested to remain by local residents and we do not intend to remove it. Following feedback from this consultation, the Council is proposing to fully signalise the junction, this may allow us to extend the cycle lane to junction mouth.

30	Strongly support	I support what has been done, but more could be done, with more segregation clearly signalling to all users where priority stands, and better junction design.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help improve junction safety and ease of use. The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
39	Strongly support	Junction width and radii could be reduced further.	Following feedback from this consultation, the Council will be re-designing the scheme to fully signalise the junction. This will make crossing easier and may permit further junction narrowing.
48	Strongly support	can the toucan crossing be moved to the south so that people using the crossing on bikes from st marks park do not need to cross McDonald road to get to school? If not can the western footway of broughton road be converted to a shared cycleway / footway from st marks path to the existing crossing to the south to allow for a continuous off road cycle route from broughton primary school to st marks path	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.
54	Strongly support	If the traffic lights at the crossing at this junction are to be changed or replaced, please can we have a proper green man, easily visible from the other side of the road. The current practice of placing a tiny "cross now" signal on the same post as the push-button is highly unsatisfactory, as this cannot easily be seen when there are a lot of people about, and especially when you are approaching by bike. The old system, of having a green man (or green bike) on the other side of the road, where it could easily be seen by those waiting, was much more sensible.	Following feedback from this consultation, the Council is proposing to fully signalise the junction at which time this issue can be considered.
69	Strongly support	The junction is a great improvement	
73	Strongly support	It could be even better, but I'll take what I can get.	
79	Strongly support	The crossing on Broughton Road should be widened at the same time to give more space for cyclists and pedestrians together within the confines of a defined crossing area.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.

82	Strongly support	The road treatments should aid in emphasising pedestrian priority for those crossing McDonald Road to continue on Broughton Road, so very welcome.	
86	Strongly support	The main issue for me is cars pulling out of McDonald Road and also crossing McDonald Road.	
91	Strongly support	I think that your design isn't radical enough and doesn't make the cycle route into St Mark's Park safe enough. You have the cyclist heading towards the park having to make a right turn across the oncoming traffic, mounting the pavement to get to the shared cycle / pedestrian crossing which is a constant for near misses. If you were to extend the existing lights to include the traffic from McDonald Road onto Broughton Road then with a advanced cycle waiting area cyclist could move straight ahead during the McDonald road phase and the traffic could move along at the same time and reduce the rush from the give way lines to join Broughton Road	Following feedback from this consultation, the Council is proposing to fully signalise the junction which should help alleviate this issue.
98	Strongly support	1. Please consider marking the right-turn lane for cyclists with red chips (the same as the cycle lanes themselves). This helps provide continuity of route and make clear that cyclists should cross to this. 2. Please make sure you include a suitable cycle symbol and right arrow to make clear where cyclists should re-join the carriageway after crossing Broughton Road (to avoid cyclists continuing to cycle along the pavement).	1. Red chips shall be used on all road surfaces that are designated for cyclists. 2. We shall be installing the regulation tactile (bumpy) paving and signs which will clearly delineate where cyclists are permitted.

Online Survey – Support and Comments on McDonald Road / Broughton Road Junction

Support

Ref I.D.	Q5a	Q6	
	McDonald Road / Broughton Road Junction Support	Do you have any comments on the proposed scheme at McDonald Road/Broughton Road junction	Council Response
1	Support	Appears well thought through	
4	Support	It is definitely an improvement on the current situation, although pedestrians crossing McDonald Road at the junction still face turning vehicles, albeit at reduced speed. Cyclists turning right also still face this issue despite the proposal to make part of the right side footway shared use.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.
5	Support	Could another crossing point be added to the left of the junction?	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would address this issue.
12	Support	I'm not sure I understand how you get from McDonald Road into St Mark's path	Following feedback from this consultation, the Council is proposing to fully signalise the junction which should simplify the manoeuvre from MacDonald Road to St Mark's Path.
13	Support	It seems to abandon cyclists at the most difficult part of the journey.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would improve the manoeuvre from MacDonald Road to St Mark's Path.
41	Support	Pleased to see continuation of the cycle lane as you head along McDonald Road towards the Broughton Road junction, impatient motorists turning left often cut across cyclists at the last minute who are approaching the junction to turn right. The current layout is confusing when coming from St Marks park onto McDonald Road so the new scheme looks to improve this. Motorists often cut the corner when turning right into McDonald Road from Broughton Road, any way of discouraging this (particularly with respect to the proposed right turn bike box) should be considered, if I'm reading the proposed plans correctly and the grey semi circle is raised then that would be a big improvement.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.

44	Support	It would be better, when cycling along McDonald Road towards the Broughton Road junction, to not have to cross over a lane of oncoming traffic, then go on the pavement, then wait for the pedestrian crossing lights. There must be a better solution - mini roundabout perhaps?	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.
46	Support	See previous comments	Following feedback from this consultation, the Council is proposing to fully signalise the junction which would alleviate this issue.
50	Support	Raised tables aren't really an advantage for cycling (especially if the limit is reduced to 20 here which I believe is planned?). It's more important to provide a clear, easy to follow, signalised crossing.	Following feedback from this consultation, the Council is proposing to fully signalise the junction.
60	Support	The design is certainly an improvement from what is there now (no design to cross the road for cyclists). The raised table is a good idea, but the road is still so wide there (MacDonald)! Why? The design document bizarrely focused on the fact that 1 parking spot was gained.	Following feedback from this consultation, the Council is proposing to fully signalise the junction., This will aid crossing the road and may permit some further narrowing of the junction month at McDonald Road/Broughton Road
63	Support	drawings are unclear	We apologise that the drawings and text did not supply sufficient clarity for you. We shall work to improve this in future consultations.
65	Support	i dont think it goes far enough. Roads are for all, not just cars and other users where they can be accommodated.	
71	Support	Whilst I support the attempt to improve cycling conditions, this is a missed opportunity. The small right turn box for north west bound cyclists to reach the pavement is just paint on the road and does not provide a safe stopping place. Vehicles turning left in to McDonald Road will regularly drive over this marking whilst accelerating which will rapidly wear the paint away. A better solution would be to replace the pedestrian crossing with a fully light controlled junction. This would provide a green man crossing for the top of McDonald Road which would be of great value to the pupils at Broughton Primary and also, with the inclusion of a phase for cyclists exiting McDonald Road, allow cyclist to cross from the left of the carriage way on McDonald Road diagonally directly to St Mark's Path without having to use the pavement at the north corner of McDonald Road.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
77	Support	Not enough being done. The cycle lane gives up too far from the junction - this should have been learned from the George Street consultation and workshops. The radii of the Broughton Road junction are unchanged - vehicles swing in from Broughton Road very quickly at present. When exiting MacDonald Road to head east on Broughton Road the current westward tilt of the end of MacDonald road leaves cyclists very vulnerable to impatient vehicles behind sneaking alongside to turn west and impatient vehicles turning into MacDonald Road. Somewhere safe for cycles to wait would be useful.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue. It may also permit the cycle lane to extend closer to the junction mouth.

