



AECOM

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

11.6 Roseburn Park Walk and Cycle Improvements Consultation Summary Report

March 2017

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1 Introduction

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

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 8; Roseburn Park.

2 Proposals

The proposals are highlighted in the figure below and include:

- Temporary trial segregation of pedestrians and cyclists on the path through the park, on the eastern and western approaches to the junction of the paths;
- Buff surfacing to prompt path users of the change of environment;
- New replacement street lighting columns; and
- Installing a low level planter at the corner of the south-eastern building at the junction of the paths within the park. This will bring people away from the blind corner, thereby reducing the potential for collisions.

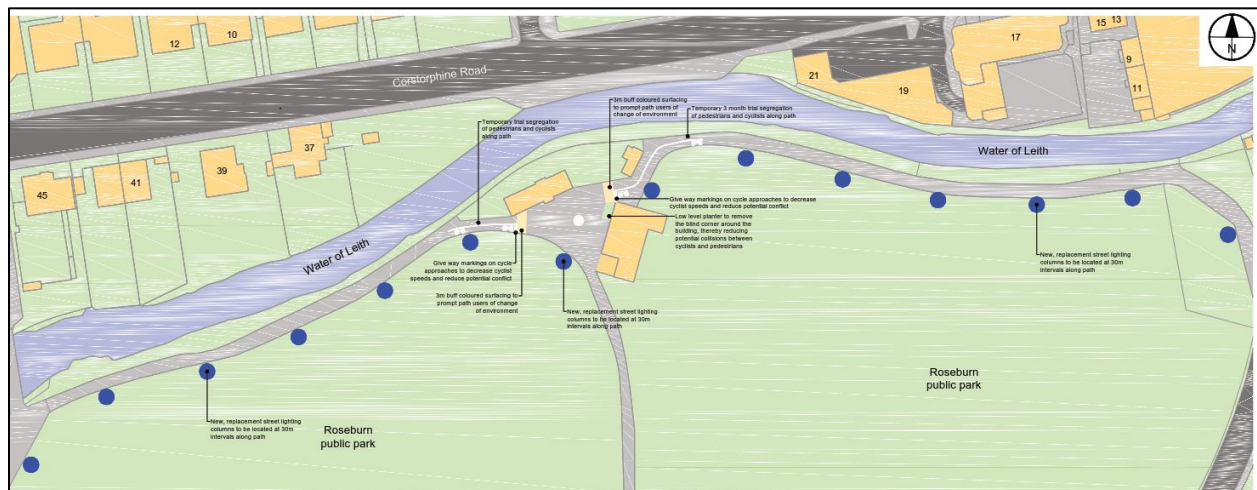


Figure 1 Roseburn Park proposals

3 Forms of Consultation

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

Meeting/workshop with internal Council stakeholders	-	-
Meeting/workshop with external stakeholders	x	Meetings with Friends of Roseburn Park, Murrayfield Wanderers and representatives of CEC were held across the 21 st and 22 nd of September 2016
Public Exhibition	-	-
Consultation Hub	x	Information was posted on the Council's consultation hub from 20/01/17 to 21/02/17.
Leaflets	x	Leaflets were distributed to households in October 2016.
Social Media	x	Consultation through the Council's Facebook and Twitter pages.
Online Survey	x	A total of 69 responses were received through the consultation hub survey.
E-mail Consultation	x	A total of 31 emails were received.

4 Stakeholder Consultations

A total of 11 individuals representing 6 different organisations provided e-mail and verbal feedback during the stakeholder consultation. Of those who indicated their level of support for the proposals, 3 were supportive and 3 stakeholders were opposed to the proposals. Some of the key issues raised throughout the stakeholder consultation are shown below.

Table 1 Roseburn Park – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Concerns about conflicts on path between non-motorised users	2
2	Improvements required to markings on path	1
3	Concerns about the conflict point at the entrance to/exit from Murrayfield Ice Rink	1
4	Concerns about cycle speeds	1
8	Concerns about lighting	1

Source: Meetings with external stakeholders and dedicated consultation e-mail address

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

5 Public E-mail and Verbal Consultations

As shown below, a total of 22 local residents provided feedback during the public consultation. Eight of these residents were supportive (44.4%), six neither supported nor opposed the proposals (33.3%) and four residents opposed the proposals (22.2%). The key issues raised throughout the public consultation are shown in Table 2 below.

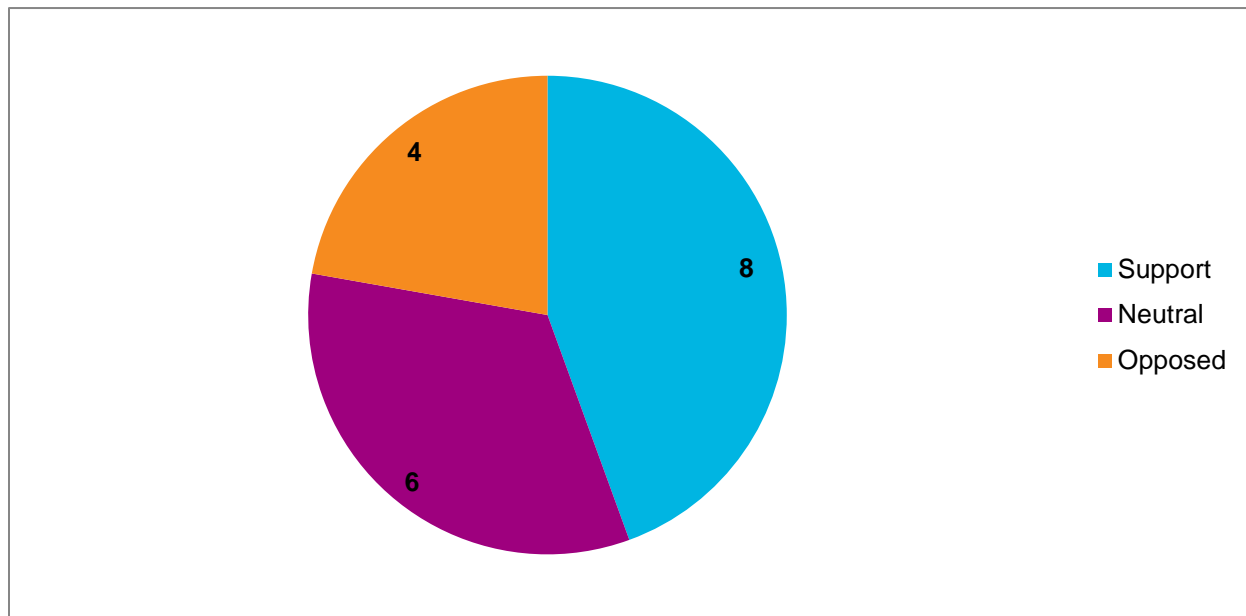


Figure 2: Public support for the proposals

Table 2 Roseburn Park – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Concerns about cycle speeds	6
2	Concerns about conflicts on path between non-motorised users	5
3	Unclear how the route ties in to the City Centre West East Cycle Link proposals	3
4	The project doesn't provide the movement to the north of Corstorphine Road	1
5	Improvements required outwith proposals on Roseburn Place and Roseburn Street	1

Source: emails to the dedicated consultation e-mail address and comments on the Friends of Roseburn Park Facebook group

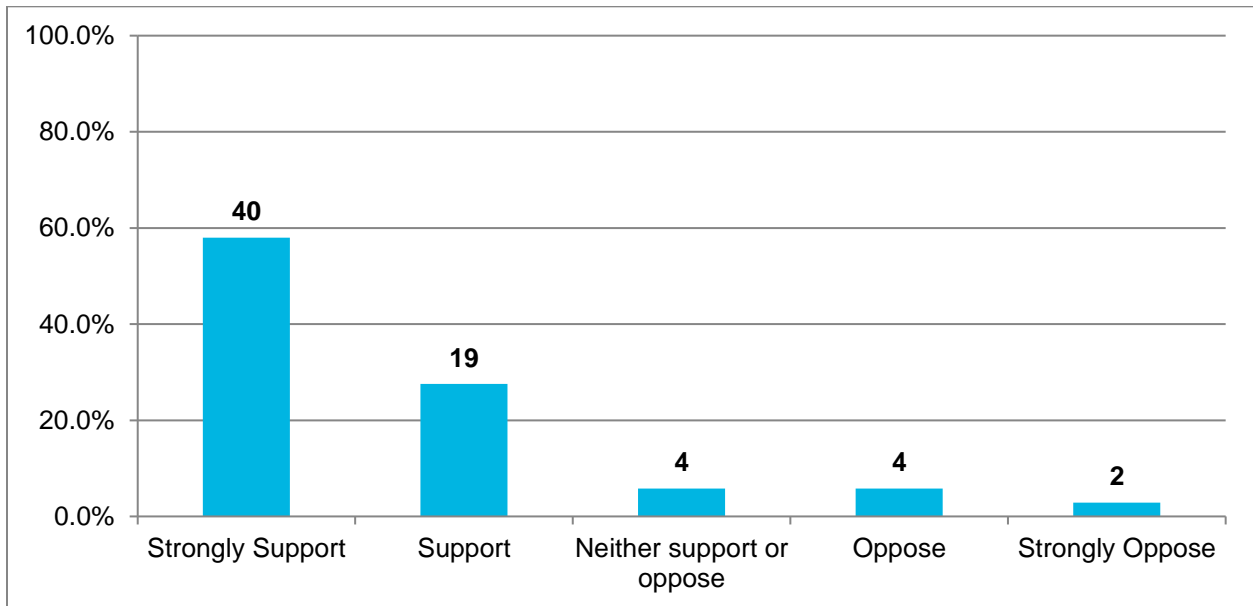
A full list of public consultation comments is provided in **Appendix B**.

6 Online Survey Consultations

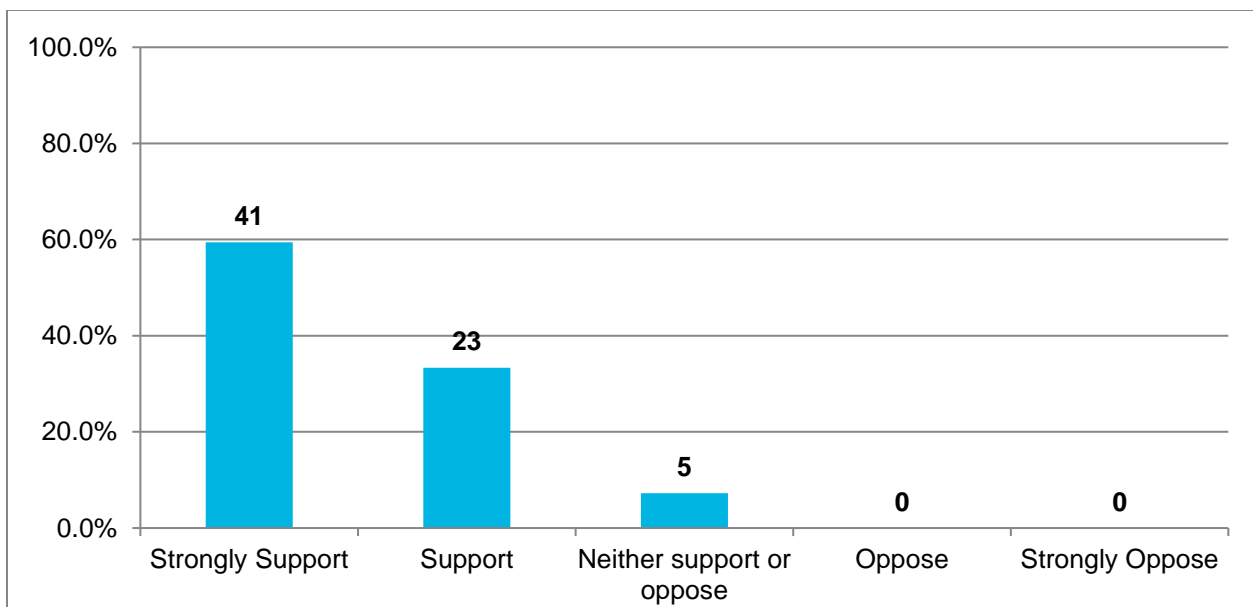
There were 69 responses to the online survey which are summarised here.

