

West Edinburgh Transport Improvements Programme

WETIP Consultation Summary

Edinburgh and South East Scotland City Region Deal

November 2023



WETIP Consultation Summary

Client name: Edinburgh and South East Scotland City Region Deal
Project name: West Edinburgh Transport Improvement Programme
Client reference: **Project no:** BESP0023
Document no: OBC/CS/061123 **Project manager:** Grant Davidson
Version: 1 **Prepared by:** Jenny Muir
Date: **File name:** WETIP Consultation Summary
091123 Draft.docx

Document status: Final

Document history and status

Version	Date	Description	Author	Checked	Reviewed	Approved
1	09.11.23	Draft	JM	JM	IE	GD

Distribution of copies

Version	Issue approved	Date issued	Issued to	Comments

Contents

Executive Summary	1
1 Introduction	1
1.1 Introduction	1
1.2 Promotion	1
2 Public Events	2
3 Stakeholder Face-to-Face Workshops	2
3.1 Face-to-Face Workshops	2
4 Survey Responses from Organisations	4
4.1 Survey Responses from Organisations.....	4
5 Email Feedback	6
5.1 Email Feedback	6
6 Online Consultation Survey	6
6.1 Survey Responses from Individuals.....	7
6.2 Basic Demographic Information.....	7
6.3 Travel Habits.....	8
7 Online Survey Detailed Responses	9
7.1 Bus Journey Times	9
7.2 Bus Journey Time Reliability	10
7.3 Active Travel	11
Appendix A. Detailed Responses - Public Transport	
Appendix B. Detailed Responses - Active Travel	
Appendix C. Detailed Responses - Additional Measures	

Executive Summary

The West Edinburgh Transport Improvements Programme (WETIP) consultation ran for an eight-week period from 13th July to 5th September 2023 and was promoted as 'Broxburn to Maybury Public Transport and Active Travel Improvements'.

Engagement included face-to-face workshops with key stakeholders, public webinars, and public drop-in events. Additional public feedback was gathered via an online survey hosted via City of Edinburgh Council's Consultation Hub and on West Lothian Council platforms.

Six face-to-face workshops were held with key stakeholders. Feedback from key stakeholders was supportive of the proposals and is detailed in the table below.

Key Stakeholder Face-to-Face Workshops

Face-to-face workshop	Feedback
Bus operators (Lothian Buses, McGill's, and Stagecoach)	Supportive of proposals to facilitate quicker, more reliable bus journey times between Broxburn and Maybury. Feedback included: <ul style="list-style-type: none"> 40 mph speed limit retained from west of Gogar Station to Eastfield Road improved bus priority measures on the B800 from Kirkliston a request for buses to be able to turn right from Station Road onto the A8
Sustrans	Supportive of protected cycle infrastructure proposed for Ratho Station, would like to see more ambitious AT improvements overall.
Edinburgh Airport	Supportive of proposals to improve public transport and active travel provision. They expressed support for proposed improvements at Maybury Junction to facilitate merging movements from A8, by-pass and Edinburgh Park.
Landowner/developer Crosswinds	Supportive of proposals to improve public transport and active travel provision. Would like to see public transport routes into the new developments (note: this is being addressed through a separate Planning process and therefore is out with the scope of WETIP. Furthermore, note that WETIP has been fully coordinated with City Plan and the West Edinburgh Framework).
Landowner/developer West Town	Supportive of proposals to improve public transport and active travel provision. Flagged that further work would be required to integrate their masterplan, particularly along frontage with A8 corridor, where they could potentially accommodate A8 north active travel link as part of their development. Concerns regarding reduction of central median due to application for an all-movements signalised junction onto A8.
Landowner/developer West Craigs	Supportive of proposals to improve public transport and active travel provision. Demonstrated how their development could integrate with the active travel network. Highlighted Gogar Farm Road to be used for site access in future. Any junction treatments would need to allow construction traffic access. Highlighted risk of disturbing fibre optic apparatus at the junction of Gogar Farm Road and A8.

The online survey received 602 responses (585 responses from individuals, 16 responses from organisations). During the consultation period Winchburgh Developments Limited released a statement proposing that funds allocated to the Edinburgh and South East City Region Deal be allocated to the construction of a railway station at Winchburgh. This statement was picked up in the press and as a result, the rail station proposal was amplified and led to a higher than anticipated number of responses from Winchburgh residents; with 25% of respondents stating their support for the provision of a rail station at Winchburgh¹.

¹ Respondents determined to be in support of funding a Winchburgh Rail Station were identified through responses to PT Q3 'Do you have any comments on the location of bus lanes, junction improvements and bus stop improvements?' and PT Q4 'Are there any additional measures which you think would enable faster, more reliable bus journeys along the A8/A89 between Broxburn and Maybury?' in the survey.

Despite this local and focused campaign, which is out with the primary study of WETIP, the general survey findings illustrate that existing bus users are positive about potential journey time savings and reliability improvements along the A8/A89 as proposed.

Based on the feedback received during the engagement and online survey the following changes have been made to the Concept Designs:

- path widening and improved access for cycle users at both sides of Newbridge roundabout footbridge
- inclusion of raised tables at Hallyards Road and Norton House Hotel A8 access road
- access to Gogar Church and Castle Gogar Rigg amended to prioritise cycle and pedestrian movements over motorised movements as per Cycling by Design

In addition, designers will also:

- investigate provision of a right turn for buses out of Station Road, onto A8
- consider retaining a bus layby on A8, west of Gogarstone Road
- consider relocating Middle Norton Bus Stop from east of cottages to west of cottages
- undertake a swept path analysis for Gogar Farm Road

It is noted that a sizeable percentage of respondents, across all questions, did not wish to travel by bus for their journey, either now or in the future. In interpreting responses, it must be acknowledged that bus use in West Edinburgh and into West Lothian is low, when compared with other parts of Edinburgh. There is local frustration at the quality and reliability of existing service provision, whereas in other parts of the city and region operator and service quality scores are far higher. In addition, there are a large number of origin / destination journeys with little or no bus service provision, and therefore making these journey by bus is difficult or almost impossible. For these reasons, it must be acknowledged that the existing attractiveness of bus and therefore the propensity to use existing services is lower on this section of the A8/A89 than in other parts of Edinburgh.

Consequently, and as reported in earlier stages of the programme, a Case for Change analysis was undertaken and concluded that improvement in bus services in this area of West Edinburgh is much needed. The consultation results have validated this view. By way of example, bus provision in East Lothian was in a similar position but investment in bus priority along the A1 corridor, together with service enhancements, has helped transform the quality of the network with passenger volumes exceeding pre-Covid numbers significantly in advance of other parts of the city. WETIP interventions seek to repeat this success on the A8/A89 corridor.

Discussions with bus operators have highlighted just how big a barrier network congestion is to their operations, and consequently, the proposed interventions have been specifically designed to target bus congestion. As on the A1, bus priority will help reduce bus journey times and improve reliability enabling operators to invest in new and more frequent services.

Active travel improvements scored positively among existing users. While it is acknowledged that currently walking, wheeling and cycling volumes are low, this will change dramatically as development across West Edinburgh ramps up.

A key aim of the WETIP package is to support sustainable development across West Edinburgh and the wider objectives of City Plan 2030. The investment in bus priority and active travel will help deliver more sustainable mode shares, and the proposals are in line with City Mobility Plan objectives and local and national Net Zero targets.

1 Introduction

1.1 Introduction

The West Edinburgh Transport Improvement Programme (WETIP) consultation ran for an eight-week period from 13th July to 5th September 2023 and was promoted as 'Broxburn to Maybury Public Transport and Active Travel Improvements'.

The purpose of the consultation was to;

- increase awareness of WETIP
- engender support amongst local communities and key stakeholders
- promote how WETIP could contribute to the delivery of key pollical at City of Edinburgh Council (CEC), West Lothian Council and National level, and
- collect feedback from the public and stakeholders to help inform ongoing design work

Engagement included face-to-face workshops with key stakeholders, public webinars, and public drop-in events. Additional public feedback was gathered via an online survey hosted via City of Edinburgh Council's Consultation Hub and West Lothian Council platforms.

The online survey received 602 responses (585 responses from individuals, 16 responses from organisations).

1.2 Promotion

The WETIP consultation was one of three West Edinburgh consultations which ran in parallel. The other consultations undertaken were:

- Towards West Edinburgh – Spatial Strategy
- West Edinburgh Placemaking Framework and Strategic Masterplan

The WETIP communications strategy leveraged multiple channels and techniques to increase awareness of WETIP. Communication channels included both online and offline communication methods.

Over 2,000 properties on or close to A8/A89 received letters informing them of the project, signposting to online webinars, drop-in events and the online public consultation. Paid media/online advertising delivered over 1.35 million impressions, with over 11,200 clicks. Organic social media delivered over 228,000 impressions and nearly 12,000 clicks, radio advertising on Total Forth, reached 362,650 listeners.

Lamp post wraps and an information stand at the Gyle Shopping Centre also helped increase visibility of the project and public consultation.

Table 1.1: Promotional Activities

Promotional Activity	Reach
Emails to stakeholders	Including; public transport operators, active travel representatives, disability action groups, emergency services, freight representatives, businesses, major developers, community planning representatives, community councils, and elected members.
Webpages on; West Lothian Council, City of Edinburgh Council and Edinburgh and South East Scotland City Region Deal websites	Edinburgh and South East Scotland City Region Deal shared the consultation with their contact list.
Letter drop	Properties with access/frontages along the A8/A89 (approximately 585 properties) plus 1627 properties in east Broxburn, totalling 2,212 properties
Radio advertising	Radio advertising on Total Forth, reach of 362,650
Social media/online advertising	Paid advertising delivered 1.35 million impressions, with 11,200 clicks. Organic social media delivered 228,000 impressions and 12,000 clicks
Lamp post wraps	Lamp post wraps at 25 locations
Information stand at Gyle Shopping Centre	9am – 8pm, engaging with public in the main concourse

2 Public Events

A series of public events (both online and in-person) took place throughout August 2023. These events were attended by the project team and sought to; increase awareness of WETIP, engender support amongst local communities, provide attendees the opportunity to discuss queries with the project team, and enable the project team to collect feedback on details of scheme development.

Events included:

- 2 x public MS Teams webinars, 16 attendees
- Broxburn drop-in event, approximately 30 attendees
- Edinburgh Maybury drop-in event, approximately 50 attendees

Figure 2.1: Edinburgh Maybury Public Drop-In Event



3 Stakeholder Face-to-Face Workshops

3.1 Face-to-Face Workshops

Six face-to face workshops were held with key stakeholders. The workshops provided an overview of WETIP including; key problems and opportunities, project objectives and timescales. Stakeholders were then taken through the concept designs in detail. The project team took note of stakeholder feedback and design amendment suggestions. In addition, stakeholders were invited to provide formal feedback via the online survey. Feedback from key stakeholders informed refinement of concept design proposals.