84	Support	<p>They are both an improvement on what there is now, but even better and much safer particularly for bikes turning right and children would be to have another crossing on McDonald Road, then a 2 way cycle lane up to the crossing at Bellevue Road up to St Marks park (like in Newington at the end of the Meadows - this is a huge improvement on what was there before and so much safer). I would not let my children cycle this new proposal - they would still be crossing McDonald Rd and using the opposite pavement which we all have to share with pedestrians.</p>	<p>Following feedback from this consultation, the Council is proposing to fully signalise the junction which would partially alleviate this issue. We are not planning to introduce segregated (kerb separated) cycleways.</p>
93	Support	<p>Overall, the scheme is an improvement. However, it could be better. - The raised table for pedestrians is positive - ideally, this should be as close to or identical to the material used for the pavement, to make the existing legal priority which pedestrians have visually clear. - The road at the pedestrian crossing point is unnecessarily wide - McDonald Road should not have the sort of traffic volumes which necessitates two lanes at the exit point. The pavement should be built out to narrow the crossing point to the minimum required width to make crossing easier. - The right turn lane onto the path for cyclists will be useful. However, it is unclear if this has any physical presence beyond paint - if it is just paint, when cycling I would be concerned that I'd be in the path of cars turning into McDonald road at speed. - An island at the crossing point would make crossing easier and safer for pedestrians, would reduce vehicle speeds as they turn into the road and could provide some physical and obvious protection for cyclists in the right-turn-onto-pavement lane. - Widening the signalled crossing is useful and reflects how it is already being used. Ideally, the southerly set of studs should be moved as close to the junction as possible. Clear paint markings on the pavement should be used so pedestrians know to expect cyclists on this section of pavement, and cyclists know where they should be, to avoid conflict. - The transition point from pavement to road in both directions seems unnecessarily obstructed by the car parking space. Ideally this space would be removed so that a clear transition point could be established. The space could be moved to the other side of the road if the exit were reduced to one lane - it might even be possible to fit in two spaces behind a built-out section of pavement at the crossing point, however these should not compromise sightlines at the junction itself.</p>	<p>Following feedback from this consultation, the Council is proposing to fully signalise the junction, this should address some of the issues you have raised. It may also allow us to extend the cycle lane to junction mouth. The parking space has been specifically requested to remain by local residents and we do not intend to remove it.</p>

Online Survey – Support and Comments on McDonald Road / Broughton Road Junction

Neither Support or Oppose

Ref I.D.	Q5a	Q6	
	McDonald Road / Broughton Road Junction Support	Do you have any comments on the proposed scheme at McDonald Road/Broughton Road junction	Council Response
10	Neither support or oppose	The junction is of poor quality and will do nothing to support the goal of McDonald Rd being 'family safe'	Following feedback from this consultation, the Council is proposing to fully signalise the junction which may help to address your concerns.
25	Neither support or oppose	Junctions that oblige cyclists to use a crossing, share pavement, and then rejoin a cycle path are a pain in the ass. Pedestrains hate them, and rejoining the cycle path on McDonald Road - even if it's a painted 'cycle only' area - will spook cars not anticipating bicycles. However St Marks Path is in a difficult position relative to McDonald Rd.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which may help to address your concerns.
59	Neither support or oppose	To be honest, it's really hard to see from the plans what you're trying to do. They're not very user friendly.	We apologise that the drawings and text did not supply sufficient clarity for you. We shall work to improve this in future consultations.
61	Neither support or oppose	I agree with the principle, though would rather see an advance light for cycles rather than forcing cyclists onto the pavement, potentially causing conflict with pedestrians. It is not clear how the right turn onto the pavement at the end of McDonald Road would work to allow crossing onto the pavement without having to wait for a red traffic light - would they then need to wait another light cycle to be able to cross Broughton Road? If so, I could see many people simply staying on the road to make the right turn. Why not have either an advanced green light for cyclists on the junction, or allow some sort of - "cycles proceed with caution" arrangement when lights are red for cars? My other concern here is that there would need to be safeguards preventing drivers from parking blocking the dropped kerb. There is one parking space marked but in my experience, drivers would be likely to make 2 cars fit by parking one car further forward and another further back, blocking access to the dropped section. The standard of enforcement of such things around Edinburgh in general, including the impediment of cycle lanes, has not been great, especially on Leith Walk. We would need to see some sort of clear physical segregation, and	Following feedback from this consultation, the Council is proposing to fully signalise the junction which may help to address some of your concerns.

		visible demarcation to show that it is not part of the road, and severe enforcement, to convince me that this would work.	
62	Neither support or oppose	In the proposed design, cyclists turning right from McDonald Road into Broughton Road or going straight ahead to St Mark's Path are being asked to leave a cycle lane and cross a traffic lane to painted right-turn box in the centre of the road. This is the sort of manoeuvre which puts new cyclists off riding on Edinburgh's streets. In reverse, there is no protection for cyclists turning right from Broughton Road into McDonald road. Cyclists following the Quiet Route from St Mark's Path are asked to cross on a pedestrian crossing and are then deposited on a pavement, with no clear route for them to negotiate the pavement which may be busy with pedestrians. The design does not show which parts of the pavement will be designated shared use but narrow shared use pavements at junctions create conflict between pedestrians and cyclists. Instead, I would suggest two options for consideration: 1. A push-button crossing which stops traffic coming from all 3 roads at the same time and allows free movement of cyclists and pedestrians across the whole area of the junction. Shared space works well in large areas and there would be no conflict between pedestrians and cyclists. 2. Cyclable Zebra crossings over both McDonald Road at the junction with Broughton Road, and over Broughton Road where the current pedestrian crossing is. The advantage of zebra crossings is that pedestrians and cyclists have priority to cross without waiting, and that drivers only have to wait until pedestrians / cyclists are clear of the junction.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which may help to address some of your concerns. Regulation tactile paving and signage shall be put in place to indicate where cyclists are allowed to go.
66	Neither support or oppose	I think the raised table at the end of McDonald Road will be an improvement but wonder if it could be taken further by either reducing the width of the crossing to a single lane in both directions or upgrading it to a controlled crossing. I'd like to see this area of the scheme include a protected cycle lane spur to Broughton Primary School.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
74	Neither support or oppose	Sort out the increasing congestion problems on Pilrig Street first.	As McDonald Road is within the Council's QuietRoutes network is has been given priority ahead of other streets
80	Neither support or oppose	I don't really understand the exact proposals - the text and drawings don't make them clear.	We apologise that the drawings and text did not supply sufficient clarity for you. We shall work to improve this in future consultations.
87	Neither support or oppose	I've said I'm neutral because the raised table will possibly cause some drivers to modify their behaviour. But I don't really see anything in the plan for the junction that will make me safer on a bike. I'll still be expected to cross from the bike lane into the centre of the road. Have you ever tried doing that on a bike with vehicles coming up behind you and others turning in from Broughton Rd? How many directions am I	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.

		expected to check at the same time? It's testing enough in good visibility, but at rush hour on a wet, dark evening? Really?	
90	Neither support or oppose	perhaps it would be nice to see the designs at this point	
97	Neither support or oppose	i am not sure that the scheme will address the issues of pedestrian and cyclist safety that I raised earlier. It's not clear to me how it will be easier to access the crossing on bike from McDonald Road to St Mark's Path.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
99	Neither support or oppose	I have noted 'neither support or oppose' as I support the aim but not the detail. Cycle facilities are proposed to add an exposed right turn box for cyclists, who will have to try their luck with the general traffic. That's not an improvement on what's there now, really. I think there should be a better, more secure way to deliver cyclists to the controlled crossing of Broughton Road - at the minute, the unofficial cycling route is to come off McDonald Road at the narrowed section of road outside number 111, opposite the school entrance, and to cycle up the footway to the controlled crossing. There is a regular tourist or organised cycle group that does this manoeuvre as well as me and many other individuals... Same applies in reverse coming from Broughton Road. I would prefer to see a formalisation of that option, possibly by moving the cycle lane to the building side of the parking laybys on the SE bound side of the road and allowing that section of cycle route to be 2-way. There needs though to be better recognition that the narrowing outside of no.111 is also home to a lollipop patrol and lots of children and carers at drop off and end-of-school times. I think there is an after-school club operating also, so there is good opportunity for conflict between cyclists and little (or big) people. That build-out could though perhaps work quite well as a shared space, rather than a marked route?	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue. We are also now proposing a zebra crossing of McDonald Road into Broughton School near to number 111, which will aid crossing of the Road. It will be delineated to ensure clarity of cycle and pedestrian space.

