



Saughton Park to QuietRoute 8 Walk and Cycle Improvements Consultation Report

April 2018

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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 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 between Saughton Park and QuietRoute 8.

2 Proposals

The proposals are highlighted in the figures below and overleaf, and include:

- An extension of the footway / cycleway on Stenhouse Drive;
- Junction improvements on Stenhouse Drive at Stenhouse Avenue West;
- Junction improvements at the Stenhouse Avenue West / Stenhouse Avenue / Whitson Road / Stenhouse Gardens North junction;
- Improvements on Whitson Crescent to allow cyclists to safely use paths connecting to Stevenson Drive;
- Upgraded crossings on Stevenson Drive at Balgreen Road and south of Whitson Crescent;
- Upgraded crossings on Balgreen Road at Whitson Road / Pansy Walk and at Stevenson Drive; and
- Surfacing and lighting improvements on Pansy Walk.

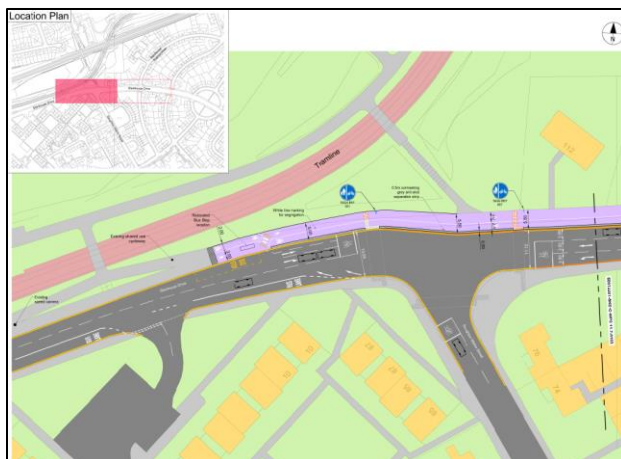


Figure 1 Saughton Park to QuietRoute 8 Proposals (1 of 7)



Figure 2 Saughton Park to QuietRoute 8 Proposals (2 of 7)



Figure 3 Saughton Park to QuietRoute 8 Proposals (3 of 7)



Figure 4 Saughton Park to QuietRoute 8 Proposals (4 of 7)



Figure 5 Saughton Park to QuietRoute 8 Proposals (5 of 7)



Figure 6 Saughton Park to QuietRoute 8 Proposals (6 of 7)



Figure 7 Saughton Park to QuietRoute 8 Proposals (7 of 7)

3 Forms of Consultation

Meeting / workshop with internal Council stakeholders	Workshop
Meeting / workshop with external stakeholders	A joint external workshop and public exhibition was held on 30/05/17 at Saughton Park Winter Garden between 5pm and 8pm
Public Exhibition	A joint external workshop and public exhibition was held on 30/05/17 at Saughton Park Winter Garden between 5pm and 8pm
Consultation Hub	Information was posted on The Council's consultation hub from 19/05/17 to 30/06/17.
Leaflets	Leaflets were distributed to 972 households in May 2017
Social Media	Consultation through the Council's Facebook and Twitter.
Online Survey	A total of 49 responses were received through the consultation hub survey.
E-mail Consultation	A total of 2 emails were received.

4 Stakeholder Consultations

A total of 7 individuals representing 5 different organisations provided verbal feedback during the stakeholder consultation. Five stakeholders supported the proposals. 2 stakeholders did not state whether they supported or opposed the proposals; these stakeholders have been shown in the figure below as having a neutral position.

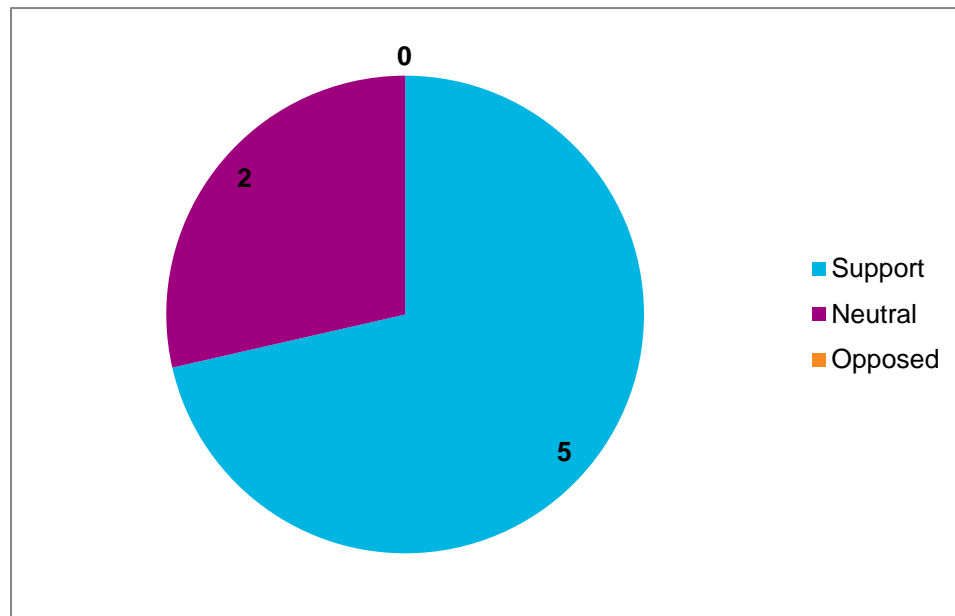


Figure 8: Stakeholder support for the proposals

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

Table 1 Saughton Park to QuietRoute 8 – Key Stakeholder Issues Raised:

Issue	No. of Responses
Concerned about the switch of sides for cyclists on the Stenhouse Drive footway	2
Concerned regarding footway width on Stenhouse Drive	2
Would like to see guardrail removed	2
Concerned regarding conflict at bus stop on Stenhouse Drive	2
Would like to see unnecessary signage and street furniture removed	2
Would like waiting and loading restrictions on Stenhouse Avenue West to provide protection to the cycle transition point	2
Would like waiting and loading restrictions around the cycle bypasses on Whitson Road	2
Would like the effective widths between the bollards and the kerbs at the cycle bypasses to be widened	2

Issue	No. of Responses
Dropped kerbs need to be provided where Whitson Place East and Whitson Place West meet Whitson Crescent	2
Would prefer the Toucan crossing across Stevenson Drive at Balgreen Road to be a 'straight-across' crossing rather than staggered	2
There is a need to provide an accessible dropped kerb on Baird Drive at an area close to the start/end of the cycle path, including adequate protection from vehicles waiting / loading	2

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

5 Public E-mail and Verbal Consultations

A total of 22 local residents provided feedback during the public exhibition. Of those who expressed their opinion on the proposals, 14 indicated that they were supportive and 2 indicated that they opposed them. The remaining residents did not state whether they supported or opposed the proposals. This is summarised in figure 9. The key issues raised during the public exhibition are shown in Table 2.

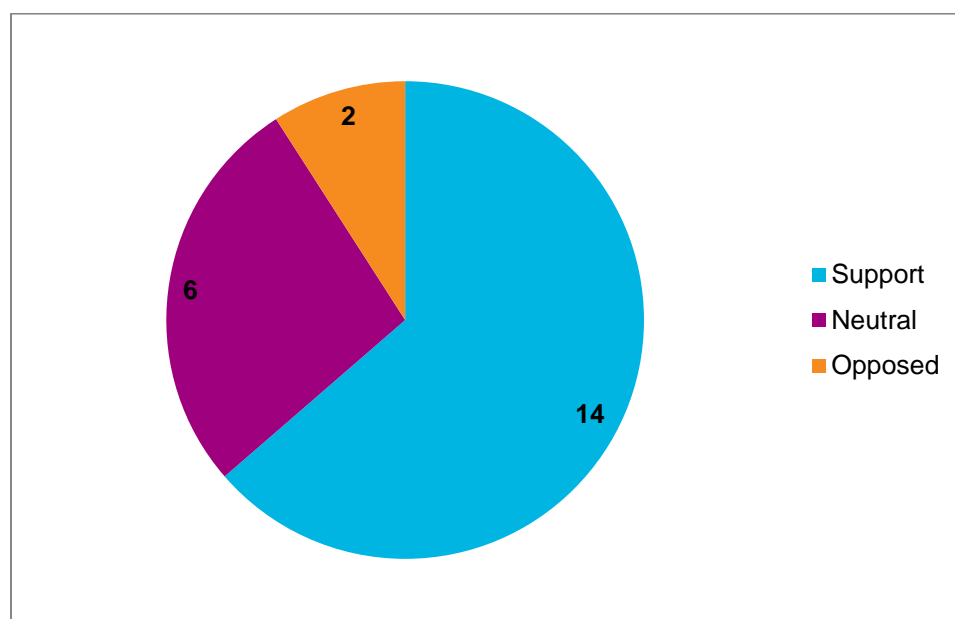


Figure 9: Public support for the proposals

Table 2 Saughton Park to QuietRoute 8 – Key Issues Raised at Public Exhibition:

Issue
Trees must have roots contained so that they don't break through the footway
Speeding vehicles and antisocial motorbike use are a problem in the area
Desire to see the streets become more pedestrian and child friendly
Desire to see the paths between Whitson Crescent and Stevenson Drive being widened

Issue

Traffic calming on sections of footway / cycleway

Desire to see white line segregation on footway / cycleway removed become full segregation

Existing lack of maintenance on Whitson Road, including vegetation encroachment

Extend the pavement along the length of Pansy Walk

Consider a one-way system into the shopping parade

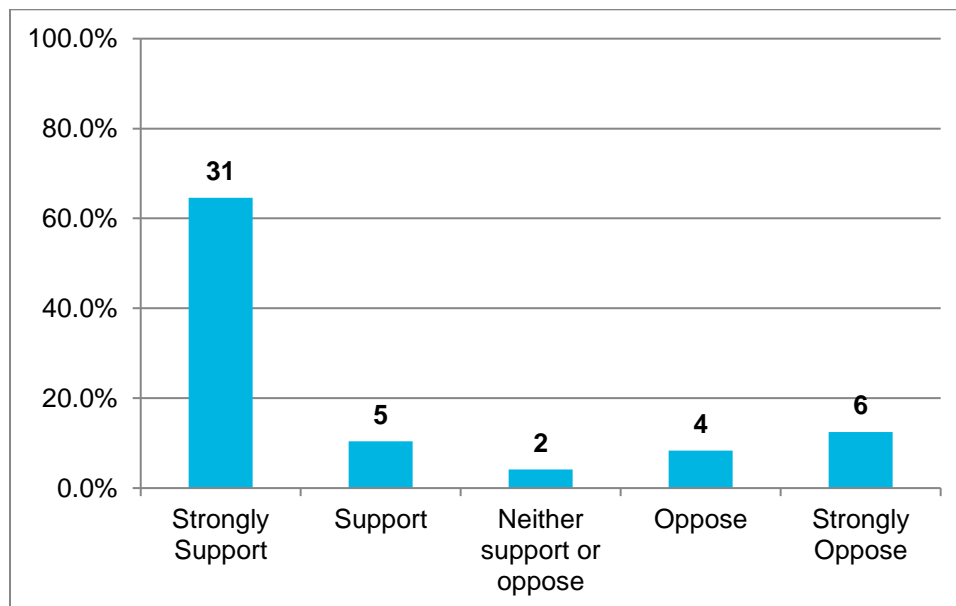
A full list of public consultation comments is provided in **Appendix A**.

6 Online Survey Consultations

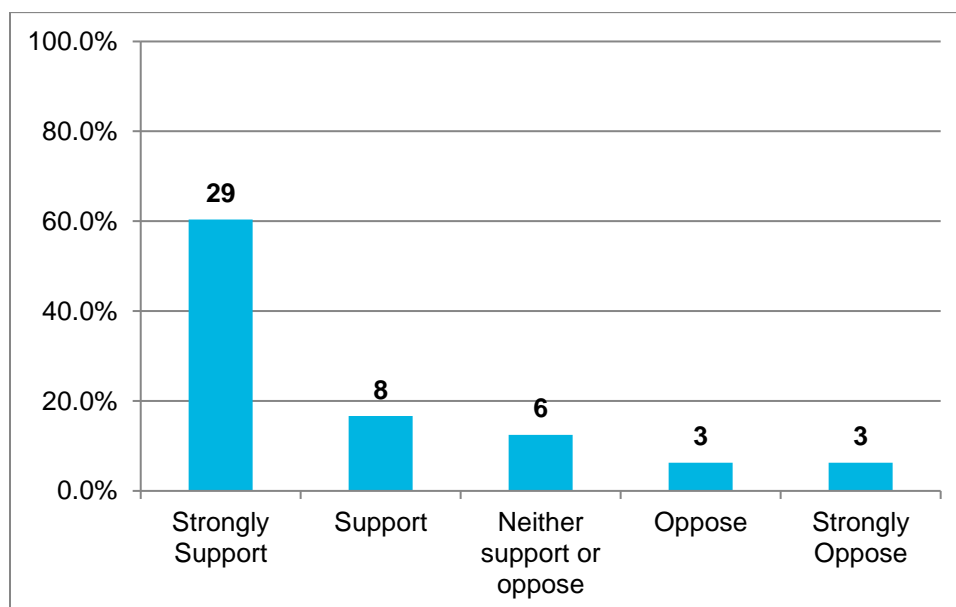
There were 49 responses to the online survey. These are summarised here.

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 the proposed designs between Saughton Park and QuietRoute 8?”

