



AECOM

◆ EDINBURGH ◆  
THE CITY OF EDINBURGH COUNCIL

# 11.6 Roseburn Park Walk and Cycle Improvements

## Consultation & Monitoring Summary Report

August 2018

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# 1 Introduction

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

Trial improvements were implemented on QuietRoute 8 in Roseburn Park in April 2018, in order to inform future permanent improvements to the path.

This report summarises the online consultation exercise undertaken in May / June 2018, after the trial improvements were implemented.

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## 2 Trial Layout

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In April 2018 the City of Edinburgh Council implemented trial changes, as shown in Figure 1, to the path layout in Roseburn Park, to reduce the potential for conflicts on the paths and main path junction.



**Figure 1 Photographs of Trial Improvements**

The trial consisted of:

- Segregation of pedestrians and cyclists on the path through the park, on the eastern and western approaches to the junction of the paths; and
- Installing low level planters at the corner of the south-eastern building at the junction of the paths within the park, with the aim of directing people away from the blind corner, thereby reducing the potential for collisions.

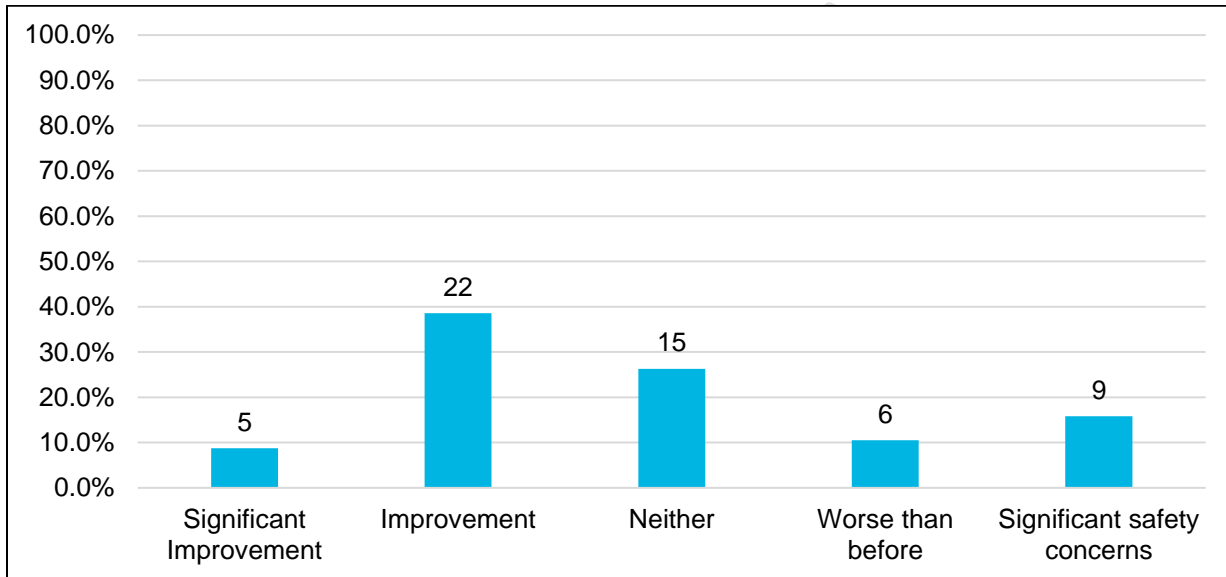
An online survey, inviting feedback on the trial layout, was made available from May 2018 until 27<sup>th</sup> June 2018. This report will analyse the feedback received from the online survey, in order to inform the future permanent improvements to the path.

## 3 Online Survey Consultations

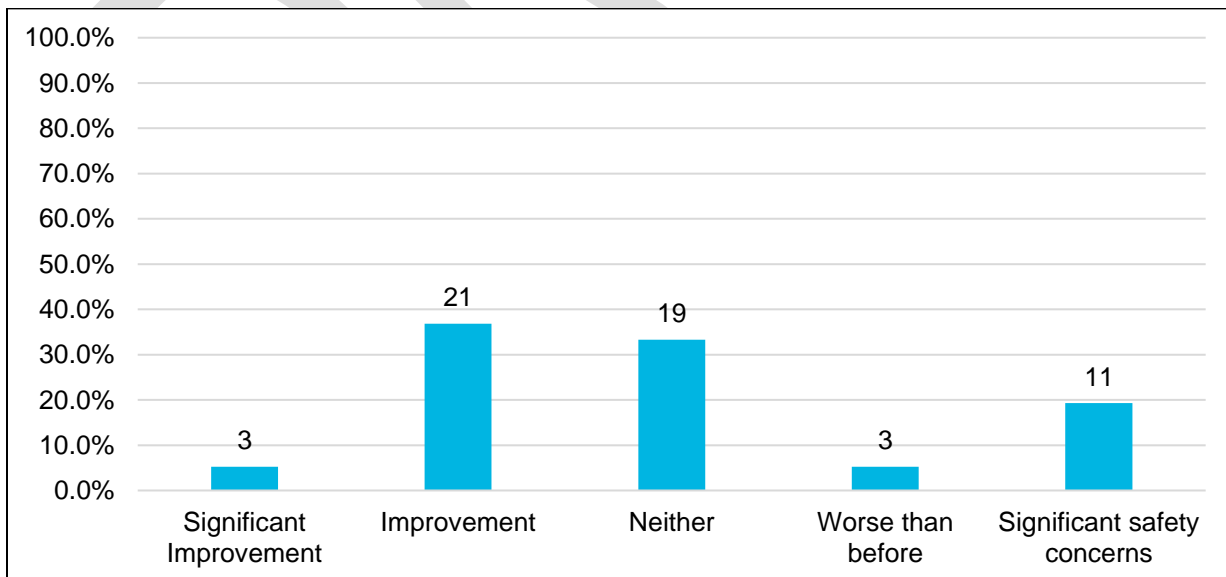
There were 67 responses to the online survey which are summarised here.

### 3.1 Perceived Reduction of Conflict

**“To what extent do you feel the trial layout has reduced conflicts between path users on the main path sections to the east and west of the junction?”**



**“To what extent do you feel the trial layout has reduced conflicts between path users at the main path junction?”**



## 3.2 Level of Support for Trial Layout as a Permanent Solution

“Overall, to what extent do you support the current trial layout on Roseburn Park and it becoming a permanent solution?”