Online Survey – Support and Comments on McDonald Road / Broughton Road Junction

Oppose

Ref I.D.	Q5a	Q6	
	McDonald Road / Broughton Road Junction Support	Do you have any comments on the proposed scheme at McDonald Road/Broughton Road junction	Council Responses
6	Oppose	I often turn into McDonald Rd from Broughton Rd on a bike - raised tables right at the turn-in to a road are difficult on a bike as ideally one want to hit the ramp straight on, which is virtually impossible if turning. If the table could be set back from the junction a matter of a few feet then fine.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
9	Oppose	Waste of money.	
14	Oppose	The proposed junction doesn't solve any of the existing problems. Retaining parking spaces at this dangerous junction should not be a priority. what is the use of one parking space on the eastern side of McDonald road? bring the cycle track up to the junction. The pedestrian crossing along Broughton Road needs to be controlled too, as traffic coming from south turning into McDonald take advantage of north flow stopped by the controlled crossing and don't pay attention to the uncontrolled crossing. A simultaneous green for both crossings and a traffic light for this turning traffic is necessary.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
17	Oppose	Coming from McDonald Road it is not clear that this is in fact a good way to support cyclists through this junction. The proposals do not really show how cyclists would make the crossing of McDonald Road to access the lights to cross Broughton Road. The whole seems very guddy, and I think would not encourage cyclists to fell safe at this junction. The whole needs to be on road with clear priority	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
18	Oppose	I don't see the need, nor do I think it will 'improve' things. I am a cyclist and I do use this junction from time to time and I have no idea what the problem is. I would be happy for you to leave it alone.	
20	Oppose	Another total waste of council tax payers' money which could be far better spent maintaining much more important services such as maintainance of hours in local libraries, street cleansing and filling in potholes in roads.	

23	Oppose	I don't think these are improvements,just more money spent.	
32	Oppose	The route from McDonald Road to St Marks Park still looks awful.	
38	Oppose	Does not seem to meaningfully improve conditions for cyclists.	
45	Oppose	Crossings should give absolute priority to cycles and pedestrians. This could take the form of zebra crossings across the raised tables. Cycle lanes in the door zone of cars have been shown time and again to be of minimal benefit to cyclists. The new lanes should be segregated with the parking outside them.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate improve junction safety and priority. The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
58	Oppose	I use this junction at least once a week on foot with my children , normally on foot with the elder one on a scooter, whilst travelling down Broughton Road. This is the route that I will have to use everyday to get them to nursery / school as I hope they will attend Bun-sgoil Taobh na Pàirce, so probably a bit over invested in this. This junction is a nightmare to use as a less than totally able pedestrian, which given the location of the school a lot of people are hauling small children round with them so a major group using it. This is because: - Its nearly 14 meters wide with 3 lanes of traffic (I note it will be a meter narrower) with drivers focusing on next manoeuvre (trying to work out if they can get through the traffic lights). There is a constant flow it not a lightly used junction, on the rare occasions that it not people tend to whip round the corner, so really hard to use as 'shared space' no one makes eye contact. - There are significant numbers of large vehicles – o waste vehicles (servicing the waste centre – so focusing on the gate) and a cyclist was killed by one at the next junction along around 5 years ago. o hgvs servicing the local distribution sites (cash and carry on McDonald Road) and the distribution centres further down Bonnington Road (John Lewis etc) o There is a fire station on MacDonald Road and this turn is part of their routing. o Whilst only hourly service bus (no 13) it is on the route of least of the city tour buses which is more frequent. - It is right next Broughton Primary school so a lot of vulnerable children use this junction, the lollypop person / crossing patroller, guards a point circa 100m back up McDonald Road at the nursery entrance which doesn't appear used by children who exit the school through the front (i.e. anyone not a nursery). - The building on the corner (154 McDonald Road) which you have marked as education centre on the plans is in the middle of being	Following feedback from this consultation, the Council is proposing to fully signalise the junction.

		<p>redeveloped into a 73 flat block of flats with 2 parking places, which is 'likely to cause an impact on the on street parking in the area' ahem! - The Broughton Primary catchment I understand, is one of the fastest growing in Edinburgh so it is likely that more children will going to school on this site. All of these factors makes me want to know why this junction hasn't been looked at to be signalised -and as a city of Edinburgh tax payer – I am pretty horrified that it hasn't been paid for developer gain for the 154 McDonald Road site. Therefore please can you justify, why this has been discounted to become a properly signalised junction. So that rather than there being an improved junction for cyclists with a marginal improvement for pedestrians raised table (so no more uneven surface) and 80cm wider. Can there not an actual improvement for all active travellers here rather than just one manoeuvre on one mode?</p>	
85	Oppose	<p>The McDonald Road / Broughton Road junction needs a major overhaul, not just tinkering which is what this proposal appears to be. In brief the junction should be modified to: (i) Have full traffic light control for vehicles leaving Mc Donald Road and on Broughton Road with a clear box over the junction; (ii) The exit from McDonald Road on to Broughton Road should be reduced to one lane; (iii) There should be a traffic filter for eastbound vehicles on Broughton Road wanting to turn right into McDonald Road; (iv) the cycle lanes on Mc Donald Road should go right to the junction with a cyclists box at the head of the queue.</p>	<p>Following feedback from this consultation, the Council is proposing to fully signalise the junction. This may permit the cycle lanes to be brought up to the junction mouth.</p>
94	Oppose	<p>This is a poor design which fails to meet the stated objective of the Council's quietroutes (as per your summary sheet "the QuietRoutes are designed so that people can cycle without having to be with heavy or fast traffic"). The main issue existing issue is the difficulty of having to cycle into the middle of the road in order to get to the toucan crossing, when cycling towards St Marks Path. The need to make this manouvre should be designed out. The only solution I can think of is that the junction should be signalised and incorporate a second, signalled cycle crossing to be put in (ideally at a diagonal across the junction). This could be similar to the junction on Mayfield Road (by Kings Buildings) which the council upgraded a few years ago. A signalised junction will also make it easier for people on foot to cross the end of McDonald Road. Additionally two westbound lanes are unnecessary on McDonald Road, the pavements should be widened and the road reduced to a single lane in each direction.</p>	<p>Following feedback from this consultation, the Council is proposing to fully signalise the junction.</p>

Online Survey – Support and Comments on McDonald Road / Broughton Road Junction

Strongly Oppose

Ref I.D.	Q5a	Q6	
	McDonald Road / Broughton Road Junction Support	Do you have any comments on the proposed scheme at McDonald Road/Broughton Road junction	Council Response
22	Strongly oppose	The roads already a disaster, dont make it even worse!	
28	Strongly oppose	Needs better facilities for pedestrians to cross McDonald road at the junction. Why does it need to be 3 lanes wide? There will also be conflicts of pedestrians and ccylists on what is esentially a pavement - meant for p[eople walking - not cycling. Take the cycling space away from the cars - not pedestrians	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
29	Strongly oppose	Designing a layout where you anticipate drivers being stuck behind cyclists will lead to frustration and possibly accidents. There is no need for even more raised roads/speed bumps, particularly with the forthcoming lowering of the speed limit to 20 mph (on Broughton Rd)	The type of infrastructure being proposed for this section of McDonald Road already exists along the rest of the street. We will be amending the design of the street so that it is consistent along its entire length. We do not believe that the suggested layout will be unsafe. These infrastructure measures shall be complimentary with the 20mph speed limit.
47	Strongly oppose	Waste of money jet another hazard for motorists	This consultation shows there is clear support for making further improvement to this street safer for walking and cycling.
56	Strongly oppose	Will make a limited impact and will do little encourage less confident cyclists. This route has high potential as a link to Leith Walk and is worthy of a more advance solution incorporating best practice from the council street design guidance.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option. Following the feedback from the consultation, the junction of McDonald Road and Broughton Road shall be fully signalised. Additionally, continuous footways shall be considered at some key side roads to improve the street for walking and cycling.

64	Strongly oppose	Adds conflict between motorists and cyclists attempting to enter path.	Following feedback from this consultation, the Council is proposing to fully signalise the junction which will help alleviate this issue.
81	Strongly oppose	Sufficient provision already	Following feedback from this consultation there is clear support for making further improvement to this street safer for walking and cycling.
83	Strongly oppose	See above, this doesn't address traffic volume.	The Council thinks that the suggested schemes balance the needs of the various street users, whilst making a safer street for all.
100	Strongly oppose	The junction is fine at present. If anything, it is senseless that there are two pedestrian crossings so close together. This area has already been dug up very recently, leading to chaotic conditions on the road. Please do not cause this again.	
101	Strongly oppose	Waste of money. The crossing is already very good - not that cyclists bother using it properly anyway.	