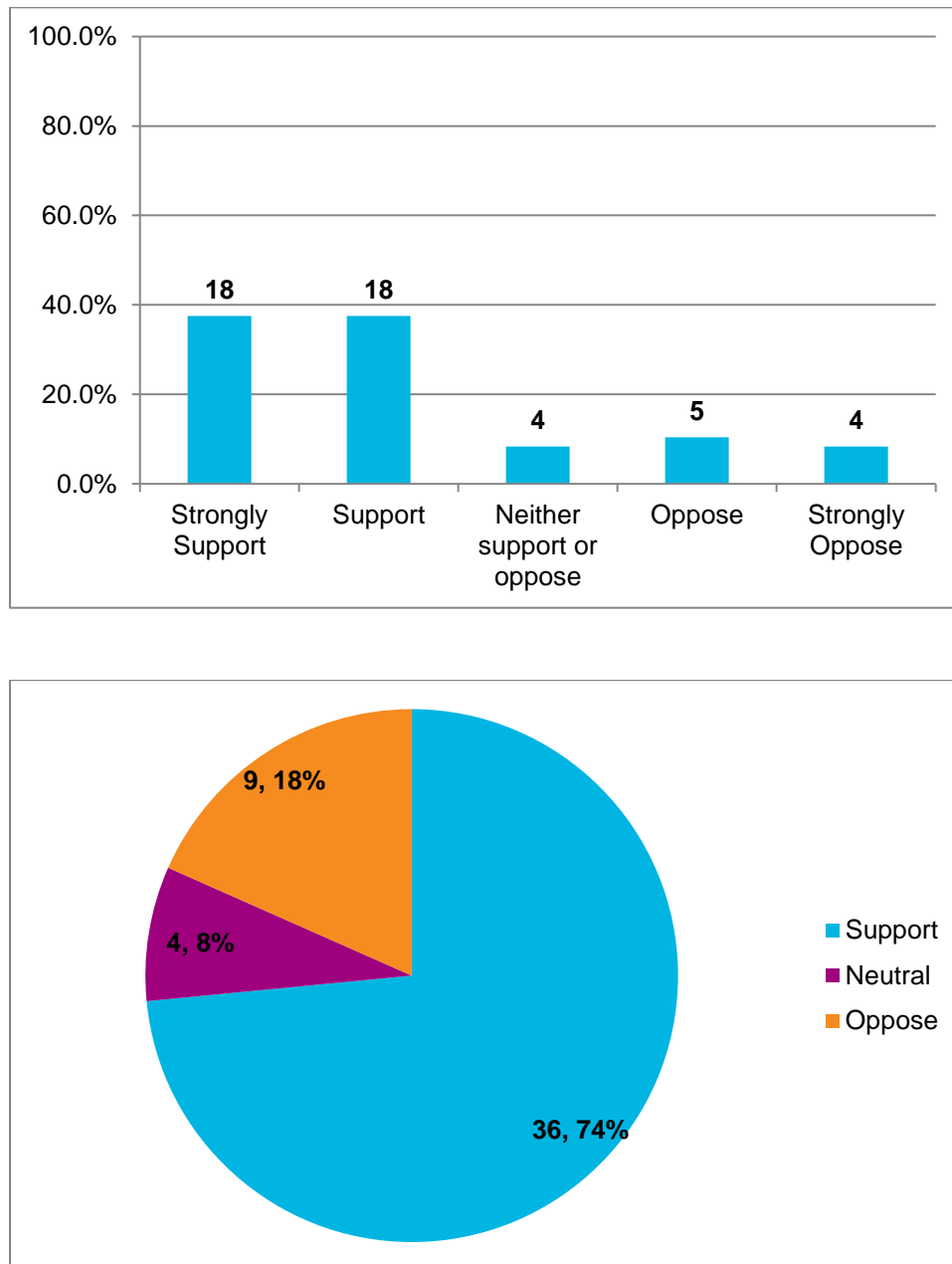
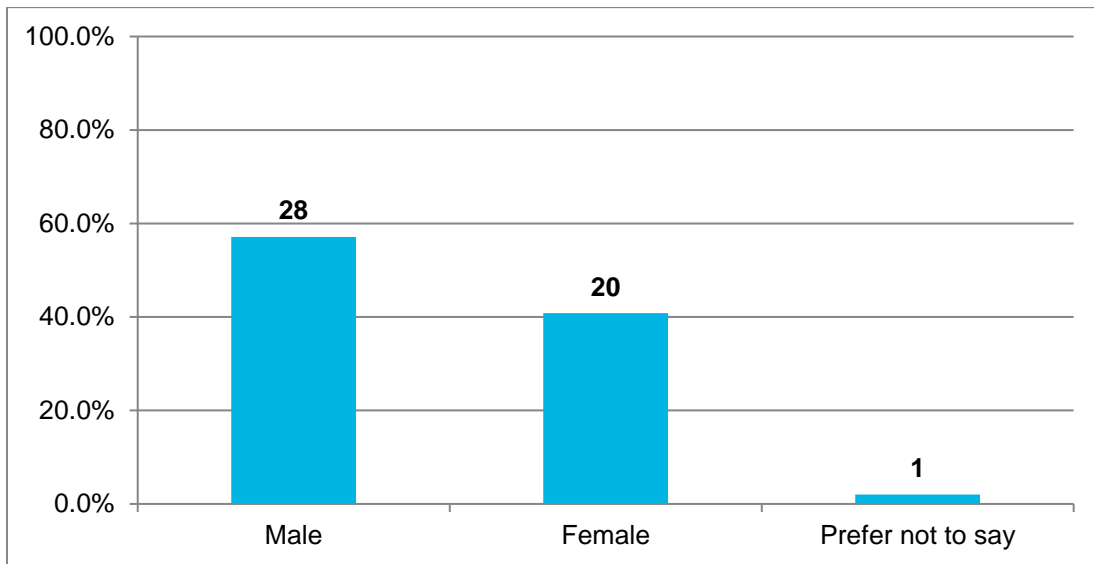


Figure 10 Support for proposals - Online survey

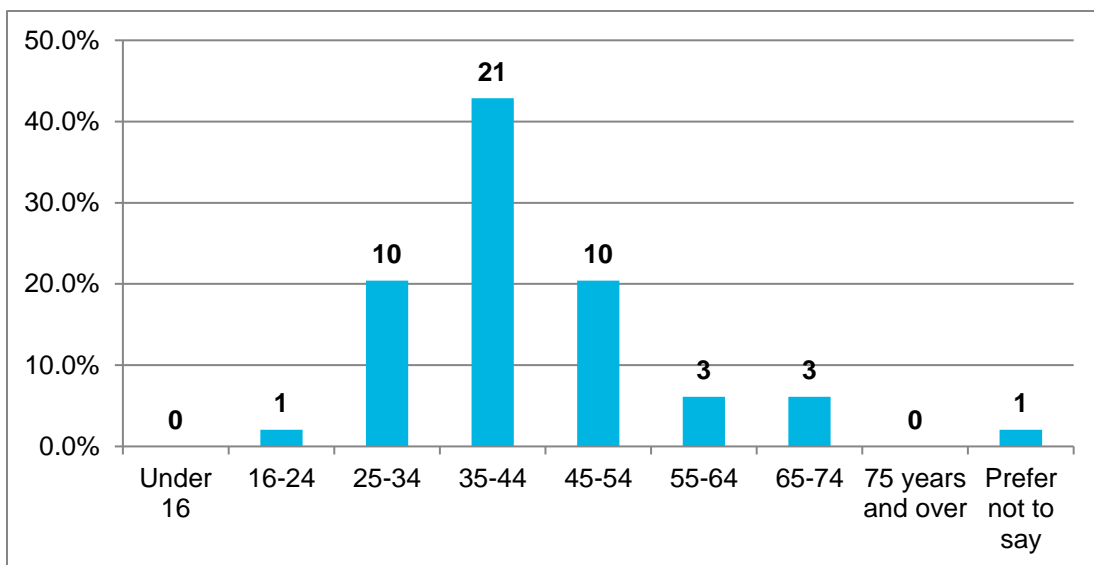
Of the 49 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

6.3 Survey Respondent Demographics

“Please tell us your gender”

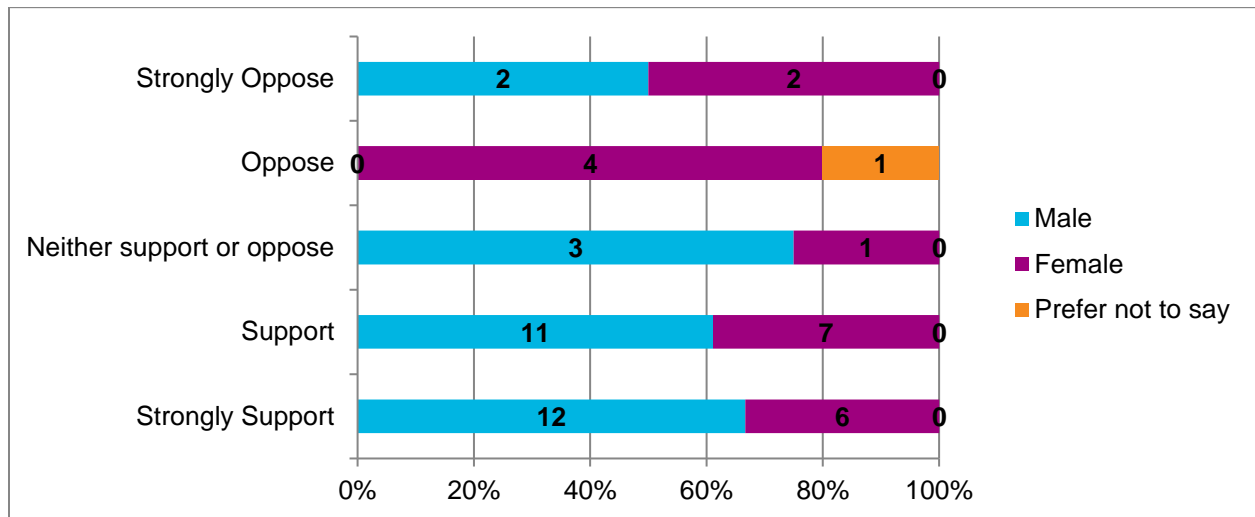


“To which of these age groups do you belong?”

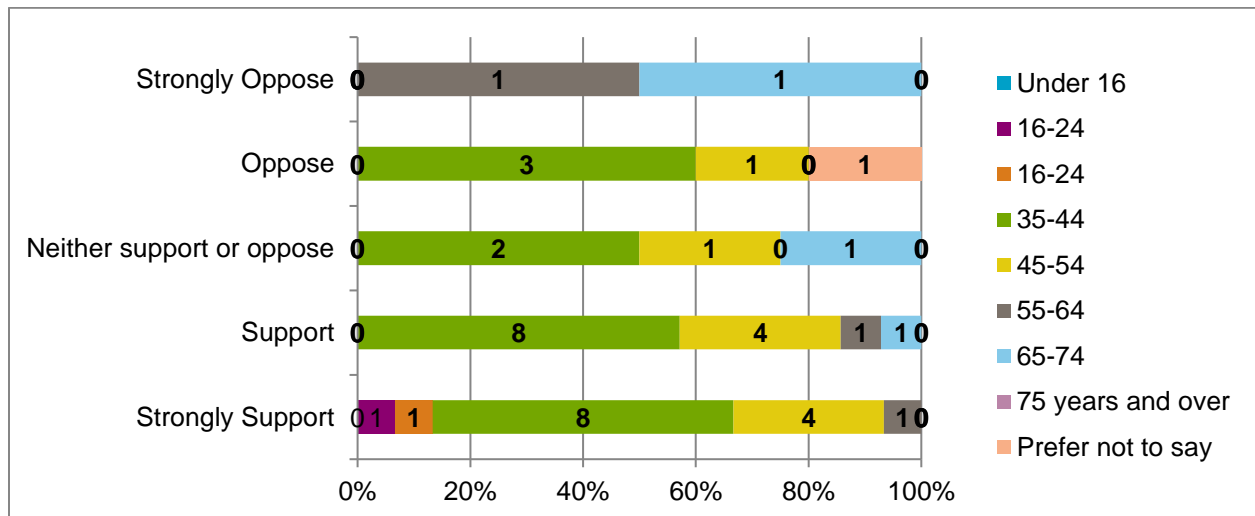


6.4 Demographics of Support for Proposals

Levels of support for Saughton Park to QuietRoute 8 proposals by gender



Levels of support for Saughton Park to QuietRoute 8 proposals by age



6.5 Online Survey - Key Issues

19 people (38.8%) of the survey respondents had comments on the proposals and the most frequent issues raised are shown below grouped by subheading

Generally about the proposals/area (19 responses, 38.8%)

- Reduce the number of traffic lights (3)
- Widen the footway on the east side of Balgreen Road (3)
- Segregated cycleway(s) is / are required (2)
- Concerns about conflict on the footway / cycleway on Stenhouse Drive (2)
- Narrow road width / remove traffic lanes on Balgreen Road (2)
- Continuous footways [design comments / safety concerns] (2)
- Parking restrictions across accesses for cyclists are required (2)
- Upgrade the tunnel under the tram and rail lines (2)
- Improvements required on Pansy Walk (2)

6.6 Preferred Mode of Travel

When asked about people about their preferred mode of travel if they had the choice: 73.5% of survey respondents stated that they currently used active travel means to get to their place of work or study. Of these 40.8% saying that they currently walk and 55.1% saying that they currently cycle.