6.1 Level of Support for Improving Cycling and Walking Conditions

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



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



6.2 Level of Support for Proposals

“To what extent do you support each of the proposed designs in Roseburn Park?”

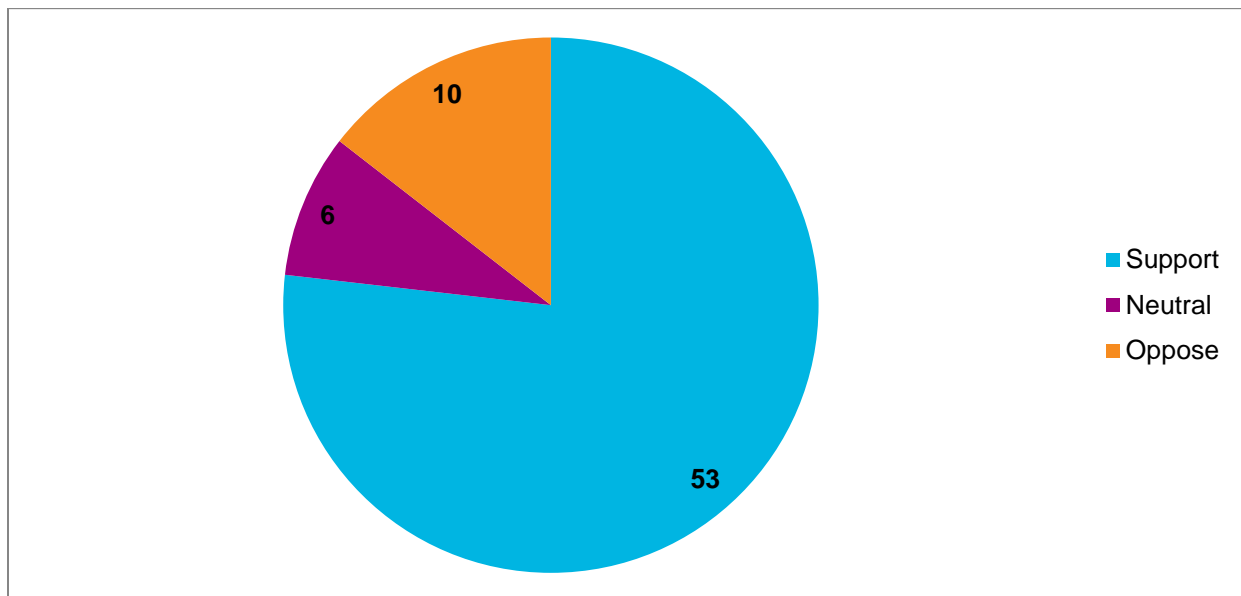
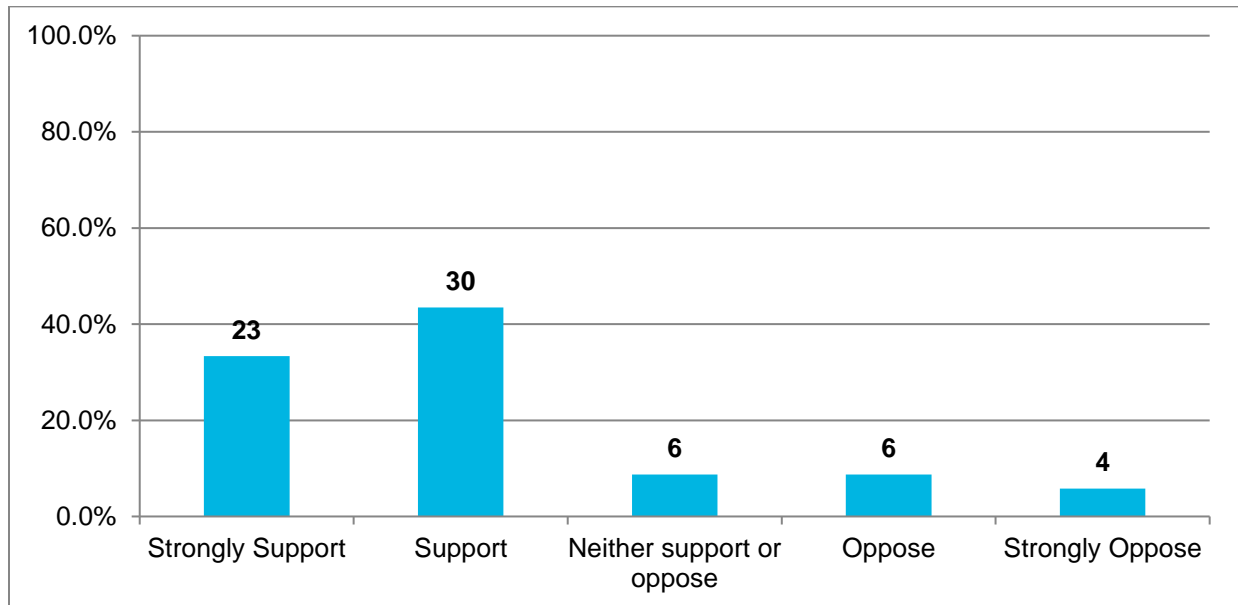
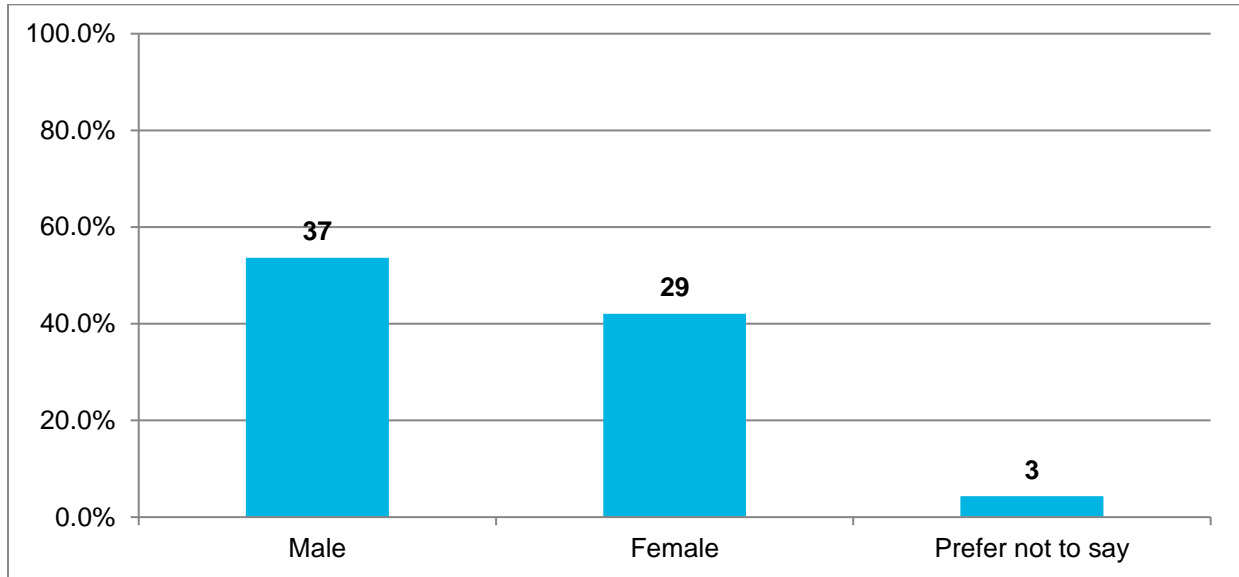


Figure 3 Support for proposals - Online survey

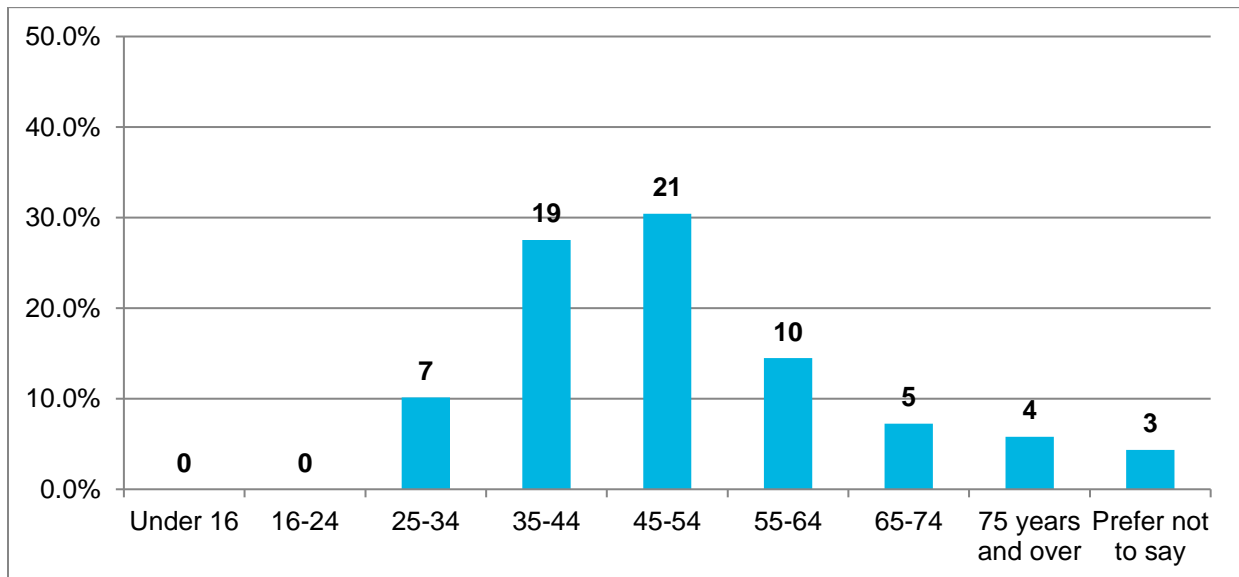
Of the 69 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

6.3 Survey Respondent Demographics

“Please tell us your gender”

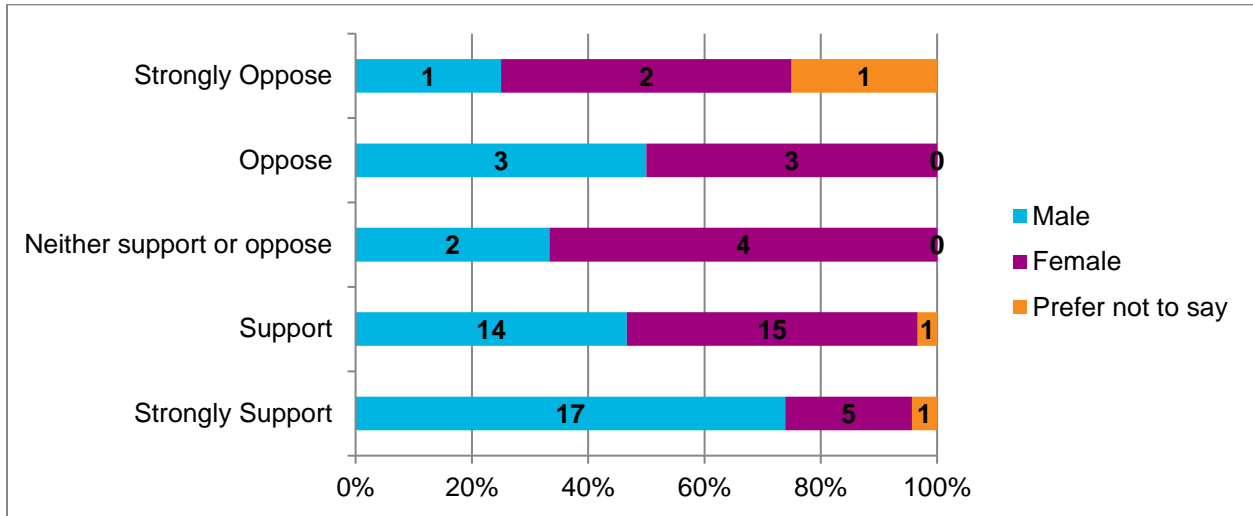


“To which of these age groups do you belong?”