Figure 3.1: Bus Operator Workshop



Table 3.1: Key Stakeholder Face-to-Face Workshops

Face-to-face workshop	Feedback
Bus operators (Lothian Buses, McGill's, and Stagecoach)	Supportive of proposals to facilitate quicker, more reliable bus journey times between Broxburn and Maybury. Feedback included: <ul style="list-style-type: none"> 40 mph speed limit retained from west of Gogar Station to Eastfield Road improved bus priority measures on the B800 from Kirkliston a request for buses to be able to turn right from Station Road onto the A8
Sustrans	Supportive of protected cycle infrastructure proposed for Ratho Station, would like to see more ambitious AT improvements overall.
Edinburgh Airport	Supportive of proposals to improve public transport and active travel provision. In particular, they expressed support for proposed improvements at Maybury Junction to facilitate merging movements from A8, by-pass and Edinburgh Park.
Landowner/developer Crosswinds	Supportive of proposals to improve public transport and active travel provision. Would like to see public transport routes into the new developments (note: this is being addressed through a separate Planning process and therefore is out with the scope of WETIP. Furthermore, note that WETIP has been fully coordinated with City Plan and the West Edinburgh Framework).
Landowner/developer West Town	Supportive of proposals to improve public transport and active travel provision. Flagged that further work would be required to integrate their masterplan, particularly along frontage with A8 corridor, where they could potentially accommodate A8 north active travel link as part of their development. Concerns regarding reduction of central median due to application for an all-movements signalised junction onto A8.
Landowner/developer West Craigs	Supportive of proposals to improve public transport and active travel provision. Demonstrated how their development could integrate with the active travel network. Highlighted concerns about proposed changes to Gogar Farm Road, as this could be required to provide access for development construction traffic. Highlighted risk of disturbing fibre optic apparatus at the junction of Gogar Farm Road and A8.

4 Survey Responses from Organisations

4.1 Survey Responses from Organisations

Sixteen responses were received from organisations. These are summarised in Table 4.1.

Table 4.1: Organisation Survey Response Summary

Responder	Feedback Summary
Edinburgh Trams	Requesting; additional park and ride capacity, a tram extension to Newbridge and specific feedback regarding the kerb radius at Gogar Farm Road, requesting that it does not get tightened as proposed, as that access is required to enable future rail track deliveries.
Muirend Farming Company	<p>Requirement for additional bus stops at the boundary between Edinburgh and West Lothian on the A89. Ideally on South side of the A89, on the stretch of road after the railway viaduct and before the Kilpunt roundabout. Also supportive of a Park & Ride facility near Broxburn, where people could use the bus to access the tram, as well as access bicycles. Supportive of additional bus services to serve large events at the Royal Highland Showground.</p> <p>Park and ride facilities/transport interchanges where facilities are attractive and welcoming, including facilities for recycling, comfortable seating, shelters and public toilets.</p>
Edinburgh Jam Group	Retain existing traffic lanes/capacity. Requirement for additional bus stops. Would like the retainment of the footbridge at Ratho Station, so as to enable continuous flow of traffic.
Crosswind Developments	<p>Support proposals but commented that there are no proposed active travel improvements at Gogar or Newbridge roundabouts.</p> <p>Note: Active Travel Improvements to Gogar have been identified in City Plan 2030 and will be delivered through the Planning process, and at Newbridge, the existing Active Travel bridge will be retained with improvements to/from the bridge included within the proposals.</p>
McGill's Buses	<p>This section of road has long since been a difficult operating corridor for public transport, in particular on all approaches to and navigation of Newbridge roundabout and whilst from a business point of view great to see the current and proposed development along this section of route, it also gives concern that operationally the area will become more congested in the future and more difficult to maintain a punctual public transport service.</p> <p>In general, McGill's are pleased with the proposals to bring bus lanes onto key problematic sections of the route. Other key comments include:</p> <ul style="list-style-type: none"> ▪ At the intersection of the A89 & B800, appreciate bus priority signals on A89, but there additionally needs to be the same on the A800 for our X38 service from the Kirkliston area. ▪ Questioned if bus priority signals at the junction with Loanhead Drive (at industrial estate). ▪ Questioned if there is a plan for bus priority signals on the Newbridge roundabout? This can be a very difficult roundabout to navigate with traffic from the M8/M9 junctions blocking the A89 exit road. ▪ At the Ratho Station Road junction, we had discussed allowing buses turn right onto the A89 to prevent them having to navigate the Newbridge roundabout, but do not see reference to this on the drawings (note this is currently being further investigated). ▪ A89 westbound at junction of B800. Can these lanes be widened. It is very tight for buses turning right onto the B800, particular concern is the vehicles tail swing.
Wee Gems	Requirement for more bus stops along the stretch between Broxburn and Gogarburn. A request for additional bus services in general, but also during large events at the Royal Highland Showground.
Removal Services Scotland Ltd	Increase road capacity at Newbridge roundabout so as to improve vehicle journey times. Problems recruiting staff from the Edinburgh area because of the lack of public transport very early in the day (6-7am) and later in the evening. Need to take into account the significant volume of essential commercial vehicle use in this area. Many businesses operate shift patterns not suited to bus travel. Concerns that the needs of

Responder	Feedback Summary
	big industrial estates don't seem to be considered in this proposal. Supportive of protected cycle infrastructure, separating pedestrians and cyclists.
Paths for All	<p>Support the intention to make bus journey times between Broxburn and Maybury up to 10 minutes faster at peak times. Virtually all bus journeys also involve walking and wheeling as part of the trip, and this would make it a more attractive option. Access to buses needs to be made easier.</p> <p>Support delivering one or more mobility hubs in Broxburn which bring together public transport and walking, wheeling and cycling in spaces which offer safer, more comfortable waiting. This would make sustainable travel choices more attractive.</p> <p>Do not have the local knowledge to comment on the detail of the proposals but would like to make some general points. Support enabling safer, quicker, more attractive walking, wheeling and cycling journeys along and across the A8/A89 between Broxburn and Maybury. Support the intention to make it easier for pedestrians to cross the road by installing signalised crossings. Support enabling safer, quicker, more attractive walking, wheeling and cycling journeys between Newbridge and Kirkliston.</p>
Winchburgh Developments Limited	<p>Proposals are focused on a fixed corridor and do not address connectivity issues with the wider area. Proposals do not address the bottleneck problem of the Newbridge roundabout.</p> <p>City Deal funding should be reprioritised towards a rail station at Winchburgh.</p>
Winchburgh Community Council	Supportive of a train station at Winchburgh. Welcome proposed improvements for active travel.
Edinburgh Access Panel	<p>The proposed changes will help to make bus-travel more attractive and thus encourage car-users to switch to public transport. Ideally the bus service coming into Edinburgh from the west would mate with the tram service into the city centre with an easy and accessible interchange. At busy times the trams are much quicker and more comfortable than the buses. The value of speeding up the bus service from Broxburn to the outskirts of Edin will be limited if the journey from the outskirts to the centre is poor.</p> <p>Also</p> <ul style="list-style-type: none"> ▪ Request to utilise the latest technology – e.g., possible bus-priority at traffic lights. ▪ Be wary of causing congestion by lowering speed limits. ▪ With regards to the proposed mobility hub(s), include toilets, including an accessible toilet. Consider providing a cafe - e.g., like the one at Galashiels's mobility hub. A cafe improves the "waiting experience". Ensure info and signage is accessible as well as the physical infrastructure. Edinburgh Access Panel can advise. ▪ Support signalised crossings. Request to ensure accessibility - e.g., rotating cones and audible signals. If possible, protect pedestrians from cyclists at shared crossings. ▪ Minimise any erosion of blue badge access by cycle lanes and bus lanes, typically in built up areas. <p>Regarding Kirkliston to Newbridge proposals, take effective steps to protect pedestrians, especially vision impaired pedestrians, from cyclists.</p>
Gateside Tenants and Residents Association	Retain bus laybys. Increase bus services via Kirkliston. Move large events to another location. Existing cycle provision is adequate.
Broxburn & Uphall Traders Association	Concerns public transport proposals will negatively impact other road users. Address other traffic issues, e.g., more lanes on A89 Newbridge to Gyle. Underpasses or bridges would be preferred over crossing points. Less impact on traffic.
Transform Scotland	Pleased to see the initial plans for the A8/A89 corridor; in particular, that West Lothian and Edinburgh Councils are putting significant effort into large-scale bus schemes. Need for speedy implementation rather than detail. Information, ticketing and interchange need to be addressed alongside the plans outlined. However, not at the expense of further delay; these issues must not encourage 'scope creep' in search of a mythical perfect solution.
Joint Forum of Community Councils in West Lothian	Retain bus stop laybys. Consider a multi modal traffic strategy (bus, train) as a means of reducing congestion and encouraging modal shift. Address Uphall Station car parking and access. There should be long-term parking at the Uphall Station for all day commuters, and the car park at the station reserved for short term users.

Responder	Feedback Summary
	Consider mobility hubs closer to Uphall and Bangour. Reg. impact of large events at the Royal Highland Showground, consider better traffic management and redesign of entrance to Ingliston that takes traffic off the A89 and airport entrance.
	Retain footbridge at Ratho Station. Spend money on cycle provision further away from carriageway.
Spokes Lothian	Referred to email submission (as presented below).

5 Email Feedback

5.1 Email Feedback

Email feedback was received from six organisations, an MSP and one individual. A summary of feedback is provided in Table 5.1 below.

Table 5.1: Email Feedback Responses

Responder	Feedback Summary
Edinburgh Bus User Group	Supportive of proposals to facilitate quicker, more reliable bus journey times between Broxburn and Maybury.
West Town	Supportive of active travel and public transport proposals generally. Flagged that further work would be required to integrate their masterplan, particularly along frontage with A8 corridor, where they could potentially accommodate A8 north active travel link as part of their development. Concerns regarding reduction of central median due to application for an all-movements signalised junction onto A8.
Spokes Lothian	Welcome the intent however would rather there was a reallocation of road space to facilitate modal shift ² . Provided detailed feedback on crossing points, junction treatments as well as several location specific comments/requested design adjustments.
Royal Highland Agricultural Society of Scotland	Supportive of proposals. Welcome proposed replacement of footbridge at Ratho Station with at-grade crossing. Keen to collaborate on future proposals, particularly around placemaking opportunities. Suggested alternative location for proposed pedestrian crossing at showground. Supportive A8 north active travel link.
Cramond and Barnton Community Council	Concerns proposals will result in congestion, impacting the wider area, including Barnton.
Winchburgh Developments Limited	Principle landowner and development manager for the expansion of Winchburgh. Would prefer City Deal funding was redirected to instead fund a rail station at Winchburgh.
Foysoil Choudhury MP	Supports Winchburgh Developments response.
Individual	Requirement for maintenance of active travel provision, particularly in Autumn/Winter. Kirkliston Railway Path is susceptible to flooding and can be badly overgrown. Bus stop pinch points, particularly at Ratho Station, cause issues for cyclists. Dangerous junctions/crossing points need addressed at Gogarstone Road and crossing the bypass. Request for increasing bus service provision to towns and villages.