61.2% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. 83.7% 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. Safety (10)
2. Lack of segregated infrastructure (3)
3. Volume of traffic (3)
4. Inefficient bus service (2)

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

7 Consultation Summary

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

The most common issues raised during the stakeholder consultations included: concern regarding the footway width on Stenhouse Drive, concern regarding conflict at the bus stop on Stenhouse Drive and a desire to see waiting and loading restrictions at the cycle bypasses on Whitson Road.

During the public consultation, issues that were raised included comments relating to the footways / cycleways, speeding vehicles and antisocial motorbike use. Specific issues raised regarding Whitson Road included a desire to see the streets become more pedestrian and child friendly.

In the online survey, 73.5% of survey respondents were either strongly supportive or supportive of the proposals, with 8.2% of respondents being neutral and 18.4% opposing or strongly opposing the proposals.

36.7% of survey respondents thought that the existing conditions could be made safer. The primary reasons that survey respondents gave for not walking or cycling in Edinburgh were safety, a lack of segregated infrastructure and the volume of traffic.

38.8% of survey respondents stated that improvements to the existing proposals are required. Details of these are captured and responded to in the Appendices below:

- Widen the footway on the east side of Balgreen Road;
- Segregated cycleway(s) is / are required;
- Concerns regarding potential cycle/pedestrian conflict on the footway / cycleway on Stenhouse Drive; and
- A desire to narrow road width / remove traffic lanes on Balgreen Road.
- Do not increase the number of traffic signals.

7.1 Design changes based on consultation

Based on the feedback from this consultation the Council shall be making the 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.

Stenhouse Drive

- The council has a general approach to try and remove guardrail where possible. We will consider its removal at Stenhouse Drive.
- We will consider whether it is possible, within the scope and budget of the scheme, to provide cycling connections from Saughton Mains Street to the cycleway on Stenhouse Drive.
- We will consider whether red chipped surfacing along the segregated section of the cycleway is appropriate with reference to the Edinburgh Street Design Guidance.
- We shall provide an eastbound cycle access to the bus lane via a dropped kerb, with give way markings. Westbound we think it is appropriate for cyclists to join the cycleway via the raised table crossing of Stenhouse Avenue West.
- At the junctions of Stenhouse Avenue West/Drive, we shall extend the double yellow lines to protect the entry/exit point for cyclists. We shall also mark this entry point with cycle logos, arrows and give way markings to guide cyclists on and off the pavement.
- We will consider whether red chipped surfacing along the segregated section of the cycleway is appropriate with reference to the Edinburgh Street Design Guidance

Stenhouse Avenue West

- We will consider tightening the corner radii and including a raised table at first side road of Stenhouse Avenue West.
- We will consider adding a raised table across Stenhouse Avenue West at the junction with Stenhouse Gardens North. We will also consider tightening corner radii and adding raised tables across Stenhouse Avenue.
- We will consider double yellow lining in place of the current single yellow in order to prevent parking which would hinder sightlines at the entrance to the shared use footway.

Whiston Road

- We shall include double yellow lining across the cycle accesses on Whitson Road and widen the gaps between the bollards to 1.5m.
- We will assess whether re-lining of the road markings along Whiston Road can be included in the scheme.
- Along Whitson Road and Stenhouse Avenue, we will consider ways to make the streets more pedestrian friendly and reduce the dominance of motor vehicles within the budgets available.
- Planters will be considered at the cycle bypasses, though we will need to ensure there are resources to maintain them.
- We will consider if more raised tables and corner radii tightening should be added to the junction of Stenhouse Avenue/Garden/Whitson Road.

Stevenson Drive/Whiston Crescent

- We will consider whether the paths connecting Whitson Crescent to the new crossing can be widened, however the close proximity of trees may be a limiting factor.

- On Stevenson Drive we will reassess whether bollards, which exist currently, can be removed and not replaced, similarly we will see whether the phone box needs to be re-positioned.
- We will include double yellow lines and dropped kerbs at the access points where the paths meet Whitson Crescent.

Balgreen Road

- We shall consider additional bike parking near to the bus stop on Stenhouse Drive.
- We will investigate removing or altering the fencing at the parade of shops beside Balgreen Road.
- We will re-assess the corner radii for buses turning left from Balgreen Road to Stevenson Drive.
- We will re-assess the pavement width at the corner of Stevenson Drive & Balgreen Road to see if the widening can be delivered.

Pansy Walk

- We will investigate implementing a hard-standing surface at the community garden area is desired by the local area team and those who look after the garden.
- We will assess whether further changes to the layout of Pansy Walk are required to improve conditions for walking and cycling.
- We shall investigate the verge parking on Pansy Walk to determine why it occurs and how it can be addressed to improve conditions for walking and cycling.

Baird Drive

- Dropped kerbs, protected by double yellow lines, shall be included at the required access to the QuietRoute on Baird Drive.

Multiple sites

- Along the route, where the vegetation is owned by the Council, we will look to trim it back during the construction.
- Based on expert advice from where continuous footways have been implemented elsewhere in the UK, we have judged that across the scheme the levels of motor traffic may be too high compared to the quite low numbers of pedestrians for continuous footways to function effectively. We shall however still be tightening corner radii and adding raised tables so that pedestrians have greater safety and ease of crossing in locations where continuous footways were proposed.
- Along the on-road sections of the route, and particularly at transitions between cycleway and carriageway, we shall add cycle logos and arrows to the road surface to highlight the presence of cyclists and the likely directions of travel.

7.2 Next Steps

Whilst it is still the intention of the Council to progress this scheme to full construction. Due to a lack of resources it has, at the time of writing this report, been put on hold. All consultees who have asked to be kept informed about the scheme, will be notified once the scheme progresses to the next stage of consultation, at the end of detailed design.

Appendix A - Full List of Stakeholder Consultation Comments

Saughton Park to QuietRoute 8 – Public Comments

Date	Organisation Type	Comment	Consultation Type	Council Response
2017.06.22	Corstorphine Community Council	<p>Corstorphine Community Council supports the City of Edinburgh Council's ongoing investment for improved walking and cycling provision across the city. We support the proposed improvements between Saughton Park and QuietRoute 8. Although this consultation is on the periphery of Corstorphine Community Council's remit, many residents in the area will use QuietRoute 8 and Saughton Park on foot and by bike.</p> <p>While we support this consultation's proposed changes, please note it is our view that cycle, foot and vehicle space should be completely separated on all but the lowest-traffic roads to avoid conflict. This is universal best practice. Shared space is a compromise that causes conflict between people walking and cycling and should ideally be avoided in favour of full segregated cycle provision.</p> <p>The QuietRoute network in Edinburgh does generally traverse low-trafficked streets and we accept the network will encourage some people to cycle for transport, but ultimately higher levels of modal shift to bike would be seen with direct, segregated route options along main thoroughfares.</p> <p>Please note we have used the design drawings that are available on the CEC website to inform our consultation response, as well as visiting the sites to look at the current and proposed street environment.</p> <p>Proposed layout - sheet 2 of 14</p> <ul style="list-style-type: none"> • Support widening of footway to accommodate shared use for walking and cycling and of designated space to alleviate potential conflict. Concern that width for two-way cycle provision is too narrow which could potentially cause pedestrian conflict. We believe that minimum acceptable one-way width is 1.5m, therefore cycle provision should be 3m rather than 2m proposed. Would suggest additional widening of footway to accommodate this. 	E-mail consultation	<p>Sheet 2 of 14</p> <ul style="list-style-type: none"> • The Edinburgh Street Design Guidance's (ESDG) minimum for a two way segregated cycleway is 2m. Based on current levels of cycling at this location and the provision of an additional 0.5m separation strip, we consider this width to be adequate. • The switchover follows the ESDG approach of so called floating bus stops which provides a safe waiting area for pedestrians at eh bus stop. We did consider moving the bus stop further down the street, as you suggest. However, have also had feedback from public transport representatives that there is a strong desire from local bus users to retain the bus stop at its current location. Furthermore the available space at the current location is greater than further west. • The council has a general approach to try and remove guardrail where possible. We will consider its removal at this location. • A decluttering exercise shall be undertaken at the detailed design stage which will look to address the issues you have raised. <p>Sheet 4 of 14</p> <ul style="list-style-type: none"> • Footway width – see previous comment above. • Continuous footways were originally proposed, however, based on expert advice from where they have been implemented elsewhere in the UK, we have

Date	Organisation Type	Comment	Consultation Type	Council Response
		<ul style="list-style-type: none"> Accept that cycle provision should be on the outer edge of the footway to give pedestrians additional protection from traffic. Object to the switchover of walking and cycling space at the relocated bus stop. This will cause conflict and is far too close to the bus stop. Suggest that bus stop is moved further eastwards so that designated shared space does not involve a switchover. Query on existing guardrails around junction. Will these be removed? It is not clear from the plans. Living Streets general guidance is that guardrails should be removed as they impact experience for people on foot. Guardrails along cycle routes are problematic and we would therefore advise guardrail removal. Query on existing street furniture on footway along Stenhouse Drive. Numerous poles and signage were seen along the footway, cluttering space and making it more difficult to negotiate. Assumption is that they will be removed for footway widening and to accommodate shared space, but not clear from plans? <p>Proposed layout – sheet 4 of 14</p> <ul style="list-style-type: none"> Broadly supportive of designated shared space, but concerns about cycle width on the shared footway. Footway widens to 5.5m and we would recommend the extra 0.5m given over to cycle space as it is too narrow at 2m. Support continuous footway over T junction of Stenhouse Avenue West. This is a better experience for people on foot. Support build out of T junction to slow traffic. This is a better experience for people on foot and bike. Concern about double yellow line provision around dropped kerb for cycles. Vehicles still able to park too close to this dropped kerb and could make access problematic. Would suggest extending double yellow another meter from dropped kerb so as to keep sightlines and access clear. <p>Proposed layout – sheet 6 of 14</p> <ul style="list-style-type: none"> Support buildout and continuous footway over T junction. This is a better experience for people on foot. Support new filtered permeability on Whitson Road. Concern that filtered permeability will be abused with inappropriate car parking over access. Would suggest double yellow lines across the cycle access points to ensure vehicles do not block. 		<p>judged that the number of pedestrians are too low for a continuous footway to function effectively. Instead we shall be narrowing the junction width, tighten the corner radii and upgrading the raised table.</p> <ul style="list-style-type: none"> We shall extend the double yellow lining further north from the drop kerb to make entry and exit from the shared use footway safer. <p>Sheet 6 of 14</p> <ul style="list-style-type: none"> Although a continuous footway was originally proposed, based on expert advice from where they have been implemented elsewhere in the UK, we have judged that the levels of motor traffic are too high compared to the number of pedestrians for a continuous footway to function effectively. We shall still build out the space to the dimensions shown, but the continuous footway shall be replaced by a raised table. This will still improve conditions for walking. Thank you for raising the issue of parking enforcement at the filtered permeability sites. We shall include the double yellow lining across the cycle access. We have chosen not to widen the cycle access to 2m due to issues raised around potential rat running. A small car could theoretically pass through 2m gap, similarly the presence of two bollards reduces the available width for a motor vehicle to try and squeeze through. <p>Sheet 8 of 14</p> <ul style="list-style-type: none"> Dropped kerbs will be included and should have been marked on the design. The path within Saughton Park is being widened as part of the Saughton Park improvement plan. We will consider whether the path connecting Whitson Crescent to the new crossing can be widened, however the close proximity of trees may be limiting factor.

Date	Organisation Type	Comment	Consultation Type	Council Response
		<ul style="list-style-type: none"> You have used minimum acceptable width for this cycle access, but would be very nice if this was widened to 2m each side if possible. Would make it less of a squeeze. Bollards are hazards for people cycling so if possible it would be better to have one bollard in middle instead of two at each side for cycle access (or wider access!). Bollards are a significant barrier to non-standard cycles, and while we understand they have been put in place to stop traffic squeezing through, it is a hazard for any non-standard cycle, hence another good reason for the suggestion for wider access... <p>Proposed layout – sheet 8 of 14</p> <ul style="list-style-type: none"> Support buildouts to stop parking over access. RE buildouts on Whitson Crescent – no mention of dropped kerb on plans. Will dropped kerbs be input? Would recommend they are. Location of new toucan crossing makes sense, although path into Saughton park is far too narrow for shared space. Not sure if this is within the scope of this consultation, but would recommend this path is significantly widened to allow for less conflict between people on foot and bike. Shared space is generally narrow on this section of the plans – would prefer to see paths/access widened across this entire section if possible to ensure less conflict between users. <p>Proposed plan – sheet 10 of 14</p> <ul style="list-style-type: none"> Please see previous comments on filtered permeability on sheet 6. The same comments apply here for this section of cycle access on Whitson Road (possible parking abuse, bollards, width). Support improved crossing from Whitson Road to Pansy Walk. Support continuous footways on this full layout. Why have two new bollards been proposed next to the relocated kiosks and other items of street furniture? See no benefit to them being there. Would advise removal. Junction of Balgreen Road/Stevenson Drive – why a two-stage crossing here? Poor for both people on foot and by bike. Would recommend replacing with a single stage toucan crossing, with signal amendments and appropriate time given for people to cross the road. 		<p>Sheet 10 of 14</p> <ul style="list-style-type: none"> As per our response for sheet 6 of 14, whilst we recognise your desire for improved cycle access, we shall retain the proposed width of the cycle access. Based on expert advice from where they have been implemented elsewhere in the UK, we have judged that the levels of motor traffic may be too high compared to the number of pedestrians at junction of access road to the parade of shops and Whitson Road for a continuous footway to function effectively. We shall still build out the space to the dimensions shown, but the continuous footways shall be replaced by a raised table. This will still improve conditions for walking. All the other continuous footways at this location shall be retained. We will reassess whether bollards, which exist currently, can be removed and not replaced. Similarly we will see whether the phone box needs to be re-positioned A single stage crossing was assessed and modelled, however the adverse impact on the capacity and flow of the junction was considered too great and would specifically impact the bus service. We will include double yellow lines at the dropped kerb access point that you have highlighted <p>Sheet 14 of 14</p> <ul style="list-style-type: none"> Dropped kerbs, protected by double yellow lines shall be included at the required access to the QuietRoute.