Online Survey – Support and Comments on McDonald Road

Strongly Support

Ref I.D.	Q5b	Q7	
	McDonald Road support	Do you have any comments on the proposed scheme on McDonald Road	Council Response
4	Strongly support	It is very welcome to see the cycle lanes continuing the full length of the road, and the provision of cycle lane cut-throughs where the road is narrowed. This will significantly improve safety and convenience for cyclists travelling in both directions, but particularly for those heading east,	
7	Strongly support	enforce the law, erect a speed camera. MARK THE ROAD PROPERLY AND USE SIGNS>	The Council works closely with Police Scotland and the Safety Camera Unit (East) when considering the use of safety cameras for speed enforcement. This includes undertaking an assessment based on collision and casualty reduction as stipulated in the handbook published by the Scottish Safety Camera Programme, a copy of which can be found at www.transportscotland.gov.uk/road/scottish-safety-camera-programme

			This assessment was concluded earlier this year and did not highlight McDonald Road as an area for a potential safety camera.
8	Strongly support	I think it is essential to complete the concept of "cycle by-pass" sections where the road is narrowed. These are excellent at the East end of the road, but seems strange that they are not present at the West end of the road.	
15	Strongly support	All new and existing cycle lanes should be differentiated from the main carriageway with either red chipping or paint, and existing cycle lanes on McDonald Road south of the proposed work area should be refreshed to create a coherent cycleway. Opposite Bridgeside House, while the southbound cycle bypass to road narrowing is welcoming, northbound cyclists still must potentially confront cars. If this road narrowing were centred, it could allow for cycle bypasses in both directions. Additionally, it seems like the southbound cycle lane could be extended past the Scottish Fire and Rescue Service to join up with the existing southbound lanes with minimal extra work. While I'm very supportive of these proposals, it's worth noting that a few well-placed modal filters could make this street just as cycle-friendly with significantly fewer traffic calming measures.	All new cycle lanes shall have red chip surfacing and white lining. They shall also join up with the existing lanes. Outside the Fire Station the lane is not permissible as the yellow regulation zig-zags for the fire station prevent it. The size of the buildout is to permit to a person with a buggy or wheelchair to wait safely beside the road. To have buildouts on either side of the road would require narrowing the buildout size. This in turn would hinder buggy and wheelchair users.
30	Strongly support	Macdonald road needs proper segregation to improve cycling conditions all the way to the library and towards the park. Fragmentary and partial segregation won't succeed in transforming these roads, where drivers too often refuse to give cyclists priority and drive recklessly. The current design puts cyclists firmly into the 'door zone' and will do nothing to encourage parents, children, and older people - or indeed anyone who doesn't trust the white van men who ply this road - to cycle more. This 'design' is a waste of money and effort unless more is done to properly improve it. There are very few side roads and driveways that join McDonald RD - there is no excuse at all for not building proper segregated cyclelanes. We've seen what has happened with similar lanes on leith walk - they have become a parking free for all zone. It would be a disaster for the same to occur here on such a vital neighbourhood connector.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
41	Strongly support	Adding lanes to allow cyclists to continue at the 2 give way junctions outside Bridgeside house and 111 will be a welcome improvement, it'll probably also help traffic flow for motorists.	
42	Strongly support	Please get rid of priority islands.	The buildouts with cycle cut-throughs are viewed by the Council as a useful measure to slow traffic and help people cross the road,
54	Strongly support	It's a good improvement on the present situation.	

69	Strongly support	The cycle lanes would be much safer on the other side of parked cars, which would then protect cyclists from passing traffic. This is the best way of providing cycle routes and used throughout the world as the safest way of separating vulnerable road users from danger	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
73	Strongly support	It could be even better, but I'll take what I can get.	
77	Strongly support	Make sure the lanes through the builds-out are big enough for mini-sweeper things to get through. Place bins and so on away from the cuts-through to reduce the risk of the cuts-through filling up with litter and glass.	We shall ensure no bins are located next to the cut-through, that mini-sweepers can access the build out.
79	Strongly support	Can we see rumble strips incorporated into the cycle lane divider lines to discourage drivers from drifting into the cycle lane?	Such rumble strips have been considered in the past, however there is concern that if cyclists overrun them they could lose control. This could be particularly an issue for younger, less experienced cyclists or those on thin tyres.
91	Strongly support	The Proposed width for the road of 4.30 to 4.45m is very tight for traffic moving down the road. there would seem very little space for Fire engines and the heavy goods lorries that deliver down to Capital Solutions. The priority build-out sections have become sections where traffic actually speeds up to get through that slows down as the design allows for. There have been several near misses that have been witnessed for our offices with traffic from both directions trying to get through together and they are an accident waiting to happen, especially at the Children's lollypop crossing. The existing crossing is already dangerous with traffic from Blandfield and the Capital Solutions traffic converging for access to McDonald Road all in a small length of road. You have now got an added Cycle Lane over the build-out which is outside our offices and the lollypop lady will have to have eyes in the back of her head to watch both the oncoming traffic trying to speed up for get through the junction ahead of the opposing traffic and the cyclists trying to speed past directly behind her as you have planned. I would suggest the we probably need a signal crossing here as a priority.	Following the feedback from this consultation, the Council shall be implementing a zebra crossing at this location.
98	Strongly support	1. I'm worried about the southbound cycle cut through the pavement build out at Brandfield. It depends on how exactly this is implemented, but it looks like the cycle path is briefly off-road, and I'm worried that cyclists will cede priority to vehicles when the path re-joins the road. This could be a problem if a vehicle is trying to turn left into Brandfield and thinks they have priority over the cyclist. Perhaps the radius of the corner could be tightened to reduce the speed of any vehicles making this left turn. 2. You might also want	1. We shall consider this safety issue and see if the tightening the radii is possible 2. Following feedback form the consultation we shall undertake tightening of Bellevue Road and potential introduction of a continuous footway.

	<p>to consider reducing the radius of the Bellevue Road junction to make it easier for pedestrians to cross, as this is quite wide at the moment leaving pedestrians very exposed.</p> <p>3. I know it's outwith the immediate scope of this improvement, but some of the surfacing on the existing cycle lanes on McDonald Road is pretty poor. It would be great if these could be resurfaced with the smoother red chips now used on other cycle lanes in Edinburgh.</p>	<p>3. As you have noted, this is outside the scope of the scheme. All roads in Edinburgh are included in a schedule for re-surfacing. The presence of a QuietRoute is a factor in determining the priorities for resurfacing.</p>
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Online Survey – Support and Comments on McDonald Road

Support

Ref I.D.	Q5b	Q7	
	McDonald Road support	Do you have any comments on the proposed scheme on McDonald Road	Council Response
13	Support	Seems reasonable.	
44	Support	How will you ensure vehicles don't park or drive on these cycle lanes?	Along the length of the proposed cycle-lane there are either, double yellow lines or the lane is parallel to parking bays. The yellow lines make parking illegal, whilst the parking bay help to ensure parking does not occur on the lane. However, currently the Council does not have the legal power to prevent double parking, which can sometimes be an issue.
50	Support	Aesthetically, McDonald Road is a mess especially at the eastern end with scrubby plants and weeds in the pavement, and disorganised placement of bollards, street furniture etc. It would be good to improve this. Also, preventing traffic turning right from Leith Walk (southbound side) into McDonald Road (as I think used to be the case), might help reduce traffic on McDonald Road and improve traffic flow on Leith Walk, benefiting both cyclists and through traffic on Leith Walk (including buses).	These suggestions, whilst having merit, are beyond the scope of the current project. However, the Council is considering implementing some additional tree planting, de-cluttering of street furniture and continuous footways at key junctions. These will help to make some of the improvements you have highlighted.
58	Support	No specific comments but it makes sense to extend the existing route to the end.	
62	Support	The scheme creates continuous strips of red paint down each side of the road. This is a slight improvement over the current situation. However if the Council were a little more bold, a much simpler approach would be possible. The road is plenty wide enough to allow a fully segregated 2-way cycle route on one side of the road, with absolute priority over all side roads, and the same number of parking bays could be retained, by moving all parking bays to the other side of the road. A much simpler, clearer road would result. The road may be narrowed slightly but this would serve to reduce the speed of through traffic, this would help to compensate for the hassle of some motorists having to cross the road to access their home / office. Most of the complex buildouts could be done away with and this would demonstrate the Council's commitment to active travel.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
65	Support	i dont think it goes far enough. Roads are for all, not just cars and other users where they can be accommodated.	