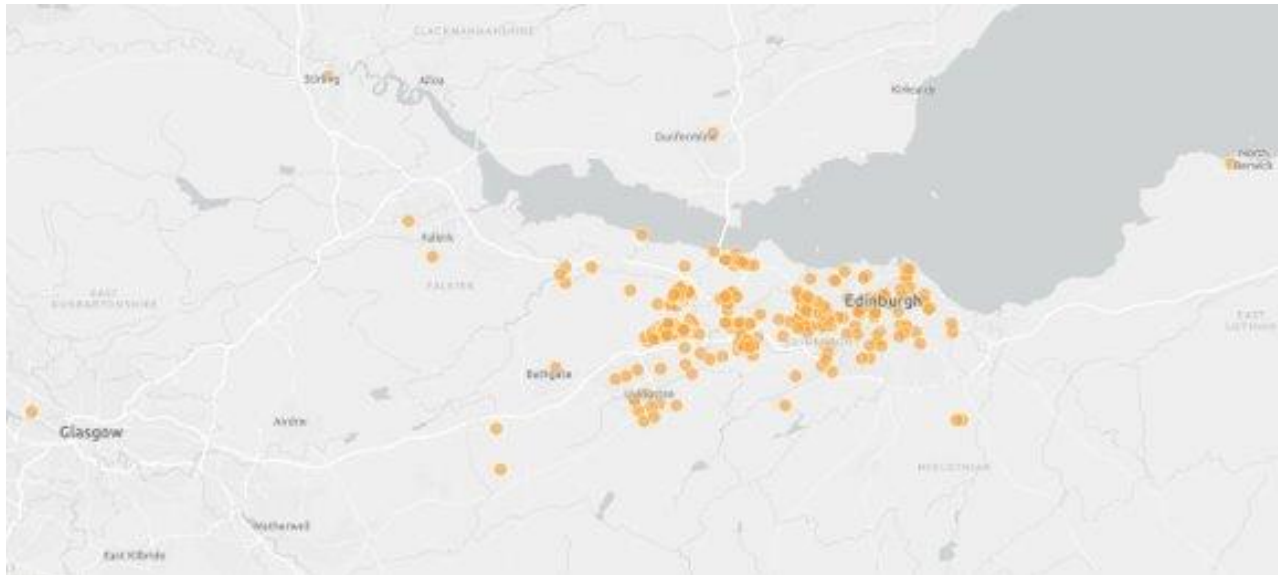
6 Online Consultation Survey

The online consultation survey was open for 8 weeks between July and September 2023. In total 602 responses were received; 585 responses from individuals and 16 responses from organisations.

² Note that a lane reallocation scheme was trialled through the Partnership Rapid Deployment Fund but as traffic returned post Covid, congestion impacts negated the benefit of the bus lane. A road widening scheme is therefore proposed, but with no increase in general traffic capacity.

There was a wide geographic spread of responses, covering both Edinburgh and east of West Lothian, with some additional responses from out with City of Edinburgh Council and West Lothian Council boundaries. A summary of respondent locations as indicated by postcode is illustrated below.

Figure 6.1: Respondents by Postcode



Survey questions referred to the section of the A8/A89 between Broxburn and Maybury. 94% of respondents indicated travelling along/across this section of the A8/A89 in the last month. 46% of respondents indicated travelling by bus/coach along the A8/A89 between Broxburn and Maybury in the last month.

6.1 Survey Responses from Individuals

585 responses were received from individuals. Of those responses, 25% stated their support for the reallocation of City Deal funding towards the provision of a rail station at Winchburgh³. Several survey question responses presented below include data for all individual responses, alongside data where responses from respondents who support the reallocation of City Deal funding in favour of a rail station at Winchburgh have been extracted.

6.2 Basic Demographic Information

More men answered the survey than women – 49% male, 43% female and 6% preferred not to say. Both City of Edinburgh and West Lothian have a slightly higher proportion of women generally (51%)⁴⁵, so it can be assumed that men are over-represented in the survey responses.

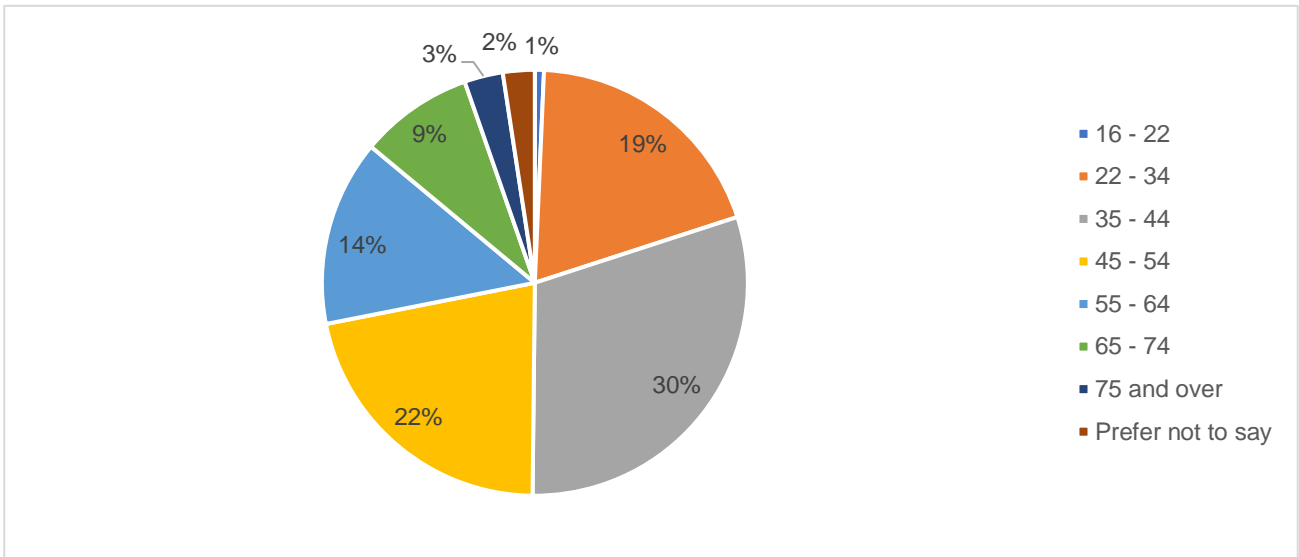
In terms of age groups, most responses were received from those aged between 35 and 44 (30%).

³ Respondents determined to be in support of reallocating City Deal funding towards Winchburgh Rail Station were identified through responses to PT Q3 'Do you have any comments on the location of bus lanes, junction improvements and bus stop improvements?' and PT Q4 'Are there any additional measures which you think would enable faster, more reliable bus journeys along the A8/A89 between Broxburn and Maybury?' in the survey.

⁴ West Lothian population profile, Council Area Profile, National Records of Scotland, [West Lothian Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/council-area-profiles/west-lothian).

⁵ City of Edinburgh population profile, Council Area Profile, National Records of Scotland, [City of Edinburgh Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/council-area-profiles/city-of-edinburgh).

Figure 6.2: Respondents by Age Group

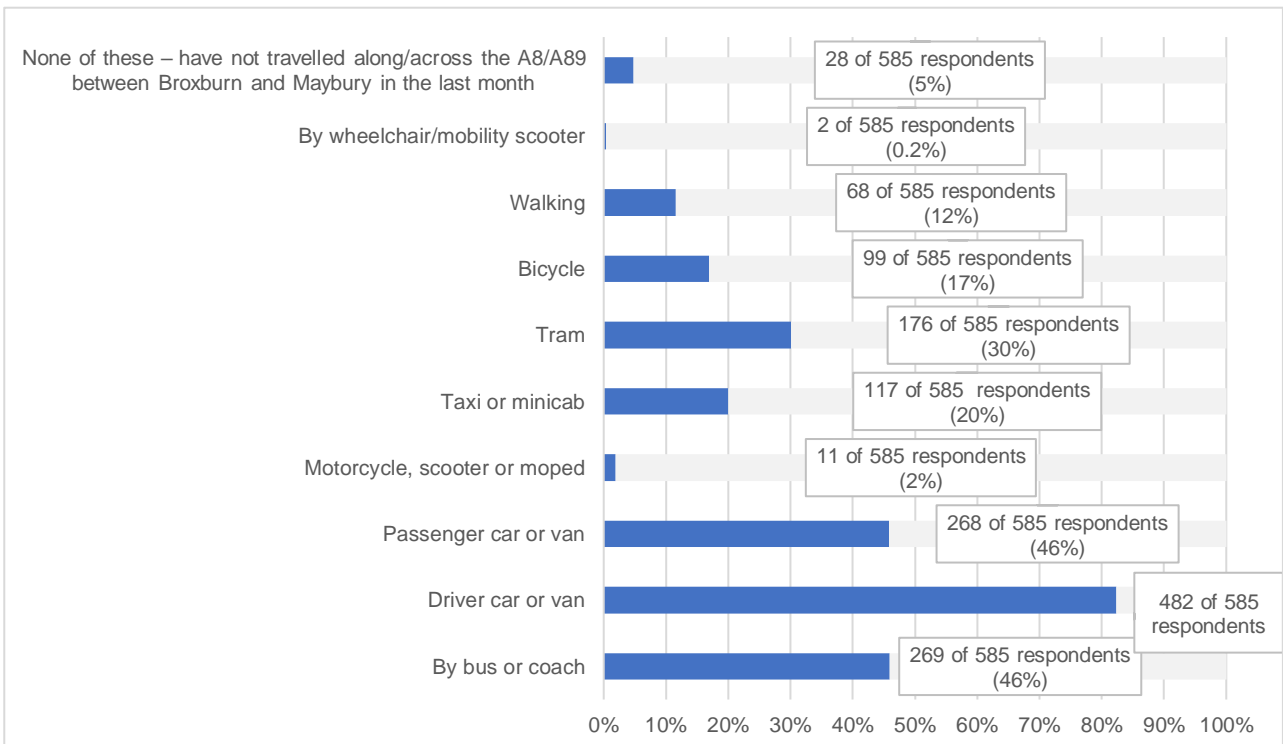


14% of respondents indicated having a physical or mental health conditions or illnesses lasting or expected to last 12 months or more. 33% of respondents indicated having caring responsibilities.

6.3 Travel Habits

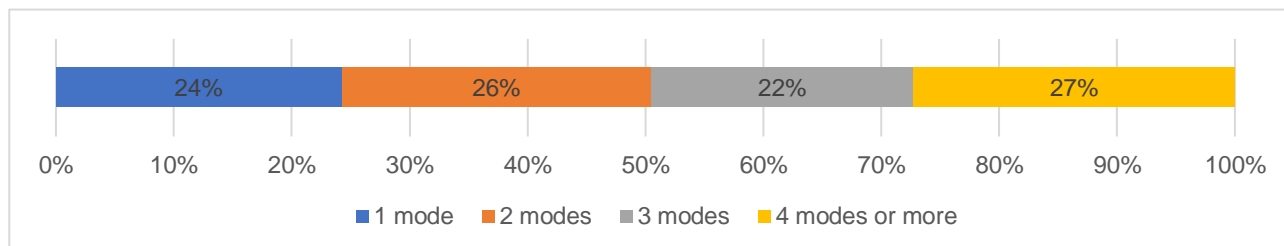
Respondents were asked to indicate the mode of transport by which they have travelled along/across the A8/A89 in the last month. Respondents could indicate multiple modes. Majority of respondents (82%) indicated they had travelled as a driver of a car or van. Nearly half of respondents (46%) indicated travelling by bus or coach, equal to that of 'passenger in car or van' (46%). 17% indicated cycling, 12% indicated walking.

