

# Policy and Sustainability Committee

10.00am, Thursday, 9 July 2020

## Cameron Toll to Edinburgh BioQuarter Active Travel Route

<b>Executive/routine Wards</b>	Executive 15 – Southside/Newington 16 – Liberton/Gilmerton 17 – Portobello/Craigmillar
<b>Council Commitments</b>	<a href="#">16, 17, 18, 19</a>

### 1. Recommendations

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- 1.1 It is recommended that the Committee:
- 1.1.1 notes the content of the public consultation report (see Appendix 1) that has been produced by Sweco;
  - 1.1.2 approves the design changes that have been made in response to feedback from the consultation exercise; and
  - 1.1.3 notes the anticipated programme and key milestones for the delivery of the project, as detailed in Appendix 2.

**Paul Lawrence**

Executive Director of Place

Contact: Ewan Kennedy, Senior Manager – Transport Networks

E-mail: [ewan.kennedy@edinburgh.gov.uk](mailto:ewan.kennedy@edinburgh.gov.uk) | Tel: 0131 469 3575

## Cameron Toll to Edinburgh BioQuarter Active Travel Route

### 2. Executive Summary

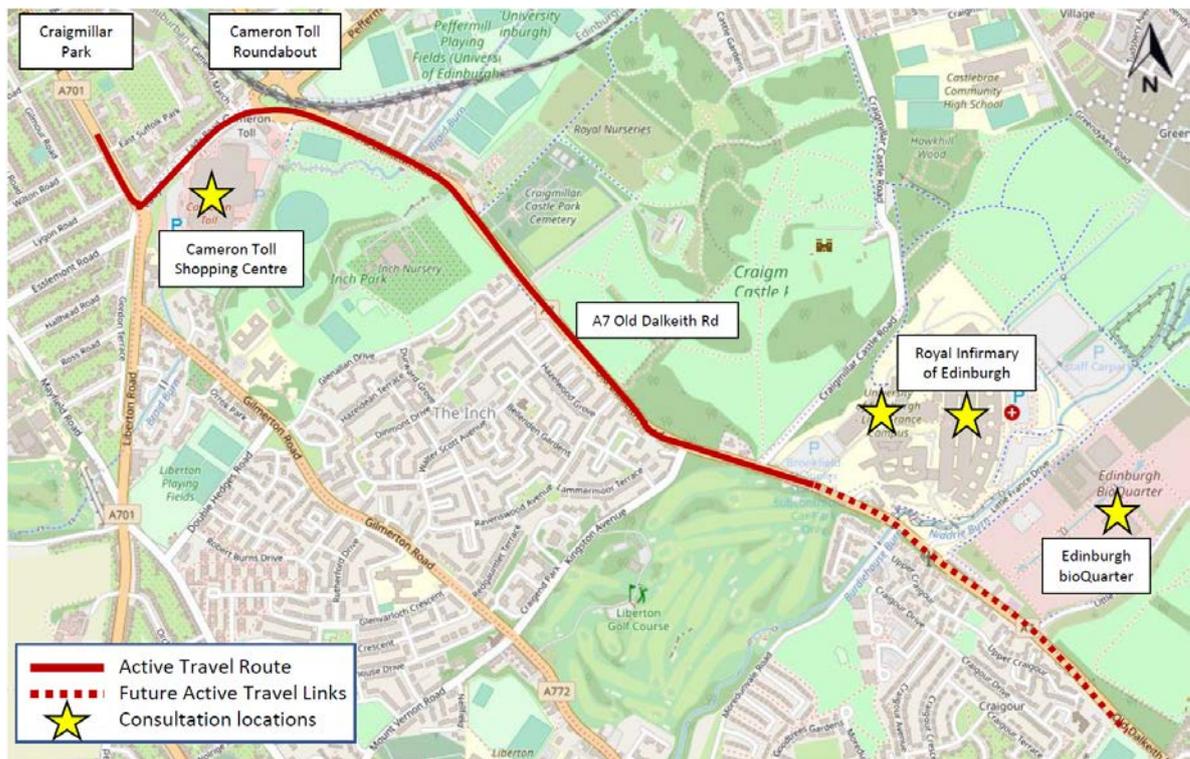
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- 2.1 This report presents the results of the public consultation exercise, undertaken between mid-October and November 2019, for the proposed Cameron Toll to Edinburgh BioQuarter Active Travel Route.
- 2.2 The report also summarises the changes made to the proposed design in response to consultation feedback and the programme for the delivery of the project.

### 3. Background

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- 3.1 The Cameron Toll to BioQuarter active travel project is a multi-million pound scheme that will provide a high quality active travel corridor with improved pedestrian and cycling provision, identified for delivery within the Council's [Active Travel Action Plan 2016](#).
- 3.2 The project is being delivered by the Edinburgh BioQuarter partners, who commissioned consultants Sweco to design the scheme. The partners are NHS Lothian, The University of Edinburgh (UoE), Scottish Enterprise and the City of Edinburgh Council. Funding support is currently being provided by the South East Scotland Regional Transport Partnership (Sustrans), who are funding 100% of design costs, and it is anticipated that 50% funding support will be provided by Sustrans Scotland for construction of the route.
- 3.3 The project will deliver a route connecting residential areas in the south of Edinburgh with an important shopping area and a major medical/science facility and centre of employment. It will also significantly improve connectivity across the city by providing an important contribution to the strategic active travel network.



- 3.4 The project will transform the quality of walking and cycling connections from Craigmillar Park, near Cameron Toll shopping centre, to the Royal Infirmary and BioQuarter campus, via Lady Road, Cameron Toll roundabout and the A7 Old Dalkeith Road. An onward connection to Quiet Route 61 (Niddrie to Moredun) will also be provided.
- 3.5 The project is the first of a series of projects planned for this part of the city and will be followed by interventions that will connect to the Midlothian boundary and Sherriffhall in the south and the UoE's King's Buildings campus to the west. Future improvements to Craigmillar Park junction, Cameron Toll roundabout and the BioQuarter junctions are also planned during later phases.
- 3.6 The project will enable better access to walking and cycling and will help facilitate a shift to active travel modes of transport. It will provide a continuous segregated, bi-directional cycle lane that is usable by a wide cross-section of the local community, alongside those using the active travel route as part of a longer journey.
- 3.7 The existing route is already well used by NHS staff and medical students. Improving the environment for walking and cycling will promote the use of active travel modes for commuting to or visiting the Royal Infirmary and BioQuarter campus, as well as for leisure visits to the parks along the A7. The new route will enable people of all ages, as well as those with mobility issues, to enjoy walking and cycling and to experience the mental and physical benefits that this provides.

- 3.8 The main objectives of the project are to:
- 3.8.1 create a safe and attractive high-quality active travel route;
  - 3.8.2 provide enhanced pedestrian links and crossing points along the route;
  - 3.8.3 provide a segregated bi-directional cycle route, separating cyclists from traffic and pedestrians;
  - 3.8.4 enhance connection points to existing walking and cycling routes; and
  - 3.8.5 implement a high standard of design for cycle infrastructure.