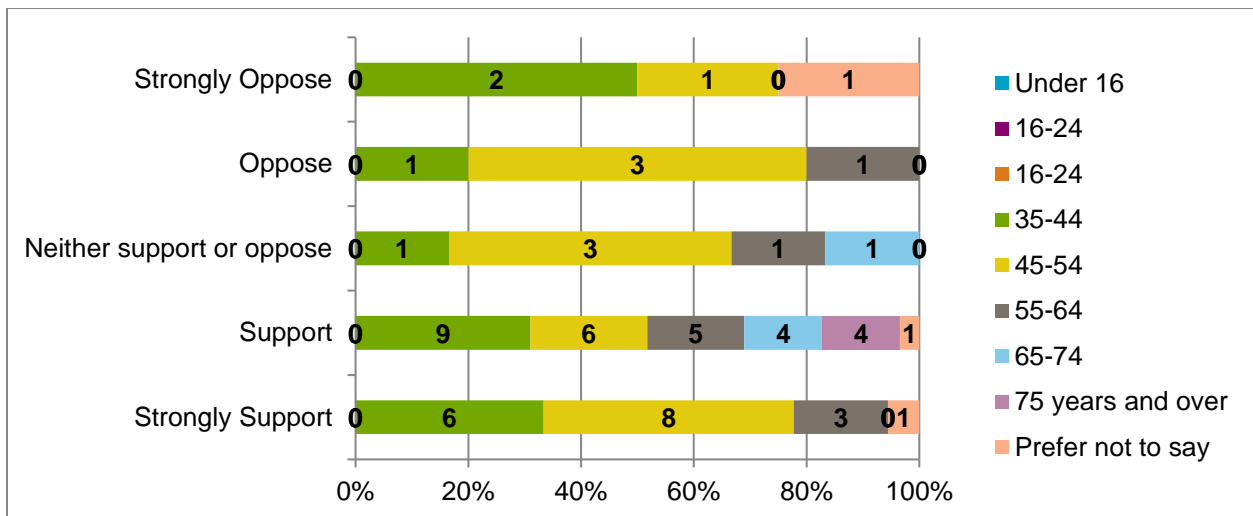


6.4 Demographics of Support for Proposals

Levels of support for Roseburn Park proposals by gender

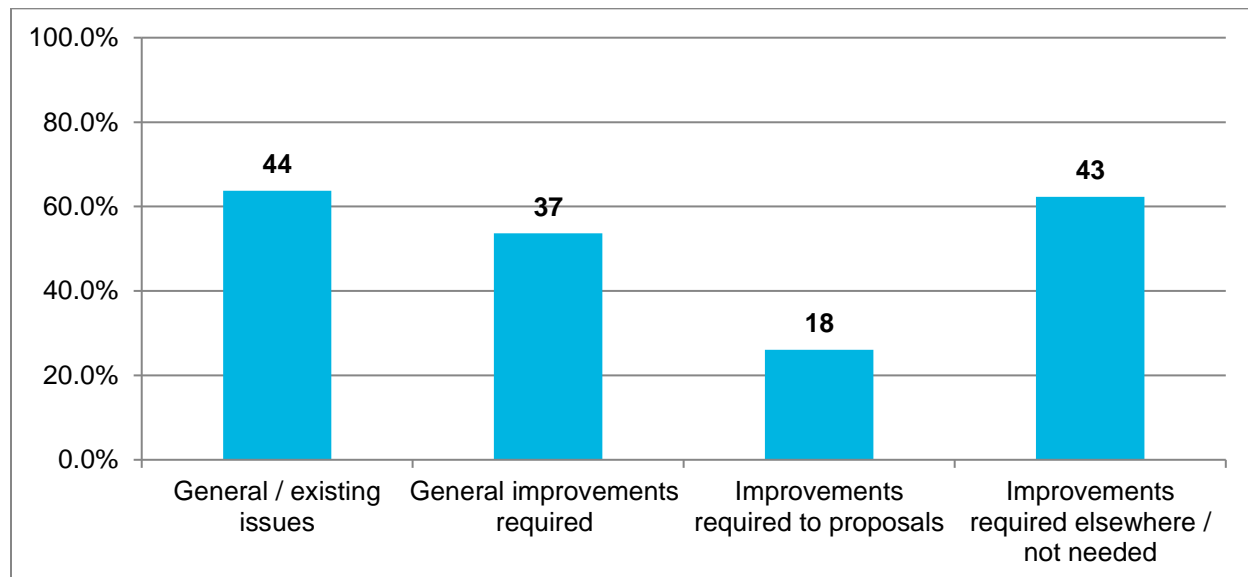


Levels of support for Roseburn Park proposals by age



6.5 Online Survey - Key Issues

Key issues of concern – Online survey



6.5.1 Key Improvements Required

62 (89.9%) of the survey respondents had comments on the proposals. The key issues raised are shown below.

Key Improvements Required – General (20 responses, 29.0%)

1. Concerns that the short length of white line segregation would be ineffective (3)
2. White line segregation is unnecessary (3)
3. Tactile paving causes a slip hazard to cyclists (3)
4. Additional/alternative measures required to change cycle behaviour (3)
5. Improved solution required (2)
6. Full segregation is required (1)
7. White line segregation should be applied along the whole route (1)
8. Different coloured surfacing should be used on the cycle path and footpath (1)
9. Path should be widened if it is to be segregated by white lining (1)
10. Positioning of lighting columns may need to be adjusted (1)
11. New or improved street furniture/pavilion should be provided (1)

6.5.2 Other Key Issues

Some of the other key issues highlighted throughout the survey are shown below.

Key responses – General / existing issues (67 responses, 97.1%)

1. Conflict between pedestrians and cyclists (26)
2. Existing conditions could be made safer (14)
3. Cycling behaviours (6)
4. Visibility (6)
5. No existing issues (3)

Key responses – General improvements required (40 responses, 58.0%)

1. Enhanced active travel network / infrastructure required (23)
2. Safer environment for all users (10)
3. Transport Mode Prioritisation (4)

Key responses – Improvements required elsewhere / not needed (46 responses, 66.7%)

1. Walking and cycling facilities (26)
2. No improvements required / sufficient provision already (5)
3. Surfacing (4)
4. Other issues (11)

6.6 Preferred Mode of Travel

When asked about their preferred mode of travel if you had the choice: 63.8% of survey respondents stated that they currently used active travel means to get to their place of work or study, with 33.3% saying that they currently walk and 49.3% saying that they currently cycle.

75.4% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. 81.2% 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 conditions for cyclists (8)
2. Too far to travel by active travel mode (7)
3. Poor infrastructure for cyclists (4)
4. Volume of traffic (3)
5. Air pollution (3)

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

7 Consultation Summary

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

The most common issue raised during the stakeholder consultations was concerns about conflicts between cyclists and pedestrians on the path. Improvements required to markings on the path, concerns about the conflict point at the entrance to/exit from Murrayfield Ice Rink, concerns about cycle speeds and concerns about lighting were other issues that were raised at this stage of the consultation process.

During the public consultations, the most common issues that were raised were concerns about conflicts between cyclists and pedestrians on the path and concerns about conflicts on the path between cyclists and pedestrians.

In the online survey, 76.8% of survey respondents were either strongly supportive or supportive of the proposals, with 8.7% of respondents being neutral and 14.5% opposing or strongly opposing the proposals.

37.7% of survey respondents mentioned that there are currently conflicts between pedestrians and cyclists in the area. The primary reasons that survey respondents gave for not walking or cycling in Edinburgh were poor conditions for cyclists, distances that they have to travel and poor infrastructure for cyclists.

29.0% of survey respondents stated that improvements/modifications to the existing proposals are required. The most common responses were as follows:

- Concerns that the short length of white line segregation would be ineffective;
- White line segregation is unnecessary;
- Tactile paving causes a slip hazard to cyclists;
- Additional/alternative measures required to change cycle behaviour.

7.1 Design changes based on consultation

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

Changes to be included:

There are no changes that shall be made to the current proposals. However, this is a 3 month trial and we shall evaluate its effectiveness and reopen the consultation for further feedback before proposing a permanent solution.

Appendix A - Full List of Stakeholder Consultation Comments

Roseburn Park – Stakeholder Comments

Date	Organisation Type	Comment	Council Response
2016.10.13	Friends of Roseburn Park	<p>I had a look at these. They seem great to me. And I am pleased that all the signals are on the path surface and not on signposts.</p> <p>My only thoughts were:</p> <ul style="list-style-type: none"> • The give way road markings '=====' are easy to interpret as the cyclist approaches the central area, but they are less easy to interpret as s/he leaves. • The double dashed lines could be interpreted as 'no entry' and push cyclists to the pedestrian part. If there is space, then '=====', perhaps even with a very short subdivision '==,-----' might be clearer than '=====' (if you see what I mean). • Also, I hope the new lighting – which is a fantastic development – is modern, classy, energy efficient etc. 	<p>We shall alter the design to include a more conventional layout of the give way markings so that cyclists travelling in both directions should use the same side of the path.</p> <p>The new lighting shall conform to the standards set out by the Council's lighting team.</p>
2016.10.24	Murrayfield CC	<ul style="list-style-type: none"> • There is a confusion about who goes where. Have the pedestrians been observed using one side of the path or the other. Certainly in the morning rush hour the primary school children going to Roseburn School will cross the line chosen for bikes. Is a new path being laid suitable for each mode of travel? • In the past I do not think that bikes were allowed to be used in the park or along the water side. So why is this invasion being allowed? I have a small amount of sympathy for the cyclists as the main roads are over capacity during rush hours but not otherwise. Could the use of parks and other pedestrian walkways be free of bikes outside rush hour? 	<p>The proposed positioning of cyclists on the path is to address the reported collision and conflict points where the path turns the corners around the park buildings. These are blind corners so by directing cyclists to the other side of the path the most dangerous and common conflict points are mitigated.</p> <p>Cycling has been permitted in Roseburn Park for a number of years. This project is thereby not introducing cycling to the park but rather helping to address some of the issues caused by the number of people wanting to use this space in different ways.</p>
2016.11.15	Friends of Roseburn Park	<p>I was perusing the survey we carried out in April with residents and I noticed something that I should bring to your attention, regarding the western-most entrance to the Park. We consulted on road markings for pedestrians and cyclists over the entrance to the ice rink here, which has long been a bone of contention, car drivers being a bit of a danger at this point. In the attached survey you can see the score for "Road marking at ice rink entrance bridge to warn of walkers and cyclists" was quite high.</p> <p>Is this something you might add to your "to-do" list?</p>	<p>This issue is known to the council and is due to be addressed in separate forthcoming project.</p>

2016.11. Living
18 Streets

We would...like to make a number of points of principle:

Space:

1. An increase (or no net loss) of pedestrian space.
2. Footways meet recommended widths.
3. Conflicts with cyclists are avoided, with dedicated and well-defined space provided for pedestrians (including separated 'tiger' crossings).