Figure 6.3: Modes of Transport Used to Travel Along / Across the A8/A89 in the Last Month



27% of respondents indicated using 4 different modes or more to travel along/across the A8/A89 in the last month, indicating the multimodal nature of this corridor. Of the 24% of respondents who indicated using 1 mode, the majority of those were drivers of car or van (105 of 134 responses).

Figure 6.4: Number of Different Modes of Transport Used to Travel Along / Across the A8/A89 in the Last Month



52% of respondents indicated they had used the Ingliston Park & Ride in the last month, the majority of whom were using the Park & Ride to access the tram (93%).

Further analysis of responses is provided in the following appendix sections:

- Public transport proposals and mobility hub(s)
- Active travel proposals
- Additional measures

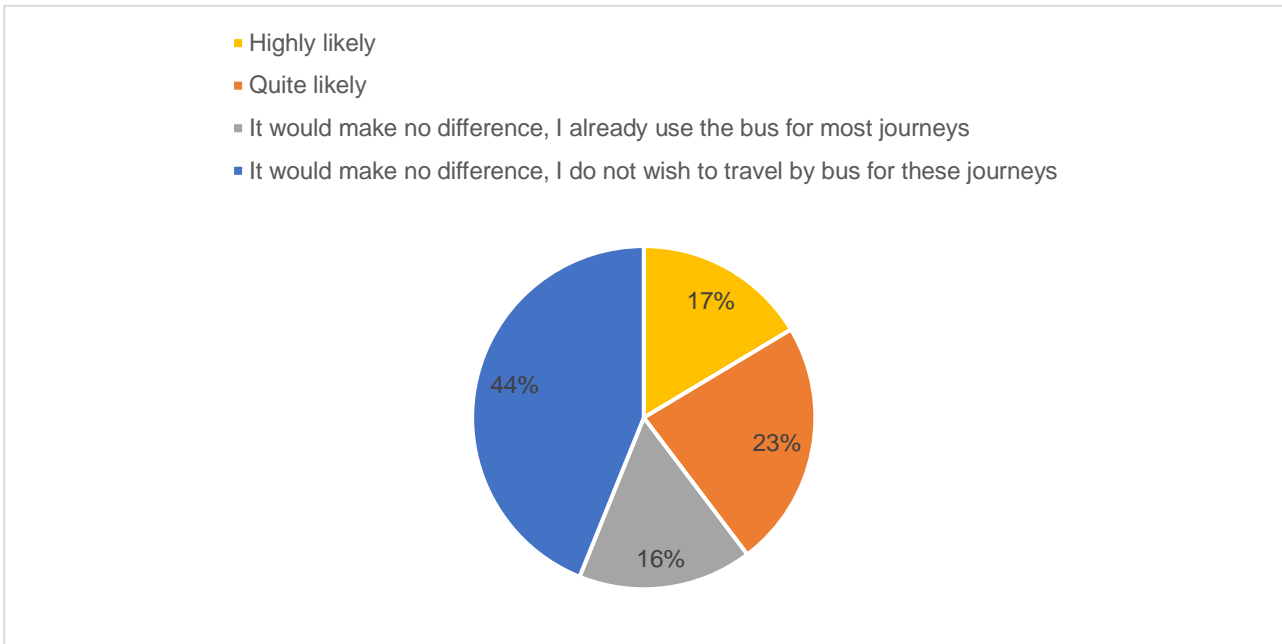
7 Online Survey Detailed Responses

7.1 Bus Journey Times

Approximately 40% of bus user respondents who wish to travel along the A8/A89 corridor said that they would travel by bus more often if journey times were reduced, as shown in Figure 7.1. Approximately 13% of respondents expressed general support for WETIP bus priority proposals within their free text comments, some of whom expressed a desire for proposals to go further, for example for proposed bus lanes to be extended, for proposals to extend beyond Broxburn – Maybury. These responses indicate that there is support for the intended WETIP proposals.

In terms of journey time savings, 10 minutes is based on current traffic volumes and would apply in both morning and evening peaks, giving a 20-minute round trip saving. Journey time savings have been estimated between Broxburn and Maybury only. Emerging circulation plan interventions for the A8 corridor could deliver further significant savings between Drumrae and the city centre. These will be estimated as part of further work on that project but could easily be in excess of 5 minutes in each direction.

Figure 7.1: Travel by Bus More if Bus Journey Times Reduced - Bus User Responses

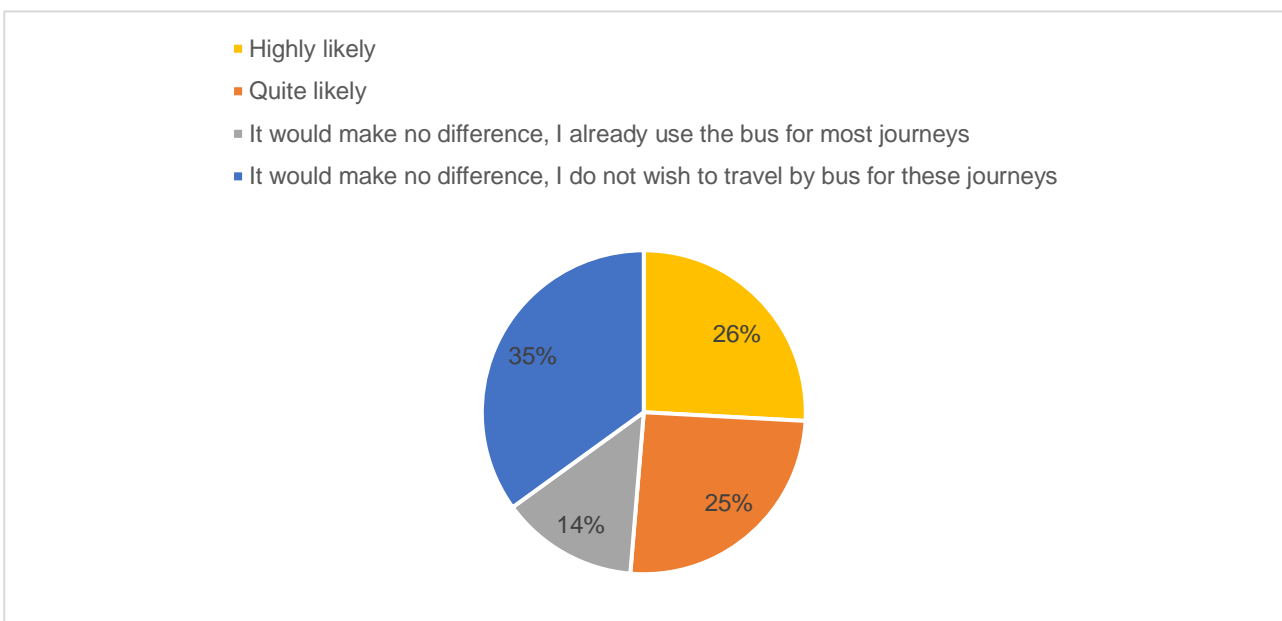


7.2 Bus Journey Time Reliability

51% of bus user respondents said they would travel more frequently by bus if reliability was improved. This higher score is consistent with wider responses to the questionnaire and supports the finding that bus journey time savings above were considered disappointing and could be bettered.

Journey time reliability improvements are an important element of the WETIP scheme, with proposals seeking to improve day-to-day reliability and those during major events. Over 40% of services taking longer than timetabled during the morning and evening peaks. In peak summer, and following an accident, journey times can be doubled (or more) and it these incidents which can have a major impact in putting passengers off bus travel and encouraging them back to the car.

Figure 7.2: Travel by Bus More if Delays Reduced - Bus User Responses

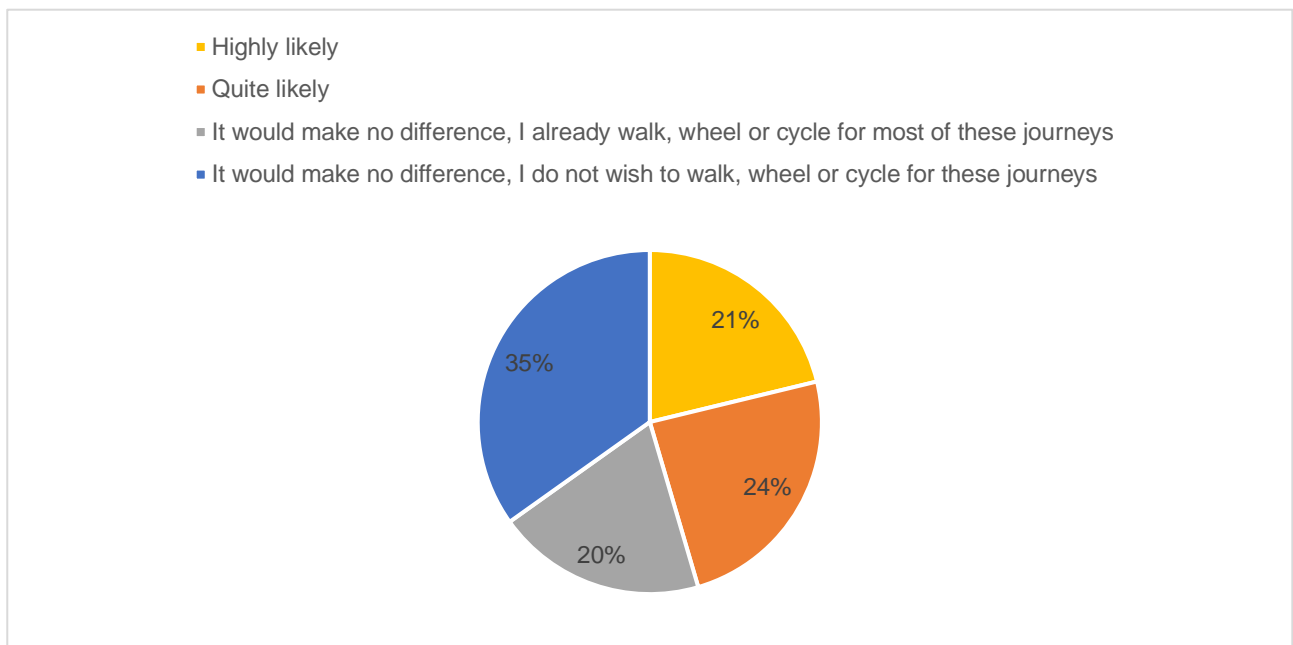


7.3 Active Travel

Responses to active travel questions followed a similar pattern to those for public transport with 31% saying that they would walk, wheel or cycle more often along the A8 / A89 if it was quicker safer and more attractive.