Date	Organisation Type	Comment	Consultation Type	Council Response
		<ul style="list-style-type: none"> • Parking abuse concerns along the road parallel to Balgreen Road with shops on its east side. The new dropped kerbs proposed are likely to be parked over without any restrictions. Would recommend a double yellow line across the dropped kerb to stop inappropriate parking blocking access. <p>Proposed plan – sheet 12 of 14 Support</p> <p>Proposed plan – sheet 14 of 14</p> <ul style="list-style-type: none"> • Dropped kerbs needed on Baird Drive to allow access along the Water of Leith to get to Pansy Walk. The dropped kerb needs to have parking restrictions around it so that people can access the Quiet Route unimpeded. 		
2017.06.29	Spokes	<p>This submission is Spokes response to the Council's consultation on proposed active travel improvements on Quiet Route 8 between Stenhouse Drive and Pansy Walk. We welcome the chance to comment on the Council's proposals. Our response is structured around the sheet numbers (even numbers from 2 to 14) provided in the Council's consultation documents. In addition we start by making some general comments about the consultation.</p> <p>General Comments</p> <ol style="list-style-type: none"> 1. The proposed improvements to Quiet Route 8 are welcome and should help attract new cyclists either as through travellers or to make journeys to and from Balgreen School, the Library and Saughton Park which connect directly to the route. 2. The drawings provided as part of the consultation are in general very helpful allowing existing and proposed conditions to be compared side by side. The drawing at a higher scale showing an overview could however be much improved. Hopefully our comments here can be used in future cycle path consultations. It is not clear why some current active travel routes are shown but others (current and proposed) are not. For example the route along the south side of Saughton Park is not marked on the map. We see a benefit in showing all current cycling routes as it helps explain some of the proposals. For example the proposed links to and from Saughton Park make much more sense if it is clearer that this links up to other cycle routes. 3. We feel that the overview drawing could also be improved if it were to show the line of the cycle route. As it is, you could get the impression that 	E-mail consultation	<p>General Comments</p> <p>1-3 Thank you for your comments, we shall bare them in mind for future consultations</p> <p>Sheet 2</p> <ol style="list-style-type: none"> 1. The switchover follows the ESDG approach of so called floating bus stops which provides a safe waiting area for pedestrians at eh bus stop. We did consider moving the bus stop further down the street, as you suggest. However, have also had feedback from public transport representatives that there is a strong desire from local bus users to retain the bus stop at its current location. Furthermore the available space at the current location is greater than further west. 2. The Edinburgh Street Design Guidance's (ESDG) minimum for a two-way segregated cycleway is 2m. Based on current levels of cycling at this location and the provision of an additional 0.5m separation strip, we consider this width to be adequate. 3. The council has general approach try and remove guardrail

Date	Organisation Type	Comment	Consultation Type	Council Response
		<p>instead of continuing along Whitson Road, the route involves a detour from Whitson Road to Stevenson Drive and then back to Whitson Road again.</p> <p>Sheet 2</p> <ol style="list-style-type: none"> 1. We are concerned about the switch of sides for cyclists, from the roadside to the inner pavement near the relocated bus stop. We think that the potential for pedestrian - cyclist conflict could be reduced if the crossing area was further east of the bus stop. It might also be worth widening the overall path width around the bus stop to reduce potential conflict. Moving the bus stop further west, if possible, would also be helpful. 2. We realise that the pavement width at the side of Stenhouse Drive is limited, especially at the eastern end. The proposed allocation of pavement is not clear but we are concerned that one measurement suggests the two way cycle lane would only be 2 metres compared to a pedestrian width of 3 metres. We would like to see the pavement width shared equally between the two types of user. Sustrans Handbook for Cycle Friendly Design gives 2.5 metres as the minimum required for two way cycle traffic. As a sub issue relating to pavement width, it is important that hedges and other trees/shrubs do not encroach over the pavement, especially at the junction with Stenhouse Avenue West as this reduces useable space. 3. We note there is considerable guardrail provision around the junction of Stenhouse Drive with Saughton Mains St. In keeping with Council policy consideration should be given to their removal. However, maybe this is part of another project. <p>Sheet 4</p> <ol style="list-style-type: none"> 1. Some cyclists travelling eastbound may not wish to turn into Stenhouse Avenue West (SAW) but continue along the Drive instead. For them, continuing over the raised table over SAW and joining the road just as the bus lane starts would seem a better solution than suddenly swerving off the pavement at the junction. For this idea to work, there would need to be a dropped kerb as the pavement narrows. It would benefit cyclists if the broken line marking the start of the bus lane did not bend inward but stretched in a straight line to meet the corner of the SAW junction. 2. Signs should be considered near to the Stenhouse Avenue West, Stenhouse Drive junction to alert motorists to cyclist leaving / joining the roadway (leaving 		<p>where possible. We will consider its removal at this location.</p> <p>Sheet 4</p> <ol style="list-style-type: none"> 1. We consider that it is safer for cyclists wishing to continue along Stenhouse Drive to rejoin the carriageway at the junction of Stenhouse Drive and Stenhouse Avenue West. Merging via dropped kerbs as you have described would mean cyclist have a poorer field of view as they are having to look over their shoulder. 2. We shall add cycle logos and arrows to the road surface to highlight the presence of cyclists and the likely directions of travel. To avoid clutter we shall not erect additional pole mounted signage. 3. Double yellow lines are in place at the dropped kerb entry/exit, however we will extend these by 3m along Stenhouse Avenue West to ensure cyclists have good sightlines when entering or exiting the pavement. <p>Sheet 6</p> <ol style="list-style-type: none"> 1. We shall include double yellow lines across the cycleway entrance. 2. We shall increase the width so that there is 1.5m either side of the central bollard. <p>Sheet 8</p> <ol style="list-style-type: none"> 1. Dropped kerbs have been included and should have been marked on this design drawing. 2. The importance of good sightlines in relation to the crossing is noted. <p>Sheet 10</p> <ol style="list-style-type: none"> 1. A segregated lane was considered, however this would reduce the road carrying capacity which was shown to have quite severe impacts on traffic flows which would delay the bus service. We feel that the route from Whitson Road down the access road, past the shops, to the new toucan crossing of Balgreen Road and then entrance of the school does meet

Date	Organisation Type	Comment	Consultation Type	Council Response
		<p>and joining on the Avenue West and joining on the Drive). This said we recognise that pavements need to be kept free of unnecessary clutter and hope the project will look to remove unnecessary signage or street furniture.</p> <p>3. On Stenhouse Avenue West, where cycle traffic comes onto the pavement or exits from it, the space on the road needs to be protected from stopped, loading or parked vehicles. We wish to see at least 3 metres of double yellow lines with double blips applied at this point on the road.</p> <p>Sheet 6</p> <p>1. On Whitson Road where the revised build out prevents through vehicle traffic we wonder if it is possible to mark the road such that it is clear that no parking is allowed in the centre of the road that would block or hamper cyclists through access.</p> <p>2. We would like the clear width between the edge of the central bollard and the edge of any raised kerb on the build out (both sides) to be at least 1.5 metres -i.e.the total width between raised kerbs must be at least 3 metres plus the width of the bollard.</p> <p>Sheet 8</p> <p>1. Where Whitson Place East and West meet the inside of Whitson Crescent, dropped kerbs should be provided.</p> <p>2. In relation to the alignment of the crossing of Stevenson Drive with the pathway into Saughton Park sight lines need to be protected especially for people exiting the park and intending to use the crossing. If they are restricted people hurrying out of the park to cross the road may make bad judgements about whether they are able to safely cross the road if the pedestrian go sequence is ending.</p> <p>Sheet 10</p> <p>1. We welcome the proposed new Toucan and Pelican conversion to Toucan on Balgreen Road. We also like the pedestrian improvements proposed. However, we are of the view that more could and should be done to provide a safe route for school pupils. In the plans there is no proper provision for cycling from the end of Whitson Road to the school entrance. The pavements on either side of Balgreen Road are too narrow. It is our view that a segregated bike lane should be provided on the east side of the little street running parallel to Balgreen Road between Whitson Road and Stenhouse Drive. This missing link would</p>		<p>the QuietRoute standards.</p> <p>2. See above comment (sheet 6) regarding cycleway width between bollards.</p> <p>3. A single stage crossing was assessed and modelled, however the adverse impact on the capacity and flow of the junction was considered too great and would specifically impact the bus service.</p> <p>Sheet 12</p> <p>1. We are not aware of any issues with speeding vehicles along Pansy Walk. We shall consult with the localities team to establish whether this is a consistent issue. If so we shall consider speed reduction measures.</p> <p>2. Improving lighting under the railway tunnel is being taken forward as part of another scheme.</p> <p>Sheet 14</p> <p>1. We shall assess the access point of the path and Baird Drive to ensure a safe, obstructed access is provided.</p>

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		<p>allow cycling to school from Whitson's quiet streets all the way to the school. A lane of parked cars would need to be removed on the street to accommodate a two way cycle lane.</p> <p>2. On Whitson Road in relation to the revised build out, our comments made about the similar build-out on sheet 6 would also apply.</p> <p>3. The proposed upgraded Toucan crossing over Stenhouse Drive is welcome but we would prefer it to be single rather than dual phase. As proposed, the island could become a bottle neck and it may not accommodate bikes with trailers and cargo bikes, which are likely to become more popular as cycling mode share grows in the city as planned.</p> <p>Sheet 12</p> <p>1. Motor vehicle use of Pansy Walk should be minimised. Please can speed reducing measures be re-established near Balgreen Road. Ideally only grass cutting and other maintenance vehicles should be allowed beyond the vehicle entrance to the school – could a locked barrier be installed to achieve this? Certainly parking on the grass verges at the side of the walk should not be allowed. Might it be possible to construct raised beds for flower and vegetable growing for use by local schools, nurseries and voluntary organisations such as the local Health All Round project. Alternatively could trees be planted preventing parking?</p> <p>2. The path lighting improvements need to include adequate lighting under the railway bridge.</p> <p>Sheet 14</p> <p>1. Although outside the area shown on the sheet, there is a need to provide an accessible dropped kerb (ie one that is not parked over) on Baird Drive at an area close to the start/end of the cycle path. Without such provision the integrity of the route is undermined.</p>		
28/06/17	Living Streets	<p>Living Streets Edinburgh have provided general background feedback on strategic issues with walking in Edinburgh. These have been replied to separately by the Council. Included below are their specific design responses to this scheme:</p> <p>Stenhouse Drive</p> <ul style="list-style-type: none"> At the westward end of the route, the excessively-wide bell mouth access to 	Email	<p>Responding to each of your comments in turn:</p> <p>Stenhouse Drive</p> <ul style="list-style-type: none"> We presume you mean the entrance to Saughton Mains Street. If so, budget permitting we will consider improvements here, though a continuous footway would not be appropriate at a signalised junction.

