

## 3.2 - QuiteRoute61 Moredunvale Road to Little France Drive

### Walk and Cycle Improvements

#### Consultation Summary Report

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# 1 Introduction

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

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 61; Moredunvale Road to Little France Drive.

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## 2 Proposals

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

- Widening to 3.5m and realignment of the existing path between Nether Craigour and Old Dalkeith Road;
- Removal of a section of existing wall on the east side of Old Dalkeith Road and widening of the footway;
- Construction of a new 6m wide toucan crossing of Old Dalkeith Road to replace the existing pedestrian crossing;
- Widening of the existing surfaced footpath between Old Dalkeith Road and Little France Crescent to 3.5m;
- Installation of a new parallel zebra crossing in place of the existing zebra crossing on Little France Crescent
- Construction of a new 3.5m wide shared use path in place of the existing gravel path which runs parallel to Burdiehouse Burn
- Construction of a new toucan crossing over Little France Drive adjacent to the existing footbridge over Burdiehouse Burn;
- Construction of a new 3.5m wide section of shared use path to tie the new crossing in to the existing shared use path which runs parallel to Little France Drive.

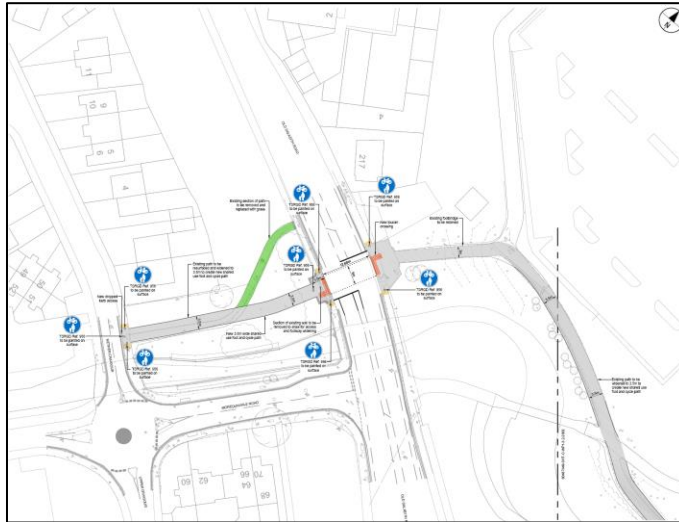


Figure 1 Old Dalkeith Road Proposals (1 of 3)

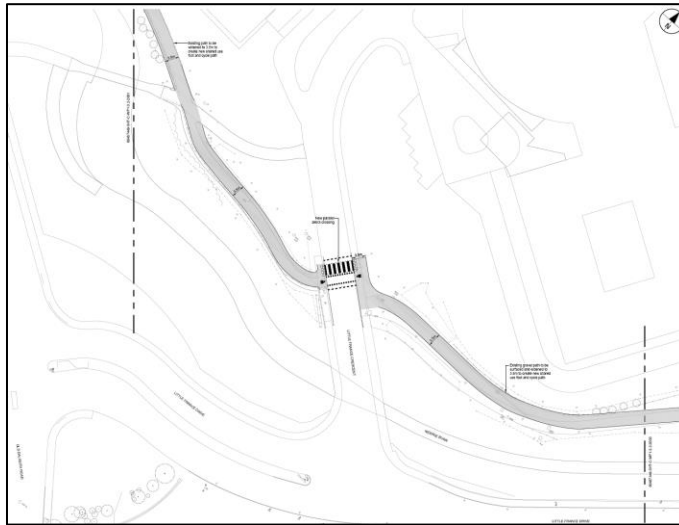


Figure 2 Old Dalkeith Road Proposals (2 of 3)

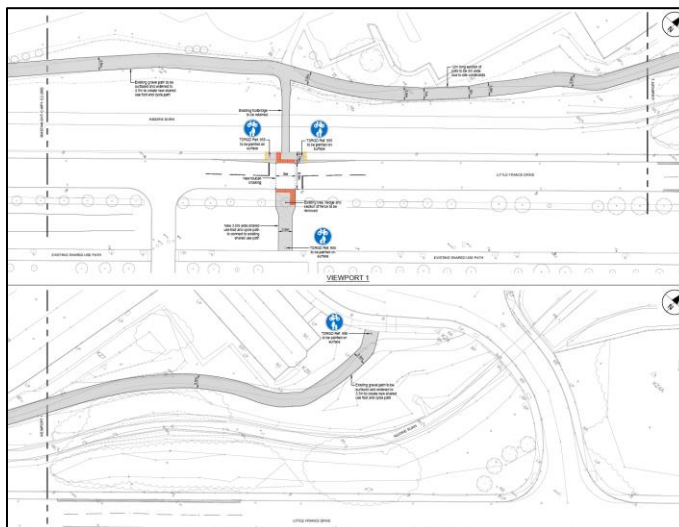


Figure 3 Old Dalkeith Road Proposals (3 of 3)

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## 3 Forms of Consultation

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

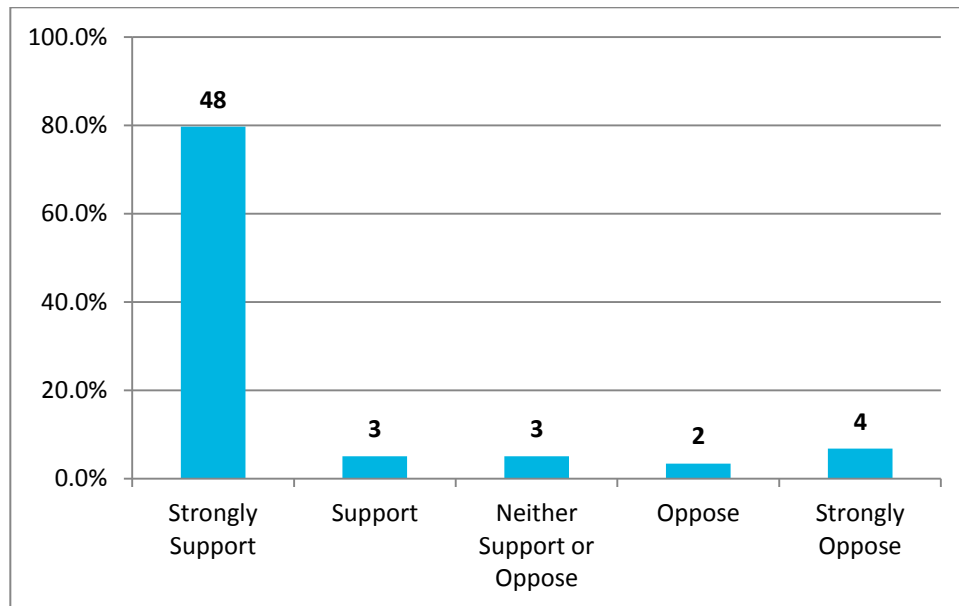
Meeting/workshop with internal Council stakeholders	-	-
Meeting/workshop with external stakeholders	-	-
Public Exhibition	-	-
Consultation Hub	✓	Information was posted on The Council's consultation hub from 23/04/18 to 21/05/18.
Leaflets	-	-
Social Media	-	-
Online Survey	✓	A total of 60 responses were received through the consultation hub survey.
E-mail Consultation	✓	A total of 1 email was received.