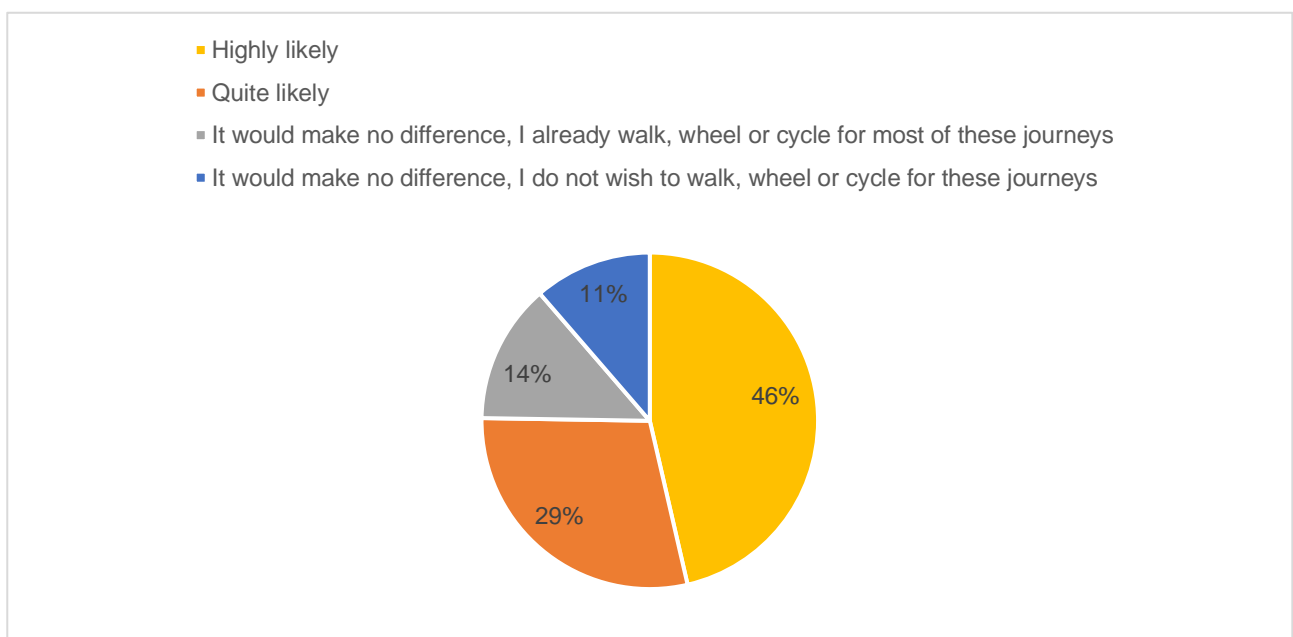
Responses from existing pedestrians and cyclists was more positive. Approximately 45% of pedestrian and wheeler responses indicated that they would be likely to make more journeys by those modes, as shown in Figure 7.3.

Figure 7.3: Walk Wheel or Cycle More – Pedestrian / Wheeler Responses



Similarly, 75% of existing cyclists responded that they were likely to cycle more frequently if facilities along the corridor were safer and more attractive.

Figure 7.4: Walk Wheel or Cycle More – Cyclist Responses



Appendix A. Detailed Responses – Public Transport

A.1 Public transport proposals and mobility hub(s)

Respondents were asked how likely proposed interventions would impact their travel habits, to which 582 respondents responded. Furthermore, respondents were asked for their feedback and comments on public transport proposals 426 respondents included comments in their responses, total of 800 themed comments were captured across both free text questions.

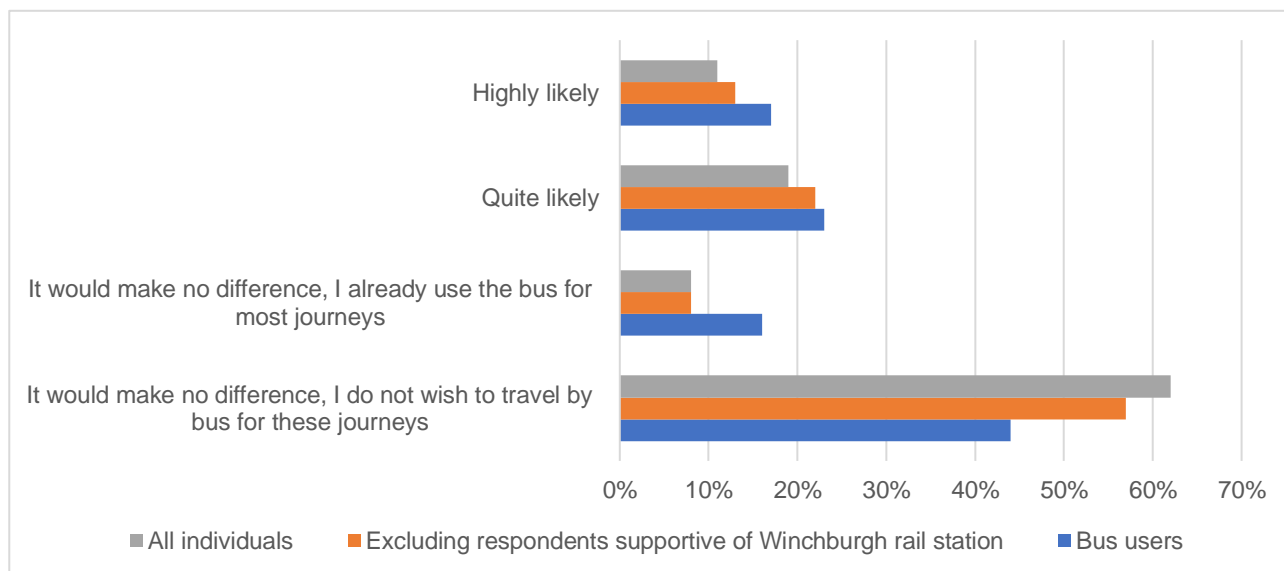
Public transport (PT) Q1: To what extent would you be likely to use the bus more often if bus journeys between Broxburn and Maybury were up to 10 minutes faster at peak times? (582 responses)

Support for proposals was highest amongst existing bus/coach users who travel along/across the A8/A89, 40% of bus/coach users indicated they would be more likely to travel by bus more often if journey times were reduced (17% highly likely, 23% quite likely).

Excluding those who said they don't travel along/across the A8/A89, 30% of respondents indicated they would be more likely (11% 'highly likely', 19% 'quite likely'). Of those who indicated it would make no difference, 8% indicated they already use the bus for most everyday journeys and 62% expressed they do not wish to travel by bus for these journeys.

Filtering data to remove responses from respondents who stated their support for the reallocation of City Deal funding towards a railway station at Winchburgh resulted in a higher proportion of respondents in support of proposals (35% of respondents indicated they would be more likely to travel by bus more often if journey times were reduced. 13% highly likely, 22% likely).

Figure A.1: PT Q1: Likelihood respondents would use the bus more if journey times were up to 10 minutes faster at peak times



PT Q2: To what extent would you be more likely to use the bus if there were less delays and buses operated in accordance with the timetable more often? (581 responses)

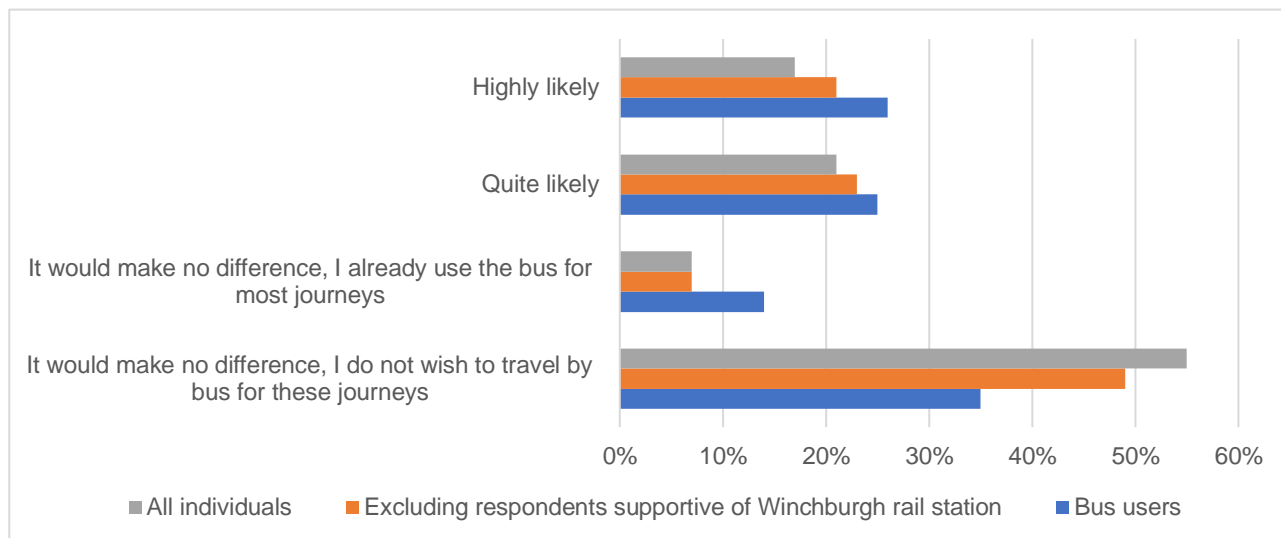
Support for proposals was highest amongst existing bus/coach users who travel along/across the A8/A89, 51% of bus/coach users indicated they would be more likely to travel by bus more often if journey times were more reliable. (26% highly likely, 25% quite likely).

Excluding those who said they don't travel along/across the A8/A89, 38% of respondents indicated they would be more likely (17% 'highly likely', 21% 'quite likely'). Of those who indicated it would make no

difference, 7% indicated they already use the bus for most everyday journeys and 54% expressed they do not wish to travel by bus for these journeys.

Filtering data to remove responses from respondents who stated their support for the reallocation of City Deal funding towards a railway station at Winchburgh resulted in a higher proportion of respondents in support of proposals (44% of respondents indicated they would be more likely to travel by bus more often if journey times more reliable. 21% highly likely, 23% likely).

Figure A.2: PT Q2: Likelihood respondents will use the bus more if there were less delays, and buses operated in accordance with the timetable more often



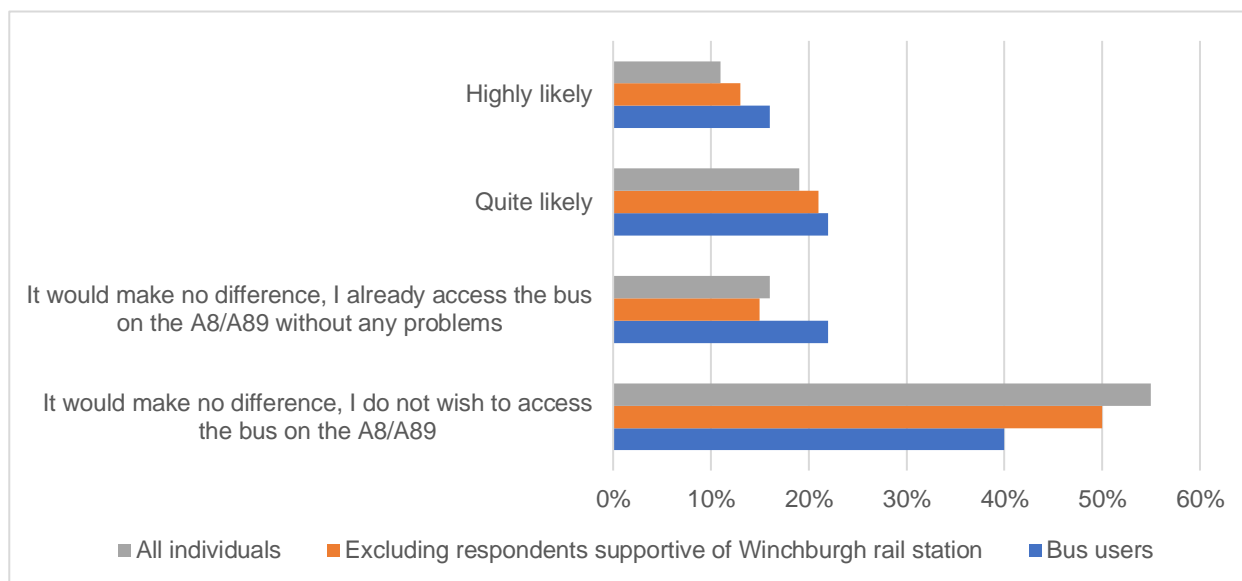
PT Q3: To what extent would you be more likely to use the bus for more journeys if it was safer, and quicker to cross the A8/A89 between Broxburn and Maybury? (580 responses)

Support for proposals was highest amongst existing bus/coach users who travel along/across the A8/A89, 38% of bus/coach users indicated they would be more likely to travel by bus if crossing places were improved. (16% highly likely, 22% quite likely).