68	Support	The cycle lanes need to go on the other side of the parked cars so that the parked cars offer protection to cyclists from moving traffic.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
71	Support	Most of this scheme merely repaints the existing cycle lanes and is a missed opportunity. Best practice in cycle path design is to provide segregated paths for cyclists, as has been done in Newington and is proposed in Tollcross and the south end of Leith Walk. McDonald Road is wide enough to allow for segregated cycle paths on both sides of the road with little or no reduction in parking provision, but at the same time removing conflicts between cyclists and motorists. To this end the design should provide pavement, cycle path, 50cm wide raised kerb, parking and then a traffic lane on both sides of the road.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
82	Support	Strong support could be garnered by running the cycle lane inside the parking rather than outside the parking as noted earlier, but this is a minor criticism!	The Council is not currently intending to undertake this larger re-design and configuration of the street.
84	Support	see above	The Council is not currently intending to undertake this larger re-design and configuration of the street.
85	Support	The Blandfield junction with McDonald Road should be combined with the neighbouring junction for the industrial estate to form a single junction. Alternatively the divide between the two roads should be extended to form a traffic island so that the overall junction width is narrower.	The Council shall consider whether the current 'island' could be widened or a continuous footway be introduced.
93	Support	My main concern with both the existing and proposed situation is that the cycle lanes are in the "door zone" - that is, the area where a cyclist could be hit by a suddenly opened car door and potentially run over as a result. Encouraging cyclists into this area through painted lanes is very dangerous. Cycling outside of the lane irritates drivers who do not realise this - therefore, cycle lanes should be in safe places to cycle, which these ones currently are not. The lanes should include a "buffer zone" of at least 0.5m between the edge of the marked parking bay and the marked start of the cycle lane and its red paint. An example of this treatment can be seen on the new Leith Walk cycle lanes which run from Foot of the Walk to Pilrig Street. Ideally, the lanes would be totally segregated from the main, on the other side of parked cars, and with a similar buffer zone for safety and to allow car passengers to exit safely, and have visual priority over side streets. Further comments: - All the side streets on McDonald Road	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option. Following this consultation. The use of continuous footways, tightening of junctions and raised tables are

		<p>are very minor with low traffic volumes - therefore, the pavements should be continuous over these junctions to indicate visual priority for pedestrians. This would improve the environment on this key walking route for pedestrians. - It is a positive step to include cycle bypasses on the "no priority" direction for all the chicanes. However, on the direction with priority, a pinch point is created where the lane seems to indicate to drivers that it is safe to pass cyclists through the chicane when the narrow nature of the road means this is not the case. Either the chicane should be reconfigured so that the "priority" cycle lane can be segregated like the "no priority" side - probably by narrowing the existing island and building out the pavement on the other side - or the cycle lane should be removed through the chicane, indicating to drivers that the road is 'shared' at this point. To make this point abundantly clear, the cycle lane could alternatively be moved to the centre of the road at these points. - The existing cycle lanes for the length of McDonald Road are becoming faint and ill-defined - these should be repainted as part of this project, with gaps at junctions, zebra crossings etc. filled in to provide a continuous lane.</p>	<p>being considered at key locations of higher pedestrian footfall on the street, such as around the school.</p> <p>The Council has a road renewal prioritisation programme which includes a weighting for QuietRoutes. Re-surfacing and painting of cycle lanes on McDonald Road shall be assessed alongside the needs of all other Edinburgh roads.</p>
94	Support	<p>The cycle lanes on McDonald Road have a very rough surface, whereas most of the main carriageway is very smooth! As part of this scheme you MUST resurface the cycle lanes all the way from Broughton Road to Leith Walk. Also a few design details. - continue the red colouring across the entrance to the fire station - a pedestrian crossing was put in by the Blandfield junction a few years ago, make sure is not removed - support removing the centrelines, they are unnecessary (there is no legal requirement for them) and lead to faster traffic speeds</p>	<p>The Council has a road renewal prioritisation programme which includes a weighting for QuietRoutes. Re-surfacing McDonald Road shall be assessed alongside the needs of all other Edinburgh roads.</p> <p>The cycle lane does not continue across the fire station due to the requirement for the yellow zig-zags which inform road users that no parking is permitted in front of the fire station.</p>

Online Survey – Support and Comments on McDonald Road

Neither Support or Oppose

Ref I.D.	Q5b	Q7	
	McDonald Road support	Do you have any comments on the proposed scheme on McDonald Road	Council Response
6	Neither support or oppose	The painting of the vehicular give way markings across the new advisory cycle lane on the North side of McDonald Rd would, in my view, result in waiting vehicles often blocking the new cycle bypasses of the existing buildouts or worse, vehicles unexpectedly pulling into the cycle lane without care for cyclists. Space should be found to provide a full width vehicle lane alongside the new advisory cycle lane. In my experience of this road, the parking on the south side of this road is regularly empty.	Due to the current road widths this would not be possible without removing some parking (as you suggest). The Council is not currently considering removing parking at this location.
10	Neither support or oppose	The scheme is of poor quality, being only a completion of the existing poor quality painted lanes that lie within the 'door zone' of parked vehicles.	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.
14	Neither support or oppose	While the pinch point bypass for east bound bicycles is greatly appreciated as is was the only one missing on the road, on overall the proposal fails to improve cycling safety. I have experienced several near misses westbound at this pinch point and the width remain the same. traffic more often than not doesn't give way to bicycles as they are required to do leading to nearly avoided collisions. cycle lanes next to parked cars are also at risk of dooring which can send bicycles right on oncoming traffic. The easy solution for all these problems is simply to swap around parking spots with cycle lanes creating a segregated cycle track. This would have the double benefit of segregating cycle flow from motorized flow also across the pinchpoint and parking spaces could be also increased.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
17	Neither support or oppose	it should be a segregated route for cyclists given the current trend towards this sort of provision. Otherwise the scheme will have a very short life and will need upgrading again in the near future.	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.
25	Neither support or oppose	Cycle path + stupid parking spaces on the other side = annoying, for drivers AND cyclists. Cars will park on the cycle path, unless it was raised. Will the line marking the cycle path from the road be solid or dashed? If dashed, not good.	As shown on the drawing the cycle lane will be advisory (dashed lines). This is required as large vehicles may need to temporarily over-run the cycle lane when passing other large vehicles. Given the low level of such traffic on this road, it is not anticipated that this will frequently occur.

28	Neither support or oppose	no	
59	Neither support or oppose	To be honest, it's really hard to see from the plans what you're trying to do. They're not very user friendly.	We shall take this feedback on board and try to make future drawings more user-friendly
63	Neither support or oppose	drawings are unclear	We shall take this feedback on board and try to make future drawings more user-friendly
74	Neither support or oppose	See above	We shall take this feedback on board and try to make future drawings more user-friendly
80	Neither support or oppose	I don't really understand the exact proposals - the text and drawings don't make them clear. For instance, I don't know if the road narrowing parts of McDonald Road will have mini-cycle paths to allow cycles to progress and not have to share the narrow part with motorised traffic.	We shall take this feedback on board and try to make future drawings more user-friendly
87	Neither support or oppose	I see a non-protected bike lane that's squeezed between fast moving cars and the unpredictability of parked cars with their unsignalled manoeuvres and random door openings. I see the same old dangerous narrow sections where on-coming drivers are happy to play chicken with cyclists. It happens regularly with cars and vans - some drivers will never give way to a bike - and your design does nothing to prevent these dangerous games. Do you believe children would be safe cycling along this road? Why not put the cycle lane alongside the pavement, and have the parked cars give bikes some protection from moving traffic?	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
97	Neither support or oppose	Cycle lanes are only of use if nobody parks on them. Otherwise they add to the danger as you are having to swerve out into the road and back. Having lived on McDonald Road for several years, it is common for folk to park their cars over the lanes.	We have highlighted this issue to our parking enforcement team. Where the parking is on cycle lanes with double yellow lines they can issue penalties. However, the council does not have the legal powers to address double parking.
99	Neither support or oppose	I applaud the proposal to add the south-bound cycle lane to McDonald Road, although the single-most useful element of this is the adding of the cycle lane across the build out by Bridgeside House - I've never understood why that was not in place when the original remodelling of McDonald Road was carried out... The addition of the new cycle lane however makes the clear road width come down to around 4.5m between build outs, and thus cyclists will be the cause of the delays to the traffic. That's quite a scary thought when you bear in mind the high speed that the CEC and private waste lorries hurtle down that supposedly 20mph street, and with the impatience that some car drivers seem to exhibit at the existence of the build outs. It is at all possible to think about the new path being placed on the footway side of the parking bays, and thus using the parked cars rather than the squishy cyclists to define the edge of the usable carriageway? The situation is a lot better on the opposite, existing cycle lane, as the road falls	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.