## 4 Online Survey Consultations

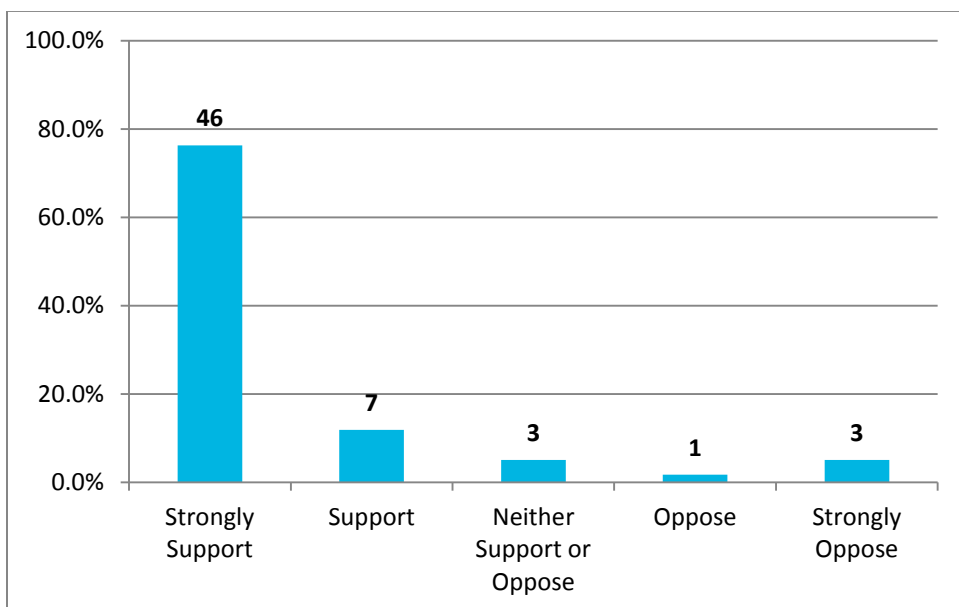
There were 60 responses to the online survey which are summarised here.

### 4.1 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?”**



## 4.2 Level of Support for Proposals

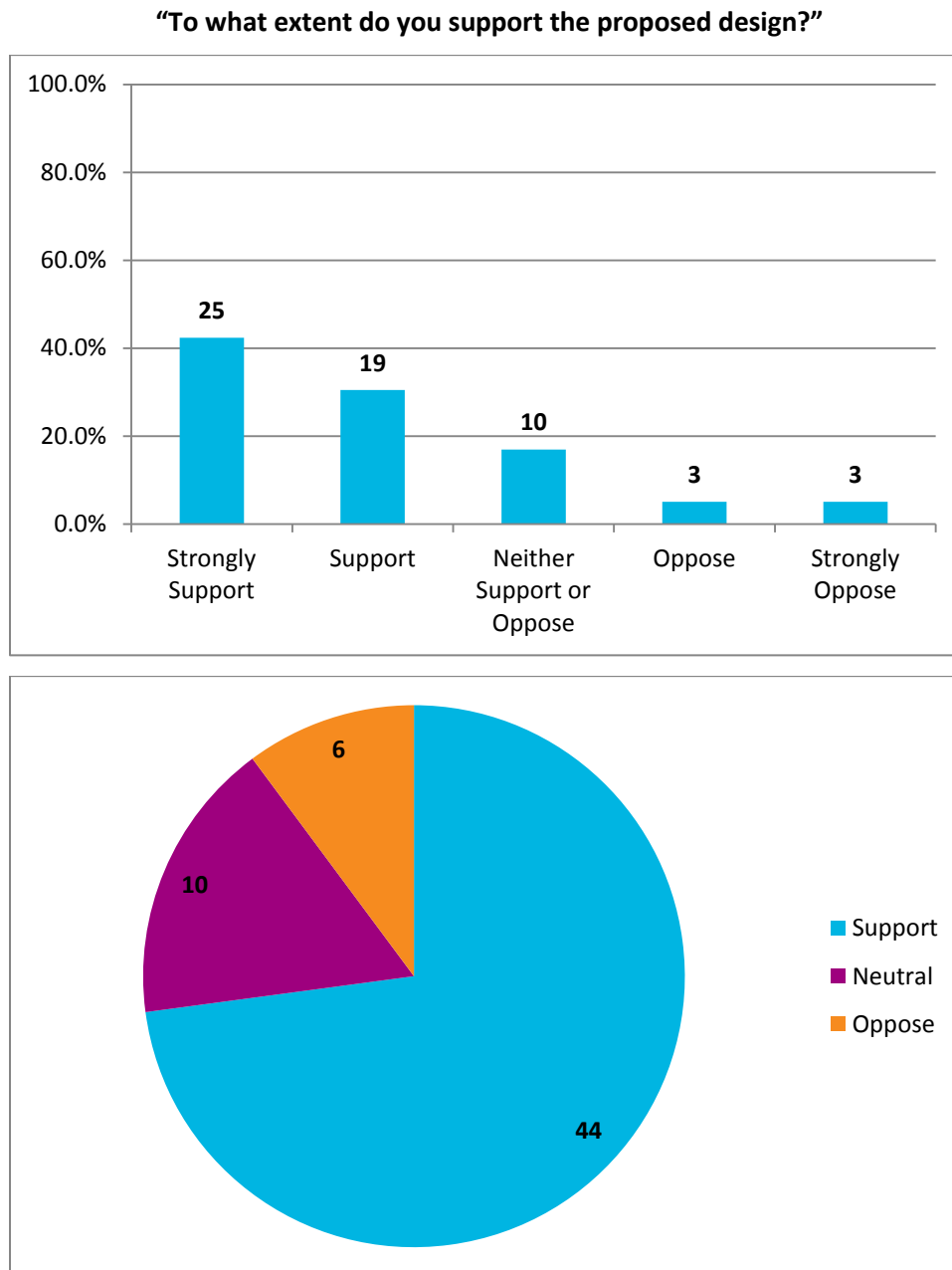
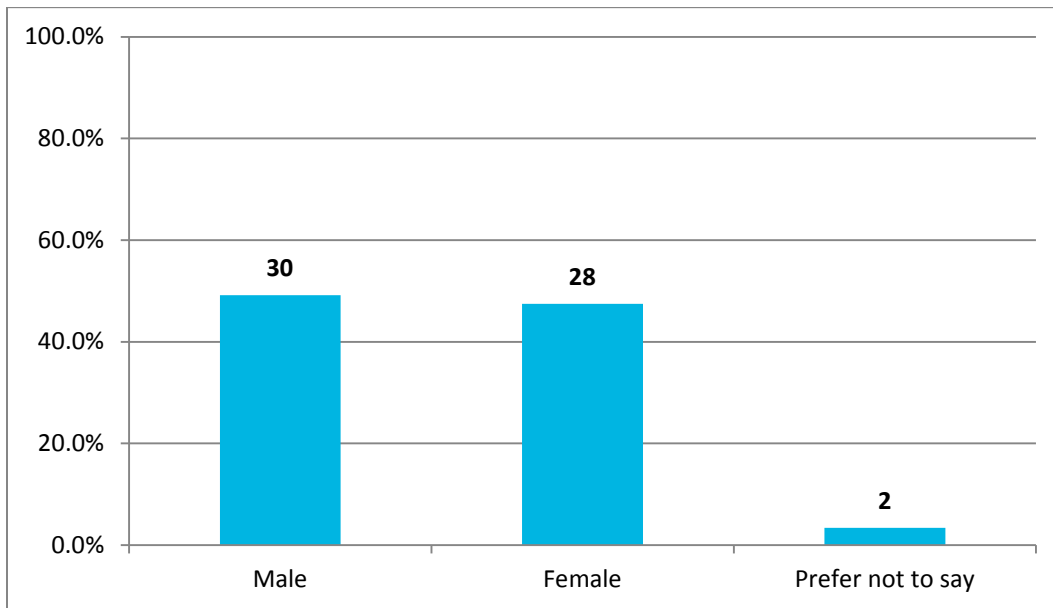