### **Consultation Arrangements**

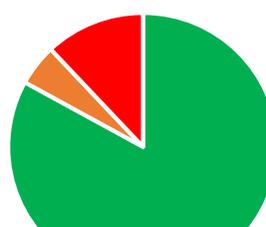
- 3.9 The initial concept design for the route was developed into a detailed design throughout 2019. In order to gain feedback on the proposed detailed design, a comprehensive public consultation was undertaken.
- 3.10 Public consultation events occurred in mid-October 2019 at four different locations, three within the Edinburgh BioQuarter and one in Cameron Toll shopping centre. An online survey was live for a period of six weeks from mid-October 2019.
- 3.11 The consultation events and survey were advertised through online articles, social media posts and on the Council's Consultation Hub website. They were also promoted through lamp-post wraps and a letter distributed to surrounding residents and Community Councils. Major stakeholders were consulted (Lothian Buses, Spokes, Living Streets, Paths for All, Community Councils and local community groups, as well as other Council services). 150 letters were delivered to houses along the route and emails were sent to staff working at consultation event locations, to encourage participation.
- 3.12 An engagement workshop was held on 13 November 2019 at Bridgend Farmhouse, to allow members of the local community to view the proposals. This allowed the project team to discuss the project with a wide range of local residents and potential users of the route and to record any concerns raised and suggested improvements
- 3.13 Visualisations showing the pre-consultation design proposals can be found in Appendix 3. These do not reflect recent design changes made in response to consultation feedback.

## **4. Main Report**

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### **Consultation Feedback**

- 4.1 Verbal and written feedback was provided during the consultation and through the online survey, with a total of 490 responses received through the survey, over the six week consultation period (from 15 October to 25 November 2019). The social media campaign was successful and engaged around 2,500 people, who clicked through to the consultation webpage. Results of the consultation were generally positive, with respondents indicating the designs would encourage active travel and provide a safer route for cyclists. Overall



- 73% strongly supporting
- 10% supporting
- 4% neither supporting or opposing
- 4% opposing
- 8% strongly opposing
- 1% did not answer

4.2 Positive responses focused mainly on the improved safety of the route, with many comments suggesting the current route is intimidating and feels dangerous. Other positive responses suggested that the design proposals would encourage the respondent to start walking or cycling along the route.

4.3 The two main issues raised during the consultation were that the proposed removal of sections of bus lane would increase journey times for drivers and bus users and that the cycle lane was too narrow to be bi-directional in some areas along the route. With other comments suggesting that the scheme be extended to surrounding routes such as Dalkeith Road and through Gilmerton.

### **Design changes following consultation**

4.3 In response to feedback, the design proposals have been updated to retain the northbound bus lane along Old Dalkeith Road, by realigning the cycleway into the Inch Park. The final design will also retain the southbound bus lane on Craigmillar Park. To improve pedestrian and cyclist space along the route, narrow sections have been redesigned to move pedestrians to one side of the carriageway and cyclists to the other. In addition, crossing points have been reviewed to ensure that priority and suitable space has been given to pedestrians and cyclists.

4.4 The project team made other changes to the proposals as a direct result of feedback received and further work, as shown in Appendix 3. These are summarised as:

4.4.1 A traffic survey was undertaken and found that there would be an impact on journey times southbound. The cross section of this part of the route has therefore been updated to retain the southbound bus lane;

4.4.2 A similar study was undertaken on the potential impact of the removal of the northbound bus lane at Cameron Toll roundabout on journey times for buses and cars. As a result, the cross section of this part of the route was changed to retain the northbound bus lane. The existing path to the bus stop will also be upgraded. Further down the route, cycling will be moved into a section of Inch Park and along a section of newly formed segregated cycle path to replace the current narrow footway;

4.4.3 The layout of the route has been changed to create more space for northbound cyclists;

4.4.4 Changes to the sides for walking and cycling in this area will result in more space and less conflict at crossings. The option of acquiring land from the Travelodge to create more space in this area is also being investigated;

- 4.4.5 A compromise design has been agreed with members of the Inch Community, Bridgend Community and local residents to address their concerns about the original design for the crossing near Inch Park; and
- 4.4.6 The footpath on the west side of the road near Kingston Avenue will be widened and improved, with a cycle only path created on the east side of the road, where there are no property frontages.

## **5. Next Steps**

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### **Programme Delivery**

- 5.1 Sweco will shortly complete the Stage 3 Detailed Design. The statutory Redetermination Order (RSO) process can then commence and a Stage 2 Road Safety Audit (RSA) will be undertaken. A Traffic Regulation Order (TRO) is not required.
- 5.2 It is envisaged that the Stage 4 Technical Design will be completed in September 2020 with a tender package issued in late Autumn.
- 5.3 Subject to funding being secured and the acceptability of the contractor's proposed contract cost, approval will be sought from the appropriate Committee in early 2021 to award the contract for construction of the route. It is expected that delivery of the project would commence in Summer 2021 and be complete by Spring 2022.
- 5.4 Follow-up online workshops will be arranged with key stakeholders who responded to the consultation, prior to the completion of the Detailed Design.

### **Spaces for People**

- 5.5 It should be noted that as part of the Spaces for People programme of projects that have been instigated in response to COVID-19, the introduction of temporary cycle lanes that are segregated from the main carriageway by means of stick down wands have been implemented as of June 2020. This intervention provides uni-directional cycle lanes from Cameron Toll roundabout to the Edinburgh Royal Infirmary campus along Old Dalkeith Road. Although this scheme differs from the permanent proposals (which promote the use of bi-directional cycle lanes) the project team will ensure a seamless transition from one layout to the other.
- 5.6 This is an excellent opportunity for the introduction of cycling infrastructure on Old Dalkeith Road to become accepted as part of the layout of this route and will hopefully ensure a smooth transition to the permanent scheme. Therefore, the project teams will work closely to identify the best timing for the decommissioning of the temporary infrastructure.

### **Design Approval**

- 5.7 Design workshops and Stage Boundary sign-off workshops will also be organised with Sustran and Sustrans. As the funder of the design work, Sustran will be required to approve the Detailed and Technical Designs. Similarly, as the potential

provider of funding for 50% of construction costs, Sustrans will also need to review the designs to satisfy themselves that they can support the scheme. Both organisations have been closely involved throughout the evolution of the project and their continued support is anticipated.

### **On-going Work**

- 5.8 The project team will continue to work with other Council services and key stakeholders to resolve outstanding details of the proposals: Several details require to be resolved through close cooperation with colleagues in other Council teams or services. These include:
- 5.8.1 Potentially acquiring land at the Travelodge site at the junction of Craigmillar Park/Lady Road to additional space to allow the proposed facilities for pedestrians and cyclists to be further improved;
  - 5.8.2 Developing plans phasing arrangements and/or additional or replacement traffic signals at the major junctions;
  - 5.8.3 Assessing the impact of the plans on trees along the route and developing plans to protect these where possible. Also plans for ongoing maintenance will be developed;
  - 5.8.4 Progressing discussions on the proposed removal of a metal retaining structure currently situated on the wall to the east of Old Dalkeith Road, near the Aaron Lodge Guest House; and
  - 5.8.5 Continuing engagement with Lothian Buses on the proposed relocation and closure of bus stops and the impact of the scheme on existing bus lanes.

## **6. Financial Impact**

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- 6.1 The design costs for this scheme are 100% funded by Sustran.
- 6.2 The overall construction cost estimate for the project is currently £2 million, including an allowance of 20% for contingency and risk.
- 6.3 Once the design is completed an application will be made to Sustrans' Places for Everyone funding programme, which is anticipated to provide 50% match funding for construction costs. The Council's funding for this scheme is expected to come from the Council's Active Travel budget allocation.
- 6.4 This report therefore sets out an expected Council capital expenditure of £1.000m. The loans charges associated with this over a 30-year period would be a principal amount of £1.000m and interest and expenses of £0.850m, resulting in a total cost of £1.850m based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £0.062m. Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.

## **7. Stakeholder/Community Impact**

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- 7.1 An extensive public and key stakeholder consultation was undertaken between mid-October 2019 and November 2019 and a summary of the key issues arising from this is included in the Main Report. The full Consultation Report is provided in Appendix 1.
- 7.2 An Integrated Impact Assessment (IIA) for the project is currently being developed.
- 7.3 The proposals have received widespread public support and the public consultation has established that 83% of respondents either 'strongly support' or 'support' the proposals.
- 7.4 Follow-up online workshops will be arranged with key stakeholders who responded to the consultation, prior to the completion of Stage 3 of the project. These workshops will involve organisations such as Spokes, Living Streets and Bridgend Farmhouse Community Project. The purpose of the workshops will be to explain the design changes that were brought about as a result of consultation feedback and to discuss any further concerns with the design that the stakeholders might have.