	<p>downhill quite steeply here and cycle speeds are high - going the other way is uphill and slower. with reference to the existing cycle lane, can you please do a resurfacing job on it as a part of this project? The existing surface is so broken that a cyclists progress is made safer and swifter by taking a position just outwith the cycle lane and within the main running width of the road.</p>	<p>The Council has a road renewal prioritisation programme which includes a weighting for QuietRoutes. Re-surfacing McDonald Road shall be assessed alongside the needs of all other Edinburgh roads.</p>
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Online Survey – Support and Comments on McDonald Road

Oppose

Ref I.D.	Q5b	Q7	
	McDonald Road support	Do you have any comments on the proposed scheme on McDonald Road	Council Response
18	Oppose	I oppose the idea of using cyclist to act as a mobile barrier to motorists, as admitted by you in your 'cons' which state that 'at busy (why just busy) times drivers may have to wait behind cyclists', or, in practice, force their way past cyclists creating increased danger for such cyclists. If this scheme is implemented I am one cyclist who will avoid the area, just as I avoid other areas where you have made 'improvements'.	This approach has been used elsewhere in Edinburgh, the UK and Europe. In Edinburgh there has been no increase in accidents for cyclists following its introduction.
20	Oppose	total waste of cash to appease a small but vocal minority of road users.	Cycling makes efficient use of roadspace and has health and environmental benefits. It is also the fastest growing mode of transport in Edinburgh and one that the Council has made a commitment to support. McDonald Road will remain fully accessible to all other road users.
23	Oppose	As above.The roads in Edinburgh are not fit for purpose generally.	Cycling makes efficient use of roadspace and has health and environmental benefits. It is also the fastest growing mode of transport in Edinburgh and one that the Council has made a commitment to support. McDonald Road will remain fully accessible to all other road users.
32	Oppose	Why put in yet more painted-on bike lanes? They're a waste of money. Drivers will still park their cars on them. And the car parking spaces are the other side of the bike lane. Drivers will have to cross the bike lane, causing conflict. And then they'll open their doors onto oncoming cyclists. I'd rather you didn't waste any money on such a pointless scheme.	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.
60	Oppose	The scheme is a waste of time and money - you are adding non-best practices bike lanes, in the dooring zone of parked cars. There's no way I would take my child on this road. Take safe cycling seriously and design something safer, on the other side of parked cars, raised/segregated from motor traffic. It could be a painted red lane on a wider pavement, with parked cars between the bike lane and the car traffic lane. If you're going to cut up this road, at least do it well. Right now, and with the proposed design, this section should not be called a QuietRoute.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists

			without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
61	Oppose	The cycle routing should be moved BEHIND the car parking, providing physical segregation from the road. Cars having to cross the cycle lane to access and leave spaces is not safe and will make collisions likely, whilst drivers will expect cyclists to stay in the lane even when passing cars whose doors may be opened.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
64	Oppose	Slight improvement but nowhere near enough. Existing conflict points are maintained. Minimum, the bypasses should be on both sides with central traffic lane. Segregation would be even better. East side of the road has few conflict points to design around and would feed nicely into the existing toucan.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
66	Oppose	I'd like to see infrastructure on key routes designed in a way that my children can use it – which I don't consider this to be as it stands. I think the best way to significantly improve the conditions for cycling on McDonald Road would be to build protected cycle lanes – either a 2-way lane on the North side of the street, or one on each side – and to limit parking to the South side of the street.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.

Online Survey – Support and Comments on McDonald Road

Strongly Oppose

Ref I.D.	Q5b	Q7	
	McDonald Road support	Do you have any comments on the proposed scheme on McDonald Road	Council Response
9	Strongly oppose	Utter waste of money - this is one of the most cycle-friendly streets in Edinburgh! Those who find it difficult cycling on McDonald Road are a liability to themselves and others if on a bike.	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.
22	Strongly oppose	Replace lost trees!	The scheme design will be adapted so that no trees shall be removed. We are also considering planting some new trees along the street.
29	Strongly oppose	Designing a layout where you anticipate drivers being stuck behind cyclists will lead to frustration and possibly accidents. There is no need for even more raised roads/speed bumps, particularly with the forthcoming lowering of the speed limit to 20 mph (on Broughton Rd)	This approach has been used elsewhere in Edinburgh, the UK and Europe. In Edinburgh there has been no increase in accidents for cyclists following its introduction.
45	Strongly oppose	Cycle lanes in the door zone of cars have been shown time and again to be of minimal benefit to cyclists. The new lanes should be segregated with the parking outside them. The proposed design will lead to cars being parked in the cycle lanes and cyclists being knocked off or worse by car users opening their doors without checking what is approaching first.	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
47	Strongly oppose	See above	The Council has to work within available budgets. Transforming McDonald Road in the way suggested, would be very costly

			and quite challenging, with changes to kerb lines and removal of parking bays and trees. Furthermore, we believe we can make improvements in this location for cyclists without implementing full segregation. Given both of these factors we are not currently considering a segregation option.
56	Strongly oppose	Does not reflect the councils on design guidance in terms of pedestrian and cycling priority. Crossing and junction treatments are very poor will make little difference to pedestrians	The design shall be evolved to improve crossings and junction treatments reflecting Edinburgh Street Design Guidance.
81	Strongly oppose	Sufficient provision already	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.
100	Strongly oppose	Walking conditions along McDonald Road are already good.	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.
101	Strongly oppose	Takes up far too much space. If cyclists are that bothered about using the road, they should do so properly like all other road users.	The current proposal brings the whole street up to a consistent standard for cycling. The Council considers this justifiable for the budget available and the current levels of cycle use.

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

Ref I.D.	Q15 Do you have any further comments about walking and cycling in Edinburgh	Council Response
1	Pavements are increasingly hazardous	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
3	Find cycling too dangerous because of the state of the roads, means that when I walk pavements have cyclists on them avoiding potholes making pavements dangerous	
4	I am primarily a pedestrian and cyclist. This latter is despite the relative lack of safe dedicated infrastructure, particularly in the city centre. Conditions for walking have generally been quite good in Edinburgh for many years, though the amount of waiting at pedestrian crossings can be frustrating at times: the priority always seems to be motor vehicles! Cycling conditions have improved significantly in the past few years, with new off-road routes to Portobello for instance. However overall conditions are still pretty dire: crossing the city centre by bike can be an utterly terrifying experience sometimes!	
5	They should be encouraged as much as possible by being made safe and feasible to help achieve public health improvements and to make the city a nicer place to move around.	
7	the entire network of roads does need a full overhaul and review, the signage is often ignored by drivers, the law is totally ignored in many places, the culture of driving in the city in general is inconsiderate and dangerous, the lack of enforcement supports that culture, the city centre is a joke to navigate through, it should be pedestrianized and HGV's should be forced to pay prohibitively high costs to deliver anything, but as per usual, NOTHING can or will change, 30 years of this nonsense have proved that time and time and time again.	
8	The city is already well set up for cycling - for experienced, confident cyclists...however it seems from speaking to family, friends and colleagues, that although sections are really good, it's the "bits in between" that other people still feel too daunting for them to take up cycling as a "normal" mode of transport. A specific example is my wife, who would love to cycle more often. We live in Pilrig Street, and while St Mark's path is a great gateway to the NEPN, the 0.25 mile journey to get there, via Broughton Road or McDonald Road is too off-putting for her.	
9	We need more background information as to where the routes for improvement came from. As I mentioned, this one and the Roseburn proposal are absurd. The King's Road/Harry Lauder Road junction and Queensferry Road/Telford Road need improved for cyclists, better signage is needed for the cycle route at Craighleith Retail Park and it would be great if you could do something to make it easy to cycle to the airport. Even then, these are all 'nice to haves'. The only way to increase those cycling and walking in Edinburgh is to discourage driving - you've done enough to encourage sustainable methods. Final moans: whoever painted the cycle routes IN the tram tracks has obviously never ridden a bike before. And the lack of cycle parking is a joke. I know this has been improved, but it's still not enough. This is especially a problem in the affluent areas, where the old misers get affronted if you chain a bike to their railings. Whinging aside: Edinburgh is one of the best cities to cycle in - keep up the great work!	