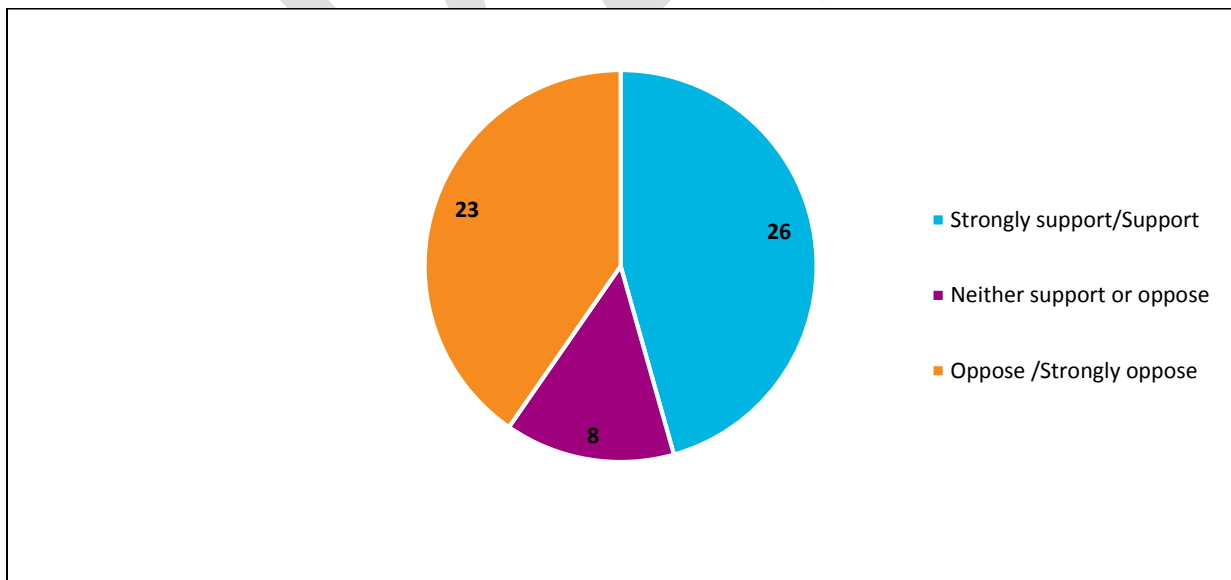
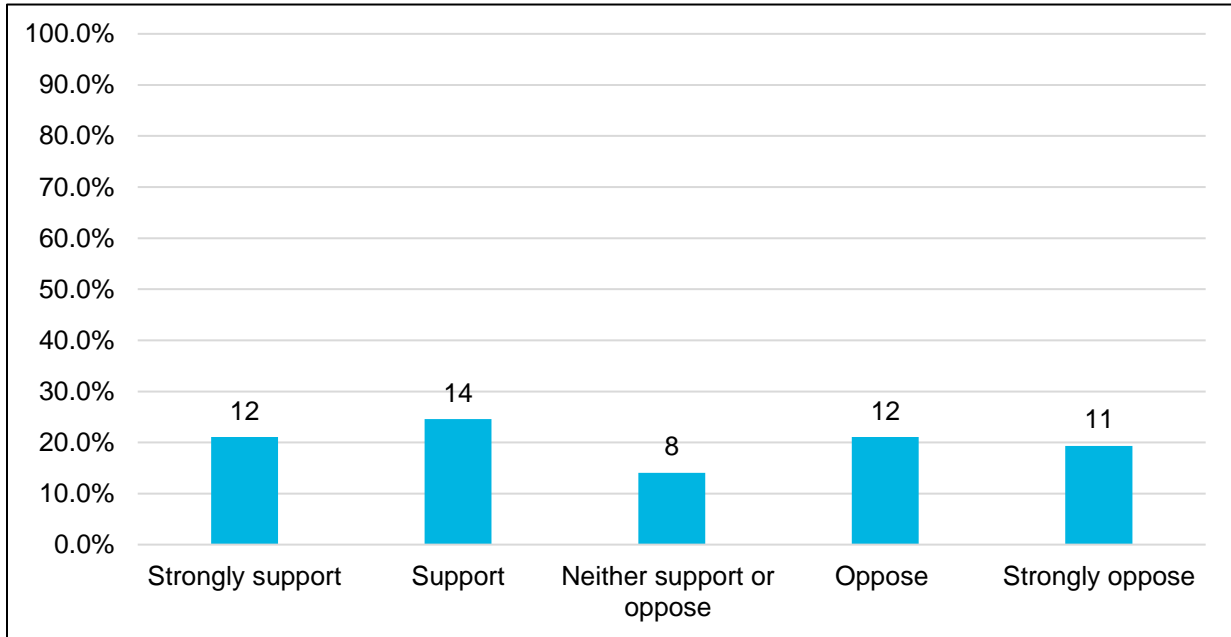


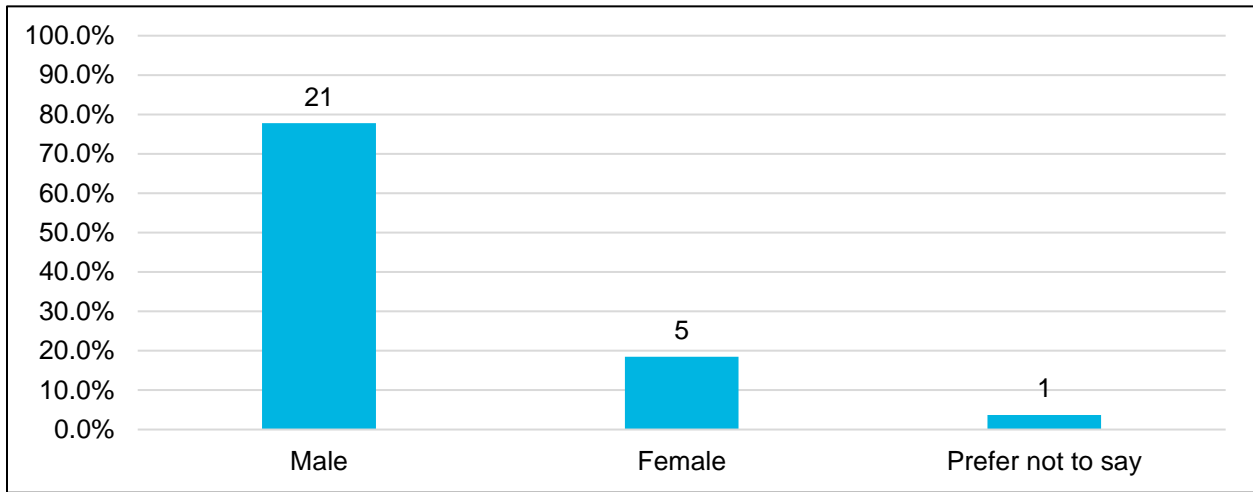
Figure 2: Support for Trial Layout as Permanent Solution

Of the 57 survey respondents, 26 (45.6%) were either **supportive** or **strongly supportive** of the trial layout as a permanent solution.

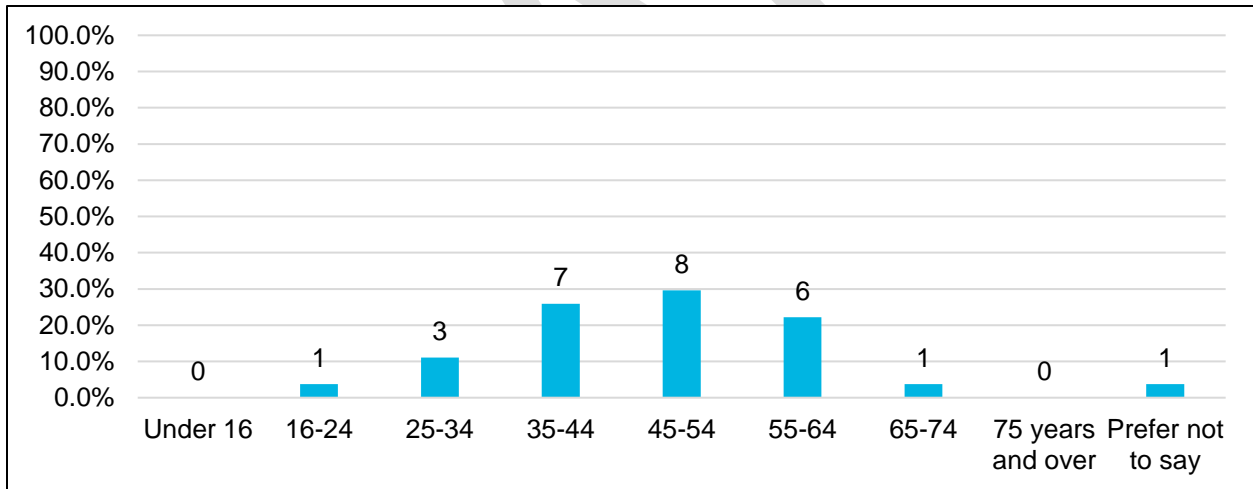
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### 3.3 Survey Respondent Demographics

“Please tell us your gender”

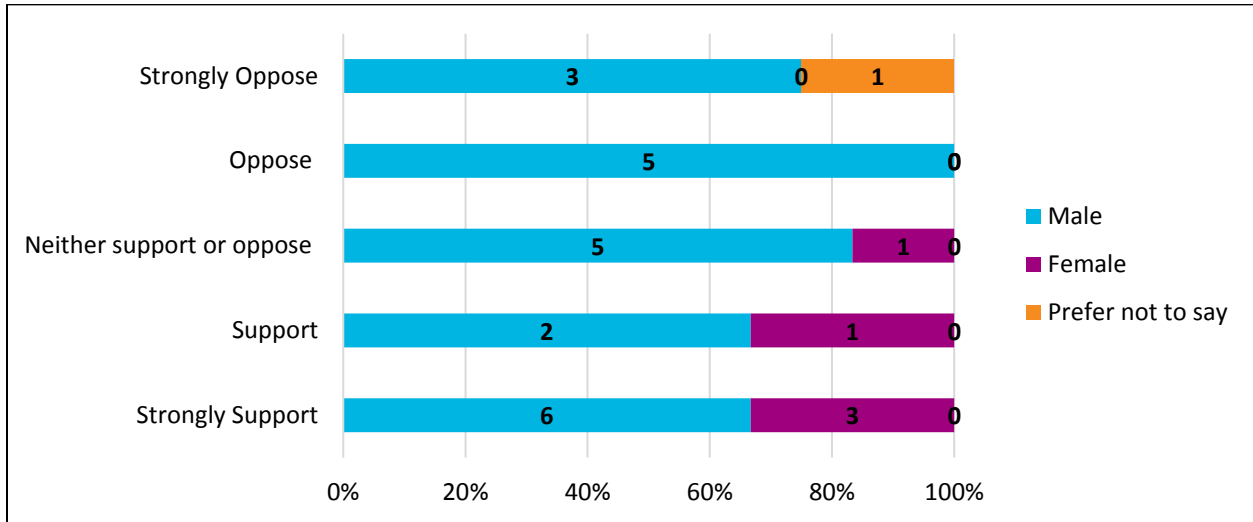


“To which of these age groups do you belong?”