Crossings:

4. Junctions make foot crossing easier by being raised, with radii of corners and widths minimised
5. In busier areas, controlled crossings are provided in convenient places, with acceptable waiting and crossing times.
6. Pedestrian priority is made clear at all the key crossing points of the cycle routes, eg with continuous footways across side streets at junctions.

Equalities:

7. The design incorporates features to assist people with disabilities, including dropped kerbs (where continuous footways are not feasible), seating and tactile paving.

Public realm:

8. The footway is made free from clutter.
9. Guardrails are avoided / removed.

Impact of traffic:

10. If the area is a residential or shopping street or busy pedestrian route the speed is 20mph and the design helps to achieve this speed
11. The level of parking and access to motor vehicles is appropriate and does not dominate the space.

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

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

This design confirms with the ideals that Living Streets proposes, with segregated solutions proposed which aim to address potential conflicts between path users and give priority to pedestrians.

Developing a strategic approach to walking is an action within the active travel action plan.

2017.02. Paths for all I am writing in response to the consultation on active travel improvements. Paths for All 24 welcome the opportunity to respond to this consultation. As we do not have the necessary local knowledge we are not able to give detailed comments but we do support the proposals to improve opportunities for active travel.

The Council fully recognises the benefits of walking and in all its active travel projects is seeking to improve conditions of walking. Indeed, this scheme is aimed at reducing potential conflicts for path users so that it is a friendlier environment for walking and cycling.

Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland. Active Travel is about improving quality of life and quality of place.

There is a risk that active travel work focusses too much on cycling - walking must be emphasised as it is ideal for shorter trips and walking forms part of much public transport use – walking to and from buses, trams and trains. Walking is key to getting more people choosing to not use the car.

2017.02. Spokes We support the proposals when taken with the further clarifications provided to me in your 10 recent email and, in particular, that:

- The proposed give way lines will be advisory and that there will be no question of cyclists having to dismount:
- The proposed 3m buff coloured surfacing will not include "tram line" style paving slabs.

As the changes will be introduced for a temporary 3 month period in the first instance, to allow consultation with the Friends of Roseburn Park, we would be grateful if you could also consult at this stage with ourselves and the Roseburn Cycle Route Support Group (contact Rosie Bell - see email address above).

In the longer term, particularly if there is an increase in cycling in the park leading to concerns about conflicts with other users, we think that serious consideration should be given to extending the East - West cycle path along the Corstorphine Rd to Riversdale Crescent to allow commuting cyclists travelling to Corstorphine and Balgreen to have a protected cycle lane without cycling through the park. This would reduce pressure on the park although it should still be available to those wish to use it for leisure and family cycling journeys.

I can confirm that:

- the give way markings are advisory and cyclists will not be asked to dismount
- the buff surfacing shall not have "tram line" style paving slabs.
- We shall include Spokes in the consultation after the 3mth trial
- Monitoring levels of cycle usage is continually undertaken by automatic counters across the city. This data is fed into in our assessment of route development and priorities.

2016.09. Murrayfield Spoke about Murrayfield Wanderers proposals for Roseburn Park. We confirm that the Council is aware of the Murrayfield Wanderers proposals. 21 Wanderers

- 2016.09.22 Friends of Roseburn Park
- Concerns that segregation of cyclists might increase cyclists speed along paths;
 - A key period of conflict on the paths occur before and after school hours when children are going to and from Roseburn Primary School;
 - Landslip and path closures further along the Water of Leith Walkway are significant issues that prevent people from using Roseburn Park;
 - There is a significantly higher percentage of senior citizens within the vicinity of the park compared to the rest of Edinburgh;
 - There were concerns that low hanging tree branches may be an issue,
 - Lighting along the main park path, particularly at the old toilet block and changing rooms, is an issue.

The 3mth trial shall be evaluated with feedback form the Friends of the park, and others, concerning whether the segregation has been beneficial.
Addressing the landslip along the Water of Leith is beyond the scope of this project and sits outside the work of the active travel team.
We have raised the potential issue of low hanging branches with the relevant Council departments.
This project should address the lighting issues that you raise.

Appendix B - Full List of Public Consultation Comments

Roseburn Park – Public Comments

Date	Organisation Type	Comment	Council Response
2016.10.04	Local Resident	<ul style="list-style-type: none"> • Cyclists already tear along the paths without any due care or attention to pedestrians/animals. I like the idea of a 3 month trial, how will this be measured and can some electronic slow sign be added so that cyclists are reminded to slow down, I think some of them THINK they are Sir Chris Hoy! Lighting also needs to be looked at, I am in the park late and there are not enough lights in the park to keep users safe, especially as cyclists seem to come out of nowhere. 	At the end of the 3-month trial we shall re-open the consultation and contact all people who have expressed an interest about being kept informed (and have provided contact details). People can then share their views.
2016.10.04	Local Resident	<ul style="list-style-type: none"> • It's unfortunate that the A8 separated cycle route has been blocked, I guess the hope is to drive all the cycle traffic through the park instead. (Lucky shopkeepers!) In my experience speeds are a lot higher when there is a side set apart for cyclists to use. But may as well try it! 	
2016.10.04	Local Resident	<ul style="list-style-type: none"> • Although not fool proof, the split on the Meadows works pretty well and that sees a high volume of cycling and pedestrian traffic. As more people come to cycling and Roseburn park remains a key through route, are separated and distinct space for both cyclists and pedestrians could be beneficial to both. 	
2016.10.04	Local Resident	<ul style="list-style-type: none"> • Since dogs are unlikely to observe the markings, perhaps we could have signage to ask owners that dogs be kept on leads whilst on the paths. As a cyclist, I would not be happy giving way for an animal. I am more often a pedestrian in the park than a cyclist and have NEVER had any problems with cyclists going too fast. I have however, been harassed by plenty of dogs running and jumping up on me – I even had a sandwich stolen by a greyhound once!! Is there any evidence of cyclists going too fast? Any accidents? 	We have had feedback about conflicts between people on bikes and on foot, hence the proposed interventions. We have a separate trial scheme (at another location in Edinburgh) addressing many path use issues. This shall include interaction with dog walking. The outcomes of this trial will be used to inform our approach in places like Roseburn Park.
2016.10.18	Local Resident	In June this year I was knocked off my bike by an articulated truck at the traffic lights in Roseburn. Although this looks like a nice route for those coming into town from the south side of the main road I am concerned that this is not going to be helpful to those of us from the north side. Have plans for improvements to the Corstorphine road in Roseburn now been shelved entirely?	There are no current schemes to make changes to Corstorphine Road for cycling.
2016.10.18	Local Resident	<ul style="list-style-type: none"> • I wish to object in the strongest terms that this leaflet attached is misleading and should be withdrawn immediately. The route clearly shows the exit to Roseburn Place and onward. • The Council continues to be in favour Route A which is along Roseburn Gardens and Roseburn Terrace. This will certainly not be a quiet route! 	The leaflet only indicates where the interventions within the park shall be. It also shows the <u>existing</u> alignment of QuietRoute 8, as it is currently signed. The leaflet does not, in any way, reflect the decisions being taken toward to proposed cycle link through

	<p>We have continued to argue that there should be a joined up approach to all traffic around the A8, Pedestrians, cyclist and vehicle. We would support the route through the park but the Council Must clarify their plans and not mislead us.</p> <ul style="list-style-type: none"> • Since this is not the intended please recall all leaflets. 	Roseburn and the A8.	
2016.10.18	Local Resident	<p>We support QuietRoute 8, Roseburn Park Walk and Cycle Link as this may save the businesses in Roseburn and save traffic congestion and therefore more pollution.</p>	
2016.10.20	Local Resident	<ul style="list-style-type: none"> • I live on the proposed route from Roseburn Park to Haymarket. The road that the route goes on (Roseburn Place) is going to be a problem. • Traffic of all sizes (Lorries, private buses, trade vans - white van man vans, taxi's and cars) use Roseburn Place as 'Rat run' from Russell Road to Corstorphine Road. What will you do? If the cycle path goes on this road there will be accidents. The is far too much traffic and it goes far too fast - even though there are traffic calm measures. The bumps are useless in reducing the speed of the vehicles. Most of the traffic use the road to get (as above) from Russell Road to Corstorphine Road and avoid the lights at Roseburn St. Some even think it is one way (going west) and cut the corner up Roseburn Gardens. • The solutions are to make the lights at Roseburn St much longer so drivers know it will clear the traffic from Russell Rd to remove the need to speed down Roseburn Place. Put proper traffic calming measures in to actually reduce the speed of the vehicles. • And/or make Roseburn Place one-way going east so it is impossible for traffic to race down Roseburn Place up Roseburn Gardens and on to the main road. • Also, change the parking arrangements; part time parking permits for residents (7am - 10am and 4:30pm - 6:30pm) so there is less risk of cyclists colliding with people pulling out/parking cars as Roseburn is used as a carpark for town as it's the nearest point to the centre to park without charge. 	<p>This scheme is only focused on improving conditions in Roseburn Park. Issues on Roseburn Place shall be considered in larger City Centre West East cycle Link scheme.</p>
2016.10.21	Local Resident	<ul style="list-style-type: none"> • Quiet Route 8 is far more sensible than the current proposal A to take away the bus lanes & having cyclists go along Roseburn Terrace & thence to Haymarket. It is away from the major traffic route into town & almost removed from the resultant pollution 	
2016.10.21	Local Resident	<ul style="list-style-type: none"> • I support the proposals for QuietRoute 8 in so far as they go, but what's not clear to me is how they relate to the earlier proposals to redevelop the Roseburn junction. Do they replace them? Or do they supplement them? • If they supplement them then I think further discussion needs to take place on how the two proposals are linked. It strikes me that there is potentially some duplication of effort here and it would be god to see an overall plan. 	<p>The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.</p>
2016.10.23	Local Resident	<ul style="list-style-type: none"> • I thank you for the illustrated leaflet about the Roseburn Park Walk and Cycle Link. I approve of it and once the "flood defences" are completed I am sure the final plans will be excellent and not expensive. • It is particularly pleasing that this Cycle Link will stop the extraordinary proposal to construct cycle lanes on Roseburn Street. That issue has been on the table for years and I see that the shop on Roseburn Street is supporting 'Option B', presumably this proposal to extend to Haymarket. I have twice written to express my opposition to the narrowing of a busy, direct, thoroughfare from Glasgow and the airport for a small number 	<p>The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.</p>

of cyclists.