Excluding those who said they don't travel along/across the A8/A89, 30% of respondents indicated they would be more likely (11% 'highly likely', 19% 'quite likely'). Of those who indicated it would make no difference, 15% indicated they already access the bus on A8/A89 without any problems. 55% indicated they did not wish to access the bus on A8/A89.

Filtering data to remove responses from respondents who stated their support for the reallocation of City Deal funding towards a railway station at Winchburgh resulted in a higher proportion of respondents in support of proposals (34% of respondents indicated they would be more likely to travel by bus if crossing places were improved. 13% highly likely, 21% likely).

Figure A.3: PT Q3: Likelihood respondents will use the bus more if it was safer, and quicker to cross the A8/A89



PT Q4: Do you have any comments on the location of bus lanes, junction improvements and bus stop improvements? (398 respondents responded)

To summarise free text responses, responses have been grouped by theme. Where respondents cited multiple comment themes within their response, their response was broken down into a maximum of three themes. 40 responses were coded as 'N/A' and removed from totals. The remaining 358 comments were coded against themes.

Bus network issues (19%), support for Winchburgh rail station (18%) and references to the previous bus lane trial (12%) were the most common response themes. 13% of responses were supportive of proposals, some respondents expressed a desire for proposals to go further, for example for proposed bus lanes to be extended, for proposals to extend beyond Broxburn – Maybury, whilst others suggested potential design adjustments which have been taken into consideration by the design team. Several respondents voiced their support of public transport proposals, recognising the need to make bus travel more attractive, thus encouraging modal shift.

Table A.1: PT Q4: Comments by theme

Comment theme	No. of responses	% of responses
Bus network issues	77	19%
Winchburgh rail station	72	18%
Previous bus lane trial	46	12%
Congestion concerns	29	7%
General negative	27	7%
Tram/rail extension	17	4%
General positive	13	3%
Design adjustment	13	3%
Newbridge roundabout	13	3%
Safety concerns	11	3%
Other	10	3%
Bus lane operation	9	2%
Continuous bus lane	8	2%
No perceived issue	8	2%
Retain bus laybys	8	2%
Unsupportive of new bus lanes	8	2%
Continue scheme beyond Broxburn/Maybury	6	2%
Junction improvements	6	2%
Accessibility	4	1%
Active travel improvements	4	1%
Bus stops	4	1%
Road widening concerns	3	1%
Construction concerns	1	0%
Reallocate road space to PT/AT	1	0%
Speed enforcement	1	0%

Majority of the comments coded to 'general negative' were from drivers of cars/vans. Some respondents were concerned the introduction of bus lanes would negatively impact on car journey times, others were critical of proposals to remove bus laybys due to the impact on general traffic.

“Really pleased to see additional lane proposed.”

“The proposed changes will help to make bus-travel more attractive and thus encourage car-users to switch to public transport. Ideally the bus service coming into Edin from the west would mate with the tram service into the city centre with an easy and accessible interchange.”

“Heading in the right direction.”

Excerpt of comments coded as 'general positive' in response to PT Q4

Comments coded to 'bus network issues' expressed concerns that proposals fail to address other issues with the bus network, including; service reliability, frequency, affordability, connectivity, underserved areas and delays on other sections of the network.

Comments coded to 'previous bus lane trial' expressed concerns that the bus lane trial introduced in 2021 would be reinstated, referencing the impact this had on general traffic. These responses support the justification for widening the road to introduce an additional lane for buses.

“...There’s no recognition of the problems facing bus service operators in terms of staffing and vehicle provision, and they don’t address the ongoing issue of service reliability.”

“Adding the bus lane along the airport road, past Ratho station will only make a difference to traffic IF there are more frequent buses. Otherwise people will continue to use their cars for convenience. For people to choose to use public transportation, it needs to be affordable and convenient. Having one bus service MAYBE once an hour is not convenient so less people use it. The bus lane will cause more congestion on the airport road currently. ESP if it also has to stop for pedestrian crossing lights as well.”

“As a resident of Ratho which has one of the poorest bus services in Edinburgh we have to default to car usage and to revert to this bus lane only makes our necessary car journeys even longer.”

Excerpt of comments coded as ‘bus network issues’ in response to PT Q4

Comments coded to ‘Winchburgh rail station’ were in support of reallocating City Region deal funding to facilitate the creation of a railway station at Winchburgh.

“Building a train station in Winchburgh to cope with the huge increase in population as promised by the developer would be a much more cost effective solution.”

“Bus improvements are well and good but there is one thing that would dramatically improve the situation and that’s a train station in Winchburgh - anything else is a sticking plaster.”

Excerpt of comments coded as ‘Winchburgh rail station’ in response to PT Q4

PT Q5: Are there any additional measures which you think would enable faster, more reliable bus journeys along the A8/A89 between Broxburn and Maybury? (423 respondents responded)

423 free text responses were received. Responses were themed in a similar way to PT Q3. 55 responses were coded as ‘N/A’ and removed from totals. The remaining responses were coded against themes.

Majority of comments were in relation to measures out with the scope of WETIP. Only a small number of respondents (5%) suggested potential design adjustments within scope of the project. 32% of comments related to reallocating City Region deal funding towards a railway station at Winchburgh, 23% of comments suggested additional measures which related to bus network improvements (improved connectivity and reliability, reduced costs and more comfortable buses). 2% of comments were on the location/frequency of bus stops.

“The proposed changes will help to make bus-travel more attractive and thus encourage car-users to switch to public transport. Ideally the bus service coming into Edin from the west would mate with the tram service into the city centre with an easy and accessible interchange. At busy times the trams are much quicker and more comfortable than the buses. The value of speeding up the bus service from Broxburn to the outskirts of Edin will be limited if the journey from the outskirts to the centre is poor.”

“As a cyclist I support the introduction of bus lanes, these provide valuable protected infrastructure for cyclists where there is limited availability of cycle infrastructure. It would be good at intersections of cycles lanes and roads if there was clear marking on the roads to indicate drivers should give way for cyclists if that was appropriate.”

Excerpt of comments coded as ‘general positive’ and ‘design adjustment’ in response to PT Q4

Table A.2: PT Q5: Additional measure suggestions by theme

Comment theme	No. of responses	% of responses
Winchburgh rail station	117	32%
Bus network issues	88	23%
Tram/rail extension	28	7%
Other	22	5%
Design adjustment	19	5%
Active travel measures	12	3%
Park and ride	12	3%
Newbridge roundabout	10	2%
General positive	9	2%
Congestion concerns	8	2%
Bus lane trial	7	2%
Bus stops	7	2%
Bus lane operation	6	2%
Continuous bus lane	5	1%
Traffic speed	4	1%
General negative	4	1%
No perceived issue	4	1%
Continue scheme beyond Broxburn/Maybury	4	1%
Junction adjustment	4	1%
Bus priority measures	2	1%
Reallocate road space to PT/AT	2	1%
Congestion concerns	1	0%
Unsupportive of bus lanes	1	0%

Comments coded to 'tram/rail links' included suggestions to extend the tram to Newbridge and West Lothian.

“Get the tram out to Newbridge and get an Oyster type card for travelling on all modes of transport.”

“Tram line should also be considered being developed, out to Kirkliston, Queensferry, including Ratho station. This then could be developed on the 3rd lane sectioned off for buses.”

“Since road use frequently is at or exceeds capacity it would seem sensible to consider rail usage.”

“I think we should be looking to extend the tram. It's fantastic and could really serve a wider community.”

“I think there should be more focus on light rail extensions into West Lothian or direct bus travel to West Lothian. The lack of bus services between West Lothian and the western general hospital and night services are a real issue. More connection between Livingston and Edinburgh to put it on a par with Midlothian and east Lothian would be preferable. Extension of Lothian bus services would be a particular benefit. Bus companies operating to West Lothian and in particular Livingston are awful.”

Excerpt of comments coded to 'tram/rail links' in response to PT Q5

PT Q6: Are there any additional measures which you think would enable faster, more reliable bus journeys along the A8/A89 between Broxburn and Maybury during large events at the Royal Highland Showground? (367 respondents responded)

362 free text responses were received. Responses were themed in a similar way to PT Qs 3 and 4. 98 comments were coded as 'N/A' and removed from totals. The remaining comments were coded against themes.

Tram/rail links (41%), design adjustments (17%) and 'other' (17%) were the most common response themes.

Table A.3: PT Q6. RHS Large event measures by theme

Comment theme	No. of responses	% of responses
Tram/rail links	109	41%
Design adjustment	44	17%
Other	44	17%
Bus priority measures	27	10%
Park & Ride	19	7%
Traffic management	16	6%
Bus lane enforcement	5	2%

Comments themed to 'tram/rail links' include; the role of tram in serving large events, improved rail connections for Edinburgh Airport, extending the tram to Newbridge as well as comments on a train station at Winchburgh.

Suggested design adjustments included addressing capacity issues at major junctions, including Maybury and Newbridge, improved access to the airport and a slip road to into the Royal Highland Showground. Comments coded as 'other' included provision of free public transport during large events and improved traffic management during large events.

"If the tram was somehow able to serve the events, there would be less disruption to the regular bus service."

"The train should have a stop for the airport, and the road connecting the airport to the A8 is insufficient.

Also the tram is quite far from these events."

"Tram past show ground to Newbridge (separated from car traffic) with terminus for buses at Newbridge for interchange?"

"Get the tram line to Newbridge - back of the luxury car village. Avoid any more cars/buses on that road."