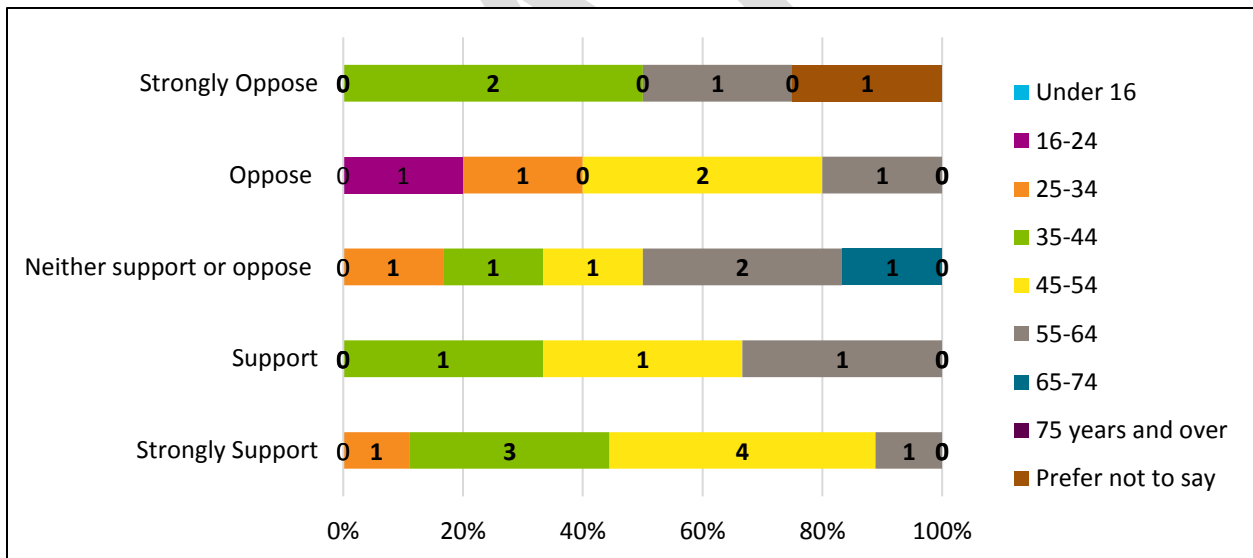


### 3.4 Demographics of Support for Proposals

Levels of support for trial layout as a permanent solution by gender



Levels of support for trial layout as a permanent by age





## 3.5 Online Survey - Key Issues

### 3.5.1 Question 1 - To what extent do you feel the trial layout has reduced conflicts between path users on the main path sections to the east and west of the junction?

The following themes were identified from the comments for question 1.

Theme	No. of Responses
Cyclists going fast	9
Could pedestrians be on other side?	5
Tactile paving feels unsafe for cyclists	4
Extend segregation	3
Safer	3
Pedestrians/cyclists are not paying very much attention to the guides	3
Cyclists are using the pedestrian side at the tactile paving	3
Unsafe crossing cycle path for dog walkers to get to grass	3
Unsafe crossing cycle path to get to school	3
Old toilet building should be removed	2
Children/dogs do not stay on pedestrian side	2
Cycle path not wide enough	2
Rumble strips	2
Wasn't any conflict in the first place	1
Separate cycle path away from footpath	1
Signs aren't clear enough	1
Discontinuous segregated path is unsafe	1
Segregation is better	1
There is no segregated cycling lanes whatsoever to protect cyclists.	1
Tactile paving slippery when wet	1
Still conflict	1
Concern about planters being moved/uplifted	1
Clearer physical segregation required for disabled pedestrians- particularly people with visual impairment, as guide dogs cannot keep within painted lines	1
Could a route going round the Rugby Stadium side of the present large Planter be considered to help visual sightings?	1

### 3.5.2 Question 2 - To what extent do you feel the trial layout has reduced conflicts between path users at the main path junction?

The following themes were identified from the comments for question 2.

Theme	No. of Responses
Extend segregation	5
Could pedestrians be on other side?	5
Unsafe crossing cycle path to get to school	4
Pedestrians/cyclists are not paying very much attention to the guides	3
Cyclists going fast	3
Unsafe crossing cycle path for dog walkers to get to grass	3
Old toilet building should be removed	2
Separate cycle path away from footpath	1
Segregation is better	1
Children/dogs do not stay on pedestrian side	1
There is no segregated cycling lanes whatsoever to protect cyclists.	1
No difference	1
Threatening behaviour experienced	1
Consider alternate route for cyclists	1
Concern about planters being moved/uplifted	1
Clearer physical segregation required for disabled pedestrians- particularly people with visual impairment, as guide dogs cannot keep within painted lines	1
Path too narrow for segregation	1
Cycle path not wide enough	1
Could a route going round the Rugby Stadium side of the present large Planter be considered to help visual sightings?	1

### 3.5.3 Question 3 - Overall, to what extent do you support the current trial layout on Roseburn Park and it becoming a permanent solution?

The following themes were identified from the comments for question 3.

Theme	No. of Responses
Could pedestrians be on other side?	4
Cyclists going fast	4
Children/dogs do not stay on pedestrian side	3
Separate cycle path away from footpath	2
Extend segregation	2
Tactile paving slippery when wet	2
Unsafe crossing cycle path to get to school	2
Segregation is better	1
There is no segregated cycling lanes whatsoever to protect cyclists.	1
Unsafe	1
Cyclists should not go through park if they want to go fast.	1
Cyclist speed limits required	1
Consider crossing of ice rink access	1
Flooding on cycle lane	1
Clearer physical segregation required for disabled pedestrians- particularly people with visual impairment, as guide dogs cannot keep within painted lines	1
Pedestrians/cyclists are not paying very much attention to the guides	1
Segregated path unsuitable	1
Unsafe crossing cycle path for dog walkers to get to grass	1
Cycle path not wide enough	1
Threatening behaviour experienced	1
Cyclist complacency, due to designated path, makes it less safe	1
Tactile paving feels unsafe for cyclists	1
Concern about planters being moved/uplifted	1
Could a route going round the Rugby Stadium side of the present large Planter be considered to help visual sightings?	1
In favour of segregating cycling and walking space, and against 'shared' space	1

### 3.5.4 Question 4 - Do you have any other comments or suggestions related to the trial layout and eventual permanent solution?

The following themes were identified from the comments for question 4.

Theme	No. of Responses
Separate cycle path away from footpath	7
Extend segregation	7
Cyclists going fast	6
Old toilet building should be removed	5
Could pedestrians be on other side?	4
Consider alternate route for cyclists	3
Children/dogs do not stay on pedestrian side	3
Safety signage	2
Pedestrians/cyclists are not paying very much attention to the guides	2
Consider crossing of ice rink access	2
Children/dogs should be free to play in park, without risk of cyclist conflict	2
Rumble strips	2
Physical barrier between cyclists and other park users	2
Signs aren't clear enough	1
Remove tactile paving	1
This segregation does not work	1
There is no segregated cycling lanes whatsoever to protect cyclists.	1
Consider cyclist "traffic calming" instead	1
In favour of segregating cycling and walking space, and against 'shared' space	1
Extension unnecessary	1
Planters are unnecessary, in the way and will be unsightly without maintenance.	1
Segregated cycle lanes instead	1
Still conflict	1
Concern about planters being moved/uplifted	1
Segregated path unsuitable	1
Cyclist speed limits required	1
Could a route going round the Rugby Stadium side of the present large Planter be considered to help visual sightings?	1
Maintenance of undergrowth to allow sufficient path width	1
Widen path	1
Cyclist complacency, due to designated path, makes it less safe	1
Unsafe crossing cycle path for dog walkers to get to grass	1

### 3.5.5 Overview of Suggested Improvements

The comments below are an overview of the suggested improvements that were captured during the online survey.

#### Key Improvements Suggested to Existing Proposal:

1. Would it be possible to switch the position of the pedestrian/cycle paths, so that dog walkers are next to the path, and school children do not need to cross the cycle path during the busy morning commute?
2. Are there any other options for the tactile paving? It is perceived as unsafe, and comments suggested that some cyclists are using the pedestrian side of the path at these sections.
3. Extension of the current scheme, covering the entire cycle route through the park. Several people commented that the lack of continuity of the paths made them less clear.

#### General/Alternative Improvements Suggested:

1. Would it be possible to remove the old toilet building?
2. Could an alternative route be explored for non-leisure cyclists, avoiding the current path altogether?
3. Consideration of the junction at the ice-rink for cyclists and car users.
4. Consideration of cyclist "traffic calming", such as imposed speed limits through the park.