2016.10.24	Local Resident	<ul style="list-style-type: none">• After reading the information over the last few months on the project of the cycle way I like the Quiet route 8. This seems much safer for both cycle and road users.• ? I live in Roseburn place how will this affect us?• But still would rather have this than on the main road as the traffic is terrible at all times of the day and would only get much worse if the cycle lane is put on Roseburn terrace.	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link. The proposed change will not have any direct impact on Roseburn Place.
2016.10.28	Local Resident	<ul style="list-style-type: none">• I have lived in Ormidale Terrace for 34 years and during this time used Roseburn Park to push prams, train puppies, walk toddlers, small children, dogs, and grannies.• It is a delightful green space where children and dogs can have (supervised) freedom to run and play.• Last week I walked through the park and was nearly mown down once and shouted at a second time by cyclists in a hurry.• It seems to me that a “quiet route” will encourage speeding, as was evident last week and that cyclists need a dedicated fenced track in places where there is free play and running around.• I stopped walking my dog on the cycle track on the viaduct for this reason and the path along the Water of Leith can be hazardous too, fortunately the cyclists don't get up too much speed there, but they can be pretty stropopy!	The QuietRoute has been signed through the park for several years. This scheme is intended to address the issues that you have raised and make the park a friendly environment for all path users.
2016.11.16	Local Resident	<ul style="list-style-type: none">• I'm all for improving cycling routes but have my doubts that such a stop start cycle route is required when the bus lanes are faster and more direct.• My one main concern with your attempt to increase cycling through the park is that the park is used regularly with children from Roseburn primary and is a main route to and from school for a lot of kids. Already you have cyclists travelling far too fast and ringing bells at children, I find the bell ringing particularly ineffective for the youngest of kids as it usually spooks them into moving in a direction without looking. The children are walking, running, on their bikes and scooters, they're kids, they're forgetful, they'll cross the different coloured surface without noticing. They also have bikes so will be on the cycle path also.• If you don't have something to curtail the cyclists speed there will be accidents. You have to somehow have the cyclists acknowledge that although there is a cycle path, it's a park used by kids and they need to slow down and be patient. This isn't a route a cyclist should be using if they are in a hurry at a time coinciding with the school run.	This scheme is intended to address the issues that you have raised and make the park a friendly environment for all path users. It shall be for a trial 3 month period after which we shall reopen the consultation and evaluate peoples view on how effective it has been and whether any other changes are required.
2016.11.16	Local Resident	<ul style="list-style-type: none">• Hello I use this path daily with my children going to Roseburn school, there is only one path in each direction. I have witnessed three encounters where cyclists have yelled at children getting in their way. One occasion a lady ran in to a child knocking her over, fortunately the child was not seriously injured but the cyclists kept saying 'I rang my bell' you should have got out of the way! These are care free kids hunting Pokémon Go and larking around in a safe environment whilst going to school.• With the introductions of lanes, this will mean cyclists may speed up faster and expect everyone to move out of their way, currently the majority of cyclists do slow down, however with an increase in traffic, I fear it is only a matter of time until a series collision occurs.	This scheme is intended to address the issues that you have raised and make the park a friendly environment for all path users. It shall be for a trial 3 month period after which we shall reopen the consultation and evaluate peoples view on how effective it has been and whether any other changes are required. Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved.

2016.11.20	Unknown	I think this is rather naive thinking by the councillors. The cyclists that do not currently take care around the blind spot are not going to be affected by signs. The UK has a serious problem with the number of pointless and often ridiculous signs all over the place. It's ugly and serves very little point except perhaps to allow some planner to tick a box that says 'we did something'. People take the path of least resistance and that premise is what needs to be borne in mind when considering the issue of cycling in the park.	The changes suggested only involve ground markings. This was to avoid cluttering the park with signs. This ground marking approach has received positive feedback when implemented in locations such as the Meadows and on the Roseburn Railway Path in Craighleith.
2016.11.20	Unknown	Cyclists can use the road which has a bus lane if they want to be speedy. Splitting the path encourages the view that the cyclists have priority over a relatively short distance in a park used by all ages. To suggest it is only dogs and toddlers who are at risk ignores the use of the park by all ages to access the school, doctors, ice rink and general movement of people each day. Keep it as a shared path and educate the wheel driven users to be mindful of that.	Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved. The scheme is only a trial and we shall evaluate the results and re-consult before implementing a more permanent solution.
2017.01.19	Local Resident	<ul style="list-style-type: none"> • As a long term resident of Murrayfield I am very much in favour of the quiet route 8. • It is imperative that the main road through the Roseburn shops does not become even more congested. • It is also most important that our local shops maintain their businesses which are vital to the community. 	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.
2017.01.20	Local Resident	I'm against the quietroute 8 as I'm worried walkers will be at risk as cyclists travel too quickly! Surely, cyclists should use the roads. Re children cycling, they can cycle safely in the park already. I believe you are looking at ways to spend money unnecessarily.	The QuietRoute has been signed through the park for several years. This scheme is intended to address the issues that you have raised and make the park a friendly environment for all path users. In depth research indicates that the key barrier to more people cycling is the having to use busy roads. The QuietRoutes network aims to address by providing routes that use low traffic roads, segregated cycleways and off road paths.
2017.01.25	Local Resident	<ul style="list-style-type: none"> • Thanks for the consultation on this. Roseburn Park is a very useful cycle route, connecting to the Water of Leith Path and QR9, and close to the start of the North Edinburgh path network. • It is more suitable for 'quieter' cyclists, since it is in a Park, hence shared with pedestrians, joggers etc. • I would like to see eventually the proposed East-West route extended westwards along Corstorphine Rd to accommodate faster cyclists. 	
2017.01.30	Local Resident	• This is the best option. safer for cyclists - not on the main road and also better for the shops on Roseburn Terrace as cars will be able to park outside and people will be able to do some shopping.	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.
2017.02.21	Local Resident	<ul style="list-style-type: none"> • I write in firm support of these proposals. It makes good sense to use as many off road opportunities for cyclists in the city. This cycle link will be much safer for us all than the proposed cycle lane through Roseburn Terrace, which is a major, congested and dangerous road. • I for one would not like to cycle even along a dedicated cycle lane on Roseburn Terrace, with, buses and lorries, fire engines, ambulances and police cars, beside me in a narrow space, not to mention parked lorries unloading to local shops. They have few alternative routes if any, while cyclists can have a much safer and healthier way via Roseburn Park. 	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.

Appendix C Full List of Online Survey Text Comments

Online Survey – Support for Improving Cycling Conditions

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	more safe routes	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
2	Strongly support		
3	Strongly support	I am a regular user of this route and would like it to be as cycle friendly as possible.	
5	Strongly support	This is a key route for me and my children moving east to west.	
6	Strongly support	Increased cycling promotes several desired objectives: less road congestion and associated pollution, healthy exercise countering obesity, opportunities for family recreation. Therefore I practise and support it.	
7	Strongly support	I support the aim of improving cycling conditions in Roseburn Park because, if Edinburgh is serious about meeting stated targets for number of journeys by bike, improvements to individual sections of the network as well as its expansion will be needed. At present, Roseburn provides a quiet, pleasant section of Quiet Route 8 but there is scope for improvement in places.	
8	Strongly support	Regular user of paths here	
11	Strongly support	Roseburn Park is a key link in the cycle network between NEPN, cycle path to Gyle etc and needs to be safe for all users. This will be even more important once the EW cycle link is built.	
13	Strongly support	I cycle through the park very often and a dedicated cycle path would stop pedestrians and cyclists sharing the same path. I also use it as a pedestrian so I can see the benefits from that perspective to	
14	Strongly	The park has wide enough paths to allow walking and cycling currently, but any improvements here	

	support	would be of benefit to both, so naturally I strongly support that, its a bit of a loaded question to be honest, but that's the honest answer.	
15	Strongly support		<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
17	Strongly support	Yes - I commute by bike every day to Corstorphine from Leith (using the cycle path network). I was very much in favour of the protected cycle lane that was originally proposed as the road section between the end of the cycle path on Russell Road and the park at Roseburn is incredibly dangerous. I have personally been knocked down by a car there when I was cycling with right of way. There needs to be a fully protected lane.	
19	Strongly support		
21	Strongly support	I am all for supporting cycling and admire what is there and hope that you will listen to the people and continue round park and leave OUT Roseburn main road.	
22	Strongly support	encourage more cycling, and safely with walkers and children	
24	Strongly support	Both myself and kids cycle to Roseburn School through the park Monday to Friday then cycle there and back on a Saturday to play football.	
27	Strongly support		
30	Strongly support	Cyclists need a safer route other than the main artery out of/into Edinburgh City Centre	
31	Strongly support	It is a much better idea to take cyclists off the main roads, which are dangerous because of traffic and large pot holes, and place cyclists on quieter routes. Safety will encourage more people to cycle.	
35	Strongly support	I'm a cyclist, and also a parent who has seen his own children harassed by inconsiderate cyclists who don't slow down	
37	Strongly support	I cycle and want my daughter to feel safe cycling too.	
38	Strongly support		
39	Strongly support	It is a valuable part of quiet route cycling to the west from central Edinburgh. I use it a lot.	
46	Strongly support	I like the idea of segregated cycle and pedestrian walk areas - it will stop the older generation of cycle haters in particular moaning about cyclists who they think travel at speed even though they don't.	
49	Strongly	It would be good to separate cyclists and pedestrians particularly around the path t-junction at the	

	support	cricket clubhouse, where visibility is poor and there are near misses between cyclists and pedestrians.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
51	Strongly support	Great idea to make it safer for walkers and cyclists and remove any antagonism	
55	Strongly support	Until you make the roads safe for cycling alternative routes like Roseburn Park are a must do	
56	Strongly support	To encourage active transport by reducing perception of risk	
57	Strongly support	We need more space for people and less emphasis on cars. Edinburgh has a chronic air pollution problem and the only way to solve it is to reduce the number of motor vehicles coming into the city.	
58	Strongly support	Quick and safe route to cycle instead of taking the bus	
59	Strongly support	This is an off-road section of the council's designated quiet routes network, so should be well used by people on bikes.	
60	Strongly support	It is part of a safe East West route in the city - especially for children	
61	Strongly support	I cycle through Roseburn Park going to and from work every week day. I value the park as a special shared space and I am keen to see this park improved for all users.	
62	Strongly support	Creating a connected cycling network across Edinburgh that is safe for cyclists and will encourage everyone (including children, women and elderly people) to cycle will reduce congestion, improve air conditions, improve public health, and make for a happier city. Even if some people don't know the evidence and claim the opposite...	
63	Strongly support	Need to encourage people to walk/cycle. Better cycle infrastructure will help achieve this.	
64	Strongly support	I like the proposal to segregate walkers and cyclists - it will stop the grey brigade moaning about cyclists.	
66	Strongly support	Essential to encourage more people to take up active travel. The main road is extremely busy with fast moving traffic and therefore too dangerous for all the the hardiest of cyclists to contemplate using.	
67	Strongly support	The current pedestrian and cycle environment in Roseburn Park encourages conflict, as it is a highly used through-route with blind turns, low lighting, and mixing of pedestrians and cycles.	
68	Strongly support	I believe that better and safer cycle routes in Edinburgh are an absolute necessity. I am a novice cyclist, and would like to get around Edinburgh more easily, but often the lack of infrastructure prevents me from exploring further, or to areas which aren't linked by cycle paths.	
69	Strongly support	Currently Roseburn Park is a key part of quiet routes 8 & 9 which take a mixture of commuter and leisure riders. For the council to hit its aspirations for increased cycle use it must ensure the section in	

		Roseburn Park works for cycling.	
4	Support	I cycle through the park on my route to and from work. It's poorly-lit and many pedestrians incorrectly believe cyclists shouldn't be there.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
9	Support	We strongly oppose the imposition of cycle tracks in front of shops in Roseburn which would cause huge congestion and pollution and loss of jobs. This is better alternative.	
10	Support	Keeps cycles off the main road. Would encourage children to cycle in a safe environment	
12	Support	I walk through Roseburn Park and would quite like not to be worried by being run down. I am strongly opposed to the idea of creating a dedicated cycle lane on the main Glasgow Road, which would make a bottle neck even worse and destroy the local businesses	
18	Support	I agree with the fact that the cycling track needs to be improved as there have been collisions with pedestrians. Looking at your proposed plans, I agree with the addition of the give way marks, the buff surfacing, and the addition of the planter. However, it strikes me that one key problem area is not being addressed enough. The southern corner of the most northern hut (top right) in that area sticks out into the path. While having the cycling part of the path on the other side of the path from that hut increases vision, vision would be far better if the path was straighter at that point. The path could be straightened, taking off the top corner of that part of the park and adding grass where the path currently sits by the hut and the Water of Leith fence for that small area. This would make the path a lot safer.	
23	Support	There are many cyclists who use the park and it makes sense to give them good information about the shared path to reduce the risk of incidents. Cyclists, like all vehicles, should recognise that their speed may be a risk to other park users and travel at an appropriate speed for the time of day, conditions and other park users they see.	
26	Support	I don't cycle in the park but would think it good to help cyclists. My priority would be facilities for children (i.e. playground)	
28	Support	Split paths for cyclists and pedestrians would help things. The exit onto the main road by the ice rink is a bit sketchy with the cars pulling in and out.	
29	Support	This is a Quiet Route and is a safe route through the Park for cyclists. The proposals aim to try to segregate pedestrians and cyclists at 'pinch points' and known 'black spots' for collisions.	
32	Support	This is taking too long	
41	Support	Although I don't cycle regularly in this area, I run a business and quite a few of my guests have commented on the cycle paths in the area; I support the improvements in this area as a small business owner, with a love of the environment and a desire to see the paths made safer for those who wish to cycle here.	
43	Support	I think very marginal changes would help make cycling conditions better - I cycle and walk there, myself.	

44	Support	So long as there is a divided path for cyclist and walkers which include children, elderly folk and dog walkers I support the aim of improving the cycling conditions, and those on cycles are encouraged to use bells on their bikes allowing for people with children and elderly folk to be forewarned of their approach to avoid accidents, and a reasonable speed too.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
45	Support	Roseburn park is already had good cycling conditions	
47	Support	Any improvement to existing cycling lane in the Park is desired. In particular the slowing down of the cyclists using it!	
48	Support	It is a safer Route than the ill planned Route through Roseburn.	
52	Support	A useful connection between other path networks	
53	Support		
65	Support	Good to improve cycling conditions and minimise amount bikes impinge on pedestrians & those using the park. The park is a good link to the cycle routes to the W & SW, but it would be better if there were another route around the park or separate route for bikes through the park. Mostly it works ok at present.	
16	Neither support or oppose		
34	Neither support or oppose	If fast cycling is permitted it should not be allowed to share the same space as pedestrians where space is limited (as in this case)	
36	Neither support or oppose	As a cyclist with a 9 year old child, I have frequently used the path through Roseburn Park, enroute from home in Roseburn to play in the park, to the ice rink, to Saughton Park via the river or to the Playground on the south side, near the stadium. Apart from the blind corner beside the Old Armoury, which requires common sense, I cannot see much need for cycling improvements.	
42	Neither support or oppose	I am in favour of safe routes for cyclists but am also keen to preserve the park for use by children and the elderly and so I have my reservations about the scheme but am not completely against it, hence my answer.	
20	Oppose	The park is somewhere for children to play, exercise dogs and people. In my experience the cyclists racing through the park make this dangerous for all. You can't hear them coming until they yell at you. The cycle paths would need to be fenced off from the rest of the park	
25	Oppose	By giving cyclists an exclusive lane, they will be less inclined to slow down as they pass people and will not be mindful of some of the other less predictable path users such as children and dogs	

33	Oppose	You are taking parking facilities and bus lanes away from Roseburn Terrace. This will have a huge impact on the local community.	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.
40	Oppose	Not required, given that a new, segregated cycle lane is being built along the main road, parallel to the proposals.	
50	Strongly oppose	There's no money for fripperies like this.	
54	Strongly oppose	Why are we spending money on this when we are cutting homeless services? It's shocking.	

Online Survey – Support for Improving Walking Conditions

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	some paths require resurfacing	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
2	Strongly support		
3	Strongly support	The park should be a good place for walking	
5	Strongly support	Parks are places for people to walk and enjoy the outdoors. A fresh approach to this is needed in Roseburn Park- it is a bit old fashioned	
6	Strongly support	Increased walking promotes several desired objectives: less road congestion and associated pollution, healthy exercise countering obesity, opportunities for family recreation. Therefore I practise and support it. Edinburgh is fortunate that its size, layout and open spaces allow more than average numbers to walk as part of their everyday journeys. This should be encouraged and made attractive. Though I normally cycle in the area under discussion I agree that if there is conflict it should be addressed.	
7	Strongly support	Please see answer to previous question.	
8	Strongly support	Makes park attractive environment	
11	Strongly support		
14	Strongly support	as I said before, there is enough room for walking and cycling currently, but any benefits and improvements would be for cyclists too, again a quite loaded question, and an honest answer.	
19	Strongly support		
21	Strongly support	Roseburn Park is heart of our community in Murrayfield and Roseburn so happy to see it improve	
22	Strongly support	safety	
24	Strongly support	As a family we spend a lot of time at Roseburn Park and look forward to the flood defence work finishing with hopefully improved pathways.	
27	Strongly support		
30	Strongly support	An improved route for dog walkers/runners/cyclists will encourage them off the main road into/out of Edinburgh. The Council neglects to regularly clear the roadsides; as a walker along the main road, it's hard to dodge those buses/taxis on the inside lane when there's been a torrential downpour, and the result is a good soaking.	

35	Strongly support	See previous	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
37	Strongly support	It should be a nice park for people to enjoy.	
38	Strongly support		
39	Strongly support	Walking is very important and can better coexist with bikes than cars.	
49	Strongly support	See the comments for the cycling conditions, you can't really divide cycling and walking as issues.	
51	Strongly support	I am a regular walker and the conditions are pretty poor in the park.	
55	Strongly support	There is absolutely no reason that cycling and walking can't happily co-exist is the same space of everyone behaves responsibly.	
56	Strongly support	To make conditions for walking as pleasant as possible	
57	Strongly support	Same as last	
59	Strongly support	This is a centrally located park and green space, improving lighting will make the area feel safer at night	
60	Strongly support	Not so many parks in that part of Edinburgh	
61	Strongly support	See my last answer. I'm keen to see this space improved for all users.	
62	Strongly support	Same reasons as for cycling; active travel makes for a better city, and cycling and walking should both be encouraged (although currently cycling infrastructure is more sparse than walking infrastructure).	
63	Strongly support	See last comment	
64	Strongly support		
66	Strongly support	Essential to encourage more people to take up active travel, whether this be cycling or walking (& running), proper provision must be made so that people cycling and walking can do so without coming into conflict with each other	
67	Strongly support	The current environment encourages conflict between pedestrians and cycles	
69	Strongly support	Gets people active.	
9	Strongly support	Any improvement to assist walkers is a good idea.	
23	Strongly support	The majority of park users are on foot and should therefore be the focus of any improvements. Giving cyclists a "dedicated" lane will not be beneficial to young kids and dog walkers since they will encourage the speedy cyclists to use this as a fast lane. The bus lane on Corstorphine Road is there for fast cyclists, park users should expect to go slowly due to the shared nature of the facilities.	
26	Strongly support	Paths are terrible	
29	Strongly support	The Park is frequently used by pedestrians and those walking dogs or pushing prams/buggies. It is a major open	

		space in this part of Edinburgh.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
43	Strongly support	I think walkers should take priority. It is a Park, more than a thoroughfare for cyclists	
48	Strongly support	As a Pensioner living in one of the three Retirement complexes nearby, who hugely enjoys the Park, I think clear demarcations lines from cyclists essential for our safety	
42	Strongly support	I believe that children and the elderly should feel safe walking in the park. It is and should continue to be primarily a recreational space. It is a route to the local primary school and is close to several homes for the elderly (3 that I know of).	
20	Strongly support	Living in a city it is important to have somewhere where people can stroll, children can run around and dogs can run free under control. Not possible with bikes tearing through	
13	Support	I think some separation between cyclists and pedestrians would be beneficial especially during the school run in the morning when there is a lot of cyclists and a lot of pedestrians going through the park	
17	Support	All those choosing to walk or cycle instead of using cars should be able to do so safely. I guess there could be improvements to separate walkers and cyclists by demarcating the paths with paint lines.	
31	Support	It is already easy to walk in the park. The paths are perfectly decent for eg prams and pushchairs. I presume lighting will be improved as part of the flood prevention schemes, e.g. On the new raised section beside the children's playground.	
46	Support	I wouldn't have condescending 'slow down' signs anywhere on this path.	
58	Support	Good ambient with cyclists and walkers end route in cite will increase quality if active travel	
68	Support	I don't know that there are currently any problems with walking conditions in the area, but I do support good infrastructure for pedestrians, too. I think reducing traffic volume and getting more people walking, cycling and using public transport will be better for everyone in the city. I don't think pedestrians and cyclists clash all that much because cyclists move at human speeds, and I think a well-planned cycle path will work well for both pedestrians and cyclists.	
4	Support	Poor lighting makes it feel frightening for walkers after dark. Plus any way to indicate that cyclists are allowed to cycle through the park is welcome.	
10	Support	safer for walkers. less roads to cross	
12	Support	I am more likely to be walking than cycling in Roseburn Park	
18	Support	By implementing the suggestions I made earlier, safety for walkers as well as cyclists would be enhanced.	
28	Support	Paths should be wide enough to support both cyclists and pedestrians.	
32	Support	Far too long	
41	Support	For the same reasons I gave in the previous section.	

44	Support		<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
45	Support		
47	Support	There has to be delineation between cyclists and walkers.	
52	Support		
53	Support		
65	Support	I visit the park a lot & find the walking conditions fine, but improvements are good.	
16	Support	I think that parks are primarily for the use of enjoying the outdoors and outdoor recreation which walking is part of. I do not think a park should be used as means of diverting cycling traffic off the road.	
34	Support	Walking conditions are on the whole good but both pedestrians and slow cyclists could be discouraged if fast cycling takes place	
25	Support	To be able to walk with dog off the lead without worrying about speeding cyclists	
40	Support	Main problem is conflict with cyclists, but this should be reduced once they start using the £9m segregated cycle lane on the main road.	
15	Neither support or oppose		
36	Neither support or oppose	The walking conditions seem to be good already: there are tarmac paths from three or four directions across the park and plenty of grassy areas on which to stroll.	
33	Neither support or oppose	Walking conditions have been fine the last 20 years I have lived in the area?	
50	Neither support or oppose	It probably won't cost much.	
54	Neither support or oppose	Walking conditions are fine.	

Online Survey – Support and Comments on the Proposed Scheme

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
1	Strongly support		
2	Strongly support		
8	Strongly support		
14	Strongly support	I support the design fully.	
19	Strongly support		
22	Strongly support		
27	Strongly support		
30	Strongly support	As outlined in my two detailed answers before.	
35	Strongly support		
37	Strongly support		
51	Strongly support	The only thing I would say is that you can't prevent dogs from straying into the cycle path when walking off he lead. They can't read instructions!	We have a separate trial scheme (at another location in Edinburgh) addressing many path use issues. This shall include interaction with dog walking. The outcomes of this trial will be used to inform our approach in places like Roseburn Park.
56	Strongly support		
60	Strongly support		
61	Strongly support		
62	Strongly support	I agree wholeheartedly with the comments of Spokes: http://www.spokes.org.uk/wp-content/uploads/2013/12/1702-QR8-Roseburn-Park-2nd-consultn-spokes-response.pdf	The Council's response to Spokes is included above.
64	Strongly support	I don't think any humps or bumps should be included in this design.	No bumps or humps are currently proposed
67	Strongly support	The proposed design does not go far enough to separate pedestrians and cycles. Full segregation would be easy to provide within the park at minimal expense, and could be coordinated with widening the existing paths.	The current proposal is a 3 month trial we shall reopen the consultation to get feedback on it. Your proposal will be considered if there is sufficient feedback requesting it.
26	Strongly support	Good	

13	Strongly support		
31	Strongly support	The junction beside the pavilions needs to be thought about carefully of course but no need to do much more than warn everyone of the potential dangers of cycling at speed in that section.	
46	Strongly support		
68	Strongly support	I don't have any personal comments to add to this, but I defer to SPOKES' view and expertise.	The Council's response to Spokes is included above.
15	Strongly support		
3	Support	Visibility around the blind corner is important and the plan seems to address that. Not convinced that paint on the road will ensure the two sides of the route are clear. In the morning rush hour, there are lots of people walking children to school, often 4+ abreast taking up the whole current path. I am not clear that this will deal with that.	
6	Support	I assume there have been complaints from pedestrians that cyclists have been behaving inappropriately. Otherwise you would not waste your time with this consultation and change to the layout. Maybe add notices "Pedestrians have priority" or "Cycle with consideration".	The current proposal is a 3 month trial, we shall reopen the consultation to get feedback on it an assess its effectiveness.
24	Support		
38	Support		
39	Support	There is a blind spot at the former toilet block which should also be addressed. Please dont lay tramline tactile paving as it is slippery and unsettling to cycle over. To be of most practical value, the route need to seamlessly tie into the Roseburn - Leith Walk East West Route and also into the NCN1 from Roseburn. Whilst welcoming this quiet route leisure cycling project, the East - West Route should also continue west along the main road to Corstorphine. Only then will there be significant modal shift be commuters.	The scheme proposes to address this blind spot by directing cyclists to the other side of the path. We shall evaluate how effective this has been after the 3 month trial.
49	Support	Many studies have shown that signage doesn't slow vehicles down, the actual physical environment needs to enforce the behaviours you are seeking to encourage. The planter is a good idea, as it physically changes the blind corner. However, I'm not sure how effective the painted pavement is going to work. I'd also suggest widening the path before splitting it, as I'm not convinced it is wide enough for such segregation.	At 5m wide, the path is considered by the Council to be wide enough for segregation. Elsewhere in Edinburgh, where paths have been segregated with white lines, this has be shown to improve interaction between path users. This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution.
55	Support		
57	Support		
63	Support	No comment	
66	Support		
69	Support	The best solution would be for the E-W City centre route to continue along Corstorphine Road to at least Riversdale Crescent which would take th3 majority of cyclists out of the park and reduce conflict.	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes

			being proposed in the City Centre West East cycle Link.
29	Support	Design appears to solve the issue of being a 'black spot'	
43	Support	I think is far too much. We need only a tiny change to the footpath, not the one proposed.- 30 metres of a white line at the toilet block only, to help separate cyclists and pedestrians at this blind spot. But the additional lighting will be good, too	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate.
48	Support	It would be good if there was some acknowledgement thar elderly people use it too. Perhaps another of the attractive seating/tables near the East entrance, plus an open Pavilion with seating.	This is a 3-month trial and we shall consider suggestions, such as you outline, when we evaluate the scheme after the trial.
20	Support	See before. Separation between cycles and other users. Hate the exercise machines and not sure about made landscaping, mosaics etc. Can people not just walk faster and longer. The machines a target for vandals . Natural landscaping more pleasant.	Outside of the proposed changes to the path, the other issues you note are outside the scope of our scheme.
58	Support		
10	Support		
12	Support		
18	Support	Commented earlier	
28	Support	Seems sensible	
32	Support	Everything looks fine as far as I'm concerned just keep the cycle lanes off roseburn terrace. We older people need our love cal shoes and we don't want to stand in the middle of the road waiting for a bus.	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.
41	Support		
44	Support	So long as there is a divided way for cyclists and walkers, of all ages who use Roseburn Park, and the cyclists are encouraged to use bells and go at a reasonable speed to avoid accidents I would support the proposed design, which includes going along Roseburn Place - a route the Cycle Route along Roseburn Terrace was turned down - why?	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.
45	Support	While the low level planter to remove the blind corner is a good improvement, but the lines and markings seem unnecessary.	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate.
52	Support	The planters are a good idea to improve sight-lines. Although the painting of "Give Way" and other lines legitimises cycling in the park (which is a good thing), is this really a wise use of the limited cycling budget (and limited CEC staff resource) when there are bigger projects to get done? E.g. segregated lanes on Lothian Rd. A better use of the	

		money would be to extend the proposed East-West segregated lanes from Roseburn to as far as Riversdale Cres. so that faster, more confident cyclists can bypass the park entirely. This would also reduce conflict/pressure in the park.	
53	Support		
65	Support	Design is fine. It makes sense to guide people away from blind corners. I do wonder why the cyclist are on the park side (as opposed to river side) as children & dogs are likely to run in front of the bikes on to the field. However, if the diused building were to come into use again, it would be bad to have bikes right up to the door.	There are two blind corners around the buildings on the riverside of the path, hence the cyclists are directed to the park side. The planter will resolve to the blind corner on the park side.
34	Support	I should prefer the separation to be applied over the whole route. However, should small children cycling be in the same lane as fast cyclists?	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution.
36	Support		
33	Support		
59	Neither support or oppose	The idea of delineating separate space for bikes and those walking is good in principal, but I doubt the proposed design will make much difference with such short lengths of paint. I am also unconvinced of the benefit of installing the tactile paving in this location, as there is no real segregation to remark, and it can feel unsafe to cycle across when wet. I like the idea of the low level planters to reduce conflict at the building corner, but unsure what the white spot in the middle of the junction represents? If it us the intention to turn this into a roundabout, I think that is unsuitable for a shared use path in a park	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. The buff surface will take to form of an anti-skid surfacing whether than tactile paving. As such it will less slippery than the rest of the path, even when wet. The white spot represents the existing raised flower bed, which shall be retained.
9	Neither support or oppose		
42	Neither support or oppose	I would like to know the width of space allocated to cyclists and pedestrians.	Along the segregated section the path is roughly 5.5m meters wide. Half of this width shall be given to people on foot and half to people on bikes.
17	Neither support or oppose	The proposed design is simply the status quo. It is the route I currently use and it involves narrow roads with traffic, parked cars, speed bumps and dangerous junctions.	The alterations are a change from the current situation which are designed to address the issues of conflicts and safety for all path users.
47	Neither support or oppose		
40	Neither support or oppose	Not clear why the lamp posts are being replaced.	Many people have highlighted that the current lighting is insufficient and makes some users feel unsafe when using the park at night.
5	Oppose	The painting of lines to separate walkers and cyclists is not ideal. There should be a design led approach to creating a safe cycling and pedestrian environment in areas where there is a need for slow movement. Better approaches are out there!	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate.

7	Oppose	While I strongly support improvements, I do not think the detail shown on sheet number 60512201-SKE-C-WP2-11.6-0102 and in the supporting information is an appropriate response. The supporting information states that "Separating sections of the main paths so that people walking use one side and people cycling use the other". My experience of using paths where this type of separation is included is that, in practice, people do not neatly organize themselves into the sections that they are intended to use. I have concerns regarding this as marking out sections in this way also promotes a sense of ownership and priority, which often translates as inappropriate speed. In short, while this approach is recommended in Cycling by Design, my experience is that the proposed separation is designing in conflict as the theory is sound but behaviour does not necessarily align with it. I welcome the intention to trial this approach for 3 months but have concerns that it may become a permanent feature without review. The use of different surfacing materials to reinforce change of environment, particularly at the junctions, is sensible although care should be taken with alignment of tactiles as sheet number 60512201-SKE-C-WP2-11.6-0102 does suggest that these may be positioned at points where cyclists are changing direction, increasing the likelihood of falls, particularly in less experienced riders. Careful consideration to alignment will be required when these are installed. On a more general point regarding surfacing, the path surface through the park requires attention in places and I hope that this is within the scope of the improvement works.	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate. Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved. The buff surface will take to form of an anti-skid surfacing whether than tactile paving. As such it will less slippery than the rest of the path, even when wet.
21	Oppose	I feel you need to listen to the people and not destroy heart of Roseburn Main Street - why can't you use what is there and not waste millions of pounds	The improvements in this scheme for walking and cycling are to address a known issue in of conflict between path users in the park. They are, as such, independent from the wider changes being proposed in the City Centre West East cycle Link.
4	Oppose	Painting a separation line between the cycle side and pedestrian side is a pointless waste of money, as is painting 'Give Way' lines. Pedestrians will wander all over the cycle side, and cyclists will likely ride on the pedestrian side to avoid glass, puddles, leaf mulch, dog mess and pedestrians blocking the cycle side. You need to have separate walking and cycling paths through the park, with physical separation between them. Ideally, they should be far apart and with differently-coloured surfaces.	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate. Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved.
16	Oppose	I think that making half of the path into a cycle way will encourage excessive cycling speed in an otherwise peaceful place.	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate. Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved.
25	Oppose		
11	Strongly oppose	This is a waste of time and money that could be better used elsewhere in the cycle network. Reports of "conflict" between cyclists/walkers appears to have been exaggerated by those opposed to the EW cycle route. It was reported recently at Murrayfield Community Council that there were no observations of conflict by officers in the park. The overwhelming majority of cyclists are responsible when going through the park. Those who are irresponsible are not	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate. Indeed, this report includes several reported

		likely to be dissuaded by a small amount of paint on the ground.	incidents of such conflicts. Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved.
23	Strongly oppose	I do not believe that giving cyclists a dedicated part of the footpath next to the Water of Leith is the right solution for Roseburn Park. I believe that cyclists should take responsibility for their behaviour and over the relatively short distance through the park moderate their speed to allow all park users full access to the path beside the river.	This is a 3 month trial and we shall evaluate its effectiveness before proposing a permanent solution. However, the support indicated from this consultation suggests the proposal is appropriate. Where paths are segregated, such as in the Meadows, we tend to find that interactions between path users is improved.
50	Strongly oppose		
54	Strongly oppose	Leave it as it is and prioritise social services.	

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

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
1	no	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
4	We need physically-segregated cycle lanes, and the abolition of conflict-inducing shared paths. We need parking in cycle lanes and parking on pavements tackled to make it safer to walk and cycle. And we need pedestrian crossings which prioritise pedestrians rather than the endless streams of single-occupant vehicles. Edinburgh must be a city fit for people, rather than a city fit only for cars.	
6	Thank you for all you are doing. I wish in particular the Scottish Government did half as much!	
7	I support the Council's ongoing efforts to provide improved walking and cycling in Edinburgh and welcome the continuing commitment to a budget that has a chance of delivering the step change set out in national and local policy.	
8	Improve cycle routes on main roads too especially Corstorphine Road adjacent to Roseburn Park	
9	We think cyclists are very well catered for already	
10	Upgrade the existing cycle routes in Edinburgh. Keep cycles off the main roads for safety.	
12	WE cannot make Edinburgh into Amsterdam. It does not have the same topography. The biggest obstacle to cycling is probably the vast number of potholes and speed bumps	
13	There is a big issue with the cycling paths in Edinburgh which are designated as shared spaces. As a cyclist, it's reasonably easy to predict what a pedestrian is going to do when you are approaching them. However, dog walkers tend to let their dogs off the lead on the cycling paths which really is a recipe for disaster and whether it has happened already I don't know but, it will happen in the future and somebody will hit a dog and there will be a serious injury. The council needs to decide whether the cycle paths are to be used as serious rights-of-way in order to traverse the city and if so, ensure that they are set up as such.	
14	there is so much scope for improvement in this city that anyone visiting would be forgiven for thinking we have done very little to nothing to improve things, the streets in the city centre should be pedestrianized and prohibitive parking costs and penalties introduced, HGV's should be banned or made to pay for access from Rose St, the setts there are deeply damaged, uneven, with some deep ruts, not to mention the way some of these are driven, a long hard look needs to be taken at all of that. There should also be in an ideal world, a mailbox for the public to send images of vehicles ignoring signage prohibiting parking etc. which would ideally be linked to the LEO's who could immediately attend and fine these, so that revenue is gained, and that motorist learns to act in accordance with the law. Further to that, ideally, sandwich boards outside a wide range of premises should be moved to within the confines of that premises area, and not plonked any which way in the way of people trying to get past, the streets are TOO narrow for these, again your Environmental Wardens could and should enforce this, it's the law after all. I could again, go on for days. And I doubt very much, in 35 years of cycling around Edinburgh and seeing these things arise and become normal, that anything proactive or productive will come of this survey.	

17	<p>Yes - I think the cycle path network should be extended and 'missing sections' linked. There could be more use made of tram corridors to provide protected cycleways alongside in areas where cyclists need to use the road. Cyclists should not be forced to use the bus and taxi lanes (e.g. Corstorphine Road) which are dangerous. There is a lot of work needed around junctions for cyclists (e.g. getting from Shandwick Place onto Princes St). Edinburgh Council should prioritise sustainable transport options over the views of small local interest groups whose arguments are usually not evidence based.</p>	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
18	<p>The cycle paths on the northern side of Edinburgh situated where old railway lines used to be provide an excellent service of routes for cyclists and walkers. However, The green areas are not well managed - there is a lot of rubbish in places, the tree, grass and shrubs are not manage or maintained effectively. In places they just feel rough, unkempt, unappealing and quite off putting. They are also often very dark secluded places where the slopes are steep and that can put people off walking or cycling there as they feel they are too isolated. Some people feel at risk in these places if they are alone and it is quiet. Because of their secluded nature they often become hiding places or rat runs for kids and joyriders. I think more could be done with these green spaces to make them more appealing instead of just leaving them to gather rubbish and grow into a jungle. Make more of the old station platforms - introduce little cafe stations, have seats and nice grass areas where people could sit out. Have outdoor gym equipment at places along the paths as many people job along them so additional workout facilities may go down well. I also want to mention cycling on the roads in Edinburgh. The cycle paths are mostly in the northern part of the city, and many people need to cycle on roads. While there are often cycle lanes at the sides of roads which is good, they are often very rough with pot holes, badly patched tarmac, drains that are not level with the tarmac. All these things make cycling along them hazardous as cyclists either have to move out further into the road to avoid the hole which pushes them further into the traffic, or they go over the bumps which could put less experienced cyclists off balance. I think the council needs to do a lot more to improve cycling in the city. Cycle lanes should be properly demarcated by kerbs which physically separate the cycle lane from the road. Cyclists and walkers should have right of way over motorised transport as they do in Finland. There needs to be more cycle paths in the south of Edinburgh and other areas. Edinburgh should have a complete network of paths across the whole city which maximises the safety for cyclists and the enjoyment of cycling in town.</p>	
19	<p>I think segregated cycle lanes are really needed in Edinburgh like they are commonplace in other European cities such as Copenhagen, Berlin and London.</p>	
20	<p>I got rid of my bike because I found cycling too terrifying. I strongly support cycling, but the roads are fearsome and shared walking cycling paths are not at all relaxing. As I have said before I firmly believe parks are for people to relax in and enjoy and cyclists tend to use them as a fast way to get around. There must be statistics for injuries caused by collisions between, cyclists, children, walkers and dogs. In the 30 years I have lived in Murrayfield Roseburn Park has been a favourite spot to push the pram, play with toddlers and older children, train and exercise puppies and dogs and now I am retired part of a pleasant walk. Dodging cyclists is no fun.</p>	
22	<p>expand the cyclist network - show vision and don't be bullied by car lobby</p>	
23	<p>Stop putting cyclists first - they are a minority and many fail to behave responsibly - no lights or reflective wear in the winter/dark, travelling too fast on shared footpaths, going the wrong way along one way roads.</p>	
24	<p>Some pavements and roads could be more even, so many cracked pavements from various utility companies digging them</p>	

	up, potholes on the roads etc. Problem with dog fouling occurring very frequently. On bin day, emptied bins left in disarray blocking pavements. Cars/vans parking on pavements.	
28	Edinburgh has lots of good walking and cycling paths because of the converted old railways lines that run through the city but people need to be more considerate of other path users.	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.
29	Is the frequency of lamp posts a standard? As the proposals may mean some trees have to be taken down, especially the area on the north side of the cricket pitch. Positioning of lamps may need to be adjusted.	The frequency of lamp post is standard. Their position on the designs is only approximate. They shall replace the current lamps and no trees are planned to be removed as part of the replacing the lamps.
30	The Council needs to do more to prevent blocked drains along main roads and side arteries. It would go a long way to helping those on the pavements to not get soaked after heaving rain (and whether we like it or not, heavy and torrential rainfalls are more frequent all year round).	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.
31	Cycling requires safe routes where we don't feel we are going to be hurt by cars, buses and lorries, as well as good quality roads so our bicycles won't suffer major damage from potholes, or cause us to swerve to try and avoid them. Then we require good facilities in the centre of town where we can padlock our bikes safety - where are the bicycle racks in St Andrews square for example? Last of all listen to Spokes for its practical suggestions.	
32	I think we have one of the best bus services and I use it whenever I can. I only use my car for routes which are not directly served by buses from here. The tram I find totally unsuitable for going into town even though I live on Roseburn street, so only use when I am getting my car serviced at sight hill	
33	There is already a route via the tram lines from Haymarket to Roseburn & Water of Leith to Roseburn and Balgreen to Roseburn via W of L also, which cyclists currently use.	
34	Where there is no separation of fast cyclists from pedestrians there is a considerable risk of collision, particularly where people perhaps have animals on a lead. People rarely seem to follow the rule of walking on the right so as to face oncoming traffic.	
36	I both walk and cycle in town and have no problem with either. I use both the main road into the city centre and back street routes too. My wife will not cycle into the city centre but is quite happy to cycle through parks and along the railway track from Roseburn. She is unlikely to use the proposed cycle track through Roseburn unless she only wants to go as far as Haymarket at the end of the track and no further. My 9 year old daughter will happily follow me on her bicycle in busy streets, whether to the swimming pool or to the park. I daresay we are a pretty typical family in these respects. We all walk in town and use the pedestrian crossings where available.	
37	Cycling is awful, too much traffic and cobble stones. Cycle paths are great but don't go near where I want to go e.g. Cycle to city centre from Roseburn or from Roseburn to Stockbridge (can't go on river path as get punctures.)	
39	Whilst welcoming this quiet route leisure cycling project, the East - West Route should also continue west along the main road to Corstorphine. Only then will there be significant modal shift by commuters. I own a car, but would prefer to cycle. I use buses a lot, because it feels dangerous to cycle. This comes down to safety. I want to have cycling as my safe and	

	convenient default option.	
40	About time more was done to force cyclists to obey the rules of the road, and ensure that they do not share paths with pedestrians. Pavements are not cycle paths, and the Water of Leith Walkway is too narrow for much of the route to also use it as a cycle path.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
42	I would prefer cyclists to reduce their speed when in and around pedestrians. I would also prefer if they did not cycle through red traffic lights when the green man is on. My children have nearly been knocked down twice by cyclists who think they do not need to stop at red lights and race across the pedestrian crossings.	
43	I would like to see the Water of Leith footway at Stockbridge re-opened. I would like to see cycle lanes all over the city better-maintained, with fewer potholes	
44	Cycle routes needed to help the congestion of city traffic and air pollution, as long it is REASONABLE, and does not interfere with people using the walkway paths, and shops with their livelihood being threatened, as along the narrow Roseburn Terrace. And I hope the survey provider saves these responses THIS time.	
46	yes - ignore the cycle haters who will no doubt fabricate stories about the lycra lout cyclists.	
47	With proposed changes to Corstorphine Road, I can only see problems ahead for everyone being either on foot or in any kind of vehicle.	
48	When walking in the areas shared with cyclists, it would be better if cyclists used their bell when coming from behind the walkers. Children and the elderly are vulnerable if cyclists come too close and at speed. If cyclists wore high viz jackets they would be a lot safer when on the roads.	
49	There are some good routes, but then there are parts of Edinburgh with no good cycle routes. I do not cycle to work as there are no safe routes to take from Roseburn to the George Square area of Edinburgh University.	
50	If you hadn't squandered a billion (plus the ongoing escalating annual deficit) on the toy tram set, you could fix the roads and make cycling 1000% more pleasant.	
51	Yes - more cycle ways are crucial and urgently needed. The only cycle ways are shared with buses and pedestrians. It is appalling - too be a truly world class European city Edinburgh needs segregated cycle paths. The canal path also needs to be resolved - pedestrians, dog walkers and cyclists currently share it and it is very dangerous. Finally - sort out the water of Leith! The section near the west end of Edinburgh has been shut for years and needs repairing. It is an embarrassment.	
52	Please allocate more resources (particularly more staff) to the active travel team at CEC	
54	Spending money on cyclists I'd a luxury. We need to invest more in social services as they actually improve things for people.	
55	Please keep improving the walking and cycling infrastructure. Cities are for people not cars.	
56	Good facilities but could be better at blackspots e.g. Haymarket and Princes St	
59	I support the councils initiatives to improve conditions for walking and cycling, but feel the process takes too long. There seems to be a lot of time and money spent on consultation but not much on actually doing things	

60	I am concerned about air pollution levels around Haymarket, Morrison street and Lothian road. To the extent that I extend my journey to bypass these areas.	<p>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</p>
61	I am lucky in that most of my cycling is on either cycle paths or quiet routes. I would love to see routes via roads improved for the safety of all users.	
62	According to the Sustrans Edinburgh Travel Behaviour Survey 2014, almost half of the Edinburgh residents surveyed feel that cycling is unsafe because of traffic. As a regular cyclist, I feel this too: cars overtake me aggressively and far too close, while parked cars in existing painted cycle lanes means constantly having to merge with car traffic. There is no way that Edinburgh can become a city that is better for cycling without implementing best practice segregated infrastructure for cyclists, because the safety concerns will not improve until cyclists are protected from traffic. Improving cycling numbers would have such fantastic impacts on congestion, air pollution and public health, and investment in cycling infrastructure pays such high dividends to cities, that I don't think we can afford *not* to do it.	
63	ECC making progress on infrastructure but needs more financial input from the Scottish Government if walking/cycling targets to be met	
64	I think on-road segregated cycle lanes are desperately needed all throughout Edinburgh like the proposal at Roseburn.	
65	Very pleased at efforts going on to improve infrastructure and safety of cycling and walking. At present you have to be quite brave to go by bike. I hope that will improve over time allowing more people to cycle and walk.	
66	Within the city centre priority should be given to pedestrians, cyclists & public transport. Motorised traffic should be limited to arterial routes and incentives put in place to encourage the aforementioned alternative methods of getting around the heart of the city.	
67	I think that the council needs to focus more on infrastructure which segregates pedestrians and cycles, and less on shared-use paths. If the council is willing to prioritise active travel over motor vehicle use, there is plenty of space to accommodate walking and cycling separately and comfortably.	
68	I walk around Edinburgh city centre a lot, and cycle much less so. I think Edinburgh is the perfect candidate for those two to be the primary means of transport (at least within city centre), because of Edinburgh's small size. However, I have found the cycle paths to be disconnected -- although my understanding is that projects like this one are underway to link all of this up, and I think that's fantastic. I find the fact that cars freely and regularly park in cycle lanes really disconcerting -- it's always unnerving to have to weave into traffic sporadically, creating a somewhat dangerous situation for myself and potentially annoying the drivers. I think walking opportunities in city centre are generally very good, although outside of it -- in areas built up more recently, such as in Loanhead around Ikea -- the walking situation is much direr. A particular example was trying to get to DFS close the Jewel. My partner and I caught a bus out to The Jewel, but then to get to DFS, we had to cross basically a motorway, with no pedestrian infrastructure whatsoever. Absolutely hair-raising!	
69	Lots. Get the routes designed actually built and we can see the benefits of proper infrastructure.	