## **8. Background Reading/External References**

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- 8.1 [City of Edinburgh Council Active Travel Action Plan 2016](#)

## **9. Appendices**

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- 9.1 Appendix 1 – Cameron Toll to Edinburgh BioQuarter Active Travel Route: Public Consultation Report (2020)
- 9.2 Appendix 2 - Visualisations of Pre-Consultation Design Proposals
- 9.3 Appendix 3 - Plans Showing Changes in Response to Consultation Feedback

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## Cameron Toll to Edinburgh bioQuarter Active Travel Route

Sweco UK Limited  
Sweco 2nd Floor Quay 2  
139 Fountainbridge  
Edinburgh, EH3 9QG  
+44 131 550 6300

### Public Consultation Report

65200657

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February 2020

Project Reference: 65200657

Document Reference: Public Consultation report

Revision: [1]

Prepared For: The BioQuarter Partners

## Status / Revisions

Rev.	Reason for issue	Prepared	Reviewed	Approved
02.03.20	Info	AM 10.01.20	GK 03.02.20	GK 26.02.20

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## Executive summary

To encourage and support active travel along Old Dalkeith Road between Cameron Toll and Edinburgh bioQuarter, a design for a bi-directional segregated cycle way has been prepared. In order to gain feedback on the design proposals in advance of detailed construction design being progressed, thorough public consultation was undertaken.

Public consultation events occurred in mid-October 2019 at four different locations, three within the Edinburgh bioQuarter and one in Cameron Toll shopping centre. An online survey was live for a period of 6 weeks from mid-October 2019. The consultation events and survey were advertised through online articles, social media posts, and on the City of Edinburgh Council's webpage. They were also promoted through lamp-post wraps and a letter drop to surrounding residents and Community Councils. Emails were sent to staff working in locations where the consultation were occurring to encourage participation.

Verbal and written feedback was provided during the consultation and through the online survey. Results of this were generally positive, with respondents indicating the designs would encourage active travel and provide a safer route for cyclists. The overall support for the route was 73% strongly supporting, 10% supporting, 4% neither supporting or opposing, 4% opposing, 8% strongly opposing and 1% did not answer. Issues raised during consultation were on the reduction in bus lane, resulting in a longer journey time for drivers and bus users. Other concerns were that the lane is too narrow to be bi-directional in some areas along the route.

In response to consultation the design proposals have been updated to retain the northbound bus lane along Old Dalkeith Road by realignment of the cycleway into the Inch Park. Final designs will also retain the southbound bus lane on Craigmillar Park. To improve pedestrian and cyclist space along the route narrow sections have been redesigned to move pedestrians to one side of the carriageway and cyclists to the other. In addition, crossing points have been reviewed to ensure that priority and suitable space has been given to pedestrians and cyclists.

# 1 Introduction

## 1.1 Commission

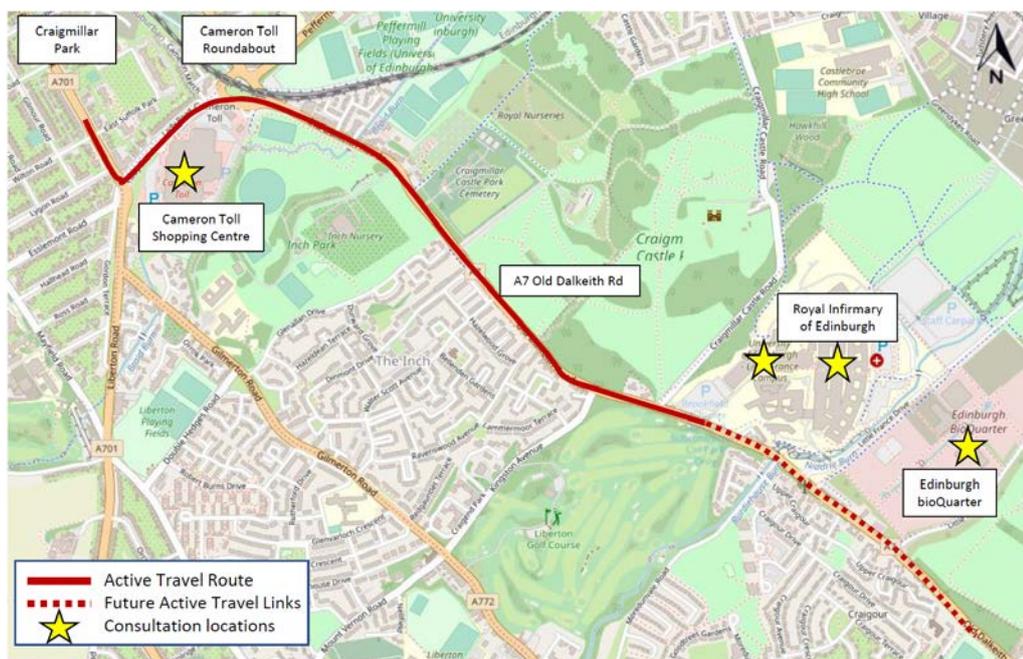
Sweco was commissioned by the Edinburgh bioQuarter partners to design the ‘Cameron Toll to Edinburgh bioQuarter’ Active Travel route. The bioQuarter Partners comprise of NHS Lothian, The University of Edinburgh (UoE), Scottish Enterprise (SE), and The City of Edinburgh Council (CEC).

Active Travel route designs were approved by the partners and presented to the public through consultation events in four locations on four separate days. These events allowed members of the public to review designs, give verbal feedback, and written feedback on the route and via an online or paper questionnaire.

In addition to the public events, feedback was gained through various other forms of consultation as outlined within this report.

## 1.2 Background

The aim of the scheme is to increase the proportion of Active Travellers along the A7 corridor by significantly improving the quality of active travel infrastructure between Cameron Toll and Little France, and the wider surrounding area. The route with the consultation locations is shown in **Figure 1.1**.



**Figure 1.1-** Proposed Active Travel Route and consultation locations

A detailed feasibility study was undertaken to evaluate the route options and design types such as shared use spaces or segregation, which was conducted in line with CEC’s and Sustrans design guidance. The different route options and design types were evaluated against their impact on the different key user groups of; pedestrians (including disability groups), cyclists, public transport and motorists. A segregated

design was progressed along the length of the route and these design proposals can be seen in **Chapter 2** with layouts provided in **Appendix A**.

### 1.3 Report Structure

Following on from this introduction, **Chapter 2** provides more details of the design proposals. **Chapter 3** of this report will discuss the forms of consultation methodology. **Chapter 4** describes the methods of advertisement and promotion including that done online and offline. **Chapter 5** details the physical events, while **Chapter 6** focuses on the key stakeholders and engagement with them through the events and through separate consultation. **Chapter 7** discusses the online survey and **Chapter 8** gives further detail on the questionnaire. **Chapter 9** provides the results of the consultation including both verbal, written and questionnaire feedback. Finally, **Chapter 10** provides the design response following feedback.

## 2 Proposals

### 2.1 The Design

The design proposals are to create a segregated cycle-route along Old Dalkeith Road between Cameron Toll and Edinburgh bioQuarter, with further links along Lady Road, across Craigmillar Park and onwards to King's Buildings. The main objectives of the proposals are to:

1. Create a safe and attractive high-quality active travel route;
2. Provide enhanced pedestrian links and crossing points along the route;
3. Provide a segregated bi-direction cycle route, separating cyclists from traffic and pedestrians;
4. Enhance connection points to existing walking and cycling routes; and
5. Implement a high standard of design for cycle infrastructure.