10	Broad comments about cycling in Edinburgh are not for this survey. What I would like to add is that McDonald Rd would be perfect for a segregated, bi-directional cycle path on the fire station side, given there is only 3 minor accesses to private property in addition to the fire station. This can then be properly signalled with a toucan into the NEPN at Broughton Road ('safe for a five year old') and likewise into the Leith Walk lanes when they are completed as part of Leith Programme stages 4 and 5	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
13	Council needs to have the strength of its conviction and make Edinburgh an active travel city and not pander too much to the car lobby.	
15	The council has a vision and goals to improve walking and cycling in Edinburgh, but needs to continuously invest money and political capital into seeing them realised. I have no doubt that Edinburgh can greatly boost its cycling numbers and reap the benefits therein if it remembers a simple principle: 'Don't build cycle infrastructure for cyclists, build it for those who you want to encourage to cycle'. The proposed Roseburn to Leith Walk improvements are a great example of this, and further schemes like these will greatly benefit our people, places, and general well-being.	
17	The last question was a bit biased. There are certain modes of transport in the list that I NEVER use: car (either as driver or passenger) and taxi. walking and cycling around Edinburgh can be pleasant while your journey is on the off road cycle routes. Otherwise it is harassing and noisy and the facilities VERY inconsistent.	
18	Your aims are laudable, but your implementation is mostly crazy.	
19	If the roads and pavements were repaired to a proper standard that would have the most benefit to everyone without the continual digging up and putting back again	
20	Present facilities are more than adequate if the council would spend more cash on keeping existing pavements in a better state of repair instead of spending cash on surveys and on unnecessary and costly schemes such as this	
21	Too much attention given to cyclists and pedestrians to the detriment of car drivers.	
22	Stop wasting 15% of budget on cycling! The roads are hazardous and its the council's negligence that had caused it. My car suspension has been damaged, thanks!	
23	Both walking and cycling are free.Roads and pavements are expensive to maintain and have to be paid for.	
24	Follow policies provided by pedal on Parliament.	
25	Get rid of the cars HAHAAHAHAHAHA	
26	Further investment needed!	
29	I think the council is alienating car drivers and cyclists in particular will face a backlash from frustrated drivers.	
32	Please stop wasting money on painted-on bike paths. We need safe, segregated paths.	
33	Would like to see Edinburgh expand cycle ways	
34	In general, I think it is good, with excellent paths, but there are some cases where cyclists are forced into bad positions or where road markings are worn away. Example: approach to Annandale street from Haddington Place, coming from the town centre	
35	I'm sure more folk would cycle if yhey felt safer	

38	As an experienced and confident cyclist I am able to get around alone despite poor infrastructure, although I will avoid especially poor sections and may sometimes need to switch to another mode of transport as a result. When I travel with my children I am usually forced to drive, even for short journeys unless a high quality segregated cycle route exists. Creating additional segregated routes would greatly increase the number of journeys I am able to make by bike with my family.	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
39	There needs to be education of cyclists using the shared paths (particularly along Goldenacre path) with regards the speed that is appropriate or acceptable. These are not dedicated cycle routes where high speeds are expected	
41	Make Edinburgh less car friendly, especially in the city centre!	
42	Improve infrastructure and enforce ASL please.	
44	Painting the road different colours doesn't work. Proper segregated cycle lanes would be better. And cars should not be top priority in any transport infrastructure projects	
45	We need more direct segregated cycle infrastructure.	
46	I am very please with the efforts my city is making to improve cycling and walking facilities. The investment is paying off and I beginning to feel more comfortable cycling around the city. My partner is also more like to come with me for a cycle at the weekend this is a direct result of quite routes and segregated paths the council have been developing	
47	Nothing that will be listened to as usual for these almost secret 'consultations'	
48	continue investing in new off road facilities please!	
49	If we are going to improve the air quality in Edinmburgh we need to get more cars off the roads, buy more reduced emissions buses and make it much easier to walk and cycle.	
50	Cycling up Leith Walk needs real improvement. There's no nearby alternative route into town, and the current provision of little narrow cycle lanes is not safe. Walking is generally fine aside from slippy pavements in the rain and festival crowds.	
51	Some on road cycle lanes need upgrades or better visability.	
52	There needs to be an increase in the number of bike racks across the City as it can often be difficult to find somewhere suitable to lock your bike up. The condition of the roads is also an issue. I am generally happy cycling on most roads and the dedicated cycle lanes have been a welcome addition however, on Leith Walk for example, these are often full of potholes which makes safe passage very difficult.	
53	Why do we have to beg & fight for proper infra? Drivers never have to. And when we get infra delivered, it's always watered-down & badly designed so as not to impede or upset drivers. Given our obesity, congestion & air pollution crises, we need to give active travel priority.	
54	I am very happy with efforts being made to extend the Quiet Routes network, and also reducing speed limits in the city.	
56	Have the consultants read the Edinburgh Street Design Guidance?	
59	Lanes segregated with physical barriers please	

60	<p>We badly need proper space for cycling North South through town: this should not be hard. Fix Forrest Road (with a segregated lane, not a laughable bike lane full of parked and loading vehicles), then George IV should also be a safe, car-free bike lane, raised from the car lane, segregated - ALL the way down the mound. There's no excuse not to do this when there are double yellows there already, and there is very good reason to remove parking on George VI, not the least being that this would be the major N-S artery for cycling, if it wasn't so dangerous, as it is now. For parking: Chambers st and the meadows are close by - some parking garages could be encouraged in the vicinity as in other european cities where cars must park when entering the city centre, with markings showing how many parking spaces there are etc. It's shocking that one person can park their 1000kg+ metal private property and prevent hundreds of cyclists from cycling safely.</p>	<p>All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.</p>
61	<p>Edinburgh would do well to learn from Dutch cities which went through this transformation in the 60s/70s. Their current standards are what we should be aspiring to build now. Painted lanes on the road are not frequently used there. We should also look at managing which roads are suitable for mass car use, with these roads made easy to travel on. On these roads cycle lanes must be segregated - including the junctions. On "access" roads filtered permeability should be employed so that they cannot be used for through traffic (but can be used for through walking and cycling - possibly buses too). On these routes there should be low speed limits and the streets should be clearly identifiable as not a through route (traffic calming measures, wide pavements etc. Too often in Edinburgh there are good beginnings of a cycle route but the small details let it down, or the route ceases to exist at junctions when it would be needed the most.</p>	
62	<p>It has been great to see some radical and positive ideas from the City of Edinburgh Council for enhancing Edinburgh's active travel infrastructure. Sadly this scheme is poorly designed and will not achieve its objectives.</p>	
63	<p>The pollution is an issue. I'd ban diesel vehicles as they are killers</p>	
64	<p>Done properly this section could safely link the east/West/Leith Walk plans into the excellent NEPN. This design falls well short of the ambition shown in those proposals.</p>	
65	<p>please have a campaign about dog fouling. There is no need for it and its vile.</p>	
67	<p>Integrated, joined up plan please! Especially a safe route from Leith to the central area. Painting a line on the side of the road is inadequate and the improvements made so far on Leith Walk for cycling are woeful. The new bike lanes are simply new short stay parking options for motorists. What a wasted opportunity, let's not make the same mistake again!</p>	
68	<p>Cross-town private motor traffic needs to be reduced. It should not be possible to cross town N-S or E-W by car without going 'out & round', AKA "filtered permeability"</p>	
69	<p>I welcome the latest plans for walking and cycling, and would like to see more to continue to improve the city for walking and cycling.</p>	
71	<p>Whilst paint on the road is better than no paint on the road, it is my experience (and I can provide video evidence) that such painted cycle lanes are regularly ignored and driven in by all forms of motor vehicles. To encourage more people to ride their bikes it is imperative that every opportunity is taken to provide first class segregated cycle ways across Edinburgh.</p>	