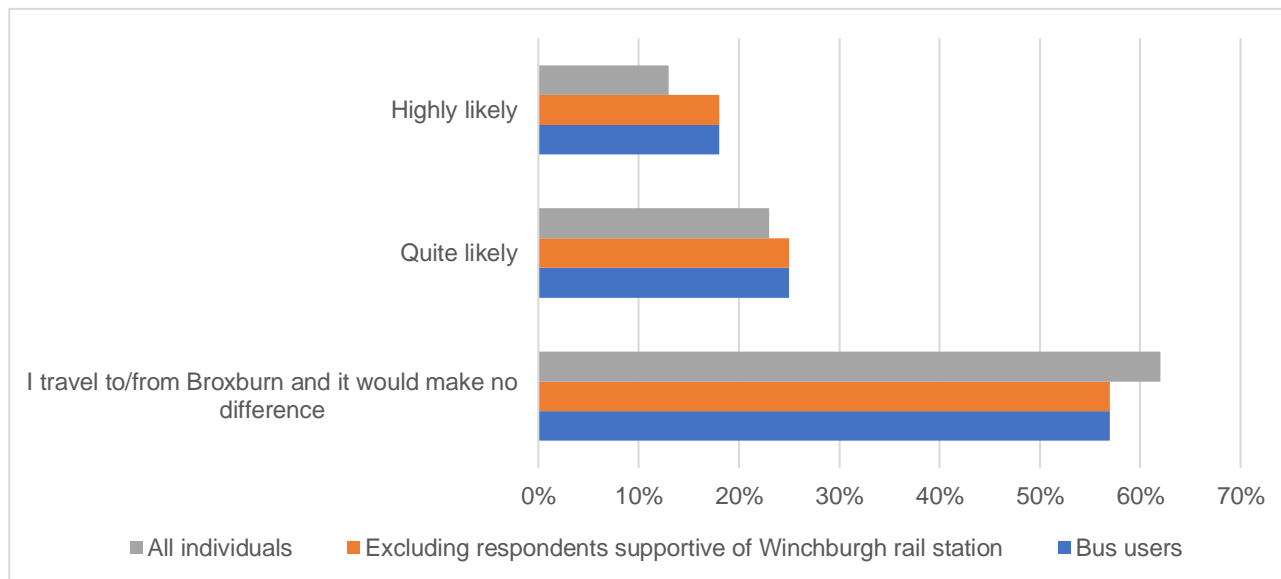
Excerpt of comments coded to 'tram/rail links' in response to PT Q6

Broxburn mobility hub Q1: To what extent would you be more likely to use the bus to/from Broxburn if waiting facilities in Broxburn were safer and more comfortable and it was easier to walk, wheel or cycle to the bus stop in Broxburn? (577 responses)

Support for proposals was highest amongst existing bus/coach users who travel to/from Broxburn, 43% of bus/coach users indicated they would be more likely to travel by bus if mobility hub(s) were introduced in Broxburn. (18% highly likely, 25% quite likely).

Excluding those who said they don't travel to/from Broxburn, 38% of respondents indicated they would be more likely (15% 'highly likely', 23% 'quite likely'). The remaining 62% of respondents didn't feel the mobility hub proposals would impact their travel behaviours.

Figure A.4: Mobility hub Q1: Likelihood of mobility hub(s) impacting travel behaviours



Mobility hub Q2: Do you have any comments on the mobility hub proposals? For example, suggested locations or feedback on the types of facilities which could be available. (221 respondents responded)

221 free text responses were received. Similar to previous questions, free text responses have been summarised by theme. 58 responses were coded as ‘N/A’ and removed from totals. The remaining responses were coded against themes.

Comments requesting reprioritisation of City Region deal funding for a railway station at Winchburgh (23%), ‘other’ (18%) and general negative (12%) were the most common response themes.

Table A.4: Mobility hub Q2. Comments by theme

Comment theme	No. of responses	% of responses
Winchburgh rail station	37	23%
Other	29	18%
General negative	20	13%
Bus network issues	18	11%
Design adjustments	15	9%
Shelters	12	8%
Tram/rail links	9	6%
Park & Ride	6	4%
Technology	6	4%
Toilets	2	1%

Comments coded as ‘other’ include; include car club vehicles, enabling bicycles and mobility scooters on buses and the maintenance of hub facilities. Comments coded as ‘general negative’ generally didn’t think the hubs would be well used and didn’t see them as an incentive for people using the bus more.

Other respondents provided feedback on suggested locations and requested further improvements to active travel infrastructure in Broxburn, for example prioritising pedestrian crossing facilities. Other respondents requested secure cycle parking, covered, comfortable seating, accessible toilets and real-time timetable information at bus stops.

Appendix B. Detailed Responses - Active Travel

Active travel (AT) Q1: To what extent would you be likely to walk, wheel or cycle for more journeys along or across the A8/A89 between Broxburn and Maybury if it was safer, quicker and more attractive? (579 responses)

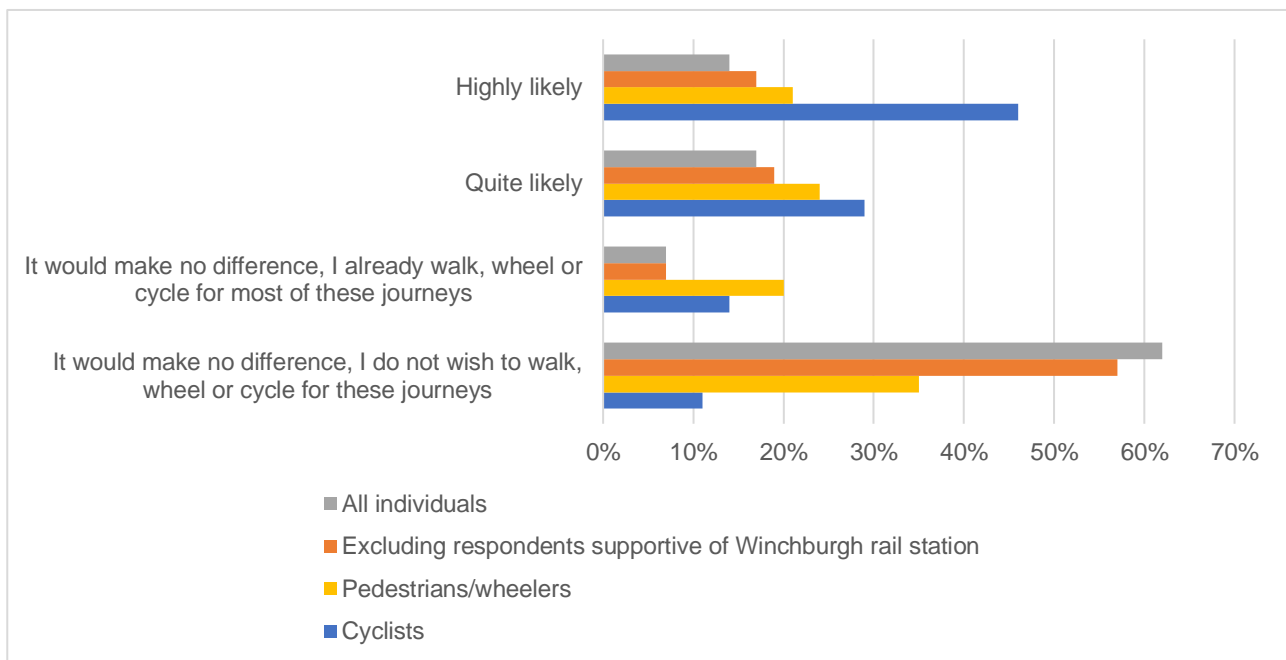
Support for proposals was highest amongst existing cycle users who travel along/across the A8/A89, 75% of cycle users indicated they would be more likely to travel actively for more journeys along/across the A8/A89 if it was safer, quicker and more attractive. (46% highly likely, 29% quite likely).

Excluding those who said they don't travel along/across the A8/A89, 31% of respondents indicated they would be more likely (14% 'highly likely', 17% 'quite likely'). Of those who indicated it would make no difference, 7% indicated they already travel actively for these journeys and 62% expressed they do not wish to travel actively for these journeys.

Filtering data to remove responses from respondents who stated their support for the reallocation of City Region deal funding towards a railway station at Winchburgh resulted in a higher proportion of respondents in support of proposals (36% of respondents indicated they would be more likely to travel actively for more journeys along/across the A8/A89 if it was safer, quicker and more attractive. 17% highly likely, 19% likely).

Of respondents who indicated walking/wheeling along/across the A8/A89, 45% indicated they would be more likely to travel actively for more journeys if it was safer, quicker and more attractive.

Figure B.5: AT Q1. Likelihood of active travel proposals impacting travel behaviours



AT Q2: Do you have any comments on the proposed locations for signalised crossings for people walking, wheeling and cycling? (280 respondents responded)

280 free text responses were received. Similar to previous questions, free text responses have been summarised by theme. 56 responses were coded as 'N/A' and removed from totals. The remaining responses were coded against themes.

'General negative', 'design adjustment' and 'general positive' were the most common comment themes.

Table B.5: AT Q2. Crossing point comments by theme

Comment theme	No. of responses	% of responses
General negative	74	33%
Design adjustment	49	22%
General positive	17	8%
Cycle improvements	18	8%
Retain footbridge	16	7%
Bus measures	10	5%
Winchburgh rail station	10	5%
Other	8	4%
Pedestrian improvements	6	3%
Safety concern	5	3%
Impact on road traffic	4	2%
Tram/rail links	3	1%
Accessibility	1	0%

Comments coded to general negative were mainly in relation to the perception signalised crossing points will impact general traffic journey times (including buses) and cause congestion. Others felt existing active travel provision is sufficient for current cycle user numbers. Several respondents felt the north A8 active travel link should be prioritised, as this would reduce the requirement for as many crossing points. Several comments (7%) requested the footbridge at Ratho Station be retained, several of these respondents felt it is safer than the proposed crossing points whilst others felt it enables the traffic to flow more freely compared to the proposed signalised crossing point.

“Removing the bridge crossing and replacing it with signalised crossing will only add to the congestion. Add more bridge crossings. This way pedestrians don't have to cross the busy road at all and traffic will flow more smoothly. Safer and more convenient for everyone. Removing the bridge would make it more dangerous to cross, not safer.”

Comment coded to ‘retain footbridge’ in response to AT Q2

Some comments coded to ‘design adjustment’ were in relation to improving active travel proposals at junctions and included suggestions for alternative crossing locations. Others requested improved active travel provision further away from the main road. Some respondents requested accessibility to be considered in the design of crossing points.

AT Q3: Are there any additional measures which you think would enable safer, quicker more attractive walking, cycling and wheeling journeys along/across the A8/A89 between Broxburn and Maybury? (309 respondents responded)

309 free text responses were received. Similar to previous questions, free text responses have been summarised by theme. 36 responses were coded as ‘N/A’ and removed from totals. The remaining responses were coded against themes.

‘Tram/rail links’ (28%), ‘other’ (12%) and ‘general negative’ (11%) were the most common comment themes. 7% of respondents requested protected cycle infrastructure, most of which were in relation to the separation of cyclists and pedestrians. 3% of responses requested the active travel proposals be at a greater distance from the general traffic lanes. 1% of respondents requested placemaking considerations such as planting in the buffer between the active travel infrastructure and general traffic lanes.

Table B.6: AT Q3. Additional active travel measures by theme

Comment theme	No. of responses	% of responses
Tram/rail links	78	28%
Other	33	12%
General negative	32	11%
Safety	26	9%
Additional measures	25	9%
Protected cycle infrastructure	21	7%
Design adjustment	12	4%
Bus network issues	11	4%
Increased distance from traffic	9	3%
Maintenance	9	3%
Active travel priority	8	3%
Placemaking	4	1%
Retain footbridge	3	1%
Additional capacity for traffic	2	1%
General positive	3	1%
Technology	2	1%
Park and ride	2	1%
Accessibility	1	0%

Nine percent of respondents suggested additional active travel measures including; A8 active travel link, improvements to junctions and widening of existing shared use path.