Figure 4 Support for proposals - Online survey

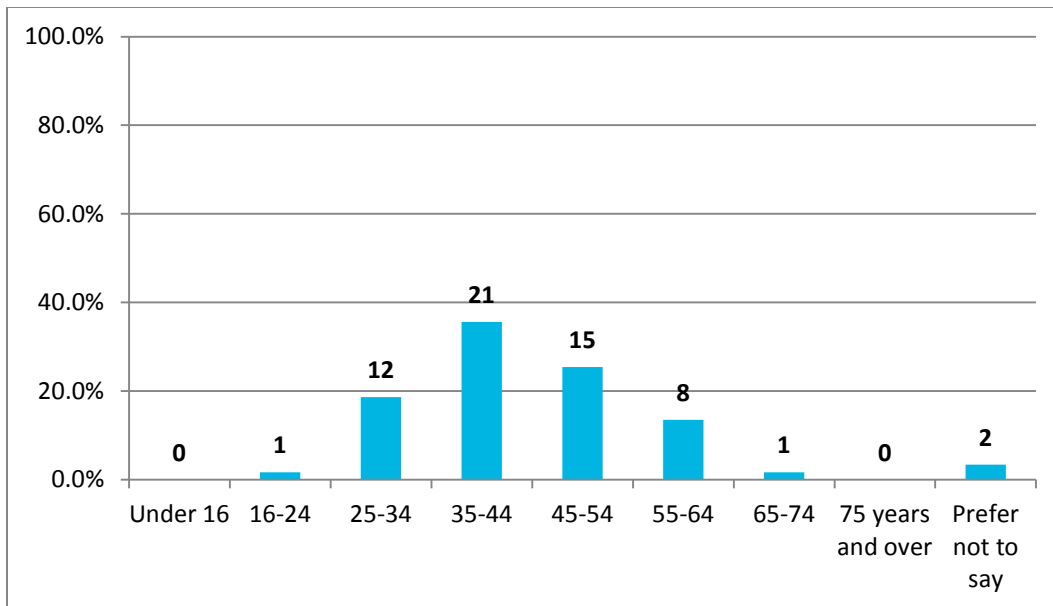
Of the 60 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

## 4.3 Survey Respondent Demographics

**“Please tell us your gender”**



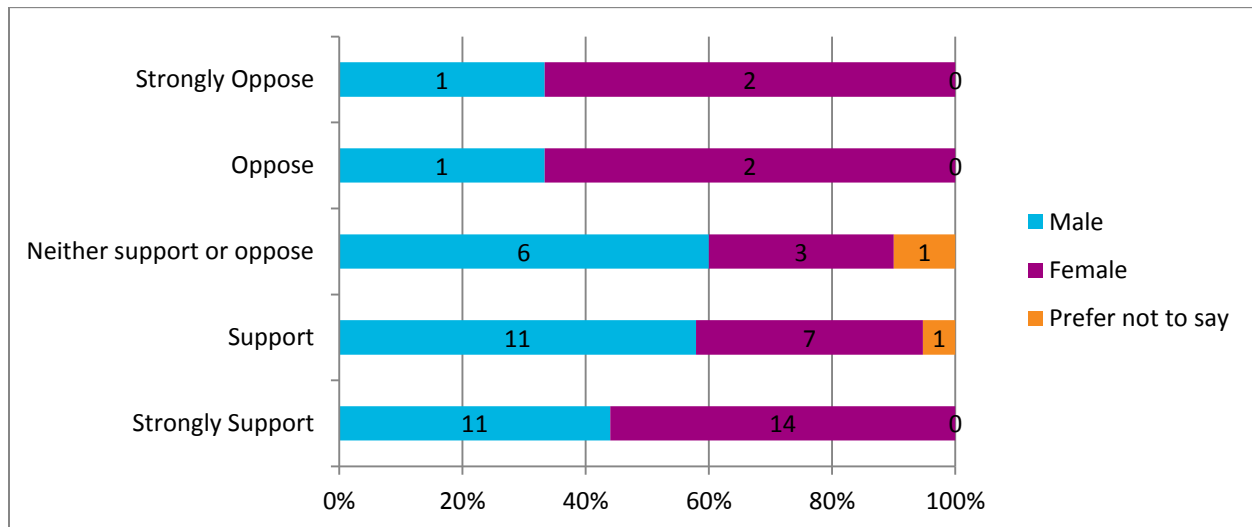
**“To which of these age groups do you belong?”**