#### Key Communication Points Suggested:

1. Education around the purpose of and requirements surrounding tactile paving. Some people think its purpose is to slow down cyclists.

#### Ongoing Considerations Suggested:

1. Maintenance of undergrowth at side of path to maintain width.
2. Maintenance of planters.
3. Clearer signage.

## 3.6 Preferred Mode of Travel

When asked about their preferred mode of travel if they had the choice, 89.1% of survey respondents stated that they currently used active travel means to get to their place of work or study, with 41.3% saying that they currently walk and 65.2% saying that they currently cycle.

52.6% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. 96.5% of survey respondents either stated that if they had the choice that they would choose active travel means, or that they wished to continue using active travel means as they currently did.

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

1. Poor cycle infrastructure (6)
2. Weather (3)
3. Too far to travel by active mode (2)
4. Speed of traffic (1)
5. Lack of shower facilities (1)

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

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## 4 Consultation Summary

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It was found that 26 of the 57 survey respondents (45.6%) were **supportive** or **strongly supportive** of the current trial layout as a permanent solution and 23 opposed. However, 14 number of those opposing or 'neither supporting or opposing' were doing so because they wanted the whole path to be segregated or because they wanted the pedestrian and cycle sides of the path to be swapped over. Taking this into account the overall support for a segregated path was high.

There were 9 people who mentioned that the speed of cyclists was a concern them.

Subsequent to consultation period, the Friends of Roseburn Park held a meeting with residents of the retirement homes next to the park, this meeting was also attended by some people who weren't retirement home residents. The meeting attendees particularly wished to share views about the cyclists travelling too fast through the park and that they felt the segregation may be leading to an increase in cyclist speeds. A note of the meeting is included in appendix **XX**

Overall, the main suggested key improvements to the current proposal were:

- Swap alignment of pedestrian lane and cycle lane
- Extend the segregation so that it comprise the whole route through the park
- Consider any alternatives to the current tactile paving

Main suggestions by the attendees of the meeting held by the Friends of Roseburn Park were:

- Removal of the white line segregation
- Physically separating cyclists from pedestrians, either by a fence or separate path.
- Physical measures such as chicanes or speed humps to reduce cycle speeds.

There were also a number of maintenance concerns raised:

- Maintenance of undergrowth
- Maintenance of planters
- Improved signage

# 5 Monitoring Summary

Video monitoring was undertaken before, 1 week after and 8 weeks after implementation of the trial layout. The monitoring was undertaken by Tracsis.

For each observed day, 6 hours of footage was analysed for each camera location, covering the morning peak period of 7.30-10.30am and the evening peak period of 3.30-6.30pm. The initial pre-trial monitoring took place on Tuesday 20<sup>th</sup> and Saturday 24<sup>th</sup> March 2018; the 1-week post trial monitoring took place on Wednesday 9<sup>th</sup> and Saturday 12<sup>th</sup> May 2018; and the 8-week post trial monitoring took place on Wednesday 20<sup>th</sup> and Saturday 23<sup>rd</sup> June 2018.

The following aspects were monitored and evaluated at each of the rounds of survey:

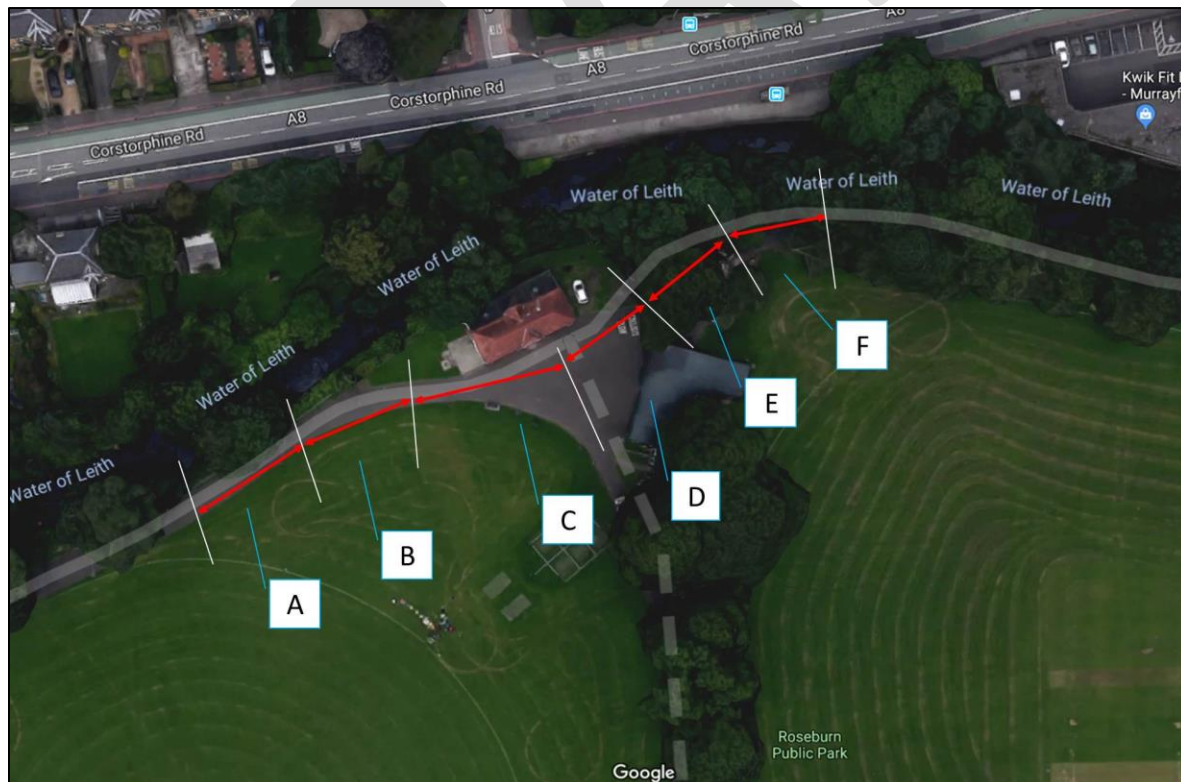
- Conflicts;
- Interactions;
- Compliance with new layout; and
- Number of path users (by type).

## 5.1 Conflicts

### 5.1.1 Conflict Location

95% of pre-trial conflicts took place at location A, shown in **Error! Reference source not found.** However, at the start of the trial most of the conflicts were at locations B (40%) and C (40%) and by the end of the trial, most conflicts (40%) were at location E.

The number of conflicts decreased from 20 before the trial, to 10 at the start of the trial and 15 at the end of the trial.





### Figure 3: Survey Locations

Source: Tracsis

## 5.1.2 Stops

In 70% of the pre-trial conflicts, one group stopped. At the start of the trial, this value was reduced to 0% and at the end of the trial this proportion was 20%. This suggests that when conflicts do occur, the severity may have decreased, since stopping suggests a more radical action is required.

## 5.1.3 Direction Summary

Before the trial, 13 conflicts (65%) were between users travelling in the same direction. At the start of the trial, this had reduced to 6 conflicts (60%) and at the end of the trial this proportion was 7 conflicts (46%). This suggests that the trial layout has reduced conflicts in users travelling in the same direction.

## 5.1.4 Conflict Group Summary

Before the trial, cyclist/pedestrian conflicts accounted for 95% of all conflicts. The number of this type of conflict decreased from 19 before the trial, to only 10 at the start of the trial and 11 at the end of the trial. However, the number of cyclist/cyclist conflicts was 1 pre-trial, which decreased to zero at the start of the trial, but then increased to 4 at the end of the trial.

## 5.1.5 Response Action Summary

Conflicts were categorised by severity, defined as follows: Controlled Action was defined by a group changing course or speed as a result of infringement from other group; Precautionary Action was defined by a group changing course or speed in anticipation of infringement from another group.

Before the trial, the number of precautionary actions was 8, however that decreased to none at the start of the trial and only 1 at the end of the trial. The number of controlled actions decreased from 12 before the trial to 10 at the beginning of the trial. However, this number increased to 14 at the end of the trial.

## 5.2 Compliance

Compliance has increased during the trial, from 83% overall at the start of the trial to 87% overall at the end of the trial. This high level of observed compliance is likely to contribute to the avoidance of conflicts around buildings, which was a particular focus in the aims of this trial.

Table 1: Compliance During Trial – Start of Trial

	Pedestrian Compliance %	Cyclist Compliance %	Compliance %
Total	73%	92%	83%

Table 2: Compliance During Trial – End of Trial

	Pedestrian Compliance %	Cyclist Compliance %	Compliance %
Total	79%	95%	87%

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## 6 Final design based on consultation and monitoring

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Based on the feedback from this consultation and the monitoring of the trail layout, the Council shall be taking forward the following final design. Full listings of all the responses received are detailed in the Appendices below.