These objectives are designed to enhance active travel as an attractive mode of transport along the corridor. The design was conducted following the principles of the Edinburgh Street Design Guidance (ESDG) and associated Factsheets which provide, amongst other things, technical details for active travel design. These principles aim to segregate the main three modes of transport of walking, cycling and motorised traffic.

Figure 2.1 below is an extract of the recommended cycleway design cross sections.

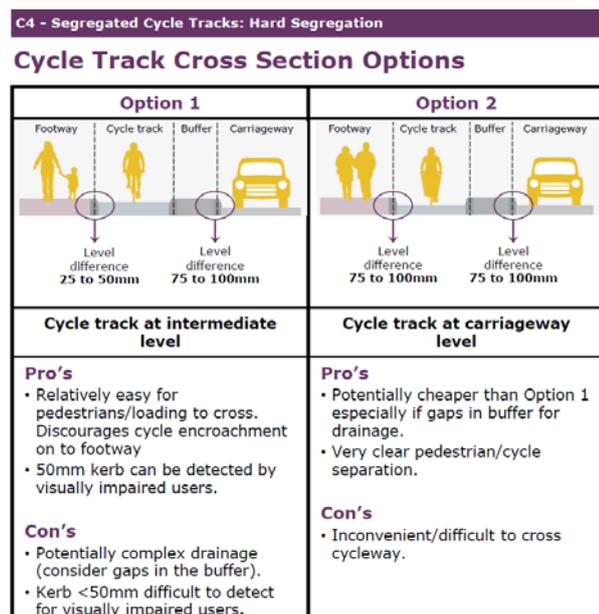


Figure 2.1 – ESDG – Factsheet C4 Extract

Current provision for walking along the route is limited, with narrow footways along one side of Old Dalkeith Road and isolated sections on the other. Pedestrian crossing points are largely informal and uncontrolled with priority given to vehicles. Cycling provision along the route is advisory cycle lanes and sections of northbound bus lane. The advisory cycle lanes varied in width, with sections below the absolute minimum of the guidance documents.

## 2.2 The Route

For consultation purposes the route was divided into two sections:

- Section A: Craigmillar Park, Lady Road, and Cameron Toll junction; and
- Section B: Old Dalkeith Road to bioQuarter.

**Sections 2.3** and **2.4** provide detail on the design of each section and the concepts that informed the design. Included are seven visualisations which show design proposals overlaid on Google Earth images, along with the detailed design drawings for each section, which provide a more technical overview of the route. Designs outlined below are the original route designs as presented during consultation, these do not reflect design changes as a result of consultation.

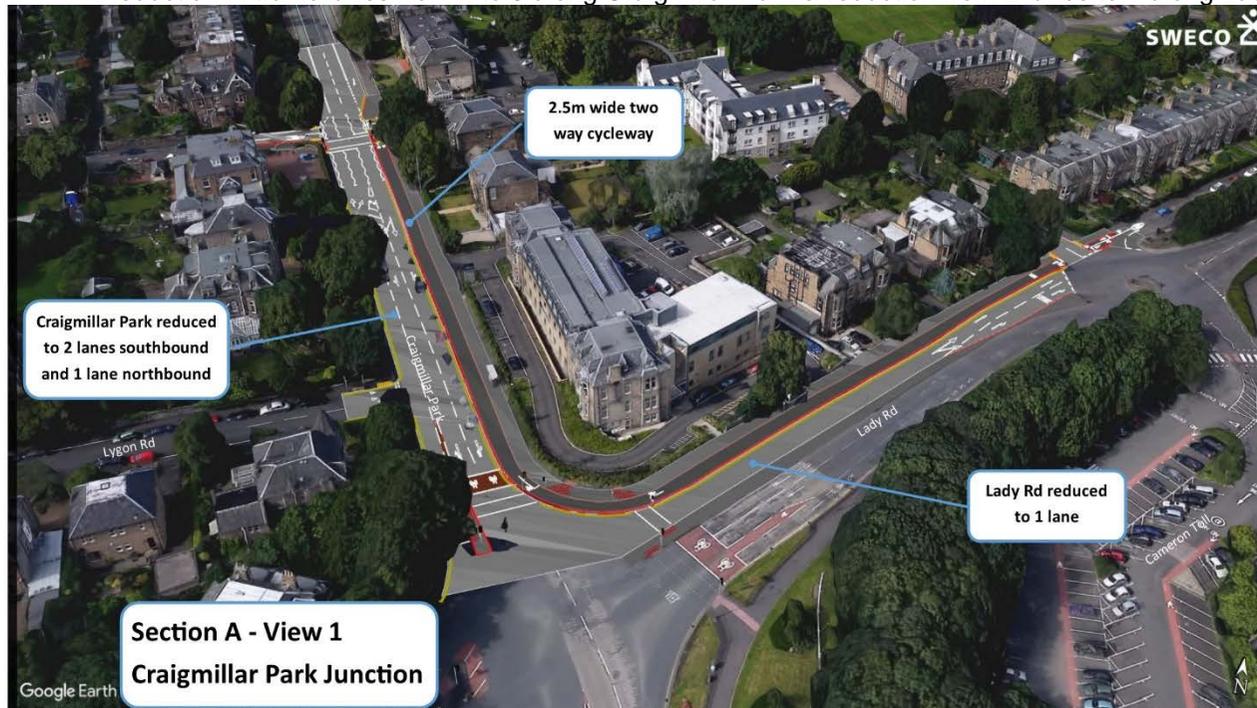
### 2.3 Section A

This section covered the extents of the Craigmillar Park / Lady Rd / Esslemont Rd / Liberton Rd Junction, the Cameron Toll Junction and Lady Rd connecting these junctions.

**Figure 2.2** shows the Craigmillar Park junction visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-02, shown overleaf.

Design Concepts as shown in **Figure 2.2**:

- New Toucan Crossing at Wilton Rd / E Suffolk Park Junction;
- New bi-directional cycleway connecting new toucan crossing to Lady Rd Mini Roundabout;
- Removal of bus stops providing more pedestrian space around Travelodge section; and
- Reduction in traffic lanes from 4 to 3 along Craigmillar Park & reduction from 2 lanes to 1 along Lady Rd.