Date	Organisation Type	Comment	Consultation Type	Council Response
		<p>houses on the south side of Stenhouse Drive should be improved with a continuous footway.</p> <ul style="list-style-type: none"> • We oppose the extension of shared cycle/walking surface; this section is also an example of how the 'walking only' space is reduced (from 3.5 to 3 metres). • There appears to be no improvement whatsoever to the wide crossing of Saughton Mains Street, on the south side off the pavement • The drawings appear to suggest the removal of the popular bus stop on the north side of Stenhouse Drive, close to Stenhouse Avenue West; we would oppose this unless a suitable alternative, based on local consultation, was provided. <p>Stenhouse Avenue West:</p> <ul style="list-style-type: none"> • This street currently has pavements around 1.65 metres wide on each side, often further narrowed by encroaching bushes, which is unacceptable. • A continuous pavement should be installed at the first side road/access to the west. • At the junction with Whitson Road, consideration should be given to extending the continuous pavement across Stenhouse Avenue West. <p>To Whitson Crescent</p> <ul style="list-style-type: none"> • Excessively narrow pavements persist on all this section. • Within the Crescent itself, there is extensive conversion of pedestrian-only surfaces to joint cycle/pedestrian surfaces, which we oppose. • There is considerable engineering in this section (removal of pedestrian crossing, replacement by toucan, moving bus stop etc). We would query whether the improvements to cycling and the demand for access to Saughton Park justify the diversion south from the east-west Whitson Road route; we would prefer to see the available budget spent on the walking improvements we highlight here. <p>To Balgreen Road</p> <ul style="list-style-type: none"> • We are not clear from the drawings if the pedestrian crossing of Balgreen Road just to the north of Whitson Road is signalled? • We welcome several continuous pavement on and around Balgreen Road. This section of road is very heavily dominated by motor vehicles and pavement parking appears to be a significant problem associated with the Primary School. Bollards should protect the junctions to deter this. 		<ul style="list-style-type: none"> • Altering the footway to 3m wide to achieve the safe cycle route is within the standards set out in the Edinburgh Street Design Guidance. • See above • Lothian Buses have agreed to the removal of this bus stop as this fits with their strategy of bus stop rationalisation to improve service times. Alternative bus stops are positioned within 150m. <p>Stenhouse Avenue West</p> <ul style="list-style-type: none"> • It is beyond the scope and budget of this project to widen these footways. • We will consider tightening the corner radii and including a raised table at first side road of Stenhouse Avenue West • We will consider adding a raised table across Stenhouse Avenue West at the junction with Stenhouse Gardens North. We will also consider tightening corner radii and adding raised tables across Stenhouse Avenue. <p>Whitson Crescent</p> <ul style="list-style-type: none"> • It is beyond the scope and budget of this project to widen these footways. • The shared use pavements are 3m wide and meet the standards set out in the Edinburgh Street Design Guidance • Moving the crossing improves the design lines for cyclists and pedestrians. The improvements are consistent with increasing active travel to key local destinations across the city, which Saughton Park is. <p>Balgreen Road</p> <ul style="list-style-type: none"> • The new Balgreen road crossing is a signalised Toucan Crossing. • Based on expert advice from where continuous footways have been implemented elsewhere in the UK, we have judged that across the scheme the levels of motor traffic may be too high compared to the quite low numbers of

Date	Organisation Type	Comment	Consultation Type	Council Response
		<ul style="list-style-type: none"> The pavements on Balgreen Road are too narrow - especially outside the primary school itself. <p>We appreciate that the design widens the pavement to 3 metres here, but we question whether this is adequate, especially given that this section is shared walking/cycling. We would encourage a more ambitious approach involving the removal on an entire traffic lane, and replacing with pavement on the eastern side of Balgreen Road. This would also permit the more extensive removal of guard rails which we see as an unfortunate necessity at present, given the narrowness of the pavement and the volume and speed of traffic. It appears that a net <i>increase</i> in the width of Stevenson Drive is proposed at the junction with Balgreen Road.</p>		<p>pedestrians for continuous footways to function effectively. We shall however still be tightening corner radii and adding raised tables so that pedestrians have greater safety and ease of crossing.</p> <ul style="list-style-type: none"> We have considered removing a traffic lane, however junction modelling indicates that this would have significant impact on traffic flows, which in turn would be detrimental to the local bus service. The adjustments to Stevenson Drive are in order to achieve significant widening to the crossing island, which will have a significant benefit for walking and cycling

Appendix B - Full List of Public Consultation Comments

Saughton Park to QuietRoute 8 – Public Comments

Date	Organisation /Type	Comment	Consultation Type	Council Response
2017.05.19	Local resident	Im totally opposed to any more clutter or any alterations to whitson road apart from painting the road safety lines they have not done for 25 years i think that is more important .plus.this proposal is not acceptable in any form . I strongly object to this title as well saying links to saughton park what a joke .	E-mail consultation	As part of the project we shall undertake a decluttering assessment of the streets. We will assess whether re-lining of the road markings along Whiston Road can be included in the scheme. We are unclear why you feel the title is misleading. The scheme does provide cycle and walking infrastructure which links the two northerly entrances of Saughton Park to QuietRoute 8.
2017.05.23	Local resident	I walk along the footpath from Balgreen to Corstorphine often as it is a nice peaceful walk cyclists at least mostly are considerent but you get the few who are terrible like you get with motorists as well.I have a clipping from a Spanish paper saying they want Cyclists to sit a test and have Insurance.But my complaint is the overgrown Grass,Weeds and bushes on the walkway.The Roads and pavements in Whitson Road as you can not Maintain them O the Grass as well How are you Going ToMaintain your proposed Cycle way.I have lived in Whitson Road for over 50 years even the Bus used it service 2.But it was always well serviced not neglected like now. Follow up email 2017.05.25 As I said Balgreen Road is the most direct route to the Quiteroute with pedestrian crossing in place from the park and on to the quiteroute the bottom of Whitson Road is a nightmare with the school run.Please keep me informed.	E-mail consultation	Where the vegetation is owned by the Council, we can have it trimmed during the construction. Ongoing maintenance is an issue for the Localities team. We shall keep you informed once the project progresses to the next consultation stage.
2017.05.30	Local resident	Support, but wants to see traffic calming on the footway / cycleway sections	External Stakeholder Workshop / Public Exhibition	We are unclear exactly which locations require traffic calming, however we will consider locations where this may be appropriate.
2017.05.30	Local	Support, but wants the segregation removed and only one give way at	External	The majority of feedback that we have received in recent

Date	Organisation /Type	Comment	Consultation Type	Council Response
	resident	continuous crossings	Stakeholder Workshop / Public Exhibition	consultations on segregation is that it is usually preferred to shared use footways. The continuous footways conform to the design standards set out in the Edinburgh Street Design Guidance.
	Specific comments from residents at External Stakeholder Workshop / Public Exhibition	<ul style="list-style-type: none"> Any trees on street should have their roots contained so that they don't break through the footway. Speeding motorbikes and sometimes cars along Whitson Road and Stenhouse Ave is a key local issue. Additionally, many children play on these streets – particularly at the junction of Whitson Road / Stenhouse Avenue. Discussed ways to make the street more people friendly and address antisocial motorbike use. The residents in attendance were open to potential changes, such as, on-street murals, bollards and more continuous footways to decrease vehicle speeds, increase pedestrian priority and make the street more people friendly. The paths at Whitson Crescent should be widened, if cyclists are permitted to use them. Discussed the option of using tree friendly, path materials in order to widen the path around the trees without causing damage. Extend the footway along the length of Pansy Walk, as it currently it ends at the entrance to the school. Consider a one-way system into the shopping parade. 	External Stakeholder Workshop / Public Exhibition	<ul style="list-style-type: none"> No new trees are planned as part of the scheme. We can investigate with the tree officer whether the relocation tree can have its roots contained to protect the footway. We will consider ways to make the streets mentioned more pedestrian friendly and reduce the dominance of motor vehicles within the budgets available. We shall consult with the Council's tree officers to see whether we can widen the paths around the trees, without causing any tree damage. We shall consider extending the footway. Currently the section beyond the footway is used as an informal car park for the school. We shall contact the school to assess if this is required and what design changes could be made to improve conditions for pedestrians.

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	This is a busy stretch of road at most times, anything that makes it safer and less threatening for cyclists is, in my opinion, a good idea. I am a cyclist, although rather newly returned to cycling after an absence of many years. The volume of traffic and general safety concerns regarding the layout of the roads are the main things that continue to make me nervous.	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
2	Strongly support	As a regular cyclist across Edinburgh I would welcome all improvements to the cycling network., both for myself and to encourage others to adopt regular cycling as a means of getting around.	
4	Strongly support	This rightly so will improve the route to and from Saughton Park. I believe this will increase the number of not only walkers/jogger but very much cyclists with a designated route for them to take. The visualisations and drawings look great and I strongly think this could benefit the community as well as improve safety at certain crossing points located along Balgreen road.	
5	Strongly support	Keep cyclists safe on a dedicated route rather than having to deal with vehicles on the road.	
7	Strongly support	I used to use this route to ride to work, but suffered too many close calls with passing vehicles and found it very scary, so stopped cycling to work altogether for a while. I did eventually find an alternative (but longer) route, but this road really put me off so any improvements which make it safer would be good.	
9	Strongly support		
10	Strongly support	Any opportunity for people to get more active in a safe environment is essential theseservices days, especially for children, with the amount of traffic on our roads it almost impossible otherwise	
12	Strongly support	Saughton Park provides a good link between the Water of Leith Walkway and my home just off	

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
	support	Balgreen Road. Currently cycling between the two is difficult and the cycling provision that is provided is inadequate and old fashioned.	
14	Strongly support	My eye sight is poorly. Although I'm able to see enough to cycle, I am not able to pass the eye test for a driver's license. Therefor I have not choice but to go about on bicycle only or walk (or take bus). I support all improvements for cycle routes.	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.
15	Strongly support	it would make cycling to the gyle/Edinburgh business park feel safer	
16	Strongly support	Anything that can be done to reduce traffic and associated fumes, and encourage healthier, greener commuting is good.	
17	Strongly support	This scheme improves safety for active travel and links to existing paths. Especially important is the link to the school: hopefully it will encourage people out of cars on the school run.	
20	Strongly support	I cycle in this area and would love to see further improvements for cyclists and walkers.	
22	Strongly support	I use part of this route to head south from Carrick Knowe onto Stenhouse drive (and then to the water of leith path). Getting onto Saughton Drive cycle lane after crossing the tram tracks is difficult in rush hour as the cars approaching from the west are often encroaching onto the cycle lane. So I would strongly support improvements to this area.	
28	Strongly support	the junctions planned for modifications are currently difficult to negotiate for cycling and walking because of heavy and fast traffic	
29	Strongly support		
31	Strongly support	It is difficult to travel from the west into the city by bicycle without risking life and limb, anything that makes the journey safer and more pleasant is welcome.	
32	Strongly support	Safer for cyclists and encourage more people to bike including children who attend Balgreen and Stengouse primary. Reduce cars on the road	
33	Strongly support	Edinburgh needs to encourage more people to cycle and this is one way of doing that. Current cycling conditions aren't great at all.	

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
36	Strongly support	We need a network of cycle routes that is free of buses, lorries, trams, taxis and even any cars. The current cycle lane system is not safe and many people do not use it as the buses and taxi's get so close	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.
37	Strongly support	The current conditions are not safe for cyclists.	
38	Strongly support		
41	Strongly support	Currently quiet route 8 services North of the the tram track, however there is no similar provision South of the tracks and the current on the road cycling provisions do not encourage newer or less confident cyclists due to the volume of traffic on the road. The junction at Balgreen Primary is extremely busy and particularly daunting if turning right from the south end. Main access to saughton gardens via Balgreen Road again relies on cyclists dismounting to use the crossing or having to sit in the middle of a very busy road in order to turn into the park, providing access via a toucan crossing on Stevenson drive will be a marked improvement . The islands along Whitson Road that prevent traffic but allow cyclists are ineffective as they are often blocked by parked cars and so again cyclists have to dismount to squeeze past or use the pavement. When exiting Whitson Road at the Balgreen end the current cycle arrangements lead up onto the pavement which goes nowhere and only provides an island crossing at a particularly busy part of the road and isn't wide enough to allow a bike to sit safely in the middle of the road to negotiate crossing both lanes of traffic, this is also an area where car drivers are exiting the tunnel and visibility conditions are changeable thus making it more dangerous to cross unaided.	
42	Strongly support	Improvements along Stenhouse Drive, will make bike travel from Chesser Area to Hermistion Gate, much better. No longer will have to decide whether to attempt going on the pavement or turn right across motor traffic on to Stenhouse Drive for ~140m, before could get to shared use path.	
43	Strongly support	It is important to encourage Active Travel of all kinds	
44	Strongly support	I live on Stenhouse Avenue West and work in the city centre. I often cycle or run the 3 miles to work and any improvements on the network will make a huge difference to safety. I also run	

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
		around Balgreen/Corstorphine and find the junctions difficult to cross at times. I also regularly take the bus from the end of Stenhouse Avenue West and have often witnessed cyclists either cycle on the pavement/take risks/sit in the middle of busy traffic to access the cycle path on the tramway.	
45	Strongly support	Essential link in the cycling network. Cycling reduces pollution, congestion, obesity. Cycling saves the NHS money. Cycling is good for business. Cycling helps prevent individuals getting into debt caused by owning a car. Cycling gives freedom to those unable to drive e.g. the young, the old, the disabled (yes, the disabled frequently are able to cycle)	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.
46	Strongly support	It should be improved for visitors and locals to the area. Cycling and walking is popular here due to not having to share traffic with people in motor vehicles who consider people outside as expendable.	
47	Strongly support	As a parent who lives in the area I find it absolutely tragic that all the important amenities in the area can't be reached by bicycle. Local shops, quiet route walks, Roseburn Park, Primary School, Library, Bowling Green, Nursery School, Bowling Green, Golf Course and Saughton Park. I commute by bike to work but sadly there is no way I would put my child through the ordeal of cycling even such a short distance on the roads in the area in order to reach these key facilities. Any provision for segregated cycling in the area would be most welcome.	
48	Strongly support	The surrounding roads carry heavy traffic travelling at speed past residential areas and schools. I commute to work in a council nursery in this area and have immediate and familiar experience of the hazards for pedestrians and cyclists.	
49	Strongly support	Cycling provision in this area is currently sadly lacking. This would be a popular routes and if is of sufficient quality will attract many more people to cycle.	
8	Support	I agree that particularly along side the tramline is a lot of grass space and pavement which could incorporate a cycle pedestrian path. What I do not agree with is any impact to these roads as they are busy as it is 24/7. Junctions should not be changed neither should raised or continued pedestrian paths. There is no issue with a cyclist stopping and dismounting at traffic lights.	
18	Support	I think this is needed and welcome this work. I would prefer all cycling to be on a dedicated path	
27	Support	Seems like a good idea, but unsure really how many people will use it. It is already possible to get	

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
		into town on quiet routes via Saughton Park (go behind the school at Balgreen)	
39	Support	It's good to see investment in local links that make Saughton Park more accessible. That said, I think there bigger fish to fry elsewhere in the city (e.g. north/south links across the city centre).	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
40	Support	the "Broomhouse" path is a great bit of cycling infrastructure but is hard to access safely and easily, this addresses it. This area is busy with cyclists going to work at Edinburgh Park / Gyle, and has Saughton Park and the Water of Leith nearby so will be good to connect all those together in a safer and more convenient manner.	
19	Neither support or oppose	Hardly ever see anyone cycling along the route so stop wasting public money on unnecessary things.	
24	Neither support or oppose	Though I cycle as a resident and a motorist the benefit to cyclists could have a corresponding deficit to the motorists and more particular to the loss of parking spaces.	
21	Oppose	There's too much of an obsession with getting everyone to cycle. I'd rather money was spent in upgrading the lesuire centres and public parks	
25	Oppose	Cyclists already ignore the cycle path on Stenhouse Drive & some cycle on the pavement not the cycle path	
30	Oppose	Encourages more cycling on the pavement. Too many cyclists already cause problems for pedestrians.	
35	Oppose	There is money being wasted in moving traffic lights a few feet down Stevenson Drive. Also in moving the tree and bus stop. This is all un-necessary. If the existing traffic lights at Whitson Crescent require upgrading then I would that the ones further up the street near the Air Corp hut also so as well. At the Pansy Walk there is potential for pedestrians to be injured as cyclists and pedestrians come together. The same is to be said of Whitson Crescent.	
3	Strongly oppose	Because you are not being open and transparent in and drawing of exactly what happens to the road layout ect ect ect parking restrictings ect ect priority for cyclist ect ect .and wasting my tax payers money on this cyclcy way is unacceptable in my opinion .wheres the public meeting being held for residents and others who want to oppose any of this .	