### **Actions to be taken forward for implementation:**

- **Retain the white line segregation around the toilet block/east side of the junction.**
- **Remove the white line segregation around the pavilion/west side of the junction.**
- **New slow markings and signage to promote slower speeds on bikes and use of bells.**
- **Provide additional planters to the Friends of Roseburn Park for positioning along the 'Green' building block.**
- **Upgrades to the path surface where (1) ponding occurs and (2) the surface is in poor repair**
- **Improvement to the lighting**
- **Safety improvements to the junction where the park path crosses the access road to the ice rink. This will incorporate the re-alignment of bollards and ground markings to highlight the junction crossing to all users.**

### **Segregation**

The monitoring data indicates that a large majority of most people did adhere to the segregated path markings. These markings, and the planters, address a key issue of potential collisions around the blind corner at the park building.

Interestingly, the impact of the conflicts appears to have changed due to the segregation, with fewer conflicts resulting in someone having to stop. This potentially suggests that the severity of the conflict may be less or that people better understand where on the path they should be and therefore they can correct their alignment without needing to stop due to confusion as to who should take which alignment.

Whilst the feedback to the changes was mixed, there was a slight majority of respondents in favour of the new layout. Further, a number of the people opposing or neither supporting nor opposing the trial layout commented that this was due to the segregation not extending through the whole route.

There were some consultation responses suggesting that cyclists should be on the river side of the path and pedestrians on the park side so they are closer to the greenspace. However, a problem with this arrangement is that it would make cyclists go around the inside of two blind corners at the park buildings at the central junction, which is a key issue that the project was trying to overcome.

Feedback at the Friends of Roseburn Park meeting highlighted that the west side segregation raised a particular issue because it is positioned on the desire line of the children walking to the local school. Further, the sightlines around the pavilion when approaching from the west are generally good, with only a very low chance of two path user colliding due to not seeing each other.

Overall based on all this feedback, we believe there is good justification for retaining the segregation around the east/toilet block side, to avoid the blind corner, but shall be removing the segregation around the west/pavilion side of the path.

## **Cyclist speeds**

Cyclists travelling too fast has been frequently raised. We shall introduce new cyclists' slow markings and consideration path behaviour signage. This signage has been trialled in North Edinburgh where it was found to be useful.

Thought was given to physical interventions such as chicanes or speed humps, however these have issues that firstly, they tend only to slow cyclists at a specific location and not across the whole route, and secondly, they are an impediment to other path users, particularly those with physical impairments. As such no further physical measures are proposed to be taken forward.

## **Lighting**

As part of the final implementation we are intending to upgrade all the lighting along the path. We hope to have this in place early 2019.

## **Junction of Path with exit from Ice Rink/Riversdale Crescent**

As part of the final design we shall be improving the safety of this junction. We shall reposition the bollards to permit better desire lines for people walking and cycling. We will implement buff surfacing to highlight the path crossing of the road to drivers and also include give way markings on the path to highlight to path users that they are approaching a road crossing.

## **Consultee suggestions not taken forward**

### **A new separate cycle path**

This was considered at the outset of the project, however it would require a reduction in the greenspace area and a likely impact on the existing trees beside the path. This impact was considered to be undesirable by the council and the Friends of Roseburn Park. The Friends of Roseburn Park are investigating a separate scheme to consider the alignment of a separate cycle path behind the pavilion. There was a suggestion, by the attendees to the Friends of Roseburn Park meeting, to physically divide the existing park path with a fence along its whole length. This is outwith the scope of the current project and would require further consideration and consultation.

### **Remove tactile paving**

The tactile paving is required to aid the navigation of visually impaired users. We have selected a tactile product with suitable skid resistance and we have positioned them at locations where users should not usually have to manoeuvre when crossing them. Collectively this minimises, as far as we are reasonably able, the risk of skidding by cyclists and other users.

# Appendix A Full List of Online Survey Comments

## Online Survey – Question 1

Ref ID Q1a To what extent do you feel the trial layout has reduced conflicts between path users on the main path sections to the east and west of the junction? Q1b Space for any comments:

8	Significant improvement	As a dog walker in the park, my only concern is that there is no division at the Roseburn Gardens entrance which would provide clarity for both cyclists and walkers. Some cyclists come racing round, cutting the corner from the road and this would be discouraged if their space was marked similar to the other markings. There are no problems with cars being parked over the entrance.
14	Significant improvement	
32	Significant improvement	
35	Significant improvement	
57	Significant improvement	
4	Improvement	
9	Improvement	
11	Improvement	Disabled pedestrians - especially those with a vision impairment - require as much segregation as possible from cyclists. Pedestrians who use a guide dog require a level-change to delineate the footway from the cycle way. Guide dogs are not capable of staying within a white line or even within a strip of tactile paving. Note also that obstructions on the footway should be kept to an absolute minimum. This includes the planters that you propose: they must not be positioned on the footway itself.
13	Improvement	I think it provides a proper space to protect both pedestrians and cyclists.
16	Improvement	
18	Improvement	The biggest improvement would be to remove that disgusting old toilet block which so affects the sight lines. One always has the feeling that some evil-doer may just be lingering behind that building ready to jump out and assault you. I want to feel safe as I go through here.
19	Improvement	The only issue is that the kids now have to cross over the designated cycle route at the buildings to go the way to the school. It is pretty dangerous negotiating speeding cyclists who more than ever think they have right of way. The cycle route would have been better on the left hand side, rather than the right
30	Improvement	The path directly in front of the toilet block was the danger point - it's safer now.
31	Improvement	
36	Improvement	Tactiles - I know that it's the law, but vertical tactiles are disconcerting for cyclists, and can lead to accidents. So at the tactile stretches I am inclined to go over to the horizontal pedestrian tactiles. However the clearer markings are an improvement.

Ref ID Q1a To what extent do you feel the trial layout has reduced conflicts between path users on the main path sections to the east and west of the junction? Q1b Space for any comments:

37	Improvement	Segregation of bikes and pedestrians is not complete - pedestrians want to walk next to the grass, especially if they have dogs or children. Modest speeds and mutual tolerance are one answer, another is to run the cycle lanes next to the perimeter fence so that people with dogs had no need to cross the cycle path.
39	Improvement	
40	Improvement	
41	Improvement	Slight improvement where there are lines painted only
42	Improvement	
44	Improvement	
47	Improvement	
48	Improvement	
51	Improvement	I'm not sure the rumble strips add anything, but clearly delineating the cycle route around the blind corner is a good idea.
52	Improvement	
53	Improvement	Seems much clearer
55	Improvement	
1	Neither	I've been cycling through Roseburn Park for 12 years and other than being attacked by an dog which the owner couldn't control, I've NEVER seen any conflict or collisions on the path. I suspect much of the supposed 'issue' was a fantasy created by (name removed for privacy purposes) & his campaign of disinformation & falsehoods.
2	Neither	The cyclist should be totally separate. Parks are for all agree but where children and dogs balls and other toys can be SAFE. Not at the mercy of speeding cyclists
5	Neither	
7	Neither	Because of the path stopping and starting, bikes and pedestrians swap sides in between. Also the rumble strip is angled the wrong way for bikes meaning that cyclists would much rather cycle over the horizontal rumble strip i.e. the pedestrian side.
23	Neither	On several occasions I have seen that individuals pay no attention to the markings. This relates more so to walkers than cyclists. On the whole cyclists seem to stay on their allocated side, how ever I have regularly observed walkers on the cyclist 'side' often walking 2 or 3 abreast.
24	Neither	
25	Neither	The lines seem to embolden cyclists to go faster. Neither small children or dogs will obey them. Parks must be safe for all users
26	Neither	Excessive speed by cyclists is a major issue
28	Neither	I don't have evidence to support an opinion on this

Ref ID Q1a To what extent do you feel the trial layout has reduced conflicts between path users on the main path sections to the east and west of the junction? Q1b Space for any comments:

29	Neither	
33	Neither	The end of the cycle path has mini tram lines on them which is really dangerous for cyclists.
34	Neither	No change as the layout only starts very close to the junction. This, however, leads to both pedestrians and cyclists not following the layout.
38	Neither	
43	Neither	
45	Neither	
3	Worse than before	The new painted line encourages some people on bikes to cycle faster through the bend as they think there won't be any people walking on that side. Also there isn't much room for two bikes to pass by each other. New tactiles are pointless. I usually divert onto the "pedestrian" side to cross as I feel safer going over those ones rather than the cyclist ones which feel like they could cause me to fall.
12	Worse than before	
15	Worse than before	There is no segregated cycling lanes whatsoever to protect cyclists.
46	Worse than before	
49	Worse than before	
56	Worse than before	Not sure whether there are more conflicts or whether they are being talked about more. I have never seen conflicts in the park when walking or cycling.
6	Significant safety concerns	On several occasions and especially at the ends of the new split paths especially, when people often fail to notice the signage, I have seen pedestrians and cyclists getting in each others way. This is going to get worse on winter days, in mornings and evenings especially, when there is less daylight. Having discontinuous split paths must increase the hazards. Also, the derelict toilet building further restricts space for these split paths, as it does for general safety issues, and sight lines and should be demolished.
10	Significant safety concerns	Some improvement, especially the white lines dividing the pedestrians and cyclists 'route'. The SPEED of the cyclists can unnerve pedestrians, and using cycle bells should be very much encouraged to help elderly people and children. The planters at the three buildings sight might help so long as they are not moved or 'uplifted'. Could a route going round the Rugby Stadium side of the present large Planter be considered to help visual sightings?
17	Significant safety concerns	Cyclist going too fast
20	Significant safety concerns	The works have resulted in a very ugly mess. The ribbed plastic mats at the exit and entry points are slippery when wet. Pedestrians/cyclists are not paying very much attention to the guides, when I have been in the area I have noticed many individuals in the wrong side of the path. The resulting lanes are very narrow which makes it impractical for a cyclist to overtake another cyclist without leaving their lane. Pedestrians are restricted to walking no more than two abreast for most of the lane. The dividing up of the path into lanes may lead to cyclists cycling even faster if they assume their lane will be empty. Note that I am both a cyclist and pedestrian using this route frequently.
21	Significant safety concerns	For dog walkers there is now a division between grass and path. This can only lead to dog/bike collisions. This was not an issue before the delineation was applied.

Ref ID Q1a To what extent do you feel the trial layout has reduced conflicts between path users on the main path sections to the east and west of the junction? Q1b Space for any comments:

22	Significant safety concerns	It's the wrong way round. At the corner of the path beside the armory, children walking to Roseburn school have to cross over the cycle lane to turn towards the school. This is a route we take every day, and almost every time there is a near accident. Cyclists should be on the left and walkers on the right at this point.
27	Significant safety concerns	Naturally children and dog walkers migrate towards the grass area in the park. The cycle lane is there now so there have been a number of severe and abusive displays from cyclists towards children on route to school if they wander within these lanes. I have witnessed a cyclist threatening a 5 year old which is well out of order
50	Significant safety concerns	Pedestrians aren't necessarily walking in a linear direction so they don't keep to 'their' side of the path (as is their right). The line encourages more speed from cyclists rather than having it as true shared space.
54	Significant safety concerns	I am a regular dog walker in the park. I have 3 issues which I have already raised with councillors. Firstly I would say I have no issue with cyclists using the park paths. However there is a major issue with the speed some cyclists go along the paths, particularly at morning and evening peak times. Some cyclists appear to treat the park as a race track endangering pedestrians and dogs. There should be a 20 mph speed limit imposed with appropriate signage and possibly speed bumps. My own dog was hit by a speeding cyclist some time ago, the cyclist did not even stop. At the entrance at Roseburn Place again there is an issue with cyclists entering and exiting the park at speed. Again signage and speed restrictions should be put in place. Notices should be erected reminding cyclists that the paths are used by pedestrians, children and dogs and to take care at all park entrances. Finally the separation lanes at the pavilion is the wrong way round. The pedestrian side should be next to the grassed areas. This is the side where dogs and people walk. The current layout is totally illogical as it means pedestrians and dogs need to cross over in front of cyclists at the start and end of the segregated area twice putting them in danger. The cyclists should use the path nearer the river side, possibly along the whole length of the path through the park.

## Online Survey – Question 2

Ref ID	Q2a To what extent do you feel the trial layout has reduced conflicts between path users at the main path junction?	Q2b Space for any comments:
14	Significant improvement	
32	Significant improvement	
57	Significant improvement	
4	Improvement	
6	Improvement	
7	Improvement	As a cyclist, it is easier to anticipate / see other bikes coming.
11	Improvement	See my comment above.
13	Improvement	
16	Improvement	
18	Improvement	Why design around an obstruction when you could remove one of the main obstructions?
30	Improvement	
31	Improvement	
35	Improvement	Ideally the whole junction would be segregated with designated points at which the cycle lane gives way to pedestrians, instead of the current shared space approach.
36	Improvement	Clear demarcation is good. However, it would be preferable if the new cycle route was extended to the junction at Riversdale Crescent, as Roseburn Park is unsuitable for a lot of people commuting.
39	Improvement	
40	Improvement	
41	Improvement	Only slight improvement, there needs yup be further line painting.
42	Improvement	
44	Improvement	
47	Improvement	
51	Improvement	
52	Improvement	



Ref ID	Q2a To what extent do you feel the trial layout has reduced conflicts between path users at the main path junction?	Q2b Space for any comments:
53	Improvement	
55	Improvement	
1	Neither	Pointless waste of paint - pedestrians wander all over the cycling 'lane' so cyclists have to use the 'pedestrian' side to pass them.
2	Neither	see before
3	Neither	
5	Neither	
9	Neither	
15	Neither	There is no segregated cycling lanes whatsoever to protect cyclists.
19	Neither	
20	Neither	As a significant number of people do not follow the correct lane it is not effective.
23	Neither	I haven't noticed any difference to prior to the markings being in place.
25	Neither	We now have cyclists offering "Advice" if children dogs are wrong side of path.
28	Neither	I don't have evidence to support an opinion on this
29	Neither	
33	Neither	
34	Neither	As a cyclist, you only become aware of the layout as you are approaching the junction and are already concentrating on other peoples' movements. The layout comes as a surprise after cycling on a shared path. Complete segregation (such as further west on route 8) would be clearer.
37	Neither	Visibility is still modest - the old toilet block to the North of the junction could be demolished and the path made straighter, improving sight lines. Routing cyclists beside the perimeter fence would allow pedestrians to meander through the junction with less conflict.
43	Neither	
45	Neither	
48	Neither	
49	Neither	
24	Worse than before	The cycle path runs on the wrong side. Pedestrians should be on the lawn side. Firstly because children turn at the junction to go to school and nursery and secondly because dog walkers should be nearest to the grass so they don't run across the cycle path.
46	Worse than before	

Ref ID	Q2a To what extent do you feel the trial layout has reduced conflicts between path users at the main path junction?	Q2b Space for any comments:
56	Worse than before	Not sure whether there are more conflicts or whether they are being talked about more. I have never seen conflicts in the park when walking or cycling.
8	Significant safety concerns	See previous comments.
10	Significant safety concerns	Some improvement, especially the white markings to divide the 'routes' for cyclists and pedestrians. The SPEED of the cyclists can unnerve pedestrians, and using cycle bells should definitely be encouraged to help elderly people and children. The planters at the three buildings junction might help so long as they are not moved or 'uplifted". Could a route on the Rugby Stadium side of the large Planter be considered to help visual sightings in each direction?
12	Significant safety concerns	This path and park is the primary route to school for the majority of pupils at Roseburn Primary. Young children find it very difficult to notice and adhere to simple paint markings and hence the combination of this with cyclists now believing they have a clear path and right of way at the junction has led to numerous incidents at the junction. There may have been some issues before but this has made things significantly worse at the junction. The markings are also the wrong way round for natural pedestrian/cycle segregation. The natural route and path for pedestrians is on the grass side of the path (not the fence or river side) as when at the junction the pedestrians need to walk over the cycle path. The path is also too narrow to support a segregated cycle and pedestrian pathway.
17	Significant safety concerns	
21	Significant safety concerns	For dog walkers there is now a division between grass and path. This can only lead to dog/bike collisions. This was not an issue before the delineation was applied.
22	Significant safety concerns	Same as before. It's the wrong way round.
26	Significant safety concerns	Recently I was physically threatened by a cyclist at this junction. I was well within the pedestrian area but in the blind spot behind the pavilion walking my dogs when a cyclist came round the corner well within the pedestrian area and almost mowed me down. When I remonstrated and pointed to the surface graphics showing he was in the wrong lane he told me he could cycle wherever he wants. I pointed out that this attitude was not great for pedestrian safety. He said as there was another cyclist approaching in the cycle lane he had to use the pedestrian lane as it was not wide enough. I suggested that if he had slowed down there was space to pass another cyclist. He became very aggressive pushed his face up against mine and threatened me with violence.
27	Significant safety concerns	Now pedestrians need to cross cyclists at speed in order to make there way to school
38	Significant safety concerns	
50	Significant safety concerns	
54	Significant safety concerns	As before. No logic in current layout.

## Online Survey – Question 3

Ref ID Q3a Overall, to what extent do you support the current trial layout on Roseburn Park and it becoming a permanent solution?

Q3b Space for any comments:

4	Strongly support	
8	Strongly support	
13	Strongly support	
14	Strongly support	
32	Strongly support	
35	Strongly support	
41	Strongly support	More line painting required and speed limits please.
47	Strongly support	
51	Strongly support	
52	Strongly support	
53	Strongly support	
57	Strongly support	
10	Support	See comments on previous page.
11	Support	See my comment above.
16	Support	
19	Support	Definitely need to swap the designated cycle route to left hand side to avoid collisions with kids heading off to the middle path to school though. It doesn't work just now
23	Support	I think in principle it should work, however it will take time for people to get used to the layout. As the path runs through a busy park, there are often dogs and children running around which it will be difficult to prevent entering the cyclist space. The worry I have is that when there are designated zones, cyclists may feel they can go faster/pay less attention to walkers therefore resulting in more accidents
28	Support	We (Living Streets) are in favour of segregating cycling and walking space, and against 'shared' space
30	Support	I would want to see it extended at all - the path is not wide enough and there are too many dog walkers - dogs will cross white lines
31	Support	
39	Support	
40	Support	

42	Support	
44	Support	
48	Support	I hope that the design interventions are not limited to these measures alone. The crossing of the ice rink access in particular needs attention.
56	Support	I think the layout does highlight to all users that both bikes and pedestrians will be around. A better solution would be to add a new path around the other side of the buildings so that bikes and pedestrians are separated or if this is not possible, a link into the CCWEL via a different route. It is great to see many people cycling to work from the West and using the park.
2	Strongly oppose	
12	Strongly oppose	
17	Strongly oppose	Extremely dangerous for pedestrians
20	Strongly oppose	For all the reasons I gave in my answer to the first question
26	Strongly oppose	The major problem with cyclists is their speed. If "improving conditions for people walking" is truly one of your aims, this is not working. I have lived in the area for over 30 years and used the park extensively during that period and presently it is not relaxing to walk in the park as cyclists hurtle along.
27	Strongly oppose	There will be a severe accident
33	Strongly oppose	
38	Strongly oppose	I fell the lane layout is wrong as if my dog is on the field area I am forced to walk on opposite side meaning cyclist are between us. I like many others feel lanes should be opposite to what they are.
46	Strongly oppose	
50	Strongly oppose	
54	Strongly oppose	
7	Neither support or oppose	
9	Neither support or oppose	
15	Neither support or oppose	There is no segregated cycling lanes whatsoever to protect cyclists.
18	Neither support or oppose	I'm not impressed, sorry. It's careful and considerate cycling that avoids collisions.
25	Neither support or oppose	I'm not sure it has made any difference ( Not a regular cyclists ). Would prefer that all users showed caution and respected all park goers. If speed required - use the public roads.
29	Neither support or oppose	
36	Neither support or oppose	
55	Neither support or oppose	
1	Oppose	It makes no difference & builds in conflict as there's no physical separation. Why not build a cycle track which is separate from the pedestrian path? There's plenty of space to do so. In addition, the cycling side has a little sunken section by the buildings which floods when it rains - very attractive for

cycling in. And tactiles are incredibly slippery and lethal for bikes with skinny tyres when damp or wet - so placing these where cyclists are starting to turn/brake is a recipe for danger & injury. The whole exercise has been a pretty pointless waste of paint & cash, achieving nothing & introducing conflict which wasn't there before.

3	Oppose	
5	Oppose	
6	Oppose	Needs extending as a continuous layout to make a sensible scheme, as in the Meadows, especially given the number of commuting cyclists.
21	Oppose	I am in support of the cycle/walk delineation. It is, however, backwards. Swap the lanes and it will work.
22	Oppose	It's not helped. We have received many rude abusive comments by cyclists when we take our young children to Roseburn school every morning. The children get confused when a cyclist approaches and it's very stressful trying to constantly keep them supervised on the correct side of the path. Which is the wrong way round.
24	Oppose	
34	Oppose	I do not consider this as an improvement in its current form (see comment to previous question)
37	Oppose	See previous answers - the current layout is a bodge, expecting people/ dogs/ children to follow the lane instructions rather than having lanes designed to be sympathetic to their needs.
43	Oppose	
45	Oppose	
49	Oppose	

## Online Survey – Question 4

Ref ID Q4 Do you have any other comments or suggestions related to the trial layout and eventual permanent solution?

- 1 Just don't, unless you start again & provide physical segregation.
- 2 Of course a pleasant safe cycle route is desirable but it needs to have a physical barrier between the pedestrians and others using the park for free play
- 3 Want to get fast cyclists out of the park? Then build a segregated lane on the A8 from Roseburn to Riversdale. This trial seems to have been put in to appease the people who opposed the CCEWL. It doesn't make things safer or better.
- 4 If the old toilet block has no further purpose, it should be removed: It is a graffiti magnet and obscures the view on the corner.
- 5 My children play in the park and we found they were still at risk from speedy cyclists. Just last Saturday a cyclist nearly collided with a child near the main junction. A more defined separation is required. It is a park and not a road. Children should be able to play safely without the risk of being hit by a cyclist.
- 6 See comments
- 7 I would scrap the rumbles strips, and extend the lines delineating the paths along the whole length, not just for arbitrarily short stretches either side of the junction
- 8 See previous comments.
- 9
- 10 See previous comments
- 11
- 12 I support cycling in Edinburgh and the City of Edinburgh's developments towards cycling, but this segregation does not work in Roseburn Park. The park is already a cycle route but is also widely used by children and other pedestrians that cyclists must always give the pedestrians priority. Creating a false segregation for a short section of this route simply does not work and leads to increased safety and conflict issues between cyclists and pedestrians.
- 13 I would like to see the signs currently used on the North Edinburgh cycle path to highlight the need to look out, to be aware and to look after children and animals.
- 14 Shared paths only work if it is clear where pedestrians should walk and cyclists should cycle. Please extend the markings to the whole path.
- 15 There is no segregated cycling lanes whatsoever to protect cyclists.
- 16 Small percentage of cyclists ride too quickly through the park and ignore markings which is intimidating for pedestrians. Suggest road markings needed by ice rink/ bridge as cyclists cross road without looking. Also suggest widen path where possible. (I am both a pedestrian and cycle user in Park)
- 17 Leave it as it was and stop pandering to cyclists
- 18 That old toilet block has to go, or be reduced to form a great big raised planter, subject to that being kept low enough not to interfere with sight lines..
- 19 Perhaps some signs to cyclists to slow down at school run times? The speed they go sometimes is ridiculous
- 20 There has to be a better way to do this. There are options for routing cyclists along the fence behind the buildings thereby straightening their route and keeping them away from the main walkway. Careful placement of bike stands (the ones like staples) around the corner of the old toilet would mean that cycles would have to take a wide and slow path while pedestrians could go in between and around the staples and the building, or they could take the wider route and be visible to cyclists for longer and not 'pop out' from behind the toilet block.

- 21 I am in support of the cycle/walk delineation. It is, however, backwards. Swap the lanes and it will work. Currently it is more dangerous than it was previous to the changes.
- 
- 22 Happy to accept a share path, but they need to seriously consider changing the layout so that pedestrians are on the right, and cyclists on the left at the area beside the armory, when you are walking from the ice rink part of the park, towards Roseburn school. The children have no choice but to cross over the cycle path. Many near misses
- 
- 23 See previous comments.
- 
- 24
- 
- 25 Just remove painted lines and let users find a safe way. Physical means to reduce speed may be better.
- 
- 26 Unfortunately a small minority of cyclists are aggressive and they use the park only to speed from A to B. The only way for proper sharing to take place would be to appeal to those rogue cyclists that good manners and patience are essential for this to succeed, and they do not have sole ownership of the path. One other point I would make is the trial markings are poorly conceived. Why would walkers, children, and dogs wish to be jammed against the river when they are the bodies that want access the grass. Very few cyclists use the grass. We have a situation whereby the bodies that would use the grass have to cross a cycle lane to get to the grass. An immediate cause of conflict.
- 
- 27 Cyclists need to slow down in this area of the park. The disused building not has planning to become a cafe and there will be even greater conflicts arising in this area
- 
- 28 We (Living Streets) are in favour of segregating cycling and walking space, and against 'shared' space
- 
- 29 The small areas of separation on trial in the centre of Roseburn Park are sufficient. I certainly feel the division at the blind corner at the toilet block is a good idea. Extending further is not necessary and would only lead to conflicts if we inadvertently strayed across the dividing line. We should be free to walk at leisure and not be restricted to one side of a path. Cyclists proceed at a more cautious speed when the path is left undivided.
- 
- 30 There is no need for the three planters - there is no conflict between cyclists and walkers in front of the armoury where they are. They just get in the way and will grow unsightly without maintenance
- 
- 31
- 
- 32
- 
- 33 Spend the cyclic budget on SEGREGATED cycle lanes on the road which will save lives!
- 
- 34
- 
- 35 It would be helpful for all path users if the segregation was extended along the full length of the main path, and the path widened where necessary to accomodate this.
- 
- 36 It would probably mean knocking down the building on the corner for a better view. It's a blind corner otherwise.
- 
- 37 See free text of previous answers. Remember that: 1) those on foot will often want to wander (2-3mph?) in a relaxed way and let their dogs off the leash; 2) those on bikes will often be commuting and looking to make progress, even a relaxed touring pace is 10-12mph.
- 
- 38 I know something has to happen at this bottle neck, but I feel the MAIN reason for conflict is cyclists travelling far too fast in the park. It is an open area for children and dogs can be free to run around and at present there is NOTHING TO stop cyclists going as fast as they want. My idea as discussed with other parks users would be to have pedestrian metal barriers staggered in a checan forcing cyclists to slow down to pass through these. Maybe two or three either side of the buildings would be a huge help
- 
- 39
- 
- 40
- 
- 41 More line painting at both entrances to the park, speed restrictions for the cyclists, better maintenance ood the pedestrian walkway as the undergrowth is consuming the limited space left for pedestrians.