**Figure 2.2**-View 1, Craigmillar Park / Lady Road / Esslemont Rd / Liberton Rd Junction

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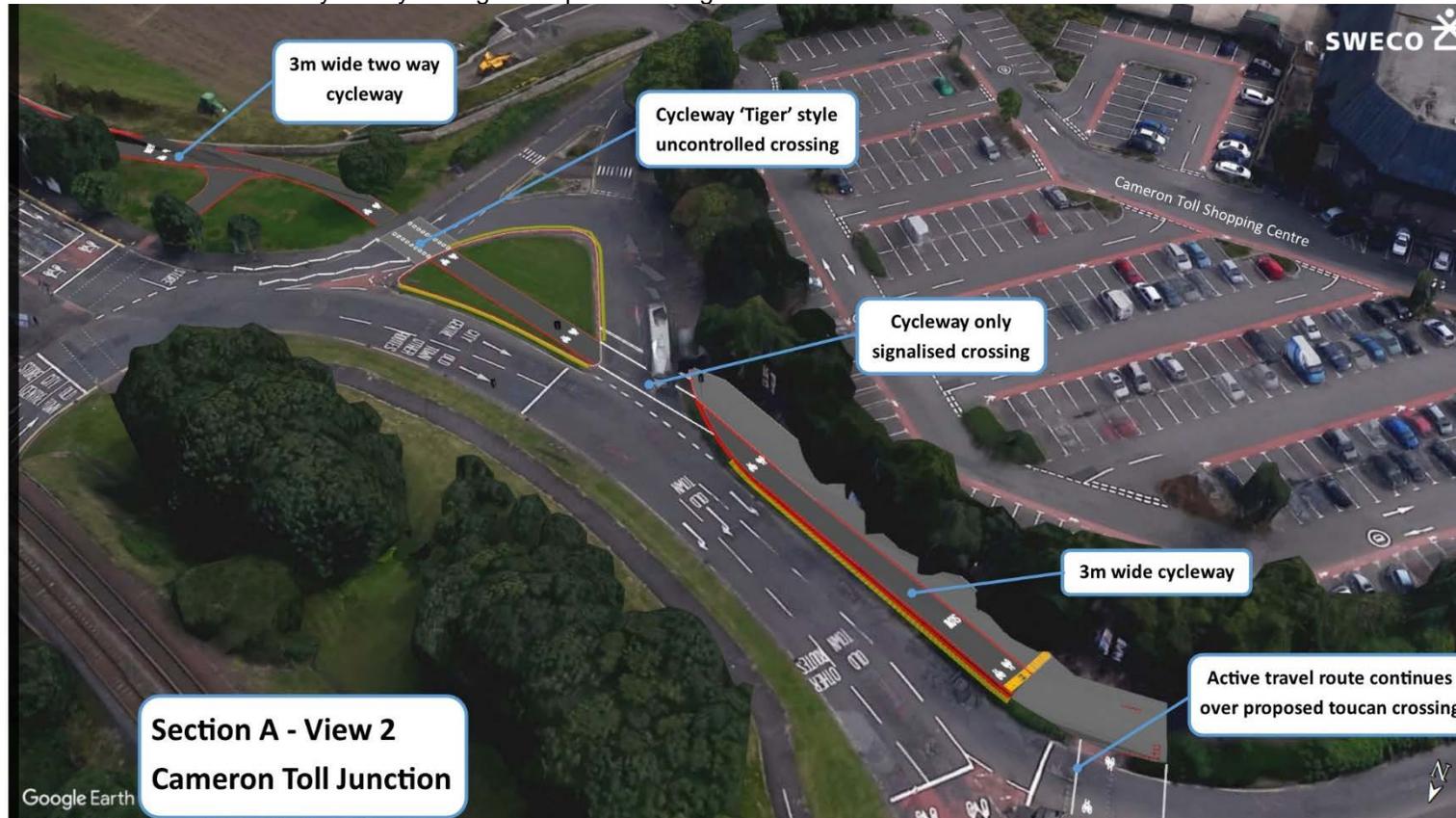
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[www.sweco.co.uk](http://www.sweco.co.uk)

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Sweco 2nd Floor Quay 2  
139 Fountainbridge  
Edinburgh, EH3 9QG  
+44 131 550 6300

**Figure 2.3** shows the Cameron Toll junction visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-03, shown overleaf.

Design Concepts as shown in **Figure 2.3**:

- New Toucan Crossing at Sharpdale Loan;
- New bi-directional cycleway next to existing footway; and
- New bi-directional cycleway through Sharpdale Loan grassed island.



**Figure 2.3-** View 2, Cameron Toll Junction

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Sweco UK Limited  
Grove House  
Mansion Gate Drive  
Leeds, LS7 4DN  
+44 113 262 0000

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Leeds  
[www.sweco.co.uk](http://www.sweco.co.uk)

Sweco UK Limited  
Sweco 2nd Floor Quay 2  
139 Fountainbridge  
Edinburgh, EH3 9QG  
+44 131 550 6300

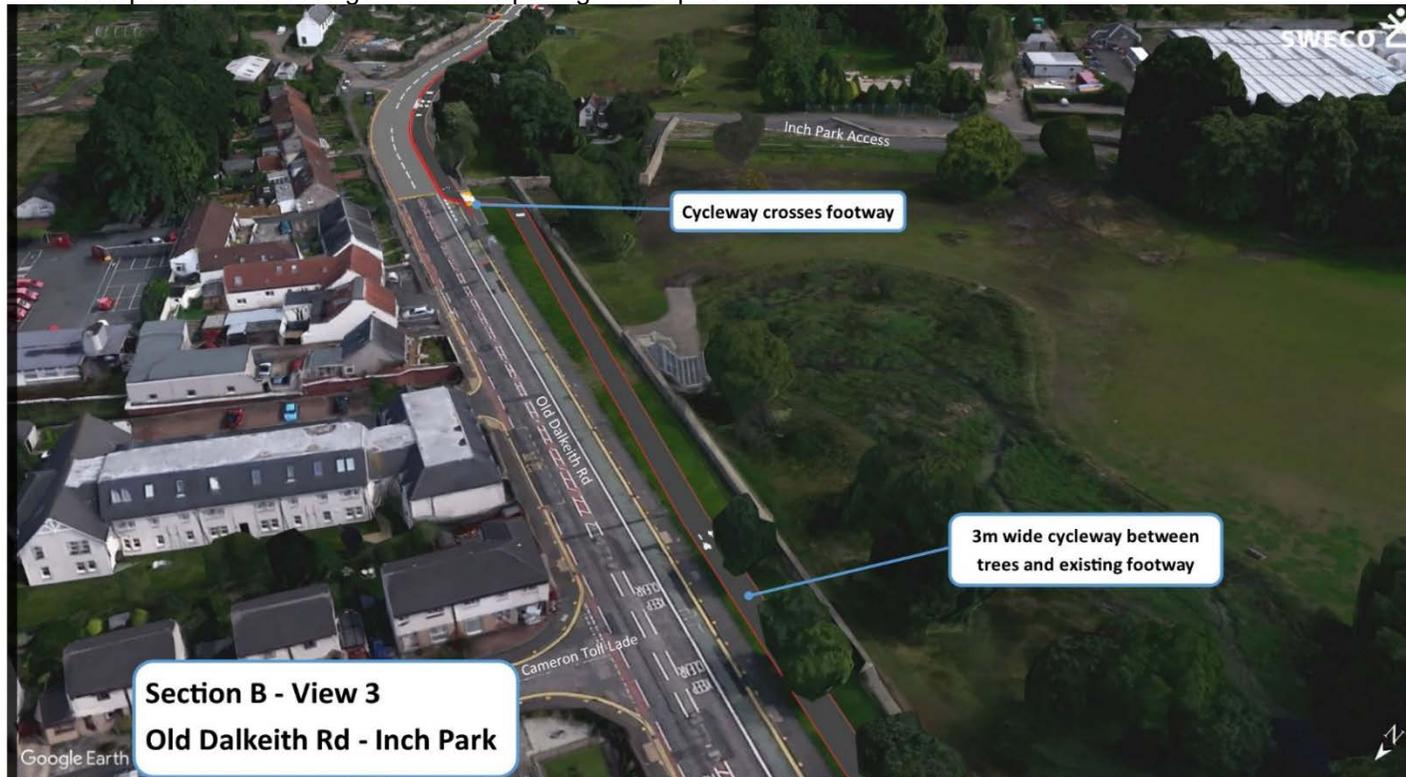
## 2.4 Section B

This section covered the main length of the route along A7 Old Dalkeith Rd from the Cameron Toll Junction to the bioQuarter.

**Figure 2.4** shows the start Old Dalkeith Road visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-04, shown overleaf.

Design Concepts as shown in **Figure 2.4**:

- New bi-directional cycleway through grass section of Old Dalkeith Rd; and
- Enhanced pedestrian crossings with tactile paving where possible.