72	I walk more on pavements that are wide. I take longer routes of it means I will be away from traffic (to avoid the air pollution, noise and to be closer to green spaces).	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
73	Come on... walkers and cyclists should be prioritised city-wide.	
74	The quality of the road surfaces for drivers and cyclists is terrible. Fine for pedestrians other than the proliferation of wheelie bins that obstruct the pavements after the refuse collectors leave them scattered randomly across the city.	
76	They are both improving. It's understandable that change can be limited due to the geography of the city, but it is slowly getting better. Sadly there are some areas that still aren't great; the cycle lanes on leith walk are poorly positioned and ruined by cars parked over them. The councils reaction to queries about specific improvement to, e.g. ASL's is very disappointing.	
77	Recruit some non-cyclists or people who will only use off-road paths to look at the designs early on on-site at a busy time. Even 'quiet routes' are busy for at least half an hour each morning and evening when people might be wanting to use then to commute. There's already loads of road space to store all the extra cars at junctions at rush hour - a little space for cyclists to be allowed to feel safe at the same time is little to ask.	
79	We need to ensure that all road improvement schemes include proper cycle infrastructure and road planners must consult cyclists, a town cycle officer would make a lot of sense but that person must be a cyclist. Seems obvious but in the past I have met people in the employ of councils with a preview for cycling who don't cycle and have no idea of the challenges faced by cyclists. The on carriageway routes in Edinburgh seem to have been planned in general by non cyclists.	
80	I'm very grateful for the paths there are. We could do with them being more joined up and with a greater degree of separation from traffic (I think these are common views) Costs could be reduced if consideration was always given to the possibility of introducing better cycling routes when work is in any case being planned to resurface a section of road. I have seen some wide routes worked on and improved for cars where this opportunity was not given consideration (eg some Stevenson Drive, near Saughton).	
81	Sufficient provision already, money would be better spent fixing the roads	
82	Increasing segregation of cyclists using space taken from carriageway is welcome, as is the move away from taking space away from pedestrians through the use of shared paths. The former is much more sustainable with a view to increasing active travel within the city.	
83	I would prefer separation between cycling and cars/lorries and buses. All of these modes of transport are essential within a city and at the moment the impression I get is that the council only cares about improvements for cycling because of pressure from cycling groups. In general these improvements are at the cost of other road users. What about the increasing ageing population? Cycling doesn't help them. What about businesses that rely on transportation for people, goods and service? How is the city serving them?	
84	I am aware how tricky it is to have shared transport space, but with some imagination and using the space well things can be much improved. Some areas are really good to cycle/walk to (eg Bellevue place to Ainsley park leisure centre almost all on cycle paths), but many areas don't link up (eg cycling from Bellevue Place where we live to Glenogle Swim	

	<p>centre, or up to the Meadows) and the roads are just too busy for the children to safely cycle to - we end up pushing bikes on pavements and getting in the way of walking fold. The 2 way cycle lane in Newington at the end of the Meadows is a huge improvement on what was there before and so much safer. I would not let my children cycle this new proposal - they would still be crossing McDonald Rd and using the opposite pavement which we all have to share with pedestrians. Please reconsider what you can do to change it with just a little more money to make it so much better.</p>	<p>All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.</p>
85	<p>Generally Edinburgh is a very good city to cycle around - the ex-railway paths are a fantastic way of getting about. They do not however go everywhere and sometimes the main arterial roads (Queensferry Road, Glasgow Road, London Road, etc, etc) have to be used as there is no alternative. These are very unpleasant to cycle on due to the proximity and speed of the vehicles; the poor quality of the near-side road surface; and parked cars. The 20 MPH is also great help for cyclists and pedestrians in the city centre but it needs to be policed better – as a driver I have been overtaken / undertaken several times while observing the 20 MPH limit.</p>	
86	<p>There are some great cycle routes but there's still too much of the city with no cycle routes and bicycles don't feel like the priority</p>	
87	<p>I'm curious why this has turned into a survey about walking and cycling. Do you need to justify investment in non-motorised travel? But since you ask... The air quality in central Edinburgh is often terrible because of all the vehicles. The High Street is a prime example, it's often choked with fumey tourist buses. It's almost impossible to have a conversation outdoors in town without shouting because of the traffic noise. Every day I see vehicles run red lights and push through the green-man because there are no penalties for bad behaviour. Pedestrians have to look in every direction at once before crossing side streets beside they're designed to let cars sweep round them at speed. Bike lanes are often blocked by parked cars, forcing cyclists into traffic, again because there's no enforcement. Why are there so few pedestrianised areas? Even Holyrood Park is just another busy road: I see people struggling to get across Queen's Drive because there are no safe crossings and it's used as a rat-run. There's a lack of ambition in Edinburgh, and these rather poor proposals for Macdonald Rd are just another example. Our city is being left behind, it feels like we'll never escape the 1970s.</p>	
89	<p>Driving isn't working, the roads are all heavily congested at busy times and cycling, walking an public transport all offer the best solution to address this. PLease continue to improve the exisitng routes and keep lothian buses functioning well.</p>	
91	<p>The Cycle Routes are fantastic for getting around Edinburgh but there are large gaps in the "off-road" sections which could be and should be given more though. I would also encourage a large exercise in Signage along the off-road cycleway a key points to give a better overview as to your location on the3 cycle network. Local people like myself know your way around good enough but visitor who we should be encouraging to use our fantastic network would and do struggle at various junction to get the bearings within Edinburgh and work out the best routes available.</p>	
92	<p>I have lived in Edinburgh for 30 years and seen the improvements. We haven't gone far enough yet, but well done so far and thank you. Keep this up and don't let yourselves be put off by negativity from anyone. Nothing will ever be perfect, but we're getting there, only too slowly for my liking.</p>	
93	<p>By default, all pavements should be given visual priority over side-streets, ideally through use of the same paving material throughout. One of the most irritating and upsetting things about walking in Edinburgh is the constant need for</p>	

	<p>vigilance at side streets of busy roads - and the aggression of some drivers at crossing pedestrians - when, legally, crossing pedestrians should have priority. Building in visual priority by default would hopefully, over time, reduce the level of conflict and make walking in Edinburgh significantly more pleasant.</p>	<p>All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.</p>
94	<p>Please do NOT use the terms "pedestrians" and "cyclists" on your website or materials, rather you should say "people walking" and "people cycling" as this will help to normalise these modes of transport. We are all just people travelling about.</p>	
95	<p>I think a lot of the recent proposals by the council are a step in the right direction but they seem totake a lot of time.</p>	
96	<p>The council need to follow European good practice. 20mph has been a good thing. With around half the households in city not having a car improvements to cycling, walking and bussing need to be made. If this makes driving less attractive people will adapt.</p>	
97	<p>During roadworks which disable pedestrian crossings there need to be more temporary crossings provided. I have noticed improvement in this recently with the ones on Howe Street currently, but it often feels as if the needs of motorists are prioritised.</p>	
98	<p>It's been great to see all the designs and consultations coming out over the last couple of years -- there's a lot to be excited about for helping enable more people to cycle around Edinburgh. I hope to see construction happening on all these projects soon!</p>	
99	<p>From a purely selfish perspective, I would love to see a McDonald Road / St Leonards style scheme on the Portobello/Musselburgh (Bus #26) route between</p>	