“A8 North active travel connection is a must.”

“Cycling along the A8 currently from Kirkliston turn off requires carrying or cycling my bike over two bridges crossing the road twice. It would be far better to have cycle paths on both sides including making it easier to access the airport by bike”

“Extend proposals to include Kirkliston Winchburgh Linlithgow and Queensferry. In fact do not limit these proposals, Joined up thinking please is required, as getting from my home to a safe Tricycling route is impossible because of Speed of Cars. 20 Is Plenty Please and the use of the Signal that gives your speed when driving a car is more effective than bumps or punitive measures.”

“Freelands Road/Gogarstone Road improvements to provide combined pavement/cycling lane.”

“Having a bicycle path/route to safely cross over Gogar roundabout on the A8.”

“Make the paths wider to support bicycles and, improve layout to make it so cyclists don't need to go downhill then back up hill at airport junction.”

“Yes, upgrade the cycle walking path between Kirkliston and Newbridge. Wider path, good lighting especially in winter, cctv for security (like Ed city centre) cycle lane. Also upgrade a cycle path along A800 with lighting as this road is dangerous if going to Broxburn.”

Excerpt of comments coded to ‘additional measures’ in response to AT Q3

AT Q4: To what extent would you be likely to walk, wheel or cycle for more journeys between Newbridge and Kirkliston if the railway path was safer, quicker and more attractive? (576 responses)

Support for proposals was highest amongst existing cycle users who travel along/across the A8/A89, and indicated a desire to travel between Newbridge and Kirkliston. 83% of cycle users indicated they would be

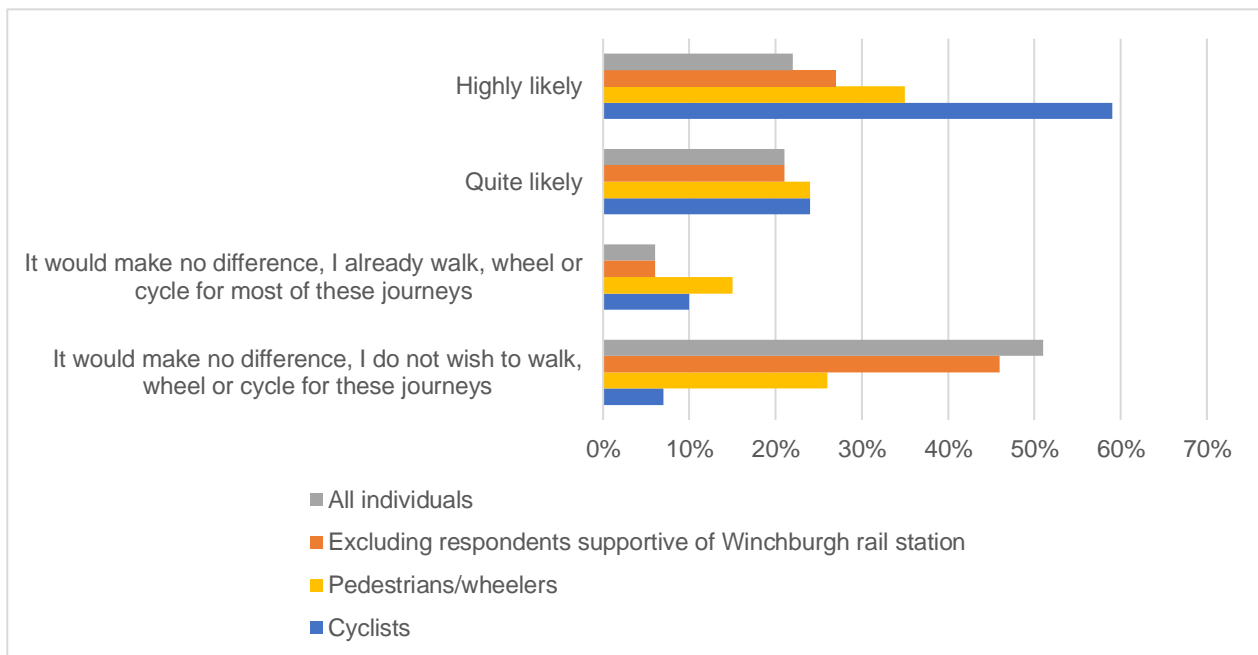
more likely to travel actively for more journeys between Newbridge and Kirkliston if it was safer, quicker and more attractive. (59% highly likely, 24% quite likely).

Of respondents who indicated walking/wheeling along/across the A8/A89, and indicated a desire to travel between Newbridge and Kirkliston, 59% indicated they would be more likely to travel actively for more journeys if it was safer, quicker and more attractive (35% highly likely, 24% quite likely).

Excluding those who said they don't travel between Newbridge and Kirkliston, 48% of respondents indicated they would be more likely (27% 'highly likely', 21% 'quite likely'). Of those who indicated it would make no difference, 6% indicated they already travel actively for these journeys and 51% expressed they do not wish to travel actively for these journeys.

Filtering data to remove responses from respondents who stated their support for the reallocation of City Region deal funding towards a railway station at Winchburgh resulted in a higher proportion of respondents in support of proposals (49% of respondents indicated they would be more likely to travel actively for more journeys if it was safer, quicker and more attractive. 27% highly likely, 21% likely).

Figure B.6: AT Q4: Likelihood of active travel proposals increasing active travel journeys between Newbridge and Kirkliston



AT Q5: Are there any additional measures which you think would enable safer, quicker more attractive walking, wheeling and cycling journeys along the railway path between Newbridge and Kirkliston? (194 respondents responded)

194 free text responses were received. Similar to previous questions, free text responses have been summarised by theme. 57 responses were coded as 'N/A' and removed from totals. The remaining responses were coded against themes.

'Tram/rail links' (28%), 'placemaking' (19%) and 'safety' (16%) were the most common theme comments.

Table B.7: AT Q5 Additional measures by theme

Comment theme	No. of responses	% of responses
Tram/rail links	38	28%
Placemaking	25	19%
Safety	22	16%
Design adjustments	16	12%
Accessibility	7	5%
Other	9	7%
General positive	4	3%
Protected cycle infrastructure	4	3%
Additional measures	3	2%
Bus network issues	3	2%
Technology	2	1%
Walking	2	1%

‘Placemaking’ comments included: additional bins, lighting, protecting wildlife elements, maintenance of verges, adequate drainage, greening and seating.

Many of the comments coded to ‘safety’ commented on the secluded nature of the path and concerns for personal safety, particularly at night. Others voiced concerns relating to pedestrian and cyclist conflict, requesting for provision to be segregated/protected.

Comments coded to ‘design adjustments’ included requests for the proposed upgrade to be extended to Craighall and Dalmeny and requests for improved connectivity at Newbridge, better linking into the airport and Ingliston Park and Ride.

“Firmer surface that is more road-bike suitable ... don't stop at Kirkliston, carry on to South Queensferry.”

“Extend the path to Craighall.”

“Also build in to the plan improvements to path (to create shared bike/pedestrian path) along north side of B9080 from western edge of Kirkliston to Winchburgh to join this scheme to wider development on edge of city.”

“Improve the path all the way to Dalmeny.”

Excerpt of comments coded to ‘design adjustments’ in response to AT Q5

Appendix C. Detailed Responses - Additional Measures

As West Edinburgh continues to grow over time, additional measures could also be delivered to further support current proposals. With additional funding, it would be possible to develop two emerging proposals. Respondents were invited to provide their views on:

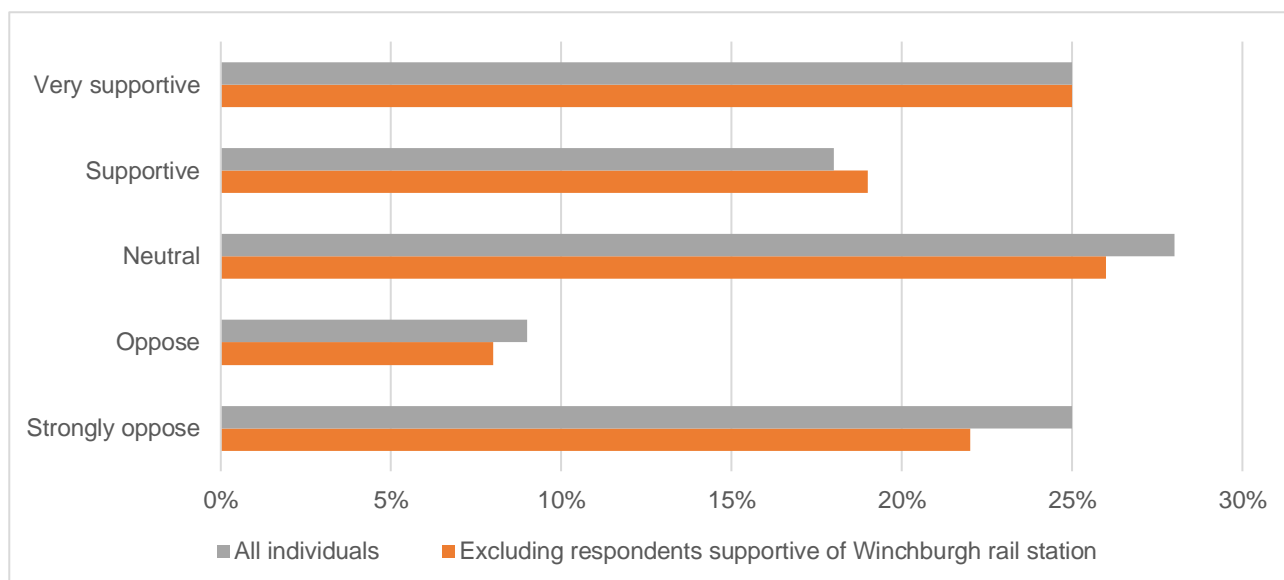
- Improving A8 / Ingliston Road junction
- A8 north active travel connection

Additional measures Q1: How supportive are you of improvements to the A8/Ingliston Road junction? (576 responses)

38% of respondents indicated they were supportive (20% 'very supportive, 18% 'supportive'), 28% were neutral and 34% opposed (9% oppose, 25% strongly oppose).

Excluding respondents who stated their support for the reallocation of City Region deal funding towards a railway station at Winchburgh, 44% of respondents indicated they were supportive (25% 'very supportive, 19% 'supportive'), 26% were neutral and 30% opposed (8% oppose, 22% strongly oppose).

Figure C.1: Additional measures Q1: Support for A8/ Ingliston Road junction



Additional measures Q2: How supportive are you of introducing an A8 North active travel connection? (578 responses)

40% of respondents indicated they were supportive (25% 'very supportive, 15% 'supportive'), 28% were neutral and 32% opposed (8% oppose, 24% strongly oppose).

Excluding respondents who stated their support for the reallocation of City Region deal funding towards a railway station at Winchburgh, 45% of respondents indicated they were supportive (31% 'very supportive, 14% 'supportive'), 25% were neutral and 30% opposed (8% oppose, 22% strongly oppose).

Figure C.2: Additional measures Q2: Support for A8 North active travel connection