**Figure 2.4-** View 3, Inch Park

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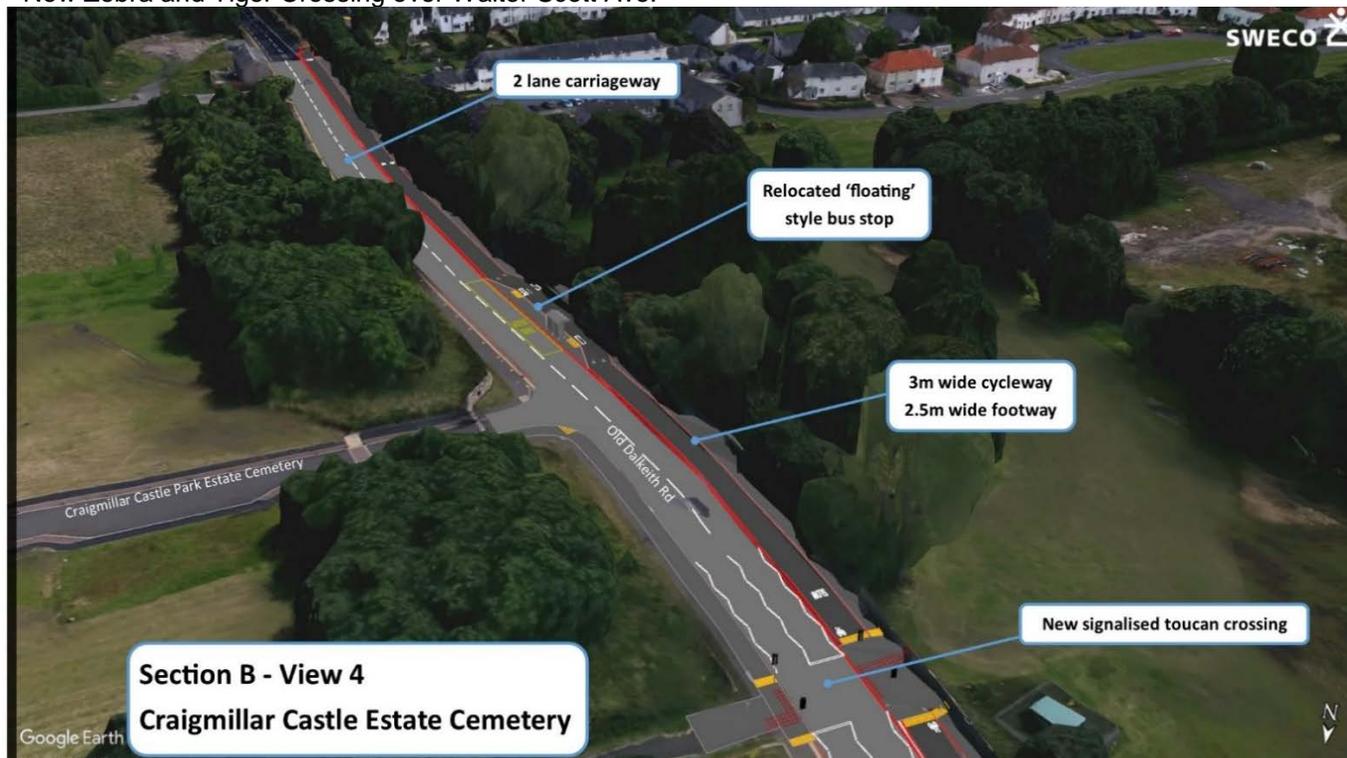
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+44 131 550 6300

**Figure 2.5** shows the Craigmillar Castle Park Estate Cemetery visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-05 & 120930-EBQ-SWE-CON-DR-06, shown overleaf.

Design Concepts as shown in **Figure 2.5**:

- New bi-directional cycleway and footway alongside of Old Dalkeith Rd;
- New Toucan Crossing at CEC2 Core Path;
- New Floating Bus Stop;
- Reduction in traffic lanes from 3 to 2;
- Offline Cycleway and Footway along grass section around Walter Scott Ave Junction (See Drawing 120930-EBQ-SWE-CON-DR-06); and
- New Zebra and Tiger Crossing over Walter Scott Ave.



**Figure 2.5-** View 4, Inch Park

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Mansion Gate Drive  
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+44 113 262 0000

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**Figure 2.6** shows the Ravenswood Ave visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-07, shown overleaf.

Design Concepts as shown in **Figure 2.6**:

- New Toucan crossing adjacent to Ravenswood Ave;
- Improved access to Craigmillar Park; and
- New bi-directional cycleway and footway along Old Dalkeith Rd.



**Figure 2.6-** View 5, Ravenswood

**Figure 2.7** shows the Kingston Ave visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-07, shown overleaf.

Design Concepts as shown in **Figure 2.7**:

- New bi-directional cycleway and footway along Old Dalkeith Rd;
- New Floating Bus Stop;
- Upgrade existing signalised crossing to Toucan Crossing; and
- Improve Pedestrian crossing points.



**Figure 2.7-** View 6, Kingston Avenue

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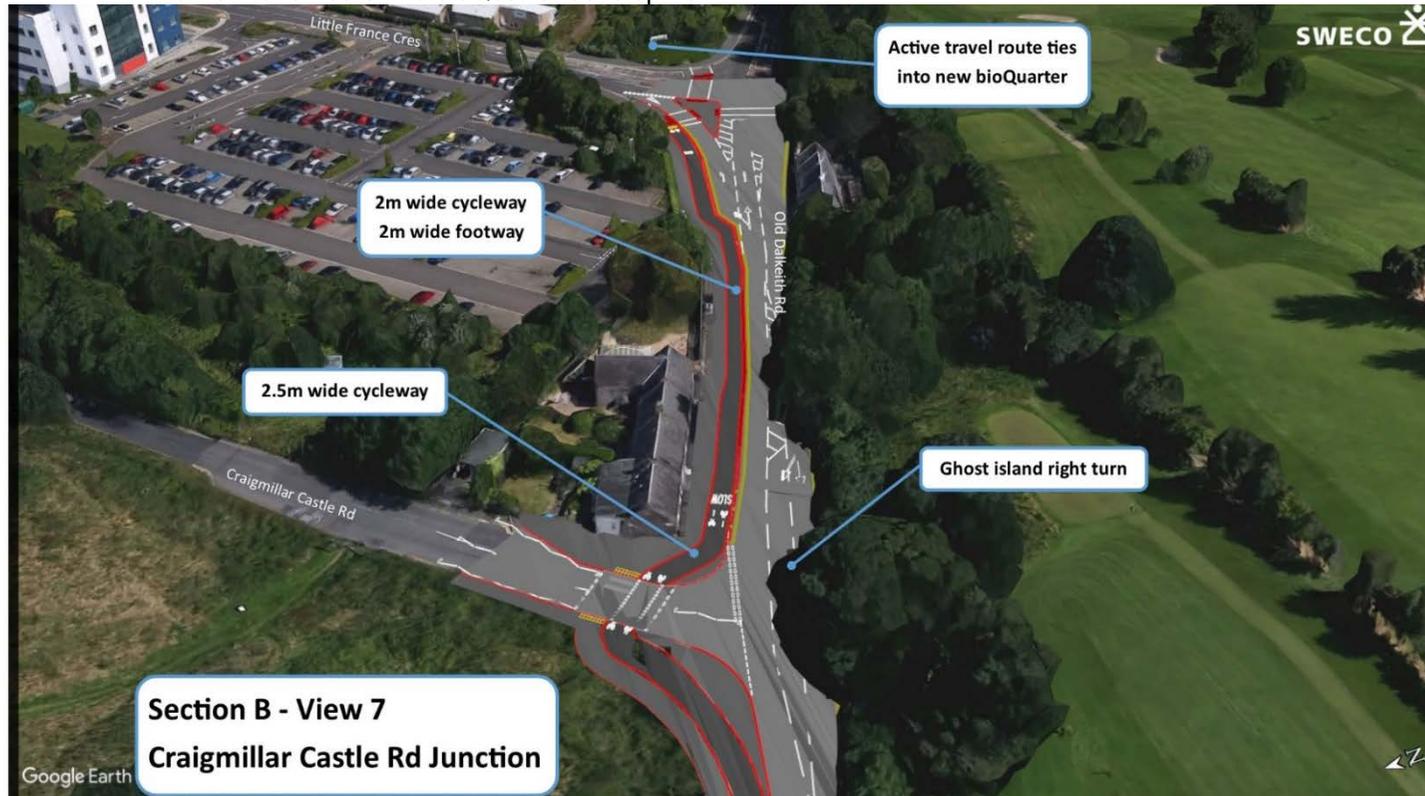
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[www.sweco.co.uk](http://www.sweco.co.uk)

Sweco UK Limited  
Sweco 2nd Floor Quay 2  
139 Fountainbridge  
Edinburgh, EH3 9QG  
+44 131 550 6300

**Figure 2.8** shows the Craigmillar Castle Rd junction visualisation, with further detail of the design shown in a layout drawing, 120930-EBQ-SWE-CON-DR-08, shown overleaf.