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
11	Strongly oppose	Have already done a survey this morning - this one affects me even more!	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
13	Strongly oppose	There is an excellent cycle route next to the tram line already, this is a duplication of that. I would much rather see LESS cyclists using the proposed route, they are already a hazard to pedestrians.	
23	Strongly oppose	I live on Stenhouse Drive and have to deal with cyclist riding passed my block at break neck speed with no regard to anyone exiting pathways. This is also the case when walking on the dual use path beside tram. They fly up behind you with no warning or career past at speeds that are not safe on paths that not solely for cycles	
26	Strongly oppose	The changes are unnecessary and the public money would be much better spent elsewhere. If you are travelling from Broomhouse to Muarryfield then the current path along the tram line is great, it will take the shortest time, encounter the least amount of traffic and is the safest. The purpose of this path is to make it easier to get from the current cycle path to Balgreen Library, Saughton Park and Gorgie. Balgreen Library is 100 yards from the cycle route and can be accessed by a wide tunnel by cyclists who are not comfortable on the road. There are already existing traffic lights at Balgreen Library to enable cyclists to cross the road to access Saughton Park and Gorgie. This proposal just seems to be an excuse to waste public money to create something that already exists.	
34	Strongly oppose	It seems to me that once again this council are taking on the minority i.e. cyclists. I have almost been knocked over twice in the last fortnight walking my dog by cyclists on pavements and travelling far too fast. Who are cyclists answerable to?	
6	Strongly oppose	Currently there are a couple of deal-breaking disconnects (at each end) meaning that it's very hard to get safely across Balgreen Road, and out to join the current cycle path on Stenhouse Drive (heading west, particularly).	

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
2	Strongly support	Anything that encourages people to get out of their cars has to be a good thing. If there is a pleasant environment for outdoor activity people are far ,more likely to take it up.	All general points shall be considered in the Council’s future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
4	Strongly support	Again, having a designated route for walkers/joggers to take as well as improving their safety whilst on this route may see more people take this and even leave the car behind in order to try out this new improved route.	
5	Strongly support	Take pedestrians away from pollution of traffic.	
7	Strongly support	I think to encourage people to walk short journeys rather than drive is good for their health, wellbeing and connecting with the community. Local shops would benefit and this would be good for the local economy too.	
9	Strongly support		
10	Strongly support	Again, the amount of traffic on our roads put people off being active	
12	Strongly support	Key walking route to Balgreen Primary, Balgreen Library as well as the Saughton Park. The recent tram stop also increases volumes of people on the route. Currently the small pedestrian crossing in the middle of Balgreen Road is inadequate. Note the survey should also consider the tram as a potential driver of pedestrians accessing the park.	
14	Strongly support	see previous answer.	
15	Strongly support	it would promote walking instead of getting the bus/driving	
16	Strongly support	As previous	
17	Strongly support		

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
20	Strongly support	It is very important for walkers to feel safe when using the same routes as cyclists.	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
28	Strongly support		
31	Strongly support	A lot of families with children live in the area, and in particular need access to the primary school and library, anything that makes walking easier has got to be a benefit.	
32	Strongly support	Less cars on the road. Encourage more people to walk and exercise	
33	Strongly support	We should be encouraging all kinds of sustainable transport, including walking.	
36	Strongly support		
38	Strongly support		
41	Strongly support	Pedestrian priority junctions will hugely improve the safety around the primary school, and allowing children easier and safer access to saughton Park. Current paths outside the school/nursery/library are too narrow for the number of pedestrians using them and do not allow for buggies/prams to pass each other easily .	
42	Strongly support	I support widening of pavements and improvement to lighting.	
43	Strongly support	It is particularly important to encourage walking in a park. It is important that the "improvements" do not bring cyclists and pedestrians into conflict.	
44	Strongly support	See previous answer.	
45	Strongly support	Walking reduces pollution, congestion, obesity. Walking saves the NHS money. Walking is good for business. Walking helps prevent individuals getting into debt caused by owning a car.	
46	Strongly support	It should be improved for visitors and locals to the area. Cycling and walking is popular here due to not having to share traffic with people in motor vehicles who consider people outside as	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
		expendable.	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.
47	Strongly support	This is a high amenity area for the local community. It's also dangerous. The corner of Pansy walk and Balgreen Road is dangerous. With aggressive driving towards the lights at the primary school it is unpleasant to walk and dangerous looking over your shoulder to see if cars are turning in. The pedestrian priority would be most welcome. The new cycle and pedestrian crossing there will also be fantastic. Crossing 1/2 way with no lights is a daily gamble. Again. Aggressive driving towards the primary school lights with traffic beginning on the otherside of the road does not make for a safe crossing. The island is barely wide enough for a buggy never mind pushing a bicycle across too.	
48	Strongly support	We need to reduce car transport of school pupils to Balgreen Primary and Balgreen Nursery. Better crossing points and safer routes will encourage families to walk to school.	
49	Strongly support	It is a desirable route and provision of a quality cycle route will attract more people to cycle.	
40	Strongly support	Routes are only as good as the connections between them. Currently there are a number of gaps in the continuity of the route from East to West which reduces the utility of the overall route to cyclists, particularly those not so willing or able to go on the road.	
6	Strongly support	Encourages people to get to the park on foot rather than by car.	
1	Support	I don't ever walk this route myself, but anything reasonable to improve conditions for pedestrians (improving people's safety, activity levels and general wellbeing) in Edinburgh gets my support.	
22	Support	I am generally supportive of improving walking conditions everywhere. I can't answer 'strongly support' as I don't walk in this area and don't know the problems faced by pedestrians here.	
29	Support		
37	Support	In principle I support prioritising walking traffic above motor vehicle traffic, but I think that walking upgrades should not be made at the expense of cycling ones, as in the majority of the city there is already a safe, dedicate space to walk.	
18	Support	I think the paving is not a major issue.	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
19	Support		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.
30	Support		
35	Support	Pavements are for pedestrians and therefore the emphasis should be on them, particularly as this is a school area.	
27	Neither support or oppose	Crossing exists already	
39	Neither support or oppose	No objections to improvements but not clear there is much issue with walking conditions at present.	
24	Neither support or oppose	Same answer as before	
21	Neither support or oppose	It's easy to walk already	
11	Neither support or oppose	Walking on this route is already fine.....	
13	Neither support or oppose	Other than some pavement repairs, I'd rather see Council funds spent where they're actually needed.	
8	Oppose	There is no need to change any pedestrian footpath on this route. Shall we offer bubble wrap outfits for them to wear while walking?	
25	Oppose	The pavement is suitable for walking, not a lot of people would use the quiet route for walking on in the darkness of winter	
23	Oppose	As previously stated I believe that it will not make walking safer, just give cyclist free reign to do what they like	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
3	Strongly oppose	Waste of my tax payers money and not needed simple	All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.
26	Strongly oppose	<p>There are already traffic lights every couple hundred yards to enable walkers to cross the road safely. The footpaths are in reasonable order and there are lots of off road paths for walking on. Money would be better spent on keeping the existing walking paths fully open. Presumably the work on the Water of Leith at Murrayfield will finally be completed in the near future, though it's only part of the Water of Leith that is currently closed. The section near Dean Village has been closed on/off for 3-4 years, this is a huge asset to the city and ideal for encouraging people to exercise more. Improve the existing paths before trying to build unnecessary bolt ons that will have minimal use.</p>	
34	Strongly oppose	Things are quite okay as they are.	

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
4	Strongly support	The design has replacements of old crossings being removed and upgraded to safer toucan crossings. If this proposal does go ahead, I believe safety will be a major advancement in the plan.	
7	Strongly support	The extended shared use pathway, if wide enough, will allow a safer route for cyclists, however I am concerned that these types of pathway put pedestrians and people using bikes in conflict. Bikes are silent and people do not hear them and often wander across the whole pavement. I am fairly slow but even I have had to do a few emergency stops when someone moves unexpectedly. Also, pedestrians often get angry when people on bikes ring their bell. Would be better to have segregated cycle pathways which mean all active transport methods are safe and not jostling for the remainder of the space left once vehicles are catered to.	Where there is sufficient path width, i.e. more than 4m metres, we have provided segregated path. Below this width segregation is not practically achievable as cyclists cannot comfortably pass each other in less than 2m width. We have just completed a successful trial of signage on shared use paths regarding issues like the use of bells. We looking to extend this trial to more sites across the city.
9	Strongly support		
14	Strongly support	See previous answer	
15	Strongly support	it would demonstrate that Edinburgh city is serious about promoting walking/cycling	
16	Strongly support		
17	Strongly support		
32	Strongly support	More accessible to cyclists and walkers	
33	Strongly support		
38	Strongly support		
41	Strongly support	Think proposals are good and will improve safety and accessibility immensely. I would also like to see the routes both north and south of the tram track joined up at both ends	We are not entirely certain if you mean that a link to QuietRoute 8 is required along Balgreen Road in addition to the links to QuietRoute 8 at

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		for cyclists. This could be done by making the pedestrian tunnel at Balgreen Road shared access for cyclists and pedestrians. Currently cycling through the tunnel on the road is extremely dangerous with drivers passing when there is insufficient room to do so.	Pansy Walk and Stenhouse Drive or that you are not aware that alternative links are planned. If it is the former, then a link along Balgreen Road was considered however, the estimated cost to alter the pedestrian tunnel greatly exceeded the available budget.
42	Strongly support	Most of the Proposed design is good. More could be done to improve the paths to the bridge crossing Water of Leith that goes to Westfield. Currently there are narrow path covered with loose stones, that links up to the paved path that provides a ram to bridge. The narrow paths can cause conflict between cyclists and pedestrians. The loose stones end up on the paved parts of the path causing a hazard.	Improvements to the Water of Leith path were assessed but not progressed under this scheme as they were considered beyond the scope and budget of the scheme.
45	Strongly support	Comments for improvement below: 1. The cycle path on Stenhouse Dr is below the minimum standard width at 2.0m. It should be 3.0m. 2. The guardrail around the junction of Stenhouse Drive with Saughton Mains St. should be removed, in keeping with Council policy. 3. How will cyclists continuing along Stenhouse Dr. access/exit the cycleway at the junction with Stenhouse Ave West? The cycleway should be continued across the junction of Stenhouse Ave West with priority to cyclists. Eastbound the cycleway should merge into the bus lane. Westbound, an access ramp should be provided. The raised table across Stenhouse Ave West should make it completely visually obvious to drivers that cycles & pedestrians have priority, without need for signs. 4. On Stenhouse Avenue West, where the cycle traffic comes onto the pavement or exits from it, the space on the road needs to be protected from stopped, loading or parked vehicles. 5. At the two cycle bypasses on Whitson Rd (sheet 6 & 10), double yellow lines need to be installed to prevent the access and sightlines becoming blocked by parked cars. 6. The pavements on Balgreen Rd are too narrow to support the volume of pedestrians travelling to the school. A protected cycle route should also be provided to the school entrance (especially since this is very close to the school and potentially will attract many new cyclists). Pavement widening could be achieved by removing 1 of the 3 motor traffic lanes. (The amount of space given to motor traffic makes the road seem very pedestrian unfriendly and only further encourages people to drive to school). The protected cycle route could be along the service road, but segregated from traffic. 7. A two-stage pedestrian crossing at Stevenson Dr is not acceptable. Cycles and pedestrians will be delayed (i.e. given low priority) and come into conflict. Bikes will not have space to manoeuvre on the island. 8. The underpass under the railway needs to be made shared use, so that bikes can access Baird Dr and the Balgreen path. 9. The end of Pansy Walk	<ol style="list-style-type: none"> 1. 2m width, with a 0.5m separation strip from the road, meets the requirements of the Edinburgh Street Design Guidance. 2. We shall consider the removal of guardrail at the junction. 3. We shall provide an eastbound access to the bus lane via a dropped kerb, with give way markings. Westbound we think it is appropriate for cyclist to join the cycleway via the raised table crossing of Stenhouse Ave. West. 4. At the junctions of Stenhouse Ave W/Drive, we shall extend the double yellow lines to protect the entry/exit point for cyclists. We shall also mark this entry point with cycle logos, arrows and give way markings to guide cyclists on and off the pavement. 5. We shall add double yellow lines at the cycle by-passes. 6. We have considered removing a traffic lane, however junction modelling indicates that this would have significant impact on traffic flows, which in turn would be detrimental to the local bus service. 7. A single stage crossing was considered however junction modelling indicates that this would have significant impact on traffic flows, which in turn would be detrimental to the local bus service. 8. We undertook a feasibility which considered upgrading the underpass, however it was beyond the budget available. In its current state the underpass is too narrow to be considered suitable for shared use. 9. We shall investigate the verge parking on Pansy Walk to determine why it occurs and how it can be addressed to improve conditions for walking and cycling.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		(beyond the school car park) needs to be blocked to motor traffic, as this is being abused as informal parking on the grass. It is also encouraging many more vehicle movements than there should be on a single track lane, right outside a school.	
46	Strongly support	It should be improved for visitors and locals to the area. Cycling and walking is popular here due to not having to share traffic with people in motor vehicles who consider people outside as expendable. Care must be taking to widening the pavement at Stenhouse drive as just painting a line down the middle with no changes to the width will lead to conflict.	The project includes widening sections of the Stenhouse Drive pavement so that it meets the width criteria set out in the Edinburgh Street Design Guidance.
48	Strongly support	Careful design and publicising of safe routes will raise awareness for drivers of alternatives to using a car. Balgreen Road and Stevenson Drive carry a great deal of through traffic with drivers often not showing respect or care for walkers and cyclists in their haste to be elsewhere.	
6	Strongly support		
37	Strongly support	I strongly support the principles it attempts to implement: walking priority at minor motor vehicle junctions, and more safe space for cycling. I have a few concerns relating to the detailed design: a) The continuous footways, as drawn, only have give way marking for vehicles leaving a minor road and joining the major road. I believe that pedestrians should have priority over vehicles turning onto a minor road from a major road as well, necessitating additional road markings. b) At the intersection of Stevenson Drive & Balgreen Road, the proposed shared use path narrows from 5.1 to 4.4 to 3.02 m. Given the only thing necessitating this narrowing is fenced off grass, it would seem sensible to not narrow the path, instead maintaining at least 4.4m to reduce pedestrian and cycle conflict. Obviously this would require the fence line be altered, but is any easy way to reduce conflict at a busy junction. c) At the junction of Stenhouse Ave. West, Whitson Road, Stenhouse Ave, and Stenhouse Gardens North, it seems that additional continuous footways could be added to further slow motor vehicle speeds and increase pedestrian priority. d) Ideally the segregated cycle path along Stenhouse drive should use red-chipped pavement to visually reinforce its different purpose from the footway.	a) Continuous footways were considered, however, based on expert advice from where they have been implemented elsewhere in the UK, we have judged that the levels of motor traffic are too high compared to the number of pedestrians for a continuous footway to function effectively. Instead we shall be narrowing the junction width and installing raised tables. These interventions will improve conditions for walking. b) We will re-assess the pavement width at the corner of Stevenson Drive & Balgreen Road and see if the widening can be delivered. c) As per point (a), we shall not be implementing continuous footways, however will consider whether a raised table and further corner radii tightening is appropriate. d) We will consider whether red chipped surfacing is appropriate with reference to our Street Design Guidance.
27	Strongly support	While I do not see the necessity of the work, the design is sound	

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
2	Support	I'm not an expert but I can only assume it's the best plan available.	
5	Support	Haven't seen the exact plans, but support the general principal.	
10	Support		
12	Support	<p>I think it's great that there are a number of improvements taking place. Where no comments I support the proposals, I have added below some additional things to think about: Balgreen Shops area: - The entrance to Pansy Walk currently used by bikes is single track. There is not enough space for cars and bikes to pass. Consider widening this initial area to at least allow a two car wide junction. - The area by the shops at Balgreen Road feels needlessly fenced off - could there be more pedestrian space simply by removing it? - Instead of having a junction immediately north of Stevenson Road, could cars not access this small parking area directly from Whitson Road, therefore removing the number of roads pedestrians need to cross? - The whole length of the path outside the school is narrow - is there a way to widen it in its entirety? - Whilst the works are being carried out, could the tight left hand bend from Balgreen Rd to Stevenson Road be widened to ease bus access and stop the risk of buses going on the pavement here? - The proposals do not include upgrading the path under the railway and connecting to the tram stop. The extremely narrow bit of pavement just north of the tunnel is the least safe bit of the whole route from the tram. Consider whether the pedestrian crossing at the tram stop could be widened to provide a safe connection point (ie add another set of stop lights immediately north of the railway bridge) - Is there a way of upgrading the tunnel so it feels less hostile (a clean, better lights and no graffiti)? - Please ensure double yellows on the cycle friendly access points - it's particularly troublesome to get through these in this area - Please consider upgrading the bus stop westbound on Stevenson Rd immediately after the turning from Balgreen Road - it is very low set. This would assist people accessing the park via the 22 etc. - Given this is in my view a local centre, consider making this part of the city wide 20mph limit. It seems ironic that Ravelston Dykes will soon be a 20mph yet this narrow, well used area will not. Pansy Walk area: Whilst works are being carried out, could additional steps be built to the Water of Leith bridge to remove the significant desire line, and also tarmac some of the more well used areas of the community garden? Many thanks for the work that you are doing - it is much appreciated.</p>	<p>Taking each of the points you raise in turn:</p> <ol style="list-style-type: none"> 1. We will assess whether further changes to the layout of Pansy Walk are required to improve conditions for walking and cycling 2. We will investigate removing or altering the fencing at Parade of shops on Balgreen Road. 3. We had considered removing a traffic lane in order to widen the path to the school, however junction modelling indicated that this would have significant impact on traffic flows, which in turn would be detrimental to the local bus service. 4. We will re-assess the corner radii for buses turning left from Balgreen Road to Stevenson Drive. 5. We undertook a feasibility which considered upgrading the underpass, however it was beyond the budget available. In its current state the underpass is too narrow to be considered suitable for shared use. 6. Double yellow lines will be included to protect access points. 7. We will pass on the bus stop alteration request to the public transport team 8. It is not clear which street you are referring not as being not part of the 20mph roll out. 9. Additional steps to the Water of Leith is beyond our current project scope. We will investigate if tarmacking the community garden area is desired by the local area team and those who look after the garden.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
20	Support	Any improvement is highly appreciated.	
28	Support		
31	Support	Agree with the overall approach, but there should be more controlled crossings, particularly on Stevenson Drive, where the traffic is heavy and fast (because it is a long, straight road).	Based on the available budget we are not currently considering adding additional crossings.
36	Support		
43	Support	Why is there a big wriggle down to the area covered by sheet 7 - 8? I would not bother going down there, I would just go straight on.	This provides the most direct route to the northern, central entrance of Saughton Park.
44	Support	I'm not sure additional traffic lights at Whitson would benefit, there are a lot of crossing points on that stretch of road already and as a car driver i think it would cause a build up of traffic.	We feel that the additional crossing from Whitson Road to Pansy Walk is required in order to deliver the project to the standards required for the QuietRoutes Network.
47	Support	There are many essential features. The continuation of the cycleway from Stenhouse Drive. The access to Whitson Crescent and the new widened crossing of Stevenson Drive will be excellent. Pansy Walk upgrades are much needed. The pedestrian continuous footway will be terrific. The crossing at the same location will fill a massive safety gap for the area. It really is unpleasant crossing from Pansy Walk to Whitson Road and this will be an excellent addition to the area. It's great to have access from the school on bikes to the park. How do the pupils get there? Not all pupils stay in Whitson. To those who live North of the tram track. Still only metres from from the school. Cycling to school will still be unbelievably dangerous and to be honest wont happen at all with the current road setup. It does just feel though that a massive opportunity to transform the area outside the amenity heavy Balgreen Primary School has been missed. How can any modern street design not only devote so much space to and infact encourage more traffic (30 mph Balgreen Road) outside a primary school and nursery in such close proximity to the road? I appreciate this is not within the direct scope of this consultation but surely there must be some joined up thinking. At Sciennes Primary there is talk of permanently closing a road outside the school. SEPA air sensors being installed to monitor air etc. What is happening here? A strategic rat run is being created which includes traffic idling at lights metres from a primary school playground and a nursery playground. The road should be narrowed more. Pavements widened. Not just consulting on an extra 70cm where wheelchairs, prams, pedestrians, bicycles, children and toddlers are penned in	<p>We had considered removing a traffic lane in order to widen the path to the school, however junction modelling indicated that this would have significant impact on traffic flows, which in turn would be detrimental to the local bus service.</p> <p>The section of Balgreen Road outside the school is designated to be a part-time 20mph zone, where 20mph is enforced at school opening and closing times.</p>

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		whilst leaving school or accessing the library or joining the water of Leith walkway. We need to be bolder here. It should be more attractive for cars to stay on the A8 or the A71 than cut through past a school. The Western Approach Road should feed the A71 and not draw traffic in such close proximity to developing lungs and then join the queue in the most polluted Road in Scotland- St. Johns Road.	
49	Support	Some reservations and areas that can be improved as identified by Spokes in their response.	
40	Support	I like the continuous footways and also the cycle lane that connects to the end of the Broomhouse Path at Stenhouse Drive. The "cycle bypass" on Whitson Road is often parked across, it would be more effective with double yellow lines as the white bars I don't think can be enforced. The crossing at Pansy Walk looks like it would be more effective if moved 3-4 metres further south, there's not much space on the east side of the junction to get a bike to do the required series of turns.	<ol style="list-style-type: none"> 1. Double yellow lines will be included to protect access points. 2. It is not possible to align the crossings any closer to the junction mouths of Pansy Walk and Whiston Road.
1	Support	Looks okay to me. I'm not an expert though.	
22	Support	The proposed design looks like it will aid cyclists coming south from carrick knowe over the tramtracks onto stenhouse drive. The extended shared path for cyclists and pedestrians will provide options for cyclists to join the road further east. However, the first proposed access point for cyclists onto the eastbound direction of stenhouse drive still looks like it joins a very narrow lane, however, which may not solve one of current difficulties faced by cyclists trying to get onto the road. (Hope that makes sense - it's difficult to describe without being able to annotate a map)	Sorry we are not entirely clear of the issue you are raising. However, we are proposing a change which permits cyclists to rejoin the road more directly at the junction of Stenhouse Avenue West and Stenhouse Drive.
29	Support		
18	Support	As before	
39	Support	<p>* Connectivity to Saughton Mains Street seems missing. A gap in the separator strip would be helpful to allow cyclists to access the cycleway from Saughton Mains Street, though ideally toucan crossings on the junction would be good.</p> <p>* Site lines at the Stenhouse Drive / Saughton Avenue West junction could be compromised by parked cars. There is a risk that cars parked on Stenhouse Drive could cause cars turning left into Saughton Avenue West to not see pedestrians emerging onto the continuous footway. Suggest short section of double yellow lines at the corner to avoid this.</p>	<ol style="list-style-type: none"> 1. We will consider whether it is possible, within the scope and budget of the scheme, to provide connection from Saughton Mains Street to the Cycleway on Stenhouse Drive. 2. We think you mean Stenhouse Ave West not Saughton. If that is the case then we will consider double yellow lining in place of the current single yellow at this location. 3. Planters will be considered at the cycle bypasses, though we will need to ensure there are resources to maintain them.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		<ul style="list-style-type: none"> * Suggest planters on the cycle bypasses * The changes on Stevenson Drive and Whitson Crescent look good! Consider cycle parking on the new area of footway next to the toucan – this would allow people to park bikes there and walk into the park without having to cycle across the toucan and squeeze through the narrow access into the park itself. * Is there scope on Balgreen Road for the shared use path outside the school up to Pansy Walk? This would substantially improve cycle access to the school for kids coming from the north. 	<p>4. We shall consider additional bike parking near to the bus stop on Stenhouse Drive.</p> <p>5. We had considered removing a traffic lane in order to widen the path to the school, however junction modelling indicated that this would have significant impact on traffic flows, which in turn would be detrimental to the local bus service.</p>
24	Neither support or oppose	Though I cycle as a resident and a motorist the benefit to cyclists could have a corresponding deficit to the motorists and more particular to the loss of parking spaces.	Across the whole scheme, there are only 4 parking bays to be lost. These are at the entry points to the two paths on Whitson Crescent.
21	Neither support or oppose	There's too much of an obsession with getting everyone to cycle. I'd rather money was spent in upgrading the leisure centres and public parks	The budget for this project a dedicated cycling budget that is match funded 50:50 from the Scottish Government. No funds have been diverted from sports or parks for this scheme.
11	Neither support or oppose	Suddenly no cyclists mentioned?	We are unsure to what aspect of the design your comment refers.
8	Neither support or oppose		
30	Oppose	Looks like it will encourage more cycling on the pavement.	All areas where cycling is permitted on the pavement it shall be clearly signed and these pavements will be wide enough to conform to the Edinburgh Street Design Guidance.
35	Oppose	As said before, it has many flaws. Add to that, there is a set of traffic lights at the school and one just under the bridge, added in when the trams were built, so to put another at the Pansy Walk would interrupt traffic flow.	We have undertaken junction modelling which has shown that the additional crossing will not have a significant impact on the junction's capacity and flow.
13	Oppose	Can Edinburgh Council please stop villainising motorists?	We do not consider this scheme to be villainising motorists.
25	Oppose	I would rather the money was spent on something more useful there is a lot more the council could spend it on	The funding for this scheme is the dedicated cycling budget.
3	Oppose	Waste of tax payers money once again	We believe this project will deliver many positive benefits for the people of Edinburgh and help to deliver the Council's Active Travel Action Plan,

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
			which is a key part of the Council's Local Transport Strategy.
19	Strongly oppose	see previous comments. not more traffic lights thanks!	We have modelled the impact of more traffic lights on the functioning of the junction, and it has not been shown to have a significant impact.
23	Strongly oppose	I think it will be more difficult for walkers trying to leave their homes. I would also like to know what you propose to do about bin uplifts, as I already have to deal with bins being knocked about or damaged when out on path	The pickup of bins should be unaffected. Along the sections where cyclists are on the pavements which have home entranceways, they are segregated by a white line. This demarcation keeps cyclist away from entranceway s so that home owners can come and go as usual.
26	Strongly oppose	It is a waste of money that is trying to act like it is building something new when in reality it already exists.	The scheme includes multiple elements that are entirely new and upgrades existing infrastructure. It permits cyclists to reach key local destinations and services such as, Saughton Park, Roseburn Park, the Tram and Balgreen Primary School. It is not currently possible to reach these places on infrastructure that we consider to meet the QuietRoutes standards.
34	Strongly oppose	Changing bus stops, proposed new traffic lights, at £30.000.00 a time! the money could e put to better use	We believe this project will deliver many positive benefits for the people of Edinburgh and help to deliver the Council's Active Travel Action Plan, which is a key part of the Council's Local Transport Strategy.
35	Oppose	There is money being wasted in moving traffic lights a few feet down Stevenson Drive. Also in moving the tree and bus stop. This is all un-necessary. If the existing traffic lights at Whitson Crescent require upgrading then I would that the ones further up the street near the Air Corp hut also so as well. At the Pansy Walk there is potential for pedestrians to be injured as cyclists and pedestrians come together. The same is to be said of Whitson Crescent.	We consider all changes to traffic lights being proposed to be important in order for the design to meet the standard that we required. The width of pansy walk, as proposed in these drawings, meets the standard of the Edinburgh Street Design Guidance for a shared use path (for cycling and walking).
3	Strongly oppose	Because you are not being open and transparent in and drawing of exactly what happens to the road layout ect ect ect parking restrictings ect ect priority for cyclist ect ect .and wasting my tax payers money on this cycly way is unacceptable in my opinion .wheres the public meeting being held for residents and others who want to oppose any of this .	A public meeting was held at Saughton Park, where the designers presented the designs and answered questions. Letter drops were made to all residents of the roads with the scheme. The consultation was also promoted to the local Community Councils and online via the Council's consultation hub and social media. The designs drawings should show exactly what changes are being proposed. Where no changes are shown on the drawing is indicates that no changes are being made to that section of the street.
13	Strongly	There is an excellent cycle route next to the tram line already, this is a duplication of	This proposal provides local links to and from the path that you mention

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
	oppose	that. I would much rather see LESS cyclists using the proposed route, they are already a hazard to pedestrians.	and is not a duplication of the path
26	Strongly oppose	The changes are unnecessary and the public money would be much better spent elsewhere. If you are travelling from Broomhouse to Muarryfield then the current path along the tram line is great, it will take the shortest time, encounter the least amount of traffic and is the safest. The purpose of this path is to make it easier to get from the current cycle path to Balgreen Library, Saughton Park and Gorgie. Balgreen Library is 100 yards from the cycle route and can be accessed by a wide tunnel by cyclists who are not comfortable on the road. There are already existing traffic lights at Balgreen Library to enable cyclists to cross the road to access Saughton Park and Gorgie. This proposal just seems to be an excuse to waste public money to create something that already exists.	We consider that the tunnel to which you refer is considerably to narrow to be safe enough to be promoted for cycling. It is considerably below the width set out in the Edinburgh Street Design Guidance for a shared use path.
6	Strongly oppose	Currently there are a couple of deal-breaking disconnects (at each end) meaning that it's very hard to get safely across Balgreen Road, and out to join the current cycle path on Stenhouse Drive (heading west, particularly).	It is not clear to us why you are opposing this scheme when the disconnects that you mention are the ones that we are rectifying through the scheme.

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	I am greatly in favour of continuing to improve cycling and walking opportunities in Edinburgh. It's good for our health and wellbeing, and it's good for our city's pollution and congestion levels. The people of Edinburgh benefit from living in a compact city that is easy to get around, yet many people's default option is often to choose the car. Historically it has been very easy for us to use cars to get around, this should be challenged.	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 sections about the specific design proposals.
2	more improvements please?	
3	Yes waste of tax payers money including this survey.	
4	I think these proposals are a step in the right direction for improvements for cycling and walking in and around Edinburgh. this could see a lot more people jump on their bikes to try out these new and improved routes.	
6	more work needs to be done...	
8	Please please better link up existing cycle paths along the tram track and the old railway lines. There is absolutely no need to impact roads in Edinburgh it's exactly what the people do not want.	
10	Please improve the lighting on the cycle/walkways as early morning and late evenings it's unsafe to travel down these as a lone female in the dark	
11	As per previous! Cyclists should move to Amsterdam!!	
13	Before all the encouragement to have more people cycling, can we introduce mandatory training courses and a requirement to wear a helmet? Cycling is great - but 90% of cyclists do not know what they are doing. As a pedestrian and bus user, I've never seen any near-accident with a cyclist that wasn't the cyclist's fault entirely, but the way things are reported the 'poor souls' are constant victims. Training, safety, THEN throw money at cycle routes. In the meantime, use the money for services we ALL use, like lighting, road repairs, bin uplifts, libraries, schools. Priorities are a bit off here.	
14	I'd like separate cycle lanes on roads where cars drive faster than 60 km/hr for safety. Should be good to have it on every road. I am in sighthill and Calder Road is dangerous to cycle. Cars drive too fast which is especially dangerous since there are a lot of children cycling to school.	
16	It's good to see that changes are being made. I'd like to see this prioritised further, particularly in creating car free routes / physically separate cycle and walk ways as, aside from the risk from traffic, the roads are full of pot holes and not suitable / safe for cyclists.	
17	The cycling provision in Edinburgh is quite good but there are a number of key gaps that put people off from switching from driving to cycling (the roads are very dangerous in these gaps). Any steps to linking the network will help get people to switch from driving. Especially bad are North-South connections: this links up potential connections between Water of Leith and the North Edinburgh Path network to parts of Balgreen and Saughton.	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
18	I really like being able to walk many places in Edinburgh. The main limit or for me is safety	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 sections about the specific design proposals.
20	Please build more cycle paths as it is such a joy to travel that way!	
22	Cycling in Edinburgh is generally pretty good - but there are a few places where there are very few options to avoid busy junctions - the Chesser area in particular can be difficult. There could also be better links to some of the cycle paths - although I appreciate the council seems to be doing a lot to improve this. For example, trying to cross Craiglockhart Avenue at Craiglockhart Road (a "suggested quiet route to a cycle path" on Edinburgh council cycling maps) is often tricky - in rush hour, it can be blocked with cars (despite the 'keep clear' sign) and to cross it you are dependent on a car driver kindly stopping to let you out. If you've got a small child on the back of the bike, it isn't much fun. Walking can be frustrating in places - where there are very long waits to cross the road (Princes St springs to mind), or where you need to walk (or push a buggy onto the road) to get round cars parked on pavements.	
23	I would prefer walking and cycling paths to be totally separate. If however you must put them together, I would prefer people to be away from the road and not be subjected to getting soaked walking next to the gutters	
24	It would be very advantageous if parking meters could be removed on many of the wide streets around Edinburgh, parking places which are now deserted through the day due to the cost. This would allow people to walk a comfortable distance into the center without it been deemed to far even to not have the need to take the bus.	
25	Wish the pavements were in a better condition for walking on	
26	There are lots of options for walking and cycling in Edinburgh, if time/money is to be spent then it should be on ensuring that existing paths are re-opened. e.g Water of Leith at Dean River walk past the steps at Crammond	
27	Good progress is being made, and numbers of cyclists are increasing. Driver attitudes still poor towards cyclists, and 'amber gambling' by drivers makes cycling slightly more dangerous than it need be.	
29	Much progress in recent years, but also steps backwards. Besides looking at the big schemes, much more needs to be done to reduce local obstacles. No point having a great new bike path if you then have narrow chicanes, high kerbs, guardrails or other obstacles that stop you from using the path, or dangerous roads or junctions so you can't actually get to the bike paths.	
30	The increase in dangerous pavement cycling is a disgrace. As a pedestrian who walks hours everyday I am put at risk most days by dangerous cyclists. Improve the roads so they can stay where it's safe for pedestrians.	
31	More should be done to stop cars parking on the pavement. Also, could we please have the occasional car free days in the centre, as they do from time to time in cities such as Paris?	
33	The roads in Edinburgh are generally shocking. Cycle routes are put on quiet streets which is great, but the roads tend to be full of potholes or lumps and bumps (Craigleith Hill Ave is a good example). Just making cycle lanes	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
	isn't sufficient-they have to be maintained and have manholes removed from them like in London. Lots of work needed to make cyclone better!	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 sections about the specific design proposals.
34	I thing more care should be given to pedestrians, a lot of cyclists using pathways cycle way to fast, I know of a few incidents where pedestrians and dogs have been hurt.	
35	I'm unsure why there needs to be all these changes when there is the tram path alongside the tram line which is used by both cyclists and pedestrians. Although the pedestrians do point out that cyclists are cycling along there at very high speeds. There was an incident where a cyclist, going at high speed, ran into a dog, the cyclist himself was injured seriously enough for the paramedics to be called. While he was being treated the paramedics had to shout at other cyclists to slow down as they flew past where the man was being treated. The dog is not OK. There is a concern about pedestrians and cyclists sharing pavement space. If cyclists do not slow down, there may be a speed limit for them but they are not following it in most places, then people will be injured - the cyclists included. Cyclists need to be more regulated in the city, perhaps pass a test, before being allowed onto the roads and pavements of the city. Walking many paths around where I live used to be a peaceful experience but not any more. Cyclists zoom up behind you, speed towards you, and I have a dog so this concerns me. I don't know what is coming around the corner because bikes are largely silent. I have encountered cyclists who uses bells to alert walkers and this is good thing but generally they seem to be flying about with headphones in - how is that safe? - and have little regard for others. I am pleased many more people have taken to cycling but there needs to be more regulations on them, especially if they are to share more space with pedestrians.	
36	Please, make it easier and more of a priority. Be a world leader in safe cycling, create dedicated cycle lanes that are only for bikes, with a real barrier to prevent cyclists being knocked over by other road users. Quieter routes are good, but they are not the solution, we need dedicated spaces. I cycled to work for the first couple of weeks after moving, but other road users get far too close even in the cycle/taxi/bus lanes so I stopped.	
37	Although I'm perpetually encouraged by the number of walking and cycling schemes being consulted on, I'm concerned that they don't address the root cause of why our streets are so unsafe for cycling in the first place. A good starting point would be to evaluate streets for walking/cycling safety as they're due to be re-surfaced, and implement active travel upgrades as a routine matter. This would reinforce the notion that streets are for everyone, not just motorists.	
38	Cycle and walking paths are good and these inparticular could be useful to me and my family.	
40	Please don't go mad with the tactile paving!	
41	I think more can be done to provide segregated cycling provisions in and around Edinburgh, including East to West and north to South routes which connect. The city centre should be more cycle friendly and focused on cyclists and pedestrians as opposed to motor vehicles, giving cyclists rights of way over cars and priority routes. Roads which have already been set out as cycle routes need improving in terms of surfacing. Current provisions within bus lanes are not enough and these areas of the roads are often the most degraded due to the heavy load	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
	they take on a daily basis making it unpleasant and dangerous for cyclists, for example bus lane from Roseburn to haymarket in both directions.	
42	More segregated cycle ways in the centre of town. Along Princes Street and a one-way Cowgate, should be top of the list for proposals.	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 sections about the specific design proposals.
44	I have a real fear of cycling in the haymarket area due to the tramlines and I just wont do it. I think more should be done for the Gorgie/Slateford area now that theyve been made 20mph zones to encourage cyclists. Eg the junction at The Diggers pub to go into Gorgie from Fountainbridge is a nightmare and the roads are full of holes in that area. I frequently use the cycle paths (pinkhill/roseburn/canal/water of leith) and appreciate them and their upkeep. The section within Saughton park that connects the rose garden to fords road could do with re surfacing though, again lots of holes to avoid but at least its not into traffic.	
45	Please employ more people in the active travel team. Please speed up the construction of cycle & pedestrian friendly schemes. Please reduce the amount of cars in the city by blocking off through routes to private motors (leaving them open to buses, cycles)	
46	Civilized countries like the Netherlands and Denmark have shown ho easy it is to improve walking and cycling. There is no excuse not to do so here.	
47	Progress feels painfully slow. There are encouraging aspects. E to W will be excellent. Still waiting on Roseburn to canal basin. I feel we are wasting money on paint though. Surely everyone knows this is not adequate. We must look to Europe more and see where this is done properly. Cut traffic outside ALL SCHOOLS not just a selected few where there is hard work done by individual parents. We shouldn't have to all campaign for clean air for our children to breathe and a healthy and safe walk or cycle to school.	
49	Much more better and consistently high quality routes need to be implemented with separation from motor vehicles on busy roads. City Centre routes are particularly lacking and this is probably the biggest barrier to getting more people cycling.	