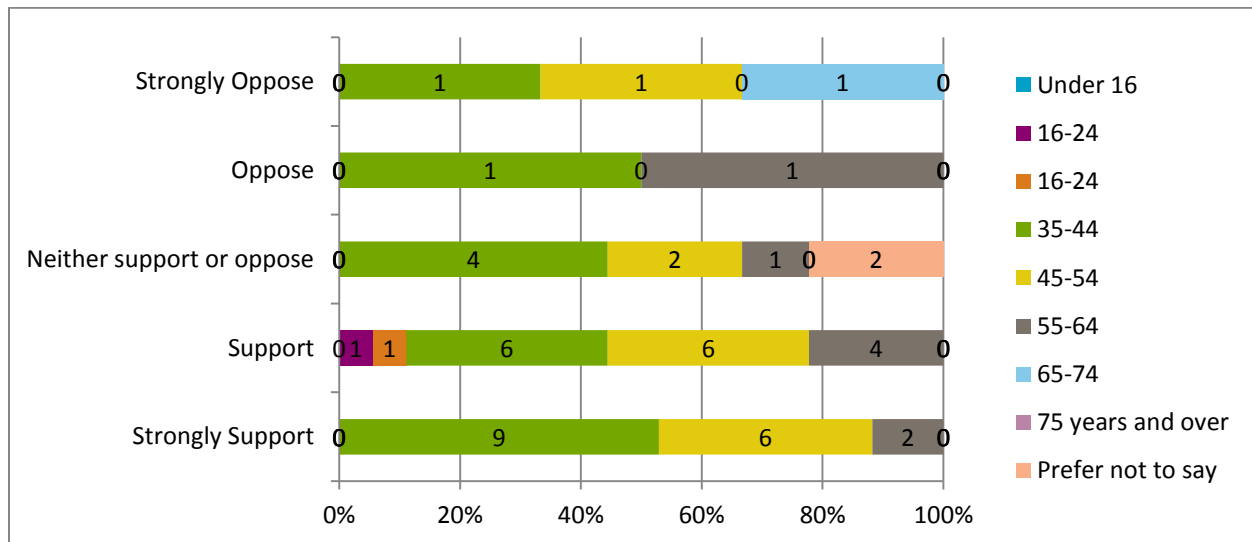


## 4.4 Demographics of Support for Proposals

Levels of support for Old Dalkeith Road proposals by gender

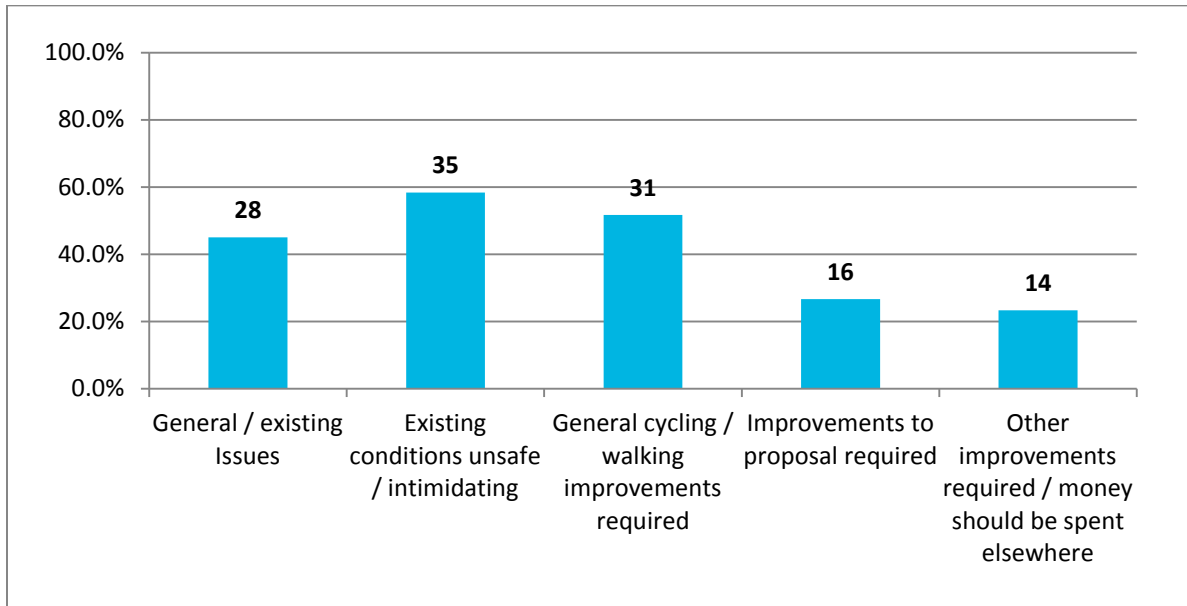


Levels of support for Old Dalkeith Road proposals by age



## 4.5 Online Survey - Key Issues

Key issues of concern – Online survey



### 4.5.1 Key Improvements Required

16 people (26.7%) of the survey respondents had comments on the proposals and the key issues raised are shown below.

#### Key Improvements Required – General (16 responses, 26.7%)

- =1. Segregated facilities should be implemented (2)
- =1. Does not improve route for cyclists travelling north/south on Old Dalkeith Road (2)
- =1. Greater consideration should be given to pedestrians (2)
- =2. Widening of cycle lanes
- =2. A rammed earth/all weather path surface should be considered in order to minimize slip risk during winter
- =2. Proposals do not improve all pedestrian and cyclist areas which need to be addressed
- =2. Existing footbridge next to Little France Drive should be replaced with a new wider bridge
- =2. Path needs a better link to Little France Crescent
- =2. More consideration should be given to people with disabilities
- =2. A ramped flyover or underpass would be more beneficial
- =2. Consider zebra crossings as opposed to signalised crossings
- =2. Lighting of existing and new paths must be improved
- =2. Clear and obvious directional signage for cyclists approaching from the South and West

## 4.5.2 Other Key Issues

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

### **Key responses – General / existing issues (27 responses, 45%)**

- =1. Old Dalkeith Road is too busy (16)
- =2. The existing route is dangerous for cyclists (7)
- =3. Potholes (6)
- =4. Poor path surfacing on Royal Infirmary Site (3)
- =5. Existing footways are not wide enough on either side of Old Dalkeith Road (2)
- =5. Lack of existing road space (2)

### **Key responses – General improvements required (31 responses, 51.7%)**

- =1. Surfacing (4)
- =2. Segregated cycle routes are required (3)
- =3. Lighting (2)
- =3. Cycle paths need to be better connected (2)
- =4. Better directional signage is required for cyclists
- =4. Removal of all chicane barriers

### **Key responses – Improvements required elsewhere / not needed (16 responses, 26.7%)**

- =1. Issues with litter and rubbish collection (3)
- =2. Public Transport needs to be improved (2)
- =3. These improvements are not needed or required (2)
- =3. Improve the environment for wildlife
- =3. A new link from Holyrood/Leith to the NEPN is required

## 4.6 Preferred Mode of Travel

When asked about their preferred mode of travel if you had the choice: 45% of survey respondents stated that they currently used active travel means to get to their place of work or study, with 15% saying that they currently walk and 30% saying that they currently cycle.

In total there were 33 people (55.9%) surveyed who stated that they did not currently use active travel to reach their place of work or study. Out of these 33 people 19 (57.6%) stated that they would prefer to either walk or cycle assuming they had the opportunities and conditions to do so.

75% of survey respondents stated that they either wished to continue using active travel means as they currently did or would prefer to if they had the opportunities and conditions to do so.

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

1. Volume of traffic (13)
2. Safety (11)
3. Distance (5)
4. Lack of road space (4)
5. Lack of segregated infrastructure (3)

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

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## 5 Consultation Summary

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

In the online survey, 72.9% of survey respondents were either strongly supportive or supportive of the proposals, with 16.9% of respondents being neutral and 10.2% opposing or strongly opposing the proposals.

58.3% 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 the volume of traffic, safety, distance, lack of road space and lack of segregated infrastructure.

26.7% of survey respondents stated that improvements to the existing proposals are required. Some of the most common responses and our responses are shown in the table below:

Consultation Comment	Designers Response
Segregated facilities should be implemented.	The path width of 3.5m is in line with Transport Scotland's 'Cycling by Design' and the Department for Transport's 'Shared Use Routes for Pedestrians and Cyclists' design guidance on expected levels of use. We feel that a 3.5m wide shared use path will provide sufficient space for both cyclists and pedestrians without significant conflict.
The design does not improve route for cyclists travelling north/south on Old Dalkeith Road.	This is not included in the scope of this project but is a route that is being considered for upgrades in the future.
Greater consideration should be given to pedestrians.	The path width of 3.5m is in line with Transport Scotland's 'Cycling by Design' and the Department for Transport's 'Shared Use Routes for Pedestrians and Cyclists' design guidance on expected levels of use. We feel that a 3.5m wide shared use path will provide sufficient space for both cyclists and pedestrians without significant conflict.

## Appendix A - 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?
1	Strongly support	surface on the RIE site is uneven and not suitable for cycling. The linkage via the crossing point on the A7 will admittedly make it easier for cyclists but is there enough space at the crossin point for shared space?
2	Strongly support	The route to Little France is dangerous for cyclists
5	Strongly support	Cycles are a much better (healthy, no pollution, environmentally friendly) way of transport. Improving any (although not currently using that route) is an improvement. Only very limited parking necessary for bikes compared to cars + Little France campus is FULL of cars/busses
7	Strongly support	The current route is dangerous. Too fast with numerous bus stops forcing cyclist out into traffic.
8	Strongly support	I cycle and walk this route, it is unsafe for cyclists
13	Strongly support	For more people to cycle it has to be as safe as possible
14	Strongly support	As a regular cyclist to and from Little France, I would say that anything at all that can be done to make the road layout here safer for cyclists is extremely welcome
15	Strongly support	Active travel is important - a lot of cycling in Edinburgh is unsafe at the moment. Only if cycling is safe, more people will be able to commute by bike.
16	Strongly support	Dalkeith Road currently heavily congested
17	Strongly support	The traffic is very busy and it is dangerous when turning off Little France Drive into Moredunvale Road and vice versa. Drivers are reluctant to slow down and I often need to mount the pavement and wait my turn
19	Strongly support	I cycle to and from Little France (SCRM) every day and it would be absolutely great if the route could be improved for cyclists. This would not only make it safer for cyclists, but might also increase understanding for cars. Aggressive/irritated behaviour from car drivers is

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?
20	Strongly support	I currently choose to cycle to work only at the weekends because I feel it is too dangerous at peak traffic times.
21	Strongly support	As someone who travels to the Royal for work, good cycling infrastructure would be great and improve my commute to work
22	Strongly support	Heavy traffic and difficult crossings puts me off cycling to work.
23	Strongly support	in the evening news today the residents of an Edinburgh area are afraid to leave home due to accidents - cyclists are always at risk. anything that can help protect quietness is something I appreciate.
24	Strongly support	This area is exceptionally busy with heavy traffic. By making safe routes for cycles and pedestrians some who currently travel to the RIE and Bioquarter by car, might walk or cycle.
27	Strongly support	Lots of people use this route and the junction at Moredunvale Rd with Old Dalkeith Rd is a nightmare to get out of at most times, and even more so at rush hour times. I believe there will be an accident if nothing is changed at this junction.
28	Strongly support	The roads leading to little france are all badly potholed, and often busy. This makes it dangerous to cycle, and entails a high pollution risk as well.
29	Strongly support	I cycle. The road is dangerous.
30	Strongly support	The crossing is very dangerous for cyclists. I have tried using the traffic lights but was shouted at by car drivers. I changed to a different route now. I am cycling Marchmont to Luittle France every day, all year
32	Strongly support	I cycle to work most days and welcome any improvements that make it easier/ safer for cyclists and slows te speed of the traffic on little france drive
33	Strongly support	The roads are abysmal - something urgently needs to be done to improve the state of the surface of the roads. There is insufficient space for cars, bikes, buses, and whatever other vehicles are in the area. Without designated space for cycles those cyclists who are less conf
34	Strongly support	Only way to avoid risks of traffic / speed that deter people from cycling etc.
36	Strongly support	To make cycling safer and encourage more people to cycle and leave the car at home.
37	Strongly support	Giving cyclists a route that is physically separate from vehicles is paramount to safeguarding cyclists and avoiding conflict, which always results in the cyclist coming off worse. It also encourages cyclists of all levels and is therefore inclusive and helps to promote a mor
38	Strongly	If I understand the proposals correctly, cycling would be prioritised over motor vehicles, making it safer, quicker and more pleasant to cycle

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?
	support	
39	Strongly support	I am very supportive of safer and better routes for cycling, since it is a clean, healthy way to commute
40	Strongly support	I frequently cycle this route. In order to get to the cycleway at Little France Drive I currently (and even without the blocked road for roadworks) must dismount as the junctions are just too terrifying on a bike. One then must negotiate a fairly busy footway walking the bike
41	Strongly support	The current situation is not good for cycling on this important route, so the improvements are very welcome
42	Strongly support	I would like to have the option of cycling to work - and at the moment the road is too busy.
43	Strongly support	Although much of this route is already in place, it's narrow, poorly surfaced and not all obvious as being a cycle permissible path. The signposted route involves cycling on Old Dalkeith Road which is hostile, and drivers can also be hostile on Little France Drive. The most
44	Strongly support	The design looks suitable, however with the construction of the new Sick children's hospital most cyclists from the RIE will leave the site by the north junction due to the location of the main bike parking area, perhaps need to consider path linking to this proposed crossing
50	Strongly support	This road is a nightmare! Traffic has increased to overwhelming levels during peak hours making it dangerous for pedestrians and cyclists. There should have been a clear plan in place for safe walking and cycling before two huge hospitals and academic and commercial-medical f
51	Strongly support	I regularly cycle in the area
53	Strongly support	I support all improvements to cycling conditions. I cant really comment yet on this proposal in detail as you do not have any plans to view through the co0nsultation portal
56	Strongly support	Traffic currently to heavy and so puts off cycling
58	Strongly support	Make it easier for cycling to be an option for everyone, regardless of age or ability. It is important that segregated and convenient (i.e. direct) routes are prioritised.
59	Strongly support	Old Dalkeith Road is a busy road with lots of heavy traffic and it presents a real barrier to pedestrians and cyclists accessing the hospital, bioquarter and routes through to Craigmillar and Portobello from Newington, Gilmerton, Liberton etc, and seriously undermines the con
60	Strongly support	Currently a fairly tricky junction on a busy road to navigate.
26	Support	As improvements to cycle paths may lead to improvements on pedestrian routes



Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?
48	Support	help keep cyclists safer and out of busy traffic
54	Support	The current route involves crossing only one road, and the new suggestion crosses 4 roads. I would have preferred the existing route to be moved to the existing traffic lights, and the wall opposite to be removed to allow a cycle path on a widened pavement. There are currentl
25	Neither support or oppose	I use the bus and walk. I find cyclists to often be inconsiderate of pedestrians and illegally use pavements and run red lights. I do not think they should be a priority over pedestrians (which based on the current plans and other city council plans in my neighbourhood, appea
31	Neither support or oppose	While generally supporting the idea of improving conditions for cyclists, I am not sure that there is a need for the solution proposed, not that it is optimal as proposed. The junction of Moredunvale Road and Old Dalkeith Road is controlled by traffic lights, so there is no
46	Neither support or oppose	AS A RESIDENT OF NETHER CRAIGOUR. MOREDUNVALE ROAD I FIND IT HARD TO BELIEVE A BIKE LANE ON MOREDUNVALE RD WOULD WORK UNLESS IT IS BEING BUILT ALONGSIDE WITH LARE BUSES LORRYS CARDS using it there is hardly enough room to pass at moment and the walk ways are not big enough S
11	Oppose	Cycling and walking to work is not possible for many.The current public transport options for Little France are woefully inadequate for the number of workers in the area. To slow the traffic down further would move people away from buses and increased congestion only makes po
49	Oppose	The cycle path just caters for a certain section of the public, those who have a cycle and who are able to access their destinations through cycling. The resources needed, money, work and disruption, does not justify making another cycle route. We have lived here for 33years
4	Strongly oppose	General improvement for everyone, not just cyclists is needed and this includes motorists
6	Strongly oppose	cycling on the site and in the sourrounding area is a hazard for those of us walking to and from work,cyclist take no head of any priority that pedestrians should be given ,usually ignore traffic light,zebra and pedestrian crossing and seem quite happy to cycle on place that
47	Strongly oppose	We have had roadworks and flood works in the area for the last three years!! It's ridiculous to expect people to put up with this anymore

## 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?
2	Strongly support	With an improved route to Little France, I would be more inclined to walk - something I won't do currently
6	Strongly support	I walk there all the time
7	Strongly support	The current pavement is narrow and it is difficult to pass people without walking on road
8	Strongly support	I cycle and walk this route, it is difficult to walk
13	Strongly support	It is unpleasant walking with heavy traffic
14	Strongly support	It's important to have safe pedestrian routes through the site, much of the NHS-designed/maintained road structure is very poorly designed and not at all pedestrian friendly
15	Strongly support	As for cycling. All pro active travel.
16	Strongly support	I walk this route every morning and evening
17	Strongly support	as before
21	Strongly support	I use the road to commute to work. Improving it would be nice.
22	Strongly support	Would like better conditions to walk to work in
23	Strongly support	this site is starting to look nice. it would be great to have a nice looking area - the environment in the city centre is awful in some area particularly pavements in areas of Richmond Place, Roxburgh Place, Drummond Street and these are areas of social housing alongside af
24	Strongly support	I currently walk to work in the bioquarter most days and while I feel safe on the pavements, I can't say I feel safe crossing Old Dalkeith Road - even at a green man crossing!
26	Strongly support	I am absolutely fed up with near misses on campus and seeing near misses outside of campus (Dalkeith Road)

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?
27	Strongly support	I walk from Moredun to LF daily for work. I think the council should also aim to improve the environment for wildlife as walking through the bioquarter is a joy due to all the birds etc...
29	Strongly support	I walk. The road is dangerous.
30	Strongly support	hear from my colleagues at Little France that walking at this section is unpleasant and dangerous. When I happen to cycle Little France to Kings Buildings I see the poor people walking to or standing at the narrow stretch at the bus stop.
32	Strongly support	when I don't cycle I run and would like to see improvements to make this easier / safer and encouraged
33	Strongly support	I suck in more diesel fumes than is healthy - it would be amazing to arrive to work feeling like I have been breathing even a little bit of fresh air, rather than wondering what sort of health issues I can look forward to as a result of trying to be healthy and walk / cycle t
34	Strongly support	Anything to avoid heavy traffic / vehicles is likely to encourage / increase walking
36	Strongly support	To encourage people to walk and engage in a healthier lifestyle
37	Strongly support	This is a very busy section of road with a surrounding residential area, as well as the hospital area. Inevitably, there is going to be fairly heavy footfall so safe, well-lit, smooth pavements with adequate provision for crossing roads should be in place. Maybe even a pedest
38	Strongly support	Crossing the Old Dalkeith Road can be time consuming and difficult at present. A lot of staff and visitors would prefer to walk/cycle than bring their car and this should be encouraged.
39	Strongly support	I regularly walk and run in this area and it would be great to make it safer and also more accessible for others
40	Strongly support	See previous answer
41	Strongly support	The walking conditions are poor on places here so the improvements are important for safety and to encourage walking
42	Strongly support	I would like to be able to walk to Cameron Toll etc at lunchtime or walk part way to work and currently it isn't a great walk.
43	Strongly support	Active travel to the hospital is to be encouraged and this, one of the most direct pedestrian routes, is poorly surfaced, discouraging its use (particularly for less mobile pedestrians).
46	Strongly	The Traffic is getting busier all the time with all the new housing in green belt land .but no road management schemes being undertaken

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?
	support	
50	Strongly support	See above
51	Strongly support	When I'm not Cycling I'm walking in the area
53	Strongly support	I support all attempts to improve walking conditions
54	Strongly support	Active travel should take preference to cars
56	Strongly support	Crossing old Dalkeith road at peak times is currently a nightmare.
58	Strongly support	Walking should be an option for everyone, regardless of age or ability. Pavements must be wide and accessible for all. Priority must be given to pedestrians at crossings and during other interactions with vehicles (e.g. quick response crossings, lots of zebra crossings).
59	Strongly support	Old Dalkeith Road is a busy road with lots of heavy traffic and it presents a real barrier to pedestrians and cyclists accessing the hospital, bioquarter and routes through to Craigmillar and Portobello from Newington, Gilmerton, Liberton etc, and seriously undermines the con
1	Support	Co-ordinated approach is always welcomed.
25	Support	You need to ensure there is adequate lighting and this is maintained efficiently. The lighting on the Bioquarter footpaths is extensively vandalised so your proposed crossing into a car park isn't actually very helpful, as that route is unlit. I would opt to walk along the ro
28	Support	Man people work at the Little France campus, and anything to help them get to work safely and encourage them to walk/cycle rather than drive or take the bus would be worth investing in
35	Support	Increasingly, we all have to get from building to building, and making those routes as accessible as possible is essential. I work with some staff members who have some mobility limitations.
48	Support	support better access to hospital rather than current footpaths
5	Neither support or oppose	Not a real impact for people besides for the ones living on the road.
11	Neither support or oppose	The majority of walkers are local - the problem with little france is the reliance on motorised transport. Back to my comment for increased funding and availability of public transport.
31	Neither support	I don't see a pressing need for the suggested improvements

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?
	or oppose	
4	Oppose	Further roadworks in Edinburgh are not needed, especially on the main commuter roads into town, if upgrades can be made without road closures this is ok, but transport networks need to remain unaffected, closing the roads to traffic, even temporarily will not increase the num
47	Strongly oppose	There is already an adequate crossing in place
49	Strongly oppose	There are already three pedestrian crossings accessing the hospital and the walking conditions are appropriate.

## 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?
2	Strongly support	Any increased protection for cyclists from traffic would be beneficial.
14	Strongly support	I have no specific issues with the proposal, it looks good to me
15	Strongly support	Segregated active travel paths are highly appreciated. So are Toucan crossings.
17	Strongly support	as before
19	Strongly support	Looks great. The only thing not covered in the plan is for people approaching Little France Drive from the South (coming down Old Dalkeith Road).
27	Strongly support	Encouraging walking safely around the hospital site will be an advantage to staff and patients. I think you should consider a rammed earth/all weather type path surface as tarmac will be slippery in the winter, which would be a problem for cyclists and walkers.
29	Strongly support	The proposal looks appropriate.
40	Strongly support	A massive improvement and probably the best way to negotiate difficult infra. The loose chipped path is currently inaccessible even on foot so the surface improvement will massively boost 'active' traffic along what is a quite pleasant route.
41	Strongly support	Excellent design that fits in with the latest recommendations and standards
43	Strongly support	Duplicate question, but presumably should reference the route itself. The one primary criticism would be the (presumably financial) decision to retain the narrow footbridge to Little France Drive. Ideally this would be replaced with a wider bridge. Although not explicit, I
59	Strongly support	The proposed design provides a safe cycling route which matches reasonably well with the desire line from Moredunvale Road to Little France Drive. My only concern is about sharing space between pedestrians and cyclists. Fast cyclists e.g. those commuting from further afield t
1	Support	We need sufficient space at the A7 crossing both sides.
8	Support	Widening cycling lanes would also help
23	Support	the employers are many and the opportunity to provide health benefits by your walking conditions improvements is an opportunity for health promotion also public transport service the colleges and buses are often full
28	Support	It looks good - the issue I have is that it only addresses traffic coming in from one direction. Any changes to the old dalkeith road route up from the large (and not very cyclist-friendly) roundabout by cameron toll are much needed. Even just preventing cars from parking in

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?
37	Support	In a heavy traffic area that is also used by pedestrians, it is essential that pedestrians have safe routes to use that don't bring them into conflict with traffic.
48	Support	looks okay!
50	Support	It would be better to have a ramped flyover or underpass for cyclists and walkers.
51	Support	The use of traffic light signals and hard tragic management leave safety in the hands of.throst vulnerable road users. Please consider cheaper zebra crossings which by there nature give priority to pedestrians and cyclists and place the burden of safety on the motorised traff
58	Support	It would be good to see more space and priority given to walking.
60	Support	Generally fantastic improvements in the proposals. I hope the design team can look at the following to try and make them even better: Making sure it is obvious that cyclists coming from the south and west should head up Nether Craigour, rather than to the Moredunvale Road/OI
21	Neither support or oppose	It wont help the problem. The road is overused and congested. The hospital has vastly expanded with little thought given to the supporting infrastructure. When the Sick Kids opens and the Clinical Neurosciences, it will likely get worse.
25	Neither support or oppose	See previous comment - a pavement along the lit roadway is much more sensible. The paths in the Bioquarter already feel unsafe due to inadequate lighting and placement next to empty sites.
30	Neither support or oppose	not sure I understand how the title 'Moredunvale Road to Little France Drive' relates to the drawing found under 'Related' at <a href="https://consultationhub.edinburgh.gov.uk/sfc/quiteroute61-moredunvale-road-to-little-france-dri/">https://consultationhub.edinburgh.gov.uk/sfc/quiteroute61-moredunvale-road-to-little-france-dri/</a> . I am concerned about the crossing Moredunvale Road/
32	Neither support or oppose	need to look at the plans in more detail
33	Neither support or oppose	A red line on a map doesn't tell me much to be honest.
36	Neither support or oppose	I do not have any strong negative or positive feelings relating to the proposed design.
46	Neither support or oppose	Without seeing drawings I fear it will not be good for the area I live in if it is using old road system. And the walkway is bringing more footfall on private land witch already has impact on it litter etc
53	Neither support or oppose	have not see the design and cannot locate plans
4	Oppose	I am concerned about the impact on road closures to surrounding roads
26	Oppose	I would not say the proposed additions would improve all of the pedestrian and cyclist areas that need to be addressed.
31	Oppose	Please see comments made previously in respect of the cycle path. I am not convinced of a real need for these improvements, and there are details within the proposals that I think could be improved.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?
47	Strongly oppose	The only part that need done is the crossing linking to the bio quarter
49	Strongly oppose	The walking conditions as mentioned previously are appropriate, however what provisions are made for disabled people accessing the two hospitals and bio quarter i.e. parking ?



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

Ref I.D.	Any further comments about walking or cycling in Edinburgh
4	I live too far to walk to work and have a child to collect after work and therefore need to take the fastest route home.
5	More and better cycle paths, with good linkages
15	Safer cycling infrastructure is very much needed. Stop advisory cycle lanes, they are ignored anyway. Make more mandatory cycle lanes please. Plus, prosecute cars and motorbikes in ASL and do more to prevent close passes.
19	The potholes in the road are often worst on the sides, exactly where the cyclists typically are. This makes for some very dangerous situations where the cyclist suddenly has to go into the middle of the road to avoid an unexpected pothole. Also, cycle tracks are often not (clearly) connected, so you might be following a cycle track that suddenly ends with no way of knowing where the next bit will be. It is entirely unclear to me whether it is better to cycle on the road or on the footpath when there is nothing signposted. I don't want to disturb pedestrians, but also do not want to be in a dangerous place for cars.
21	Make it more walking friendly.
23	Edinburgh is a beautiful city and has won many awards but there are improvements that could be made for local residents - rubbish collecting in gullies is a big problem where I live and the rubbish uplifts are at inappropriate times. ie the environmental impact of three rubbish companies has been relayed assiduously to environmental teams but the uplifts continue to be inappropriate (this in itself is concerning as all rubbish uplifts have duty of care compliance and environmental impact. your quiet project could be relayed to other aspects of City of Edinburgh Care and make the City Centre better for residents as well as students and visitors.
24	To make walking and cycling more comfortable (and safer in the case of cycles) it is imperative that our roads and pavements are in good repair and free from potholes.
25	It would be nice if you prioritised improving street cleaning & bin emptying as the current very dirty state of the city makes walking unpleasant. Endless road works to put in cycle lanes (which on Leith Walk at least appear to be rarely used) are a barrier to my accessing city shops & prolong my commute to work.
27	More effort should be taken to keep pathways free of litter, especially broken glass, cans and dog poo (e.g. more bins/dog poo bins). More effort should be made to improve the environment (e.g. bee/bird friendly trees/perennial plants).
28	A lot of the roads in Edinburgh are not well set up for cycling - there are often potholes or bad road surfaces in the cycle lanes which do not get addressed. There are also very often cars parked in the cycle lanes, as there are single-yellow lines or no parking restrictions. This makes it necessary to frequently pull out into the main stream of traffic from the cycle lane, which is more dangerous and unnerving than just cycling in the traffic without a cycle lane would be. It essentially renders the cycle lanes useless. I am sure I don't need to complain about the high rates of injury (and fatal accidents) caused by the tram system as well - I personally refuse to cycle along the tram routes for fear of my safety. Edinburgh needs to take its cycle lanes more seriously, they're not just there to look pretty at the side of the road.
29	Generally cycleways are good but could do with being better joined up via more safe connection.
30	please remove/open the gate at the Edinburgh side of the tunnel of the innocent railway. It is a hellish health risk to pass into the tunnel. I am very surprised that not more accidents happen given how busy this route is.
33	The roads are in a terrible state of repair - very dangerous for cycling.
34	Potholes are a major issue especially in poor light
36	I feel it is too dangerous to cycle on roads with cars.

Ref I.D.	Any further comments about walking or cycling in Edinburgh
37	As a cyclist, my experience of Edinburgh's roads is that they are generally in very poor condition. There are many potholes, divots etc all across the city which makes cycling alongside traffic particularly dangerous.
38	Reducing the volume of motorised traffic would encourage more cycling and walking
40	There are many nice shared use paths in Edinburgh but they don't join up sufficiently to be truly useful. Eg Meadows to Canal is only for the bravest of the brave currently. A link from Holyrood to Leith/the NEPN would also make a massive difference.
41	These plans are much better than the terrible ones for Picardy Place. CEC can do good active travel if there is the will.
42	I was excited to hear that Edinburgh is going to start an e-bike scheme and i think that would make me cycle from Waverley station to Little France. Although if there is not a suitable quiet route - I will not be using the scheme.
43	The council hierarchy of provision is to be welcomed (active travel>public transport>private cars). Unfortunately there are a large number of consultations for schemes, which then get put on hold due to a lack of resources, so perhaps the balance of design to build needs to be reviewed. Continuing the spend of 10% of the transport budget on cycling should allow such a redress.
49	As I am disabled I never walk or cycle in Edinburgh
51	For all the talk of prioritising active travel, the design focus is remains on cars. Please stop wasting money on signal controled predestrian crossings and instead use cheaper zebra crossings which switch the priority away from motorised traffic and instead prioritise active travel.
52	I would like there to be more cycle paths (not on the main road with cars and buses).
54	There have been quite a few improvements over the last few years but now we need segregated cycle routes so fast commuting cyclists do not come into contact with cars or pedestrians. The new road by RIE is a good example, but this needs to be extended across the city.
60	Remove *all* the chicane barriers. All of them. I'm serious.