Design Concepts as shown in **Figure 2.8**:

- New bi-directional cycleway and footway along Old Dalkeith Rd;
- New Zebra and Tiger Crossing over Craigmillar Castle Rd;
- Remove sub-standard Bus Stops at Craigmillar Castle Rd Junction;
- Upgrade Signalised Crossing at Little France Cres to toucan crossings; and
- Link Active Travel route into bioQuarter development.



**Figure 2.8-** View 7, Craigmillar Castle Road

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Sweco UK Limited  
Grove House  
Mansion Gate Drive  
Leeds, LS7 4DN  
+44 113 262 0000

2888385  
Leeds  
[www.sweco.co.uk](http://www.sweco.co.uk)

Sweco UK Limited  
Sweco 2nd Floor Quay 2  
139 Fountainbridge  
Edinburgh, EH3 9QG  
+44 131 550 6300

### 3 Forms of consultation

To ensure a broad spectrum of people were reached during consultation, various forms were undertaken, providing opportunity for higher levels of feedback. **Table 3.1** summarises the consultation methods undertaken.

	<p><b>Drop in events</b></p> <p>Drop-in events were undertaken at locations along the route. These occurred at the end of October 2019 and were in the Royal Infirmary of Edinburgh, University of Edinburgh Medical School, Cameron Toll shopping centre and Building Nine in the Edinburgh bioQuarter.</p> <p>Verbal and written feedback was collected at these events.</p>
	<p><b>Stakeholder Outreach</b></p> <p>Key groups were approached to provide specialist and local knowledge, giving feedback on the route design. More detailed feedback was received from, Spokes, Living Streets, Paths for All, Inch Community Education Centre and Lothian Buses.</p> <p>Local community Councils were asked to attend events and provide feedback on the design.</p>

		<p><b>Meetings with Key Stakeholders</b></p> <p>Meetings were arranged with key stakeholders to gain feedback on the design. Meetings were arranged with Lothian Buses, Edinburgh Buses User Group and Bridgend Farmhouse.</p>
		<p><b>Letter Drop</b></p> <p>Over 150 letters were distributed to residents living along the route, inviting them to the public consultation events and inviting them to view design and provide feedback through the website.</p> <p>The website and events were also publicised through lamppost wraps along the route.</p> <p>Emails with event and website details were sent out in an email to staff working in Edinburgh bioQuarter.</p>
		<p><b>Online Consultation Hub</b></p> <p>The scheme was advertised and publicised through the City of Edinburgh Councils website and through their online Consultation Hub.</p>

 		<p><b>Social Media</b></p> <p>Social Media posts were published through The City of Edinburgh Council's Facebook and Twitter pages with paid campaigns.</p> <p>It was also shared by key stakeholders such as Spokes.</p>
		<p><b>Online Survey</b></p> <p>A total of 490 responses were received through the project online survey, over a six-week period from 15<sup>th</sup> October to 25<sup>th</sup> November 2019.</p>

**Table 3.1:** Forms of consultation

## 4 Advertising and promotion

To ensure the campaign received maximum awareness and feedback was gained by a variety of user groups, the events were advertised through several channels. Methods of advertising and promotion included; letter drops, social media, news articles, online webpages, lamp post wraps and organisational emails.

The primary focus was to gain feedback from those currently travelling along the route on a regular basis.

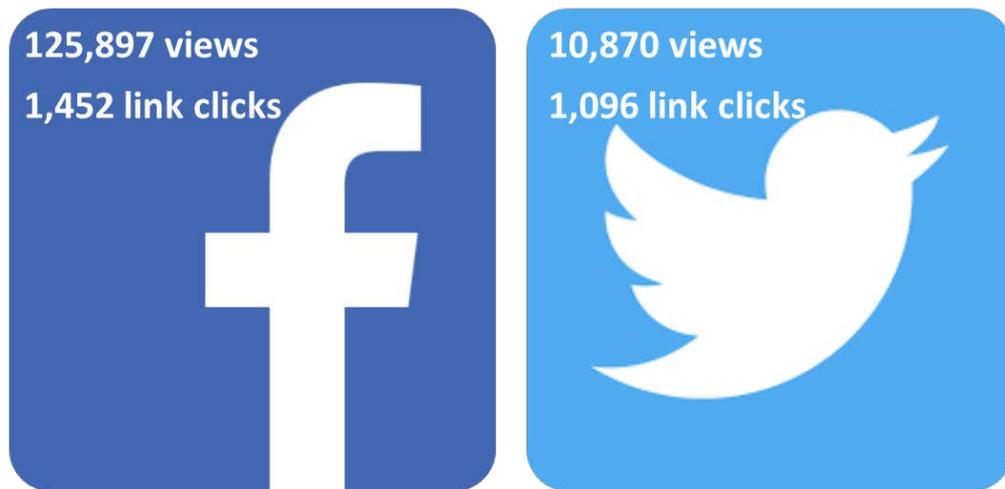
### 4.1 Social Media

Social Media campaigns were ran promoting the consultation and various events. The City of Edinburgh Council used their Facebook and Twitter feeds to generate awareness. Within the Council's social media posts, an online link to the detailed route information and space to provide detailed feedback. The opportunity to give feedback online provided an easy and fast option for those unable to attend events. An example of one of the social media posts is shown in **Figure 4.1**.



**Figure 4.1-** Example of a Facebook promotional post

Paid campaigns on Facebook and Twitter ensured a wide audience reach. The post was repeated throughout the consultation period to maintain momentum. The social media campaign was successful and engaged around 2,500 people, who clicked through to the consultation webpage. **Figure 4.2** shows the stats for Facebook and Twitter.



**Figure 4.2-** Social media hit rates

The social media campaign had a much further reach than this as it was shared and promoted through other sustainable and cycling related groups, for example Spokes, produced a social media post to advertise the events further.

Information and example posts were supplied to each consultation host to enable them to create their own social media posts.

#### **4.2 Online articles**

The consultation was advertised as a news item with online articles produced by The City of Edinburgh Council, through Cameron Toll’s webpages and through other local online news providers.

The City of Edinburgh Council has an online Consultation Hub. Within the consultation hub there are pages for proposed schemes within Edinburgh, for which ‘Cameron Toll to bioQuarter, Cycling and Walking route’ was one. The hub is dedicated to advertising consultation events within Edinburgh, giving details and providing space for feedback.

The active travel route was detailed within the Council’s consultation hub, with consultation events publicised. The online questionnaire could be accessed through the link allowing design comments from those unable to attend the public events.

The web address for the schemes page on the consultation hub is: <https://consultationhub.edinburgh.gov.uk/sfc/ebqconsultation/>

Active travel forums and groups are a key way to advertise to potential users of the route. Spokes Edinburgh is a voluntary organisation committed to improving the cycling

infrastructure within the city. Spokes publicised the consultation events through their webpage as well as their social media channels. Other active travel forums such as CityCyclingEdinburgh publicised the event.

#### **4.3 Letter drops**

To increase exposure to key groups along the route letter drops was undertaken, inviting people to the events and providing them with a web address to the online consultation. People living along the route and community groups in the local area were considered important as the main users of the route, with good local knowledge.

The letter drops targeted the following groups; Local Community Councils, residents living along the route, people regularly using the route and staff and students working in Edinburgh bioQuarter and Cameron Toll.

The local Community Councils that were invited during the letter drop were:

- Craigmillar;
- Gilmerton & Inch;
- Grange & Prestonfield;
- Liberton & District; and
- Danderhall & District.

Community Councils were viewed as important stakeholders as they represent different local communities and can provide valuable local insights. These community councils received their invitation letter via email. The same letter was delivered by hand to properties along Old Dalkeith road and Lady road including Bridgend Farmhouse. A copy of this letter can be seen in **Appendix B**.

#### **4.4 Lamppost Wraps**

Physical adverts were produced in the form of lamp post wraps along the route. Lamppost wraps gave the web address to view design and event details as well as giving feedback. An example of a lamppost wrap is shown in **Figure 4.3**, and is shown in **Appendix C**.



**Figure 4.3-** Lamppost wrap on proposed active travel route

#### **4.5 Organisational emails**

Organisations hosting events were provided with an email providing an overview of the project, details of consultation events and a link to the online webpage. This email was drafted to create consistency between the venues and ease, as it was able to be directly sent out to staff and students working within the organisations. A copy of this email is provided in **Appendix D**.

## 5 Consultation Events

### 5.1 Locations

Four public consultation events were held over a week in October 2019, inviting members of the public and local Community Councils to view proposals and provide feedback. Event details are shown in **Table 4.1** with locations shown in **Figure 1.1**.

Venue	Date	Time
Royal Infirmary of Edinburgh – Main Mall	Wednesday 16 <sup>th</sup> October 2019	11am – 6pm
University of Edinburgh Medical School, Edinburgh bioQuarter- Chancellors Building	Thursday 17 <sup>th</sup> October 2019	11am–4.30pm
Cameron Toll Shopping Centre- Outside EE	Saturday 19 <sup>th</sup> October 2019	11am – 4pm
Building Nine, Edinburgh bioQuarter	Tuesday 22 <sup>nd</sup> October 2019	11am – 6pm

**Table 4.1-** Consultation event details.

Two staff members from Sweco and one from The City of Edinburgh Council were present at events to discuss proposals, answer any questions and gain verbal feedback.

### 5.2 Material

#### Display

Seven ‘views’ of the proposed route, with layout drawings and an overall route map were displayed on boards and on a table. The exact set up varied between events but an example of the information presented can be seen in **Figure 4.1**.



**Figure 4.1-**Building 9 public consultation display

Post-it notes were provided for members of the public to give feedback for specific parts along the route. Posters of 'views' gave the link to online consultation pages. **Figure 4.2 – 4.8** shows pictures from the consultation events.



**Figure 4.2-** Royal Infirmary consultation event



**Figure 4.3-** Building nine consultation event



**Figure 4.4- Royal infirmary consultation event**



**Figure 4.5- Royal Infirmary consultation event**



**Figure 4.6- Chancellors building consultation event**



**Figure 4.7- Cameron Toll consultation event**



**Figure 4.8-** Chancellors building consultation event

### 5.3 Responses

The consultation events were an opportunity to discuss and answer questions on the route design. Attendants who gave feedback verbally and after via an online questionnaire provided valuable information. Respondents were better informed and had had the opportunity to talk through any queries with the route design team. Full detail of responses received is provided in **Chapter 10**.

## 6 Key Stakeholders

This chapter details the key stakeholders that were involved within the consultation process. It was recognised that key stakeholders, would have more detailed feedback and it was vital to ensure their concerns were noted and considered when reviewing the design proposals. Meetings were held with or more detail feedback requested from these key stakeholders.

### 6.1 Lothian buses

There was early engagement with Lothian buses during the concept design proposals. Further verbal discussions were held with Lothian buses on 22<sup>nd</sup> October to discuss the proposals. Lothian buses provided valuable feedback and was an important consultee due to the proposed removal of some sections of bus land and stops.

Feedback from Lothian buses was generally positive, recognising the positive impact of active travel however they did want to ensure public transport was considered as part of this. More detailed feedback is discussed in **Chapter 9**.

### 6.2 Edinburgh Bus User group

Similarly, to Lothian Buses, the Edinburgh Bus User group was met with on the 5<sup>th</sup> November 2019, to discuss the design impact on the bus network. Results will be discussed further in **Chapter 9**; however, the feedback was ensuring adequate access to bus stops was maintained and that Bus Lanes along the route were maintained.

### 6.3 Bridgend Farmhouse

Bridgend farmhouse is a community owned organisation along the route. They are a key part of the local community and have in-depth knowledge and insights valuable to the consultation process.

**Figure 6.1** shows Lamppost Wrap outside Bridgend Farmhouse entrance.



**Figure 6.1-** Bridgend Farmhouse

A meeting was arranged to discuss proposals on 13<sup>th</sup> November. Feedback from this was around improved crossing provision at the Inch Park Access to the Farmhouse, such as a signalised crossing. More detailed responses will be discussed in **Chapter 9**.

#### **6.4 Other key stakeholders**

Detailed written feedback was requested from Active Travel specialists. Organisations that provided feedback were:

- Spokes;
- Lothian Buses;
- Living Streets; and
- Paths for All.

Consulting with these groups was valuable due to their experience and expertise in the field. By gaining feedback from both walking and cycling groups it ensured both cyclists and walkers were represented in the feedback. Organisations were also able to give feedback through the online consultation survey.

## 7 Online Survey

An online survey provided opportunity for those unable to attend the consultation events to view design proposals and provide feedback. The survey also allowed people who had attended the events time to consider the proposals and provide feedback when it suited them.

Design proposals were published online with links to the seven 'views' to demonstrate the changes. These seven 'views' were presented as sliders with the original road layout and the proposed changes. The slider could be dragged across the image allowing alterations to be easily seen and understood. View one is shown in **Figure 7.1** as an example.



**Figure 7.1-** View one sliding image

Slips of paper with the website address and QR code were handed out allowing people unable to stop or that wanted to look through the proposals again, to do so online.

After viewing proposals, people were then able to answer an online survey about the proposed route, with links to view proposals as the survey was being completed. The survey was divided into two points to allow more detailed and specific feedback.

The survey included various comment boxes. This design was chosen as often comment boxes allow for more in-depth responses, highlighting key points and providing good local knowledge.

The online survey allowed organisations to provide feedback. Organisations that provided feedback through the survey were:

- Edinburgh Clinical Trials Unit;
- Edinburgh Trams Ltd;
- NHS Lothian;
- Sustrans;
- Craigmillar Park Association;
- NHS/ Unison;

- Edinburgh Bus user group;
- Bridgend Allotments Association;
- Edinburgh University Students' Association;
- East Suffolk Park Residents Association;
- Clockworkdoorbell;
- Perth and Kinross Council;
- Edinburgh Access Panel;
- Drivers United;
- Transition Edinburgh; and
- Transport for Edinburgh.

A copy of the online survey is provided in **Appendix E**.

The detailed design and online survey could be accessed via the link:  
[www.edinburgh.gov/ebq](http://www.edinburgh.gov/ebq)

## 8 Questionnaire

The questionnaire was developed to get more detailed and anonymous feedback. