



AECOM

◆ EDINBURGH ◆  
THE CITY OF EDINBURGH COUNCIL

# 3.1 Gilmerton Road, 3.3 Niddrie House Avenue and 3.4 Hay Avenue Walk and Cycle Improvements

## Consultation Summary Report

December 2016

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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. This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 61; Gilmerton Road, Niddrie House Avenue, The Pillars Path and Hay Avenue.

## 2 Proposals

These proposals are:

- Toucan crossing across Gilmerton Road outside Morrisons, relocation of uncontrolled crossing and bus stop and the creation of a short stretch of two-way segregated cycleway along Gilmerton Road between the new toucan crossing and the Pillars Path;
- A contra-flow cycle bypass through a stopped-up one-way access control and raised table at Niddrie House Avenue;
- The redetermination of the Pillars Path as shared use for walking and cycling; and
- The redetermination of existing footpaths along Hay Avenue and the creation of raised tables at junction crossings.

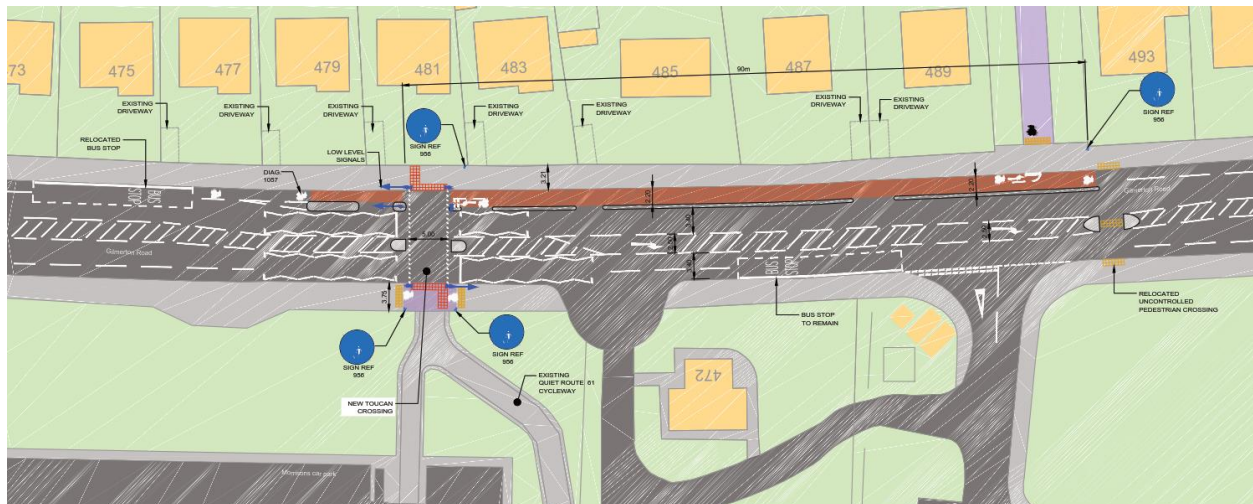


Figure 1 Gilmerton Road Proposals



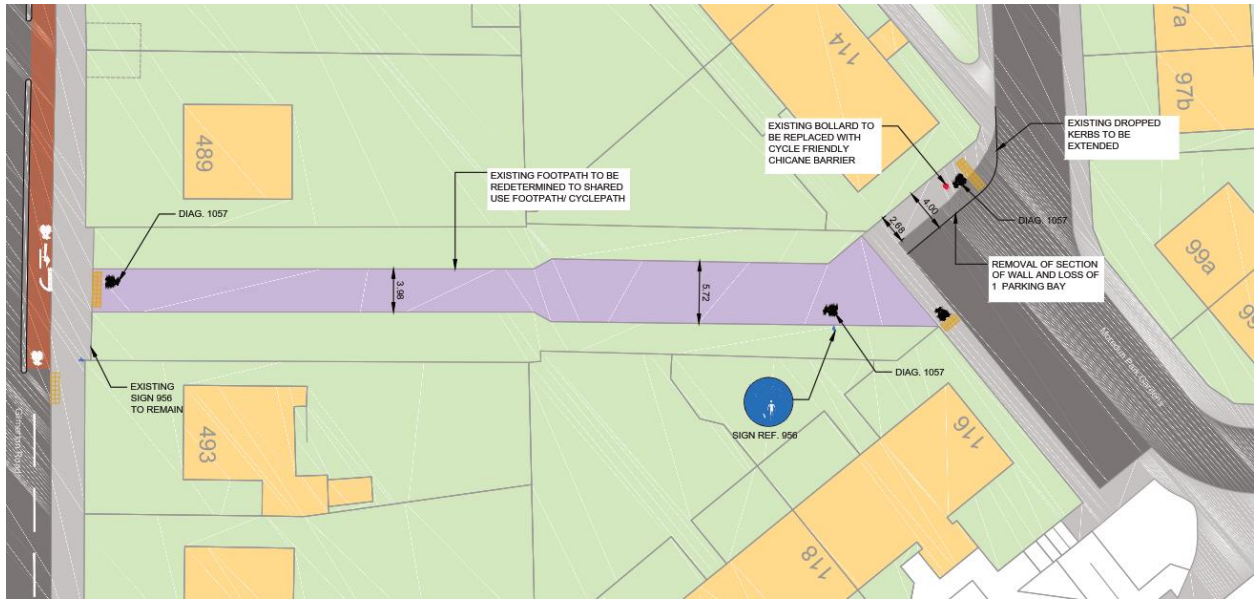


Figure 2 The Pillars Path Proposals

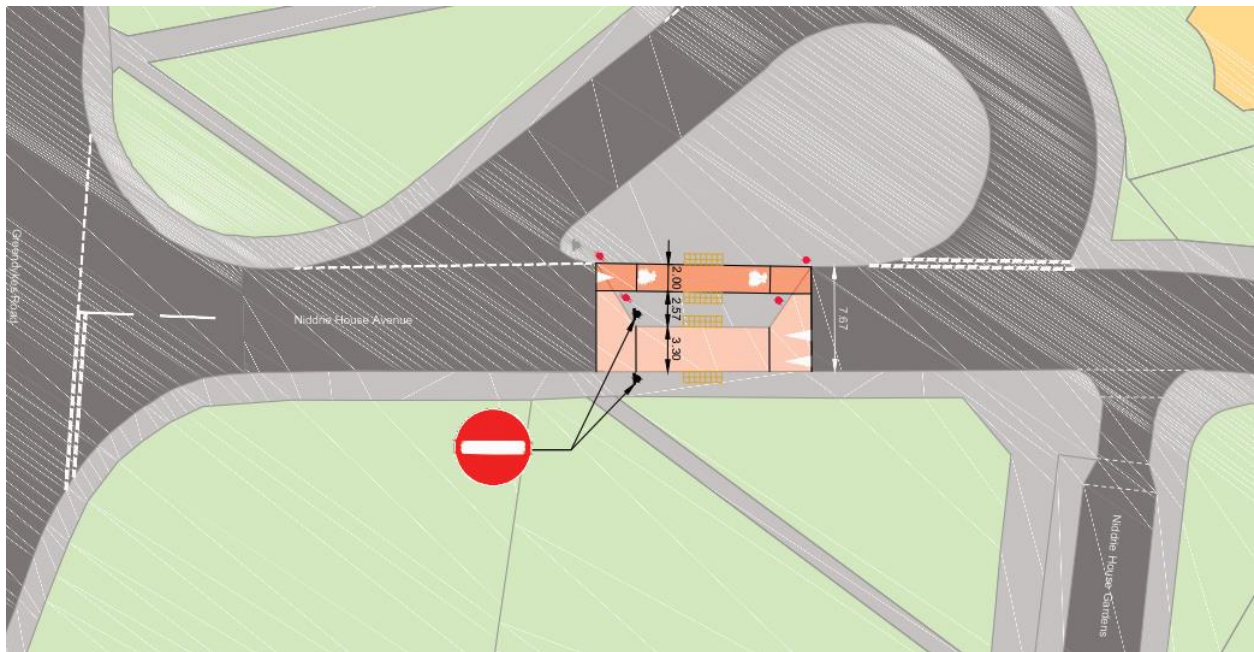


Figure 3 Niddrie House Avenue Proposals

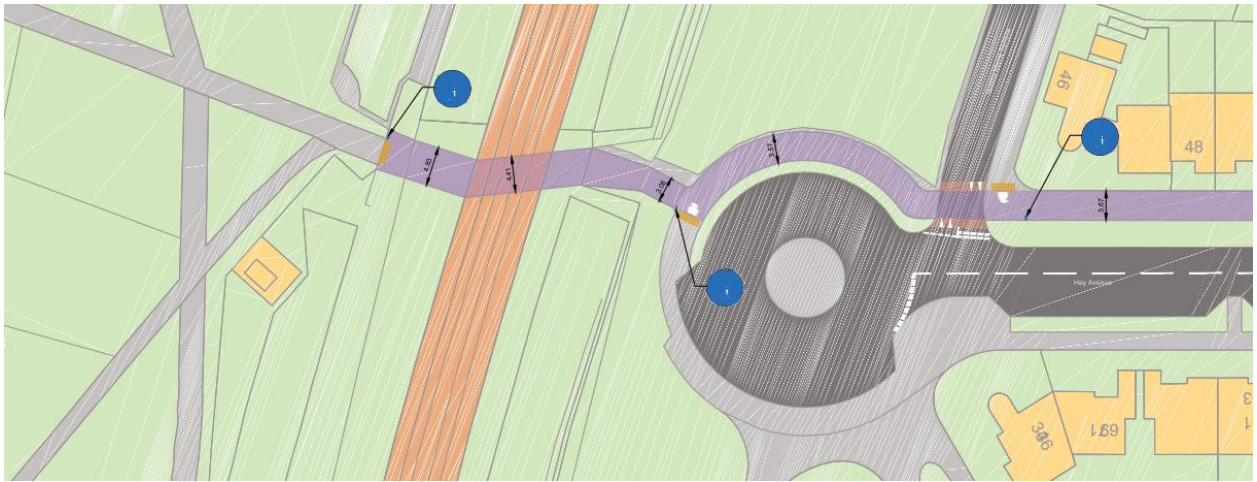


Figure 4 Hay Avenue Northern Proposals

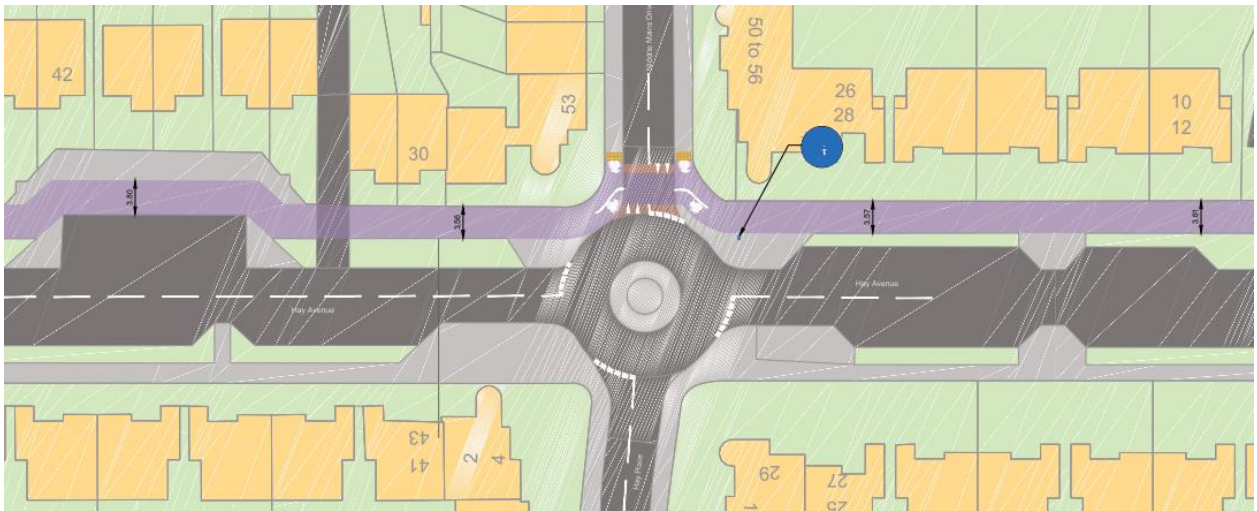


Figure 5 Hay Avenue Niddrie Mains Drive Proposals

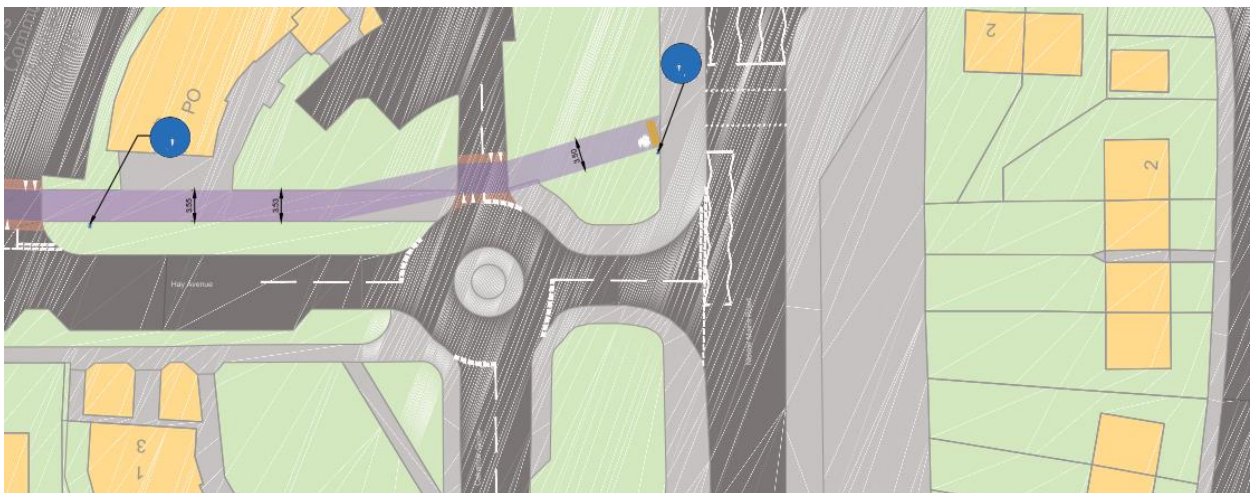


Figure 6 Hay Avenue Southern Proposals



## 3 Form 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 27/07/16 at Craigmillar Library between 5pm and 8 pm.
Public Exhibition	✓	A joint external workshop and public exhibition was held on 27/07/16 at Craigmillar Library between 5pm and 8 pm.
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 115 households along Gilmerton Road and 78 on Hay Avenue in July 2016
Social Media	✓	The City of Edinburgh Council highlighted the consultation through their Facebook and Twitter.
Online Survey	✓	An online survey was included on the consultation hub. A total of 38 responses were received on the survey.
E-mail Consultation	✓	Comments were also invited by email; a total of 2 emails were received.

## 4 Stakeholder Consultations

A total of 11 individuals representing 5 organisations provided e-mail or verbal feedback during the stakeholder consultation.

All of these stakeholders were **supportive** of all of the proposed design schemes.

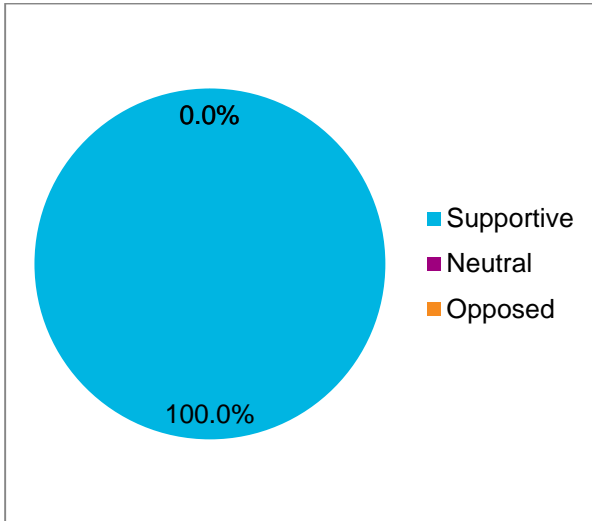


Figure 7 Gilmerton Road Proposal

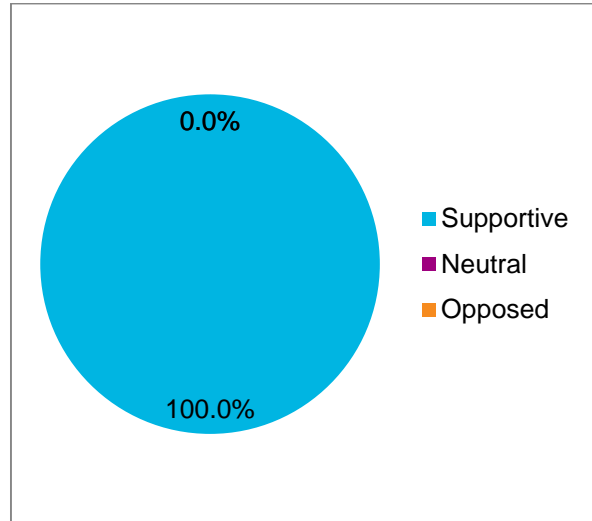


Figure 8 Niddrie House Avenue Proposals

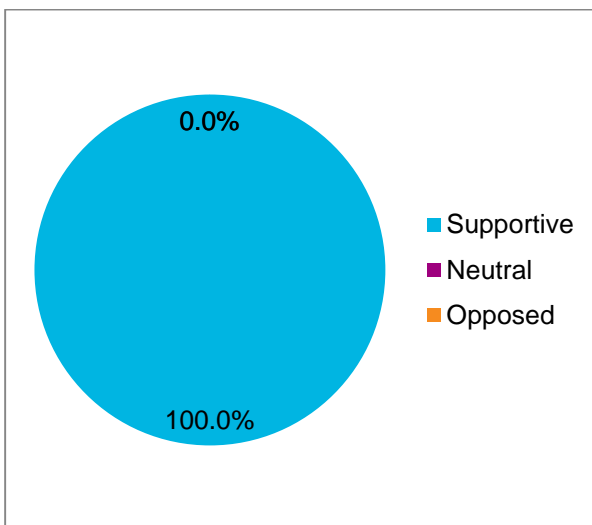


Figure 9 The Pillars Path and Hay Avenue

Some of the key issues raised for each scheme are shown in the following tables. These do not include general support or opposition to the scheme, but any specific issues that were highlighted through the consultation.

**Table 1 Gilmerton Road – Key Stakeholder Issues Raised:**

Issue Rank	Issue	No. of Responses
1	Supportive of developing the Burdiehouse Burn route	2
2	Would be useful to have a toucan crossing on Old Dalkeith Road to link the Inch to the path through Inch Park	2
3	Widen the path to the south of Morrisons or remove the existing path segregation	1

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

**Table 2 Niddrie House Avenue – Key Stakeholder Issues Raised:**

Issue Rank	Issue	No. of Responses
1	Don't ban vehicle entry at Niddrie House Avenue as it will create more potential conflicts between cyclists as cars turn on and off the jug handle.	1
2	n/a	n/a
3	n/a	n/a

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

**Table 3 The Pillars Path and Hay Avenue – Key Stakeholder Issues Raised:**

Issue Rank	Issue	No. of Responses
1	Ensure all side roads either have raised tables or coloured surfacing to highlight cyclist/pedestrian priority.	1
2	Pleased to see traffic-free cycling proposed along Hay Avenue	1
3	n/a	n/a

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

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



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## 5 Public E-mail and Verbal Consultations

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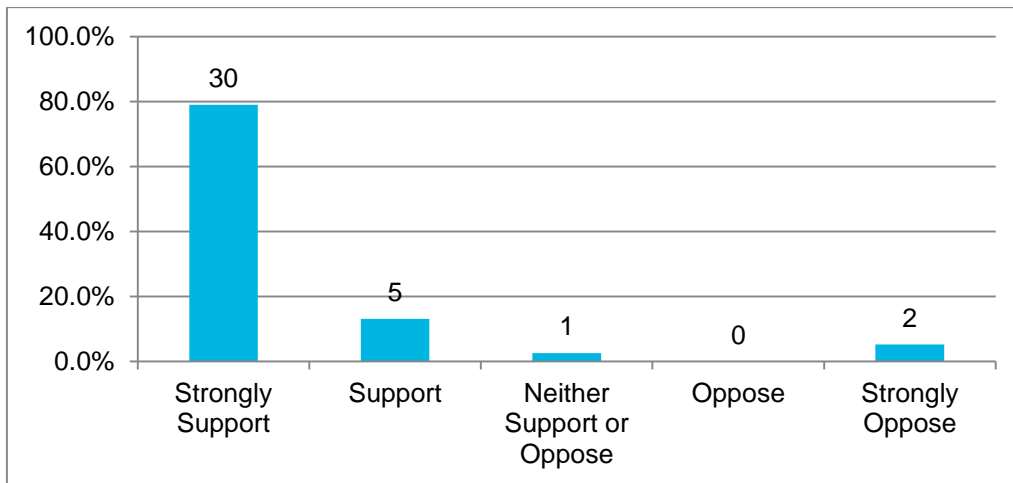
There was no public feedback on the Gilmerton Road, Niddrie House Avenue, Pillars Path or Hay Avenue schemes. All public comments for these schemes were captured within the online survey.

## 6 Online Survey Consultations

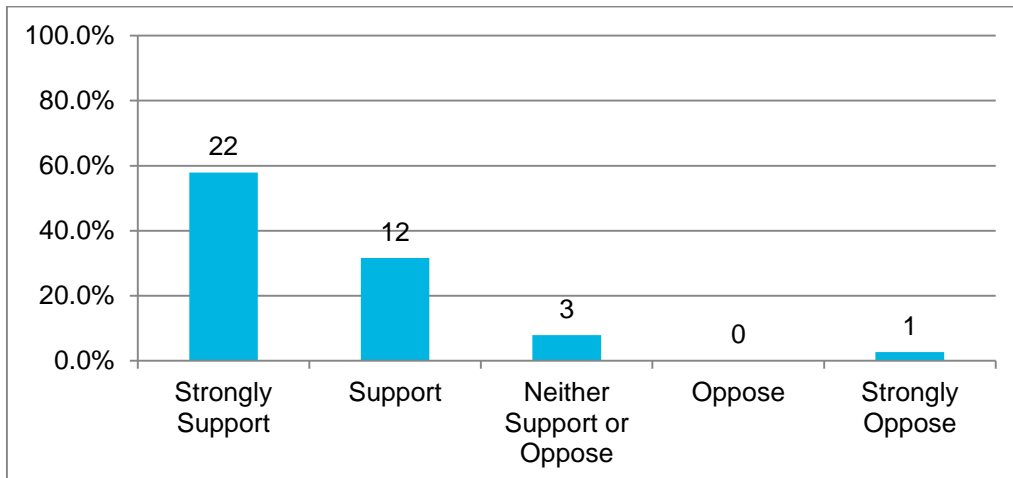
There were 38 responses specifically to the online survey which are summarised here.

### 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?**

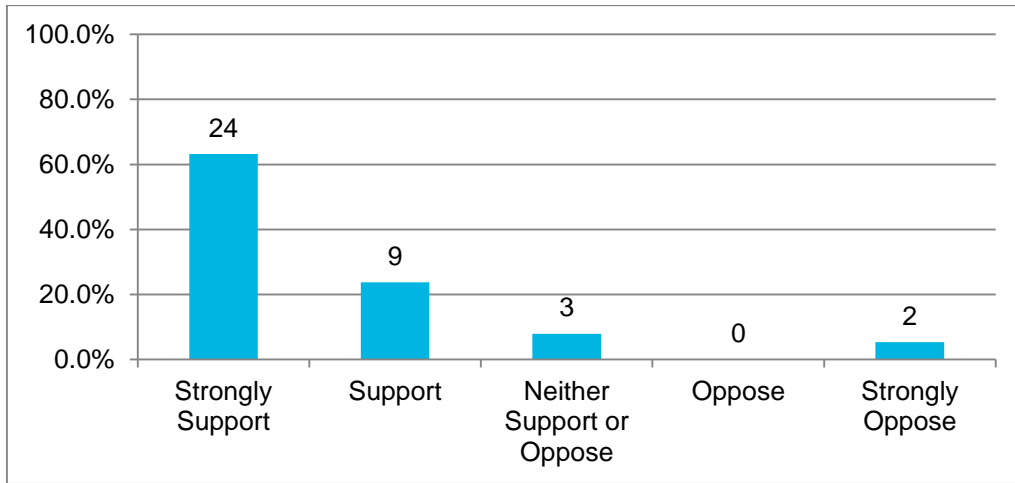


**“To what extent do you support the aim of improving walking conditions on the route proposed?”**

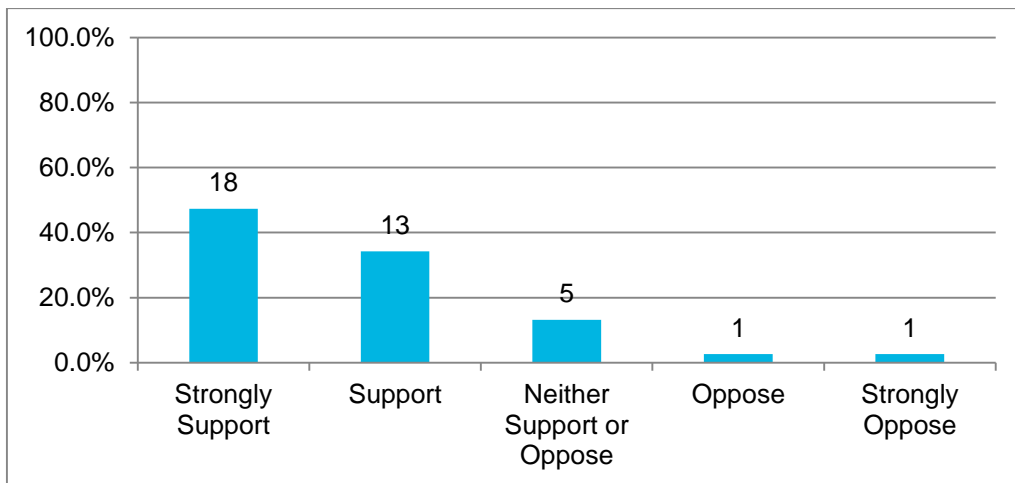


## 6.2 Level of Support for Proposals

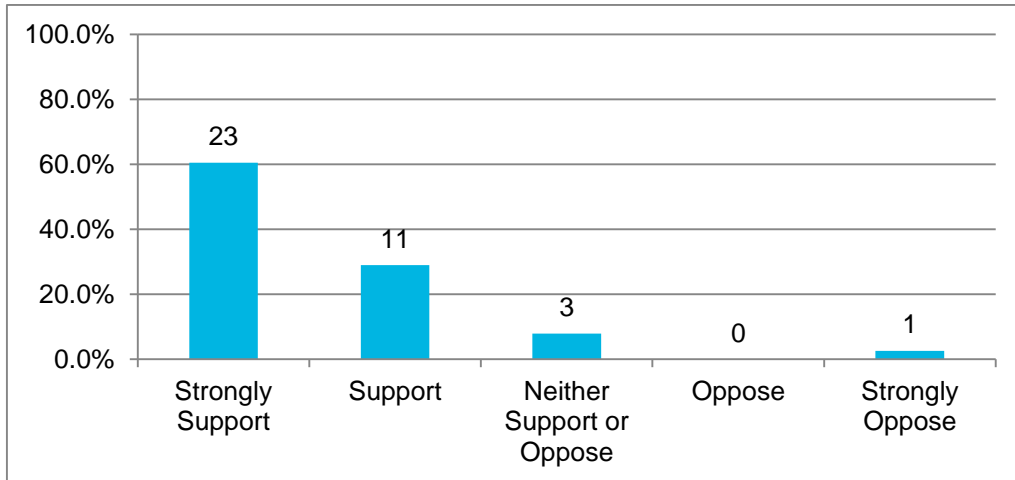
**“To what extent do you support each of the proposed designs for Gilmerton Road?”**



**“To what extent do you support each of the proposed designs for Niddrie House Avenue?”**



**“To what extent do you support each of the proposed designs for The Pillars Path?”**



**“To what extent do you support each of the proposed designs for Hay Avenue?”**

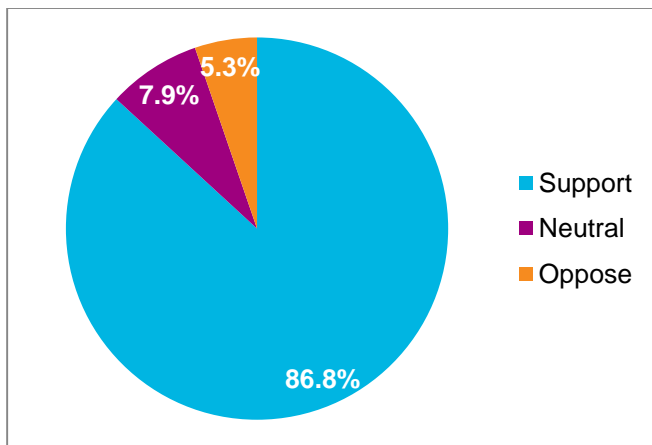
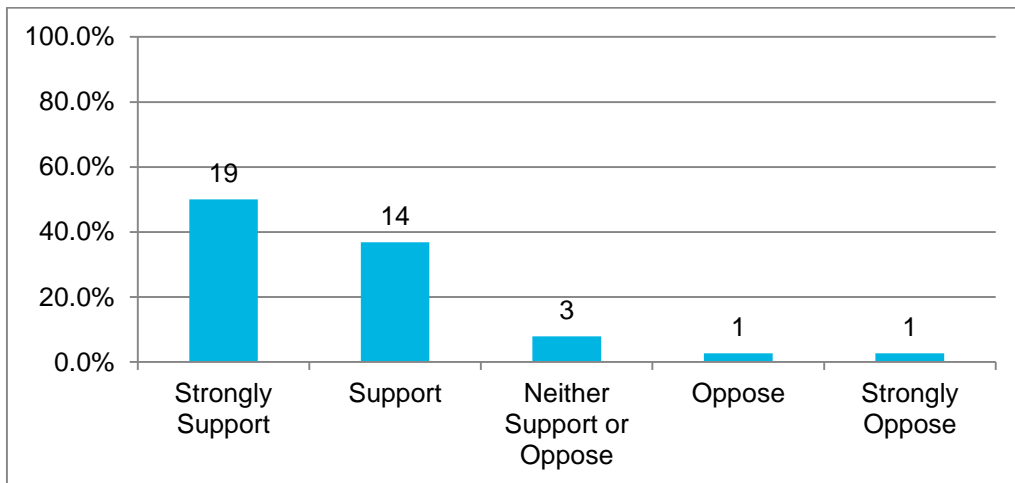


Figure 10 Online Survey Support for Gilmerton Road Proposals

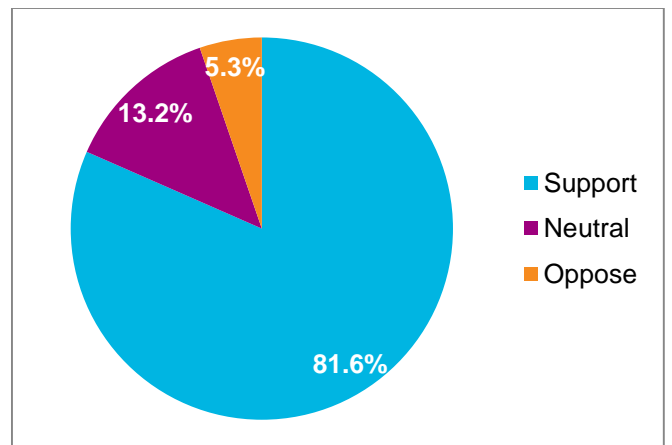


Figure 11 Online Survey Support for Niddrie House Avenue Proposals



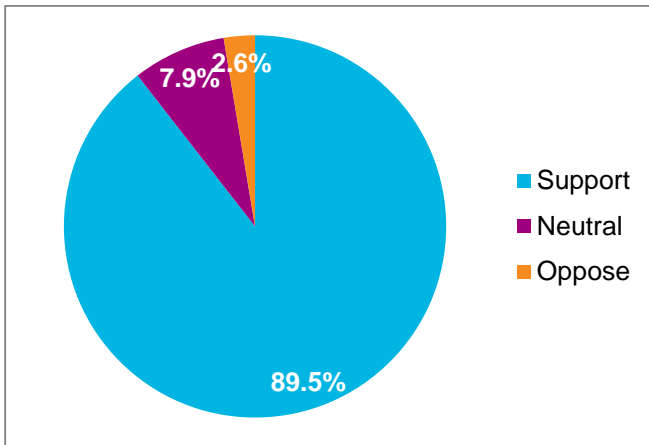


Figure 12 Online Survey Support for The Pillars Path Proposals

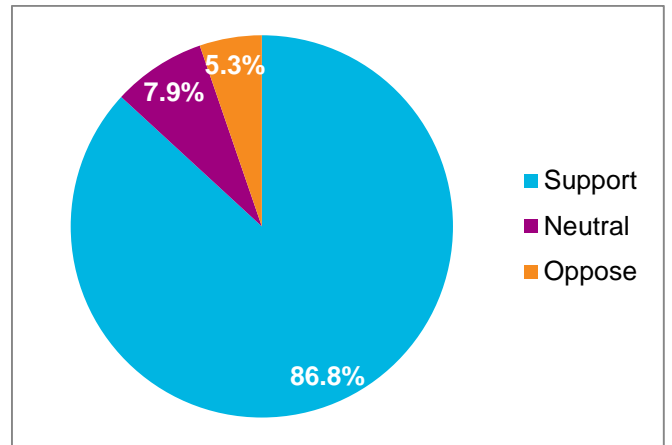
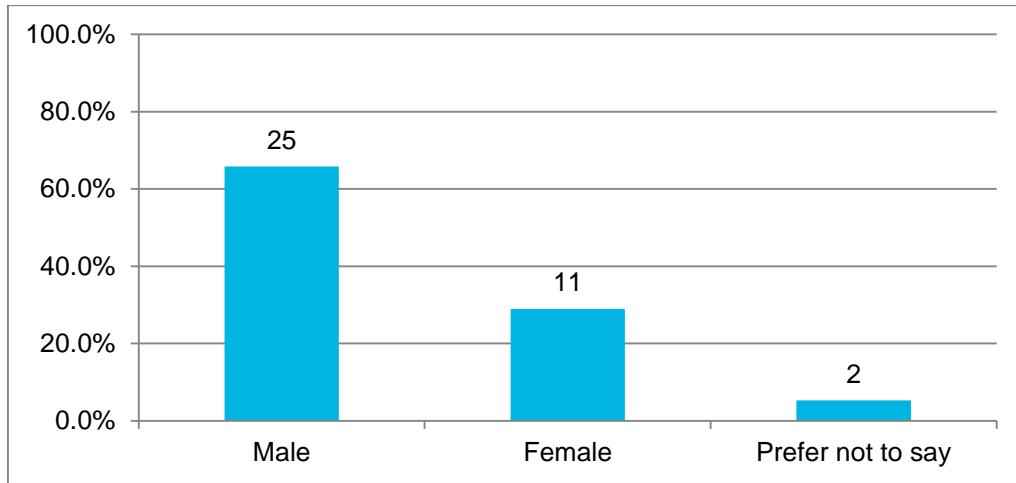


Figure 13 Online Survey Support for Hay Avenue Proposals

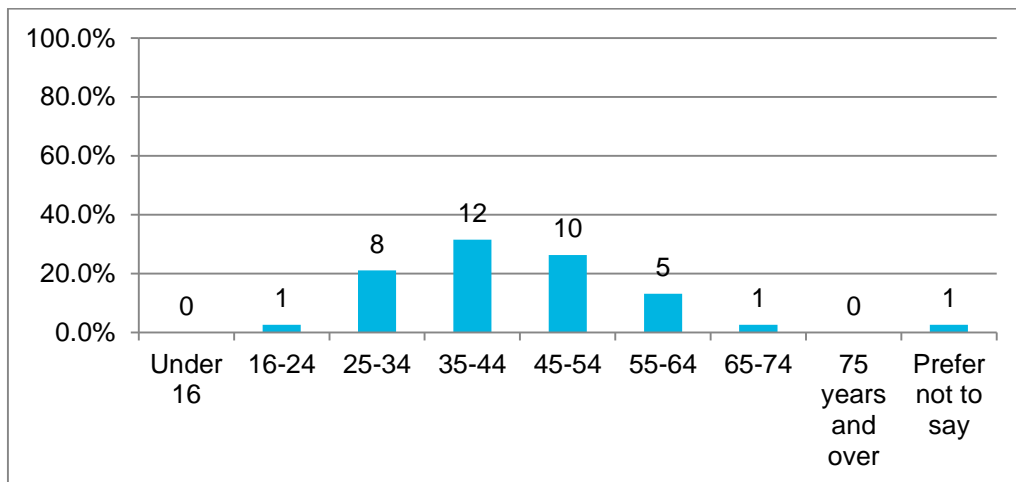
Of the 38 survey respondents overall, most were either **supportive** or **strongly supportive** of the proposals for both scheme proposals.

## 6.3 Survey Respondent Demographics

**“Please tell us your gender”**



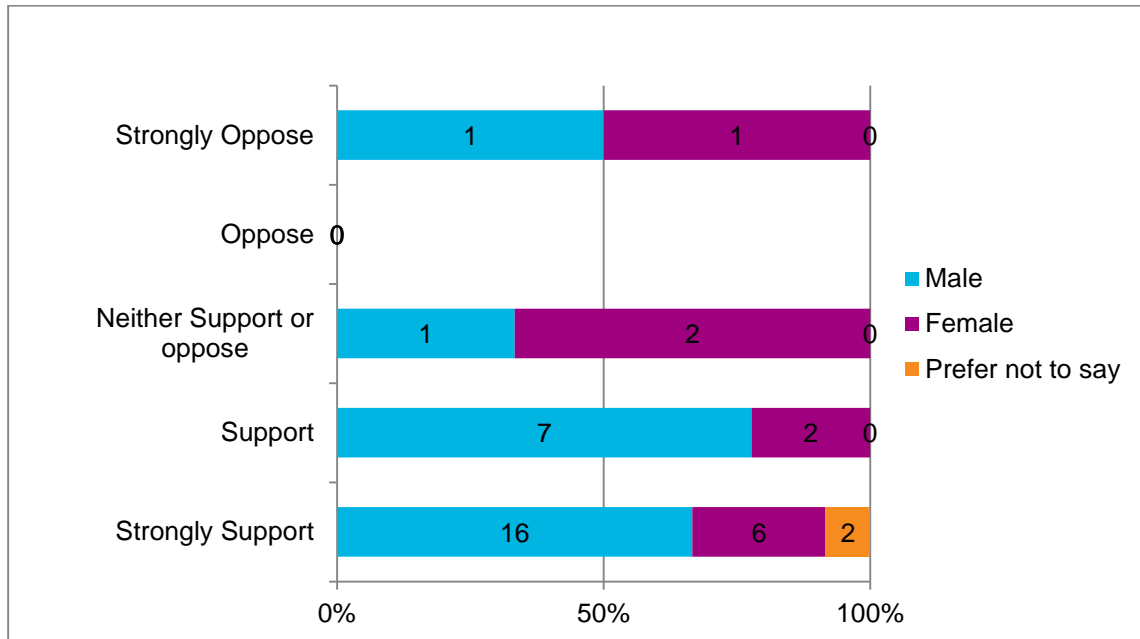
**“To which of these age groups do you belong?”**



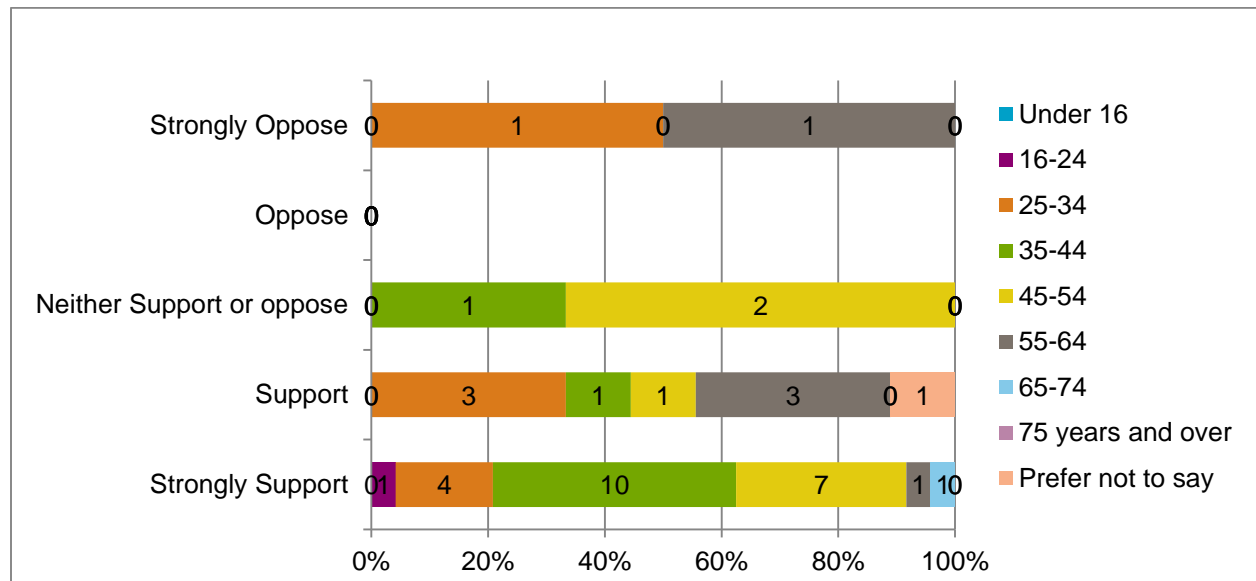
## 6.4 Demographics of Support for Proposals

### 6.4.1 Gilmerton Road

Levels of support for Gilmerton Road proposals by gender

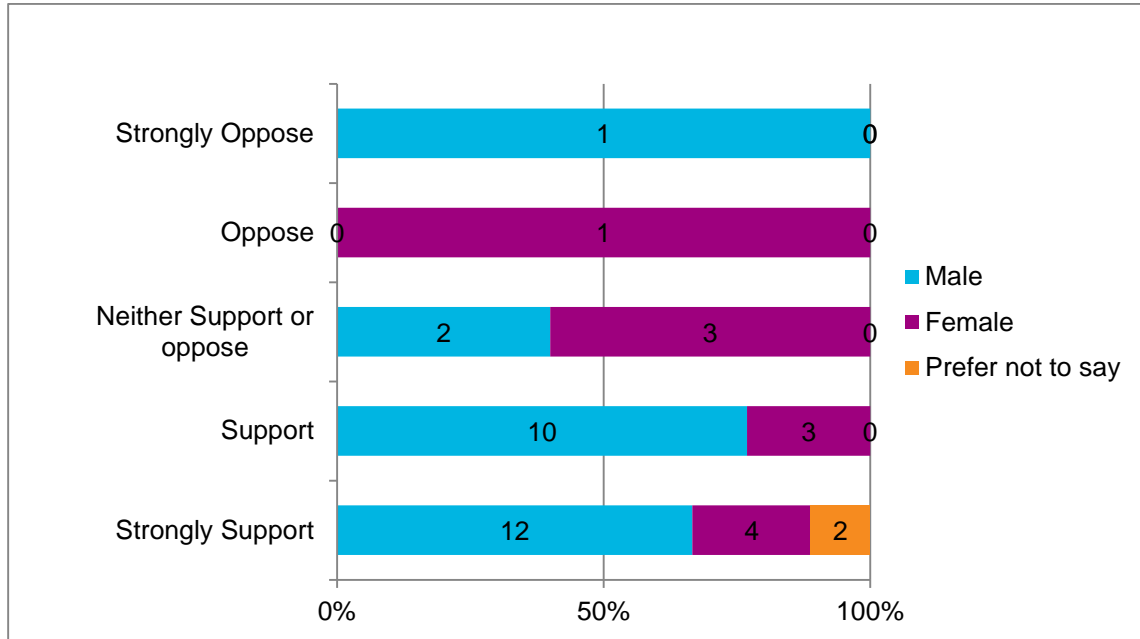


Levels of support for Gilmerton Road proposals by age

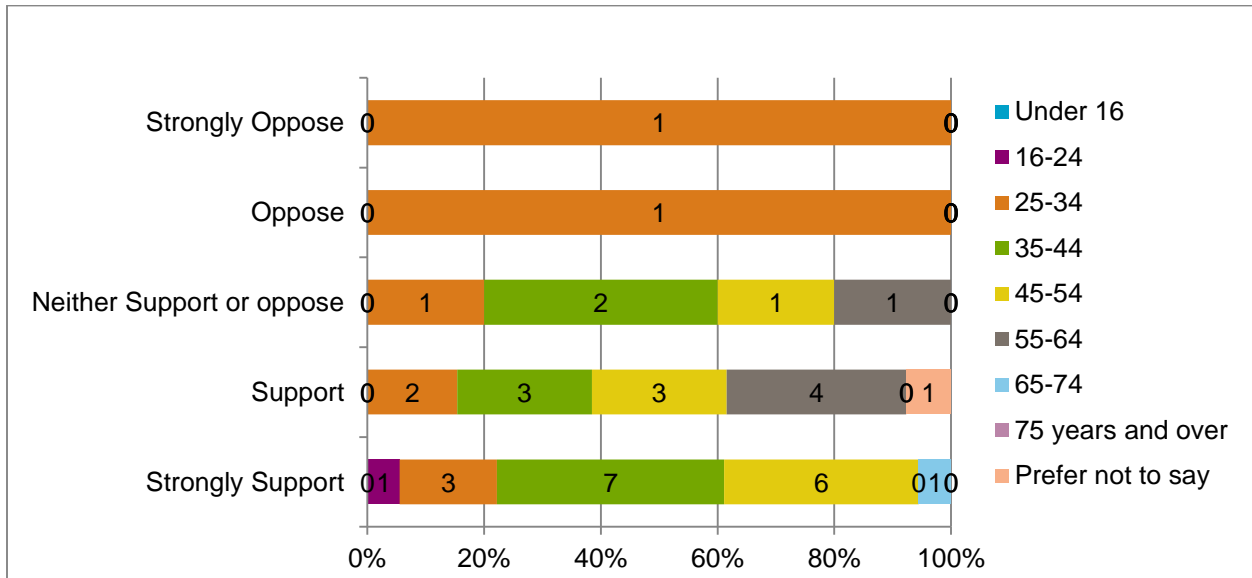


## 6.4.2 Niddrie House Avenue

Levels of support for Niddrie House Avenue proposals by gender



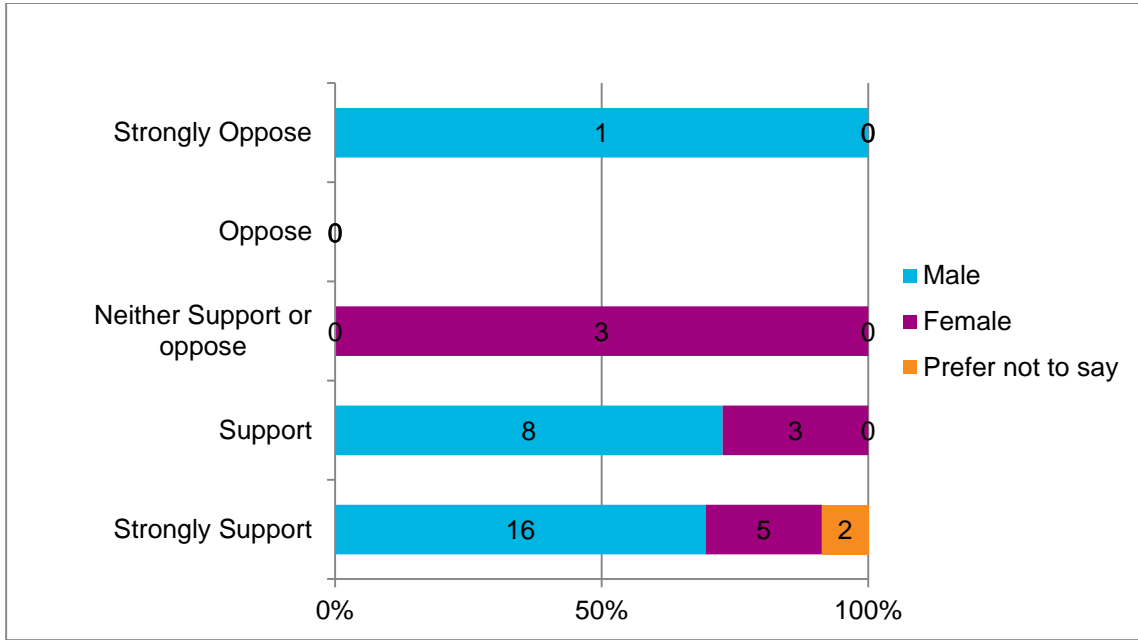
Levels of support for Niddrie House Avenue proposals by age



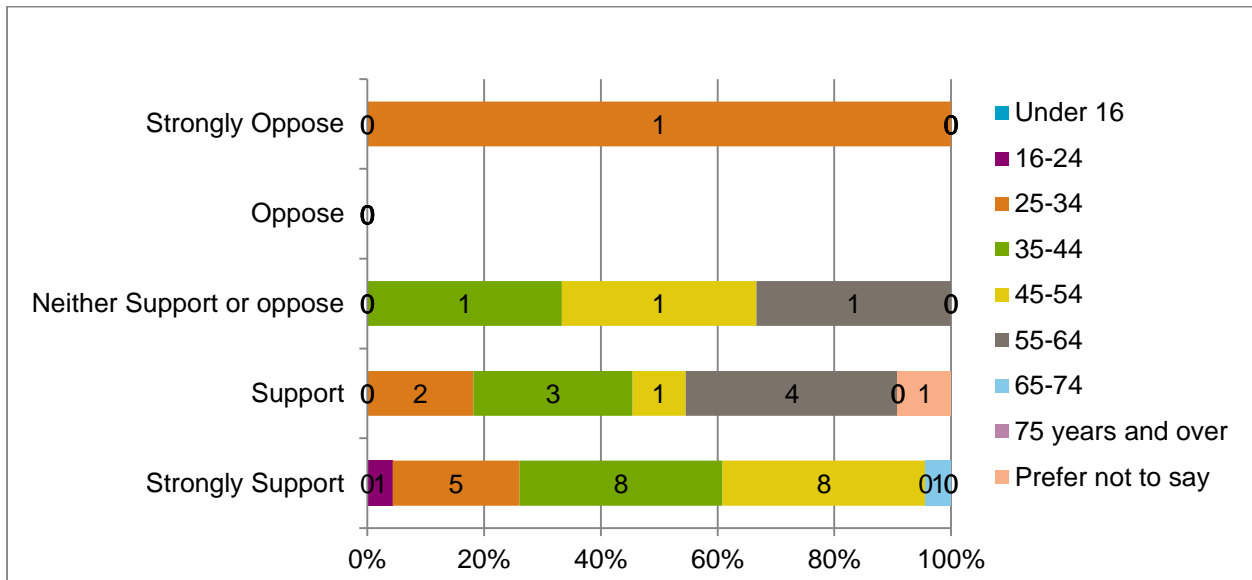


## 6.4.3 The Pillars Path

Levels of support for the Pillars Path proposals by gender

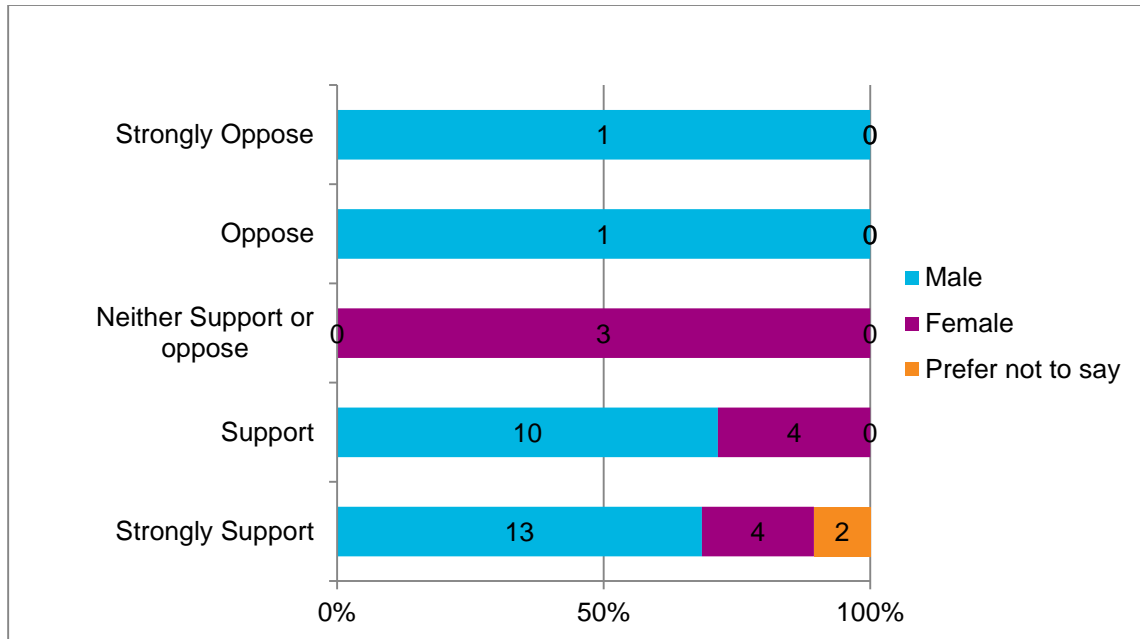


Levels of support for the Pillars Path proposals by age

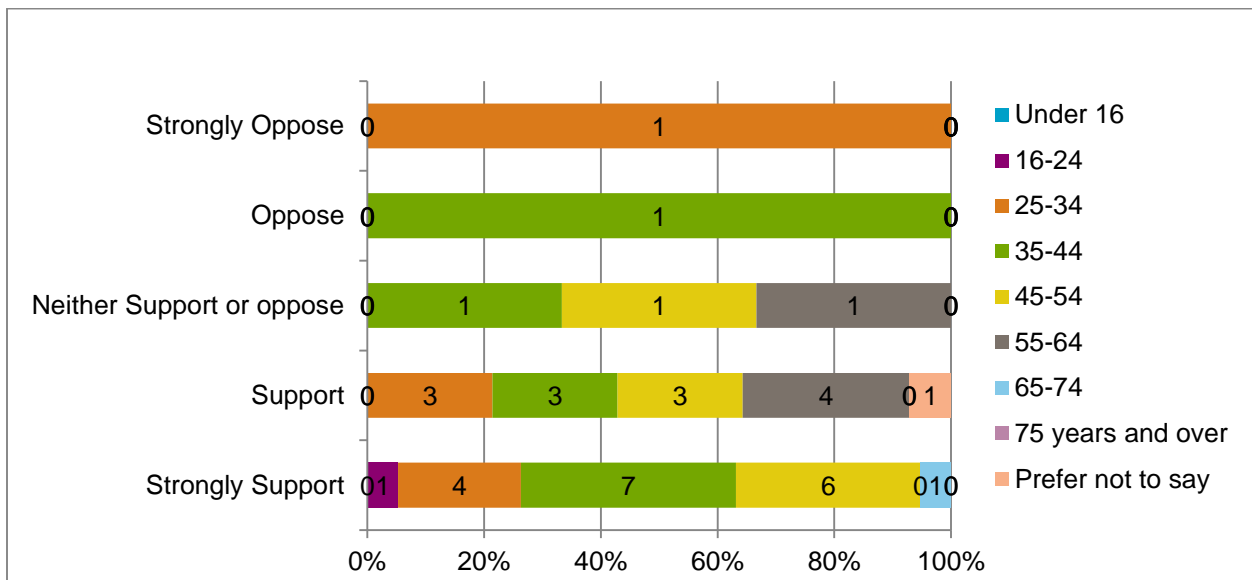


## 6.4.4 Hay Avenue

### Levels of support for Hay Avenue proposals by gender

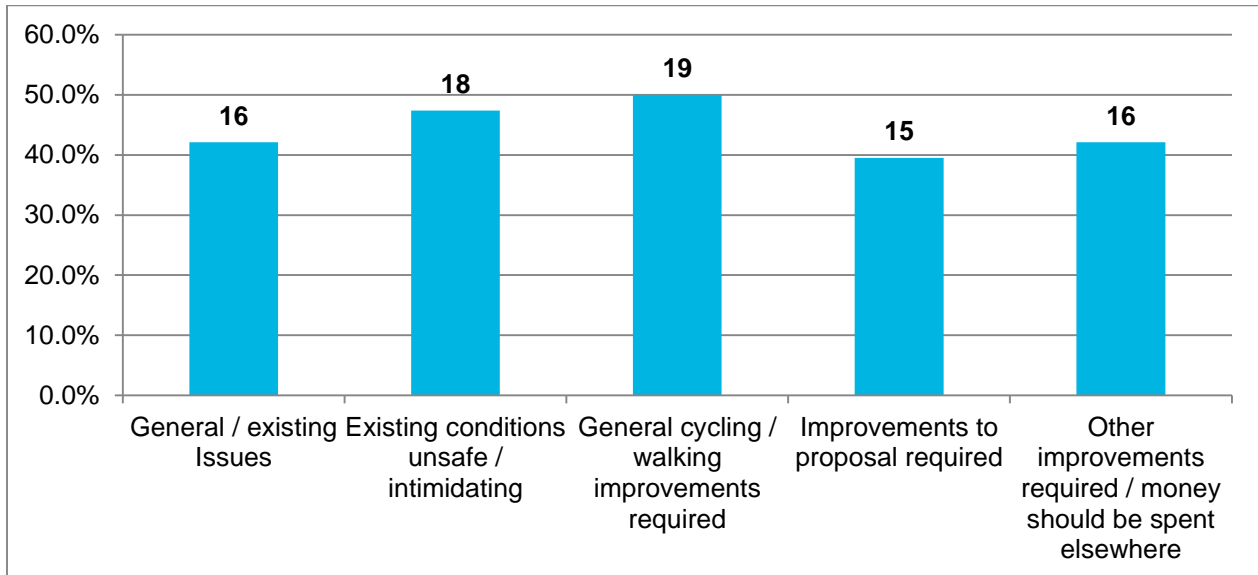


### Levels of support for Hay Avenue proposals by age



## 6.5 Online Survey - Key Issues

### Key Issues Raised – Online Survey



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

### 6.5.1 Key Improvements Required to Proposals

15 survey respondents (39.5%) stated that improvements to the current proposals were required. Those issues raised are shown below for each proposed scheme along with the number and percentage of similar responses.

#### Gilmerton Road Proposals

Rank	Issue	No.
1	Extension of segregated cycleway on Gilmerton Road	4
2	Retain the northbound on-road cycle lane	2
3	Remove the segregation on the path alongside Morrisons	2
4	Soften the sharp left turn from the cycleway to the Pillars Path	1
5	Separate people cycling and walking on the crossing	1
6	Ensure the contra-flow cycle lane is as wide as possible	1
7	Management of inappropriate footway parking	1
8	Maintenance of vegetation on path alongside Morrisons	1
9	Soften sharp turns on path alongside Morrisons	1
10	More information on the proposals effects on local homeowners	1

### Niddrie House Avenue Proposals

Rank	Issue	No.
1	Segregated cycle routes on main road	1
2	Warning signage to show cyclists may be present on contraflow	1
3	Cycle bypass must have parking restrictions on either end to ensure it is not blocked	1
4	Zebra crossing markings on cycleway at pedestrian crossing	1
5	Remove build out and bus gate altogether	1

### The Pillars Path Proposals

Rank	Issue	No.
1	Segregated cycle routes on main road	1
2	Reduce the number or remove the bollards	1
3	Ensure dropped kerbs on Moredun Park Gardens are as wide as possible	1
4	Painted cycle symbol and cycle turn arrow on Moredun Park Gardens to show path	1
5	More signage to show path is shared use	1
6	Clarify if the wall is to be removed and the path widened at Moredun Park Gardens	1

### Hay Avenue Proposals

Rank	Issue	No.
1	Remove the existing access controls at the railway underpass	2
2	Reduce the tightness of the corners of the paths leading to the railway underpass	2
3	Use coloured surfacing and additional vehicle give way markings at raised tables	2
4	Segregated cycleway required	1
5	Dropped kerbs at roundabout leading to railway underpass	1
6	Set back the raised table crossings one vehicle length from junctions	1
7	Use traffic calming and permit cycling on the road, not on a shared use path	1



## 6.5.2 Other Key Issues

### General / existing issues (16 responses, 42.1%)

Rank	Issue	No.
1	Lack of enforcement of inappropriate parking	3
2	Painted on cycle lanes are insufficient	2
3	Maintenance of surfacing, vegetation and signage	2
4	Inappropriate parking on footways	1
5	Inappropriate use of off road paths	1

### Existing conditions unsafe / intimidating (18 responses, 47.4%)

Rank	Issue	No.
1	High traffic volumes and speeds	7
2	Poor surfacing and maintenance	6
3	Conflict between cyclists and buses or cyclists and vehicles	3
4	Anti-social behaviour on routes	2
5	Poor lighting	2

### General cycling / walking improvements required (19 responses, 50.0%)

Rank	Issue	No.
1	Segregated routes required	12
2	Enhanced cycle network and links required	8
3	Existing QuietRoutes insufficient	3
4	Lack of safe / consistent cycling routes	3
5	More shared use paths required	1

### Other improvements required / money should be spent elsewhere (16 responses, 42.1%)

Rank	Issue	No.
1	Route to/through Craigmillar Crossroads and Cycle Route 1	2
2	Segregated routes or 20mph on arterial routes into Edinburgh	2
3	Wider footways and more pedestrianised zones	2
4	Prioritise roads and footway maintenance and core services	2
5	Waste of money	1

## 6.5.3 Opposing Proposals

### Gilmerton Road Proposals - Opposition

5.3% (2 out of 38) of survey respondents stated that they opposed the Gilmerton Road proposals because:

- Local homeowners had not been given formal information about how the designs would affect them directly and that this information was not immediately clear from the drawings;
- Footway maintenance should come before installation of new walking and cycle paths; and
- Efforts should be focussed on core services.

### Niddrie House Avenue Proposals - Opposition

5.3% (2 out of 38) of survey respondents stated that they opposed the Niddrie House Avenue proposals because:

- Efforts should be focussed on core services;
- Cycle routes should be on main routes and be overlooked;
- Safety concerns through Niddrie Estate

### The Pillars Path Proposals - Opposition

2.6% (1 out of 38) of survey respondents stated that they opposed the Pillars Path proposals as they believed efforts should be focussed on core services.

### Hay Avenue Proposals - Opposition

5.3% (2 out of 38) of survey respondents stated that they opposed the Hay Avenue proposals as:

- Efforts should be focussed on core services;
- It does not feel right to permit shared use walking and cycling on the footway along Hay Avenue. Traffic on the road should be slowed to 20mph and people cycling should be encouraged to use the road, rather than the footway.
- Other improvements along QuietRoute 61 are required out with the proposals.

## 6.6 Preferred Mode of Travel

86.8% of survey respondents stated that they would prefer to make their journeys around Edinburgh by walking or cycling. This included people who stated that they currently used active travel to get to their place of work or education and that they wished to continue travelling as they currently did.

57.9% of respondents stated they wished to continue making their journeys around Edinburgh as they currently did, 15.8% wished to walk and 47.4% wished to make their journeys around Edinburgh by bike.

Some of the key issues raised which prevented survey respondents from using their chosen mode of travel to get around Edinburgh included:

Rank	Issue	No.	%
1	Roads were unsafe and a lack of cycle routes / facilities	11	29.0%
2	Poor road surface	1	2.6%
3	Greater cycle priority required throughout city	1	2.6%
4	Widening of canal paths required	1	2.6%
5	Lack of access from city bypass along A701 and A702	1	2.6%

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

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## 7 Summary of Responses

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The vast majority of those who participated in the consultations were either supportive or strongly supportive of the proposals.

50% of all survey respondents stated that general walking or cycling improvements were required in the city. 63.2% of this number wanted more segregated cycle routes.

47.4% of survey respondents stated that the existing conditions were unsafe or intimidating. Similarly, around a third of survey respondents stated that fast and heavy traffic and a lack of active travel infrastructure prevented them from travelling in Edinburgh by their preferred mode of travel.

Of those who asked for improvements to the existing proposals, the most frequently requested improvements included greater priority for people walking and cycling in the proposals, and the extension of the segregated cycleways further along Gilmerton Road. There were also a significant number of people who stated that more segregated cycleways were required more generally across the city, and in particular, along main or arterial routes in and out of the city centre.

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## 8 Design Changes Based on Consultation

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Based on the feedback from this consultation the Council shall be making the following design changes detailed below. Due to the large numbers of online responses to the consultations, the Council will only be responding to comments which relate directly to the scheme and not wider issues in the city.

A full list of all the responses received are detailed within the Appendices of this report, along with a reply from the Council where appropriate and related to the design.

### Gilmerton Road

- To make the road safer for cyclists heading toward the city centre, we shall be removing the right turn lane for vehicles. This will provide enough space for a 1.5m cycle lane and wider carriageway. Thus large vehicles will not need to overrun the cycle lane.
- The segregated cycleway shall be widened to 2.5m and the separation strip to 0.5m.
- To prevent parking on the cycleway, double yellow lines shall be implemented along the length of the cycleway. Loading along this section shall still be permitted for the convenience of homeowners.
- The d islands on the signalised crossing shall be removed. The western d island crossing shall be move slightly to the west (by around 5m). This is to ensure large vehicles do not have to overrun the cycle lane along this section.

### Niddrie House Road

- The No Entry for vehicles sign shall be replaced with a 'give way to oncoming traffic' sign (vehicles coming out of Niddrie House Road shall have priority).
- Informal zebra markings shall be added across the cycleway.

### Hay Avenue

- No design changes

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# Appendix A - Full List of Stakeholder Consultation Comments

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The following appendix provides a full list of comments provided as part of the stakeholder consultation.

## 3.1 Gilmerton Road – Stakeholder Comments

Date	Organisation/Type	Comment	Consultation Type	Council Response
27/07/2016	CEC councillor	<ul style="list-style-type: none"> <li>• In favour</li> <li>• Supportive of developing the Burdiehouse Burn route</li> </ul>	External Stakeholder Workshop	
27/07/2016	Friends of Burdiehouse Burn	<ul style="list-style-type: none"> <li>• In favour</li> <li>• Supportive of developing the Burdiehouse Burn route</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> <li>• Would also be useful to have a toucan on Old Dalkeith Road to link the Inch to the path through Inch Park</li> </ul>	External Stakeholder Workshop	Though outside the scope of this scheme, the Council notes the desire for this crossing and will consider it in future potential projects.
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> <li>• Would also be useful to have a toucan on Old Dalkeith Road to link the Inch to the path through Inch Park</li> </ul>	External Stakeholder Workshop	Though outside the scope of this scheme, the Council notes the desire for this crossing and will consider it in future potential projects.
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> <li>• Widen the path to the south of Morrison's, or at least remove the segregation line as it is too narrow a path to be worthwhile.</li> </ul>	External Stakeholder Workshop	From the Council's records this path is not owned or adopted by the Council, so we cannot directly change or widen it.
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• Supportive of all of the proposals</li> </ul>	External Stakeholder Workshop	
27/07/2016	Sustrans	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Unknown	<ul style="list-style-type: none"> <li>• Supportive of all of the proposals.</li> </ul>	External Stakeholder Workshop	

27/07/2016	Gilmerton and Inch Community Association	<ul style="list-style-type: none"> <li>• Supportive of the proposals.</li> <li>• Would like to be sent a plan and update on the Drum Street development.</li> </ul>	External Stakeholder Workshop
27/07/2016	Spokes member	<ul style="list-style-type: none"> <li>• Supportive of the proposals</li> </ul>	External Stakeholder Workshop
07/09/2016	Spokes	<ul style="list-style-type: none"> <li>• 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 it will be a safe, controlled crossing of the busy Gilmerton Road will be included.</li> </ul>	Email - External Stakeholder Workshop

## Niddrie House Avenue – Stakeholder Comments

Date	Organisation/Type	Comment	Consultation Type	Council Response
27/07/2016	CEC councillor	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Friends of Burdiehouse Burn	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> <li>• Don't ban entry to cars at Niddrie House Rd (Avenue?), as it will create more potential conflicts with cyclists as cars turn on and off the jug handle.</li> </ul>	External Stakeholder Workshop	We shall alter the design and remove the car entry ban.
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>• Supportive of all of the proposals</li> </ul>	External Stakeholder Workshop	
27/07/2016	Sustrans	<ul style="list-style-type: none"> <li>• In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Unknown	<ul style="list-style-type: none"> <li>• Supportive of all of the proposals.</li> </ul>	External Stakeholder Workshop	
27/07/2016	Gilmerton and Inch Community Association	<ul style="list-style-type: none"> <li>• Supportive of the proposals.</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes member	<ul style="list-style-type: none"> <li>• Supportive of the proposals</li> </ul>	External Stakeholder Workshop	



## The Pillars Path and Hay Avenue – Stakeholder Comments

Date	Organisation/Type	Comment	Consultation Type	Council Response
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>In favour</li> <li>Ensure all side roads either have raised tables or coloured surfacing, to highlight cycle/ped priority</li> </ul>	External Stakeholder Workshop	This is included in the design
27/07/2016	CEC councillor	<ul style="list-style-type: none"> <li>In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Friends of Burdiehouse Burn	<ul style="list-style-type: none"> <li>In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes	<ul style="list-style-type: none"> <li>Supportive of all of the proposals</li> </ul>	External Stakeholder Workshop	
27/07/2016	Sustrans	<ul style="list-style-type: none"> <li>In favour</li> </ul>	External Stakeholder Workshop	
27/07/2016	Unknown	<ul style="list-style-type: none"> <li>Supportive of all of the proposals.</li> </ul>	External Stakeholder Workshop	
27/07/2016	Gilmerton and Inch Community Association	<ul style="list-style-type: none"> <li>Supportive of the proposals.</li> </ul>	External Stakeholder Workshop	
27/07/2016	Spokes member	<ul style="list-style-type: none"> <li>Supportive of the proposals</li> </ul>	External Stakeholder Workshop	
07/09/2016	Spokes	<ul style="list-style-type: none"> <li>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 traffic-free cycling will be possible along Hay Avenue.</li> </ul>	Email - External Stakeholder Workshop	

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

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The following appendix provides a full list of the text comments submitted as part of the online survey consultations.

## Support for Improving Cycling Conditions

### Online Survey Support for Improving Cycling Conditions – Strongly Support

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	As a cyclist I have felt unsafe having to cycle through Niddrie. Being able to cut out the town and get straight to Fort Kinnard would make me feel better and visit more.	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
2	Strongly support	This is a dangerous stretch of road which is intimidating to cyclists, the measures highlighted are the bare minimum required.	
4	Strongly support	I strongly support improvements to the cycling infrastructure, especially one that include segregated cycleways.	
5	Strongly support	Cycling is by far the most efficient and environmental way to travel around a city. Cycling around the city is often tricky as sharing road space with cars whilst navigating the imperfect road surface is often pretty dangerous. I cycle both from Niddrie into the city centre and recreationally out south using these roads and a lot more should be done to encourage cycling on them. If you build the cycle infrastructure in a city, people will use it. Inconsistent cycle lane networks are incredibly frustrating as a cyclist and really discourage cycling in a city. A proper network is needed to encourage people out onto the road, it's also a lot safer than merging with traffic and having to come out into the road to avoid parked cars. You see people cycling on the pavement around these areas a lot, which just creates difficulty/ animosity for pedestrians and highlights lots of people's fear of cycling on roads	
8	Strongly support	get people cycling! best method is to provide safe space for cycling ("if you built it, they will come")	
10	Strongly support	I believe that existing shared bus/cycle lanes are not actually safe. It seems ridiculous to pair the largest road vehicles with the most fragile road users in a shared lane. I strongly support the council in any endeavours to enlarge the network of genuinely safe cycle routes. As RHSC (where I work)moves to the new site in 2017 there will be huge pressure on car parking and transport to that part of town. I would actively choose to cycle there from my home in Midlothian if there was a safe way to do so.	
11	Strongly support	It would help to encourage people who see cycling on a road as dangerous.	
12	Strongly support	Anything to improve the safety of cyclists and encourage motorists to cycle has to be a good thing	
13	Strongly support	I'm glad to see all improvements made to cycling conditions in Edinburgh, although I believe that the Quiet-Routes plan will only advance the council's active-travel goals to a certain point, after which high-quality direct routes will be needed through central areas. The aim of these improvements is to make the Quiet-Routes in these areas more usable, and these plans do that.	

14	Strongly support	at present it's pretty unpleasant	<p>All general points shall be considered in the Council's future plans and strategies.</p> <p>Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
15	Strongly support	any thing that reduces car use is good.	
16	Strongly support	I think that it appears dangerous and it is dangerous to have cars and bikes share lanes. I feel the same about having bike lanes appear and terminate to suit the needs of cars and buses. Ditto for crossing lanes of motor traffic.	
17	Strongly support	Cyclists should have safer use on roads than they currently do, crossing busy roads should be done with ease and safety.	
18	Strongly support	It will further encourage people to choose to cycle, rather than use a car, to travel for work, and for "utility journeys".	
20	Strongly support	I am a pedestrian and use buses in this area. Any improvement in crossing the road is to be welcomed. A lot of elderly shoppers use Morrison's and cross here.	
21	Strongly support	Cycling is a healthy choice for transport within this city and should be encouraged and made safer wherever possible	
22	Strongly support	There is a growing need to make sure routes are safer to further encourage the current growth of cycling. The lack of safe routes appears to be the single most significant deterrent to people cycling in Edinburgh.	
23	Strongly support	This is a key route, allowing people in disadvantaged areas easy access to the quality countryside of Midlothian, and Midlothian-based commuters access to employment and services in Edinburgh. While the City of Edinburgh Council has shown some leadership in promoting and supporting active travel, it is important to do as much as possible and for as many people as possible.	
24	Strongly support	The proposal involves lessening the impact of busy traffic, crossing busy roads and has a minor impact on other road users or residents	
26	Strongly support	We need more people cycling. Improving infrastructure to make cycling safer and more attractive than driving is essential.	
29	Strongly support	I cycle around Edinburgh and would do so more if routes such as this one were made safer	
30	Strongly support	It's an important route for me, not just for leisure but also for shopping in Straiton (IKEA) as well as Ford Kinnaird (B&Q). Crossing Old Dalkeith Road and Gilmerton Rd can be tricky due to high speeds often well above the speed limit. Will the Old Dalkeith crossing be improved? I can't really see that in the plan. Please also consider if you can create a new path through the woodland between Upper Craighour (behind number 23) to Old Dalkeit Rd. There is already a trail as people climb over the wall.	
32	Strongly support	Improving cycling infrastructure, particularly segregated routes, is the best way to increase cycle usage in Edinburgh - something the city badly needs.	

33	Strongly support	Gilmerton Road can be quite unpleasant to cycle up (in particular). Having hard segregation will make it safer, particular past the traffic islands. I would be inclined to use this cycle track southbound even if not proceeding along The Pillars path. Future extensions north and south along Gilmerton Road would be equally welcome! However double yellow lines will be required to prevent drivers parking on the cycle track, as often drivers will already opt to park on the footway on this road rather than park on the carriageway.	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
34	Strongly support	As vulnerable road users cyclists need conditions on the road to be improved, cycle routes need to join up and not just stop.	
36	Strongly support	I have cycled this route a couple of times and it feels disjointed at the moment and these changes help connect it together better, particularly as they provide a safe crossing across Gilmerton Road.	
37	Strongly support	Improving cycling opportunities for all in Edinburgh is paramount to reducing the danger of cycling on heavily potholed roads used by a minority of selfish dangerous drivers. Getting more people to cycle will reduce congestion, improve the environment and, critically, lead to a healthier fitter society with less demand on the NHS.	
38	Strongly support	I think it is important to make a cycle network across the city for people of all abilities in order to encourage more people to cycle. Improving this route is one of many things that need to be done.	

### Online Survey Support for Improving Cycling Conditions – Support

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
3	Support	The route includes quiet roads and and a segregated section of main road. The segregated section really needs a physical barrier to prevent main road traffic from moving into the cycling area. Breaks in the barrier for driveways would be required.	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
6	Support	I am a cyclist so yes it be good but I'm also a walker and I find lots of cyclist don't slow down when passing people and don't ring bell to warn people they are approaching I think walkers and cycles should be separated.	
25	Support	Good to see that there is investment in improving cycling facilities in Edinburgh and make cyclists more visible	
27	Support	Better linkage of current paths/routes and improved road/pavement marking would encourage more cycling	
35	Support	Penicuik Cycling Group represents cyclists cycling in and around the town, many of whom are commuters. While this is a welcome step, it does not address the needs of most Midlothian commuters.	

**Online Survey Support for Improving Cycling Conditions – Neither Support or Oppose**

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
19	Neither support or oppose	Money would be better spent at Craigmillar Crossroads	This is outside of the scope of this project which is focused on improving QuietRoute 61

**Online Survey Support for Improving Cycling Conditions – Strongly Oppose**

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
7	Strongly oppose	I am directly affected by this proposal as my property is adjacent to the pillars, I have not been consulted directly as how this will impact on the movement of my vehicles from my property to the road. I am also concerned regarding the safety of both cyclists and pedestrians as there are a number of large motorcycles regularly being used at highspeed through the pillars and on to the pavement and through morrison's path which does not seem to be addressed by the police. I am concerned that there appears not to be any narrow chicane being proposed and feel this will just encourage more of these motorcyclists to use this path. As this path is already signposted as a cycleway but appears not to be used, has there been any research completed to ascertain how many cyclists are likely to use this.	Leaflets about the scheme were supposed to be sent to every home. All the scheme information is available online and by post if requested. We apologise if you have been unable to access any of this information. Please do contact us if you would like further information. All driveway access shall remain unchanged. The Pillars Path access remains as it is currently. Chicanes, whilst slowing motorcycles at a specific location, tend not to prevent their access. Chicanes also act as a hindrance to cyclists, pedestrians and people with impairments. As such the Council is not proposing to use them in this instance. Extensive research conducted in Edinburgh strongly indicates that most significant deterrent to more people cycling is having to interact with heavy or high speed traffic (see the <a href="#">Bike Life</a> report). Gilmerton Road fits this scenario and hence the scheme is being proposed.
9	Strongly oppose	Waste of money. Not needed. Not wanted. Other more pressing issues to address with the local electorate.	The evidence of this consultation indicates a strong support for these schemes.

## Support for Improving Walking Conditions

### Online Survey Support for Improving Walking Conditions – Strongly Support

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
2	Strongly support	Provision is not good enough	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
6	Strongly support	People need to get more healthier and walking is good for everyone young to old and it free. And if it's safe from car and cycles it would be good.	
7	Strongly support	I strongly support the improvements to any walking conditions around this area, especially if the safety of people walking can be guaranteed, I believe this is not going to happen, until the police can get rid of the motorcyclists using these footpaths.	
10	Strongly support	Same reasons as previously.	
11	Strongly support	To encourage more people to walk instead of jumping in a car.	
12	Strongly support	As before	
13	Strongly support	Anything that can be done to boost active travel within the city is helpful to the health of our citizens, the environment, and local businesses.	
14	Strongly support	we need to make walking easier, safer and more pleasant	
15	Strongly support	anything that increases active travel is good.	
16	Strongly support	I think it is worth giving pedestrians priority rather than having to skirt round motor traffic	
18	Strongly support	It will encourage more people to walk, rather than use their car, for everyday journeys. This will reduce pollution and, for many people, help to sustain or improve their health.	
20	Strongly support	As I said before, in the interests of both cyclists and pedestrians to make this area more pedestrian friendly.	
29	Strongly support	I walk around Edinburgh a lot and many parts of the city are not at all walking friendly. The conditions on this route will benefit greatly from these improvements. They need it.	
32	Strongly support	Increasing active travel very important for the future of the city.	
33	Strongly support	The route to Morrisons is an obvious pedestrian route and should be encouraged - currently shoppers on foot need to either use the islands or go some distance out of their way to use the crossing at the Morrisons vehicular entrance, yet these signals require a two phase crossing, as the pedestrian route leads to the middle of Guardwell Glen, requiring a second crossing of half of Guardwell Glen to proceed in any direction! The proposed single stage crossing is much preferable.	

34	Strongly support	Busy road crossings put of less experienced cyclists	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.
38	Strongly support	There are many deficiencies in this existing 'route' which really should have been improved before it was signed and promoted. The route as it stands, without any further improvements, devalues cycling as a mode of transport!	

### Online Survey Support for Improving Walking Conditions – Support

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
3	Support	A well thought out route	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
5	Support	Encouraging more walking can only be a good thing for the roads, environment, noise pollution and for people's health, whilst also bolstering neighbourhoods	
8	Support	anything to improve active travel - short distances can be walked and a large proportion of trips (~30%?) by car are less than 2 miles - that's walkable for most people	
23	Support	I work in Niddrie/Craigmillar and have family in Gilmerton so I use this route relatively frequently on bike. At the moment it is possible to walk but it is not particularly pleasant, there is too much traffic and too many lights to wait at. Improving it would allow more people to be mobile for both short and long journeys.	
24	Support	Worthwhile improvements	
25	Support	As above. Good to see efforts to make walking safer	
27	Support	Part of providing improved conditions for walking to encourage well-being	
35	Support	No additional comments	
36	Support	It's always good to help people get around the city on foot, as everyone is a pedestrian at some point, even if it's walking to the bus stop to use public transport.	



**Online Survey Support for Improving Walking Conditions – Neither Support or Oppose**

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	
19	Neither support or oppose	Money would be better spent on improving the link to Cycle Route 1 via Craigmillar Crossroads	This is outside of the scope of this project which is focused on improving QuietRoute 61
37	Neither support or oppose	I am not aware of a need to improve walking conditions. I would support it with further information if it shows there is a need. Walking is important for the health and well being of the city.	The evidence of this consultation indicates support and desire for these improvements for walking.

**Online Survey Support for Improving Walking Conditions – Strongly Oppose**

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	
9	Strongly oppose	Waste of money. Not needed. Not wanted. Other more pressing issues to address with the local electorate.	The evidence of this consultation indicates a strong support for these schemes.

## Support and Comments for Gilmerton Road Proposals

### Online Survey Support for Gilmerton Road Proposals – Strongly Support

Ref I.D.	Support for Gilmerton Road Proposals	Do you have any comments on the proposed scheme	Council Response
2	Strongly support	More should be done, route should be segregated	The section along Gilmerton Road shall be segregated. Other sections of this scheme are on quieter roads where we believe the cost of segregation would not be appropriate given the available budget and levels of traffic.
4	Strongly support	The segregated cycleway is a nice start, the ambition should be for it to be much longer.	We are unclear whether this refers to further segregation along Gilmerton Road or QuietRoute 61. If it is Gilmerton Road, then this is outside the scope of this project which is focused on improving QuietRoute 61. Cyclists shall be separated from traffic along all sections of QuietRoute 61 where traffic levels are high.
8	Strongly support	lights need to be quick-reacting, otherwise people will not wait for them (see lights connecting The Meadows and Innocent Railway)	We shall include this in the design.
13	Strongly support	The kerb-separated segregated cycleway is very welcome on this busy road, and will do well to take cyclists from the Pillars Path to the path next to Morrison's. However, the loss of the southbound advisory cycle lane in this section is regrettable for cyclists using Gilmerton Road and not travelling between these two points. As the refuge will no longer be needed with the new toucan crossing, would it be possible to eliminate the central buffer and right-hand turn lanes in this section? This would allow the southbound cycle lane to be retained.	Considering this feedback we shall be removing the right turn lane for vehicles so there is enough space for a 1.5m cycle lane and wider carriageway. Thus, the cycle lane won't be overrun by vehicles. The cycle lane in the direction of the Bypass shall merge with the segregated section so cyclists can cycle through unaffected by the scheme.
29	Strongly support	This is good design.	
30	Strongly support	At Gilmerton Rd. a nice important detail is that the protected path connects to the southbound cycle lane along Gilmerton Rd. so people cycling southbound on Gilmerton Road can use this bit of path too. This is important as it's uphill and often a difficult/unpleasant section due to fast/impatient drivers and parked cars	Further segregation along Gilmerton Road is outside the scope of this project which is focused on improving QuietRoute 61.

		forcing you to swerve into motor traffic. Please consider if it is possible to continue the protected path further along Gilmerton Rd. at least in the southbound direction (uphills). It seems a lot of road space is wasted on hatched road marking, this would be better used for protecting the bike lanes or at least widen them considerably.	
31	Strongly support	For the love of all that is holy, make absolutely sure that cars can't park in the segregated cycle path.	The segregation shall be kerb separated and clearly marked. Mounting this kerb will be illegal. Additionally, we shall add a double yellow line along the segregated section.
32	Strongly support	Contraflow segregated cycleway section should be as wide as possible.	We have re-assessed the design and further reduced the road width to increase the segregated cycleway.
33	Strongly support	Highly positive step. Management of parking on the footway and cycleway may need to be considered, as drivers often currently park on the footway rather than the carriageway along Gilmerton Road.	We shall add a double yellow line along the segregated section to ensure no parking on the cycleway.
36	Strongly support	1. Looks good -- great to see the segregation and that it's usable for those just cycling along Gilmerton Road. 2. Please consider removing the segregation on the path around Morrisons -- the path is far too narrow to operate as a segregated path (pedestrians ignore the markings) and it would be better to just make it shared use. 3. It would be also good to round out the path around Morrisons -- the bit at the Gilmerton Road end is quite tight if I recall and rounding it out would avoid sharp turns on the bike, especially for those with cargo/kid trailers.	From the Council's records this path is not owned or adopted by the Council, so we cannot directly change or widen it. We will try to investigate with the landowner whether it can be improved.
37	Strongly support	It's an important route for me, not just for leisure but also for shopping in Straiton (IKEA) as well as Ford Kinnaird (B&Q). Crossing Old Dalkeith Road and Gilmerton Rd can be tricky due to high speeds often well above the speed limit. Will the Old Dalkeith crossing be improved? I can't really see that in the plan. Please also consider if you can create a new path through the woodland between Upper Craighour (behind number 23) to Old Dalkeith Rd. There is already a trail as people climb over the wall.	Council is trying to progress a project to improve the crossing of Old Dalkeith Road. Currently we are working through a land ownership issue which is key to delivering the project.

### Online Survey Support for Gilmerton Road Proposals –Support

Ref I.D.	Support for Gilmerton Road Proposals	Do you have any comments on the proposed scheme	Council Response
6	Support	If it's safe to walk it will be good	
16	Support	It does not go far enough. There should be lanes segregated by kerbs between motor transport and bicycles. Lanes should extend all up and down this area of wide carriageways.	Further segregation along Gilmerton Road is outside the scope of this project which is focused on improving QuietRoute 61.

23	Support	The south end of the segregated cycleway end with a give way line on a 90 degree left turn. Why not allow the lane to encroach slightly into the pavement to reduce the sharpness of the turn before the give way line. There is plenty space on the pavement here.	Whenever possible we avoid narrowing footways. Furthermore, by having a tighter corner we ensure cyclists have to slow down considerably which reduces potential collisions with pedestrians and lowers the risk of cyclists accidentally crossing when traffic is flowing.
26	Support	This connection is an obvious weak link in QuietRoute 61, and should certainly be improved. Introduction of traffic lights at the crossing is very sensible. The cycle lane on the northbound carriageway should be maintained, even if a segregated cycle path is added. The segregated cycle path will be very useful for cyclists crossing Gilmerton Road, but less useful for cyclists going North. Since there are traffic islands here, cycle lanes are essential to prevent drivers 'squeezing' cyclists through the bottlenecks. I also note that the existing northbound cycle lane is shown as disappearing at the junction with "The Stables" - this is not true, the cycle lane only disappears at the bus stop; please keep it this way.	Considering this feedback we shall be removing the right turn lane for vehicles so there is enough space for a 1.5m cycle lane and wider carriageway. Thus, the cycle lane won't be overrun by vehicles. The cycle lane in the direction of the Bypass shall merge with the segregated section so cyclists can cycle through unaffected by the scheme.
27	Support	Separate cycle lane and crossing on this busy road vital	
38	Support	I support the protected cycle lane. In addition the path beside Morrisons should be improved. It is too narrow to be separated with a white line down the middle this should be removed. Also vegetation growth narrows this path and should be removed regularly.	From the Council's records this path is not owned or adopted by the Council, so we cannot directly change or widen it. We will try to investigate with the landowner whether it can be improved.

### Online Survey Support for Gilmerton Road Proposals – Neither Support or Oppose

Ref I.D.	Support for Gilmerton Road Proposals	Do you have any comments on the proposed scheme	Council Response
25	Neither support or oppose	The plan still does not include a signal controlled crossing of Gilmerton Road. Also on-road cycle paths without parking restrictions are next to useless.	The crossing shown will be a fully signalised toucan crossing. The segregation shall be kerb separated and clearly marked. Mounting this kerb will be illegal. Additionally, we shall add a double yellow line along the segregated section.

### Online Survey Support for Gilmerton Road Proposals – Strongly Oppose

Ref I.D.	Support for Gilmerton Road Proposals	Do you have any comments on the proposed scheme	Council Response
7	Strongly oppose	I am concerned that as a homeowner adjacent to this proposed design, that we have not had any formal information about how this is going to affect us directly as this is not completely clear from the design drawings.	<p>We do apologise that you did not receive any formal information. Leaflets about the project were sent to all homeowners within the vicinity of the project. These leaflets had instructions on how to access the designs and who to contact for more information. We apologise if you did not receive the leaflet.</p> <p>I can confirm that any homeowners within the area of the scheme, should not be adversely affected. All driveways shall remain fully accessible and the footway will remain at its current width.</p>

## Support and Comments for Niddrie House Avenue Proposals

### Online Survey Support for Niddrie House Avenue Proposals – Strongly Support

Ref I.D.	Support for Niddrie House Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
2	Strongly support	More should be done, route should be segregated	Based on the available budget and relatively low levels of traffic at this location, the Council is not considering a segregated option.
13	Strongly support	Motorists using the turning circle may not be expecting counter-flow cycle traffic, so perhaps a sign reminding them to check both directions would be advisable.	We will consider appropriate signage to ensure road user safety.
29	Strongly support	This scheme is really important for walkers.	

### Online Survey Support for Niddrie House Avenue Proposals –Support

Ref I.D.	Support for Niddrie House Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
6	Support	If it's safe to walk it will be great	
16	Support	As above.	
23	Support	Fine.	
25	Support	On pavement cycle paths should have clear priority over side streets. The current design is prone to lead to conflicts.	The cycleway does not cross a side street on a pavement at this location
30	Support	Generally ok, but as there is normally little traffic there the existing layout hasn't really been a problem. I suspect that the no entry will be ignored by many drivers.	The no entry exists, but shall be changed to give way to a priority entry sign.
33	Support	The cycle exemption to the no entry is welcome. Depending on pedestrian footfall, the cycle route may require zebra crossing markings to ensure pedestrian priority at the pinch point, however I'm not sure that this is a heavily used crossing point.	The footfall is likely to be low, however such zebra markings will be included for consistency.

**Online Survey Support for Niddrie House Avenue Proposals – Neither Support or Oppose**

Ref I.D.	Support for Niddrie House Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
4	Neither support or oppose	Not sure what difference it would make.	
36	Neither support or oppose	The cycle cut through the build out is welcome but the no entry seems odd -- vehicles will just drive around the bus turnback instead and it's not clear that this is a good thing. Is there an argument that the build out should just be removed altogether?	The no entry exists, but shall be changed to a priority entry sign.

**Online Survey Support for Niddrie House Avenue Proposals – Oppose**

Ref I.D.	Support for Niddrie House Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
21	Oppose	I commute along niddrie mains road as a means of getting from portobello to the royal infirmary. The road has an extremely poor surface and narrows in several places making it quite dangerous. I have had several close-shaves along that stretch. However, the pavement is incredibly wide and would be the perfect place to put a cycle lane. I would not feel safe riding through the niddrie estate as i have witnessed a lot of gangs and drinking in the street. I think that making quality cycle paths along busier roads keeps cyclists and walkers safe by being visible, and safe because they are off the road. I think that there should be path laid down along niddrie mains road and down greendykes road linking in with the path along little france drive.	Based on the available budget and relatively low levels of traffic at this location the Council is not currently considering a separated cycle path option.

## Support and Comments for the Pillars Path Proposals

### Online Survey Support for the Pillars Path Proposals – Strongly Support

Ref I.D.	Support for the Pillars Path Proposals	Do you have any comments on the proposed scheme	Council Response
2	Strongly support	More should be done, route should be segregated	The route is on shared use path.
13	Strongly support	Perhaps the number of bollards at the intersection with Gilmerton road could be reduced as the path will be protected by the new kerb-separated cycleway. Additionally, the end of the path with Moredun Park Gardens is somewhat awkward; a large, well-built path splits into two narrow paths bounded by fences on either side. It appears as if the proposed plans help alleviate this by removing one of the walls, but clarification would be helpful.	The bollards have been requested to remain by the local team. The access to the north shall be widened.
26	Strongly support	Looks good, one parking space won't be missed.	
30	Strongly support	Looks good. Important to make clear this is a shared path, I think at the moment it's not so clear. Widening the pavement at Moredun Park Gardens is great.	It will be signed as shared.
36	Strongly support	1. Please consider painting a cycle symbol and right arrow on Moredun Park Gardens to help guide cyclists towards the right turn onto the Pillars Path -- the site lines are not great and so advance warning would help avoid cyclists unfamiliar with the route from overshooting the turn (which I've done before). 2. It's not clear where the dropped kerbs would be when leaving the Pillars Path and joining Moredun Park Avenue but please make them wide and plentiful enough that a cyclist doesn't have to slow down unduly and stick on the narrow section of shared use pavement.	We shall consider adding the turn right arrow.

### Online Survey Support for the Pillars Path Proposals –Support

Ref I.D.	Support for the Pillars Path Proposals	Do you have any comments on the proposed scheme	Council Response
6	Support	If it's safe to walk it will be good	
16	Support	As above	
23	Support	Fine.	
33	Support	The Pillars path widening and lining is welcome to reduce pedestrian/cyclist conflict.	



## Support and Comments for Hay Avenue Proposals

### Online Survey Support for Hay Avenue Proposals – Strongly Support

Ref I.D.	Support for Hay Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
2	Strongly support	More should be done, route should be segregated	Based on the available budget and relatively low levels of footfall and cycling at this location the Council is not currently considering a segregated option.
13	Strongly support	The filtering gates at either end of the railway underpass should be removed as they make cycle passage difficult, and impede cargo bikes & mobility scooters. If possible, the turn between the path and the rail-underpass should be made gentler, so cyclists don't need to take 90 degree turns. Additionally, there currently is a divided on-pavement cycle lane which runs down Niddrie Mains Terrace; tactile paving at the intersection of this lane and the proposed shared-use pavement should reflect this. If possible, it'd be helpful to refresh this paint. Clear marking is needed to ensure cooperative use of the shared space - frequent on-pavement cycle markings or a dashed centre line would be very helpful. Finally, the principle of pedestrian/cycle priority at junctions should be enforced throughout this proposed scheme. The raised tables that already exist throughout most of this route would make it easy to adjust road markings to give this path priority over cars.	Local area council officers have requested that the barriers and tighter corners remain to prevent motor vehicle access and slow cyclists. We shall highlight the maintenance issue at Niddrie Mains Terrace to the local team.
28	Strongly support	Where the cycle path crosses the roundabout approaches, priority should be given to cyclists & pedestrians. The cycleway should be a continuous colour to indicate priority. Appropriate give-way lines should be added to the road, either side of the cycleway	These are included in the current design
36	Strongly support	1. Great to see the raised tables at junctions to help reduce vehicle speed and improve pedestrian/cycle confidence. But why is there no raised table at the Community Business Centre? 2. Please try to round out the path after it leaves the bridge and joins the roundabout -- from memory this is quite a sharp turn at the moment. 3. Please try to remove the chicanes at the bridge and replace with bollards -- these are much easier to navigate on a bike, especially if you have a cargo/kid trailer. 4. Nice to see the path being re-aligned and widened where it meets the crossing of Niddrie Mains Road -- it's definitely important that things align to provide a fluid feeling cycle route.	1. The road ramps up to pavement level at this location and coloured surfacing shall be included. 2. The path shall be modified to improve cycle desire lines. 3. Local area council officers have requested that the barriers remain to prevent motor vehicle access which has been an issue.

**Online Survey Support for Hay Avenue Proposals –Support**

Ref I.D.	Support for Hay Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
4	Support	Sensible changes	
6	Support	If it's safe to walk it be great.	
16	Support	As above	
23	Support	Hay Avenue is not a busy road, plenty of cyclists will be happy to use the road. However to get from the roundabout at the end of Hay Avenue to the underpass requires ascending a kerb. Please add a dropped kerb at this point. Please ensure there are several other dropped kerbs to allow cyclists to change between the road and the shared use pavement when they wish to.	Dropped kerbs are in the current design.
25	Support	The proposed design (traffic island with cycle bypass) is useless without parking restrictions a considerable distance either side of the bypass. Please have a look at a similar (ill-designed) scheme on Observatory Road.	We think this comment does not relate to this scheme as it does not match the infrastructure being proposed.
27	Support	Fairly obvious and should be cost-effective	
30	Support	I never had many problems there as it's a fairly quiet road.	
33	Support	Again, a welcome addition. The cycle track crossing of the side streets should be given more (visual) priority over the side streets. In addition to the coloured surface and raised table, give way markings should be place on the road surface on both carriageway approaches. The same treatment should be used for the entrance into the Business Centre. Ideally the crossings would be realigned to allow one vehicle length from the junction - this to allow drivers entering Hay Avenue to wait without obstructing the cycle track, and to give space for drivers leaving Hay Avenue to wait whilst ceding priority to pedestrians and cyclists. This may be most critical at Niddrie Mains Drive, but clearly requires more funding than the proposed improvements.	Give way markings and coloured, raised tables are included. At the business centre, the road ramps up to pavement, coloured surfacing shall be included.

**Online Survey Support for Hay Avenue Proposals – Oppose**

Ref I.D.	Support for Hay Avenue Proposals	Do you have any comments on the proposed scheme	Council Response
38	Oppose	It does not feel right to permit cycling on this pavement here, irrespective if it was built to accommodate people walking and cycling. It is fronted with numerous houses and will lead to unnecessary conflict between people walking and cycling. In addition, encouraging cycling along the pavement is likely to make cycling along Hay Avenue more dangerous and much less convenient. This is because on a bike you will now have to cross several side roads and accesses. If you were on the road you will be more visible to motor traffic. On a 30 mph residential street (that is soon to become 20 mph) such as this,	Given the intended design of the pavement to be shared use, we believe completing this process is appropriate. The other streets mentioned have not been considered

	<p>segregating people cycling from traffic is the wrong approach. Instead you should put in place measures to slow traffic (if they are currently too high - have you surveyed this?) and make the street more amenable to cycling on the road. I note you are not proposing to segregate bikes from traffic on similar streets on the other side of Niddrie Mains Road. I think it is more appropriate to add some type of traffic calming to the street, or some other rearrangement of the space which makes it feel more like a 20 mph street.</p>	<p>as the provision of a pavement that was designed for shared use does not already exist.</p>
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## Any Further Comments about Walking and Cycling in Edinburgh

Ref I.D.	Do you have any further comments about walking and cycling in Edinburgh	Council Response
1	With better lighting for night/evening travel and smoother well maintained roads everyone would be more likely to travel this way.	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
2	Provision is poor at best. There is a real lack of segregated provision and what exists as shared space is abused by public transport drivers and members of the driving public alike. Most of the provision amounts to painting the road a different colour. This serves only to create nice pictures of junctions and statistics about distance covered by cycling provision. It serves little or no practical purpose.	
3	I love cycling but stopped riding my bike in the city because of the poor road surfaces and lack of space motorists give cyclists. I just don't feel safe. I want to see more segregated routes through the city but don't want these routes to be no-go hangouts for gangs after dark. The Water of Leith walkway is a problem in this respect. Routes must be safe, have adequate lighting and be gritted in winter. I'd like to see new road repair rules where contractors who dig up part of a road should be required to resurface up to the kerb. Rumble strips and speed cushions should be kept out of the cycling zone. Diesel pollution is a major concern with the parking permit scheme focused on CO2 emissions rather than toxic fumes. I think there should be an air-pollution charge added to these permits for all diesel cars and possibly a discount for those driving cars with small petrol engines or LPG.	
5	The road surface should be the number one priority for cycling. A smooth road surface near the kerb is of critical importance for safe cycling. Number 2 is linking up the cycle paths and creating a fluid network. Number 3 is introduction of segregated cycle paths, not shared with pedestrians, lots of areas in Edinburgh are apparently bike paths e.g. on Peffermill Road, but which bits of the pavement are actual cycle paths is not clear at all. If the pavement was at least painted properly, or ideally properly segregated it would be a lot better. There's a cycle path through Craigmillar Castle Park, but you can't even cycle onto it because the pavement isn't lowered, it's a joke! Serious thought about linking up the network and getting people out and onto bikes is needed, where cyclists know where the paths are and when to use them.	
7	I feel before new cycle paths or walking paths are implemented the existing pavements around Edinburgh should be better maintained. The pavements on Gilmerton Road are terrible I regularly walk to Cameron Toll and have to constantly watch my feet.	
8	please continue to improve cycle routes in Edinburgh!	
9	Great. Just don't interfere in things that are not broken. Concentrate your "efforts" on core services.	
10	Please create more safe cycle routes which are truly separate from the roads.	
13	Continued investment in high quality, direct, and popular cycle routes (such as the proposed Roseburn to Leith-Walk scheme) will go far to make Edinburgh a safer, greener, and healthier city. The council must show leadership, as those who don't cycle will only be encouraged to do so by conditions that make them feel safe.	
15	we need more off segregated cycle lanes, I drive too but its time the car was less of a priority in town centres.	
16	Please prioritise cycling. Give us bike lanes segregated by kerbs from motor transport. Please stop doing the cycle improvements in such a piecemeal way. Cycle lanes made by having faded patchy lines at the side of a road is dangerous and incompetent.	

18	It would be great if City of Edinburgh Council took an even more proactive role in collaborating with neighbouring authorities to develop, as a priority, the equivalent of London super highways for cyclists between Edinburgh and surrounding population centres (Dalkeith, Penicuik, Bonnyrigg for example)	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
19	Cycle routes need to be cleared of refuse and signage maintained.	
20	I think it is very unfair that the council expects buses and cyclists to share a lane. I used to cycle some years ago when I lived in St Andrews and in Oxford. Although I own a bike, I would never consider cycling in Edinburgh because it just isn't safe.	
21	Cycle paths mean that cyclists are safer and traffic flows better on the roads. We need more in Edinburgh!!	
24	Generally good provision	
25	It would be good for the city to make a clear statement that people who walk/cycle are just as important as motorised transport when it comes to road design.	
27	Budget allocation very encouraging. CEC takes cycling seriously!	
28	Continuous, direct, segregated cycle routes are needed along all main roads. Lothian Rd is prime example - 7 lanes for motor traffic, yet at rush-hour, traffic is 25% bikes (and not a single bit of road space giving to bikes). Pavements need to be widened in many places e.g Cowgate, George IV Br., Morrison St	
29	The latest plans for walking and cycling in Edinburgh are good and I'd like to see more, including completing the East to West cycle route through Roseburn. The city is congested and dangerous with too many private cars given priority right through the centre (Lothian Rd. and across Princes St.). To improve walking and cycling. Cars need to be kept away from cyclists and walkers.	
30	It's great that cycling is taken seriously as transport option now. Many key areas and routes are still very hostile to walking and cycling, particularly Bridges, Lothian Road, Princes St (although pavements are wide, all the pedestrian crossings are terrible, and of course cycling is almost impossible). I would wish for wider pavements and more pedestrian zones (not the dreaded "shared space" that's planned for George Street which basically means drivers bullying through, noise and traffic fumes). Please make the Bridges - Nicolson Street - Clerk Street ..- Liberton Road corridor a priority for a good protected bike lane similar to the Roseburn - Leith proposals.	
31	What would be *really* useful is making even one of the "arterial" routes from the south of the city into the centre 20mph, and stick in some proper segregated cycling infrastructure. Possibly following Drum St, Gilmerton Rd, Minto St, Nicolson St etc. to the east end of Princes St. A nice connection to Midlothian would be great as well. Presently, you have three main options: the horrible double roundabouts at Straiton, the main road to Lasswade or Sherriffhall roundabout. None of these are nice to cycle, and are certainly putting people off.	
33	Walking and cycling should be prioritised over motorised transport, and in many cases Edinburgh is moving in the right direction in terms of making the city convenient and safe in terms of active travel options. The increased use of segregated cycle tracks taking space from the carriageway (rather than shared routes taking space from pedestrians) is fantastic!	
34	Delighted to see the council vimproving routes for cyclists	
35	Access for cyclists from Midlothian needs to be improved, particularly around key junctions. Access to the city over the bypass is particularly hazardous for cyclists. Many cyclists use the A701 and A702, yet these are very busy routes, with high levels of risk, deterring potential commuters by bike.	

37	The more we can walk and cycle in Edinburgh the better the city will be for all. However, a major improvement to the roads is needed in terms of the number and longevity of potholes.	All of these comments have been reviewed and will be used to inform our designs, priorities and strategies in the future.
38	Other improvements are needed on route 61 outwith what you are proposing. The toucan crossing of Niddrie Mains Road is good but it means you have to join Niddrie Marischal Road very near the junction mouth. This junction mouth is far too wide and the corners need to be tightened to slow traffic in line with your own Street Design Guidance. This is also needed from the perspective of people crossing the junction mouth on foot. It should really be narrowed and as a point of detail the tactiles have been incorrectly installed. On a more minor point there is a cyclists dismount sign on the route towards the hospital which should be removed!	