42

43 Seems a lot of effort to do very very little

44 Utterly farcical that action taken here yet vehicles going to and from ice rink over bridge don't have to stop or give way at the path. There is poor visibility for drivers and consequences of an collision with person versus vehicle could be fatal. Collision with bikes and pedestrians almost never results in a fatality where vehicle/pedestrian collision frequently results in a fatality. Focus on what causes most harm please

45

46

47

48 It would be worth extending east and west.

49

50 The quiet route shouldn't go through the park but be routed along Corstorphine Road and down Riversdale Crescent. The volume of cyclists at rush hour necessitates more space and less interactions with other park users. The outbound bus lane does not give buses any advantage for that section and so it could be repurposed easily.

51

52 It would be a good idea to extend the division throughout the entire length of the pathway. As a pedestrian I find myself walking at the very edge of the path to avoid cyclists who are moving at great speed from both directions. Have seen other pedestrians step onto the grass to avoid them. I don't have children at Roseburn school but have seen many parents having to move their children as cyclists rush in from both directions. Quite dangerous. Can understand the cyclists are entitled to use the path as much as pedestrians but as they pose a greater risk to the pedestrians it may suit both to divide the path completely.

53

54 This needs to be rethought . The Council should consider the interests of all park users. The park is used by local residents from children to the very elderly along with many dog walkers. The Council has a duty to protect these persons interests, and not just go along with the cycle lobby which is what appears to happen at present.

55 Completely separate cycle lanes would be ideal, that would eliminate conflict completely. Where cycle path crosses pedestrian path, use zebra style markings to warn cyclists to give way if necessary.

56 As previous comments - this route is becoming increasingly busy and once the CCWEL is complete, will be a weak link in the route from the Tram cycle route into the city. A separate path for pedestrians or bikes around the buildings would be good.

57 I cam across these improvements by chance and was very pleased to see that the significant safety issues had been addressed since I last cycled this way some time ago. The "rumble strips" are an improvement on some that I have experienced elsewhere that make it very uncomfortable to cycle over them causing jarring of the wrists.



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# Appendix B Note of Friends of Roseburn Park Meeting

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**Date:** 08.10.18

**Attendees:** Martyn Lings, Friends of Roseburn Park, some residents of the local retirement flats and parent community council of local school

## **Notes of Meeting on Cycling in Roseburn Park : 8<sup>th</sup> October, 2018**

There were 22 people at the meeting with Martyn Lings, Active Travel Officer, City of Edinburgh Council.

### **Issues**

#### **1. Notes of Meeting**

These notes will be circulated to Ward Councillors, Friends of Roseburn Park, the Manager at Murrayfield View for circulation to residents and to anyone at the meeting external to MV, who left an email address. About half the attendees at the meeting were not online or have access to email.

#### **2. What happens to any further information and comments?**

These would be placed in an Appendix to the main consultation and monitoring report on the trial, after being taken into account in the main report.

#### **3. Speed of cyclists**

There was a clear feeling amongst the group that many cyclists are travelling too fast through the Park. From 7.30 a.m. onwards the pathway was considered by many to feel like a 'motorway' and this created considerable concern as it coincides with children walking to school through the park. Several cyclists do not use a bell and many felt that cyclists were taking over the Park. There have been campaigns within the city trialling different signs on improving behaviours by all users on shared paths and the use of bells. The findings of the surveys carried out as part of these trials showed that was an even split between the path users who felt that the signs did make a difference, may have made a difference and didn't make a difference. As such, the Council believes they are worthwhile, but also recognises that there may be situations where further interventions are required. There was discussion about the use of speed bumps, as rumble strips are known not to work. However, it was noted that these could impact on wheel chairs users, as bumps do not make an easy ride.

Similarly, whilst it may be feasible to introduce physical barriers or chicanes, these might make the problems worse. Unfortunately, the law on speeding for cyclists is missing. It used to be that cyclists were expected to cycle at an 'appropriate speed'.

#### **4. Tactile Strips**

These are the grey material set into the tarmac that have been put in place to help those with a visual impairment to work out which side of the shared path they are on, where there is segregation between cyclists and pedestrians. A wheel chair user suggested they made travel through the Park difficult as the wheels do not operate well on the pedestrian side of the path. Cyclists also find their wheels get caught in the tracks on the cyclist side of the pathway. Unfortunately, as they are required by national guidance to be set out in the manner that they have been laid, altering them is not feasible.

#### **5. Speed Reduction measures for Cyclists**

The extension of the segregation of pedestrians and cyclists was discussed including putting a kerb in the middle of the path. The meeting concluded that further segregation throughout the whole Park was not feasible and could lead to further conflict between pedestrians and cyclists. Dogs and small children do not recognise the differences between the segregated paths.

#### **6. Conflicts**

CCTV had been setup before the trial took place and afterwards. Details of the results of the trial are set out in the main report, in summary there was high levels of adherence to the segregation and fewer conflicts which led to someone having to stop. However, the play area is being re-located. Although the play area is still under construction, it was felt that there would be a new conflict point with children emerging onto the main path once the play area was completed. The comment was made that the safest place to walk was on the white lines.

#### **7. Segregation of Pedestrians and Cyclists**

Martyn indicated that white line segregation works elsewhere, e.g. in the Meadows. However, this is a path that is wider than that in Roseburn Park. The point was made that Roseburn Park is a public park for everyone to enjoy. It is a place to relax. The discussion indicated that white line segregating pedestrians and cyclists was considered not a good idea and that pedestrian use should come first.

#### **8. Is the Trial staying?**

Martyn indicated that parts of the trial would stay because of the blind corner at the disused toilet block. It may be possible for the white lining at the Pavilion to be removed. A subsequent site visit confirmed the feasibility of this.

## **9. Diversion for Cyclists**

It may be feasible to divert the cycle part of the path to be located behind the buildings on the river side. FoRP had asked for this to happen as part of the flood works. But the idea had been turned down by the then Flood Prevention Works Manager. It would have involved installing gabion baskets and more earthmoving. A subsequent site visit indicated that this idea might be feasible, though it faces some significant challenges regarding the proximity of buildings, a large tree and path user safety if they are travelling behind a building.

## **10. Path Maintenance**

There is a large puddle beside the old toilet block. Cyclists usually swerve to avoid it and hence encroach onto the pedestrian area at this point. This needed attention to encourage cyclist to remain on their own side of the path.

## **11. Direct Access to Play Area from Roseburn Crescent**

A written comment received at the meeting indicated that an access from Roseburn Crescent over the flood wall should be considered. This would avoid conflict between cyclists and young children at the Roseburn Place entrance, especially when children wished to use the play area immediately after School. It might also avoid conflict between children emerging from the play area with cyclists on the main path. This is a matter for Parks and Greenspaces. Friends will take up this issue directly with Parks.

### **Action Points**

1. A feasibility study for diversion of the cyclists behind the Pavilion and the Old Toilet Block, to be further considered by the Friends of Roseburn Park. FoRP to pursue this with Sustrans.
2. The Council to consider removing the tactile strips and segregation on the west side of the Park.
3. The Council to consider maintenance of the path where puddles are appearing.
4. Interventions to slow down cyclists.
5. FoRP to further investigate the implementation of an access over the boundary wall to link with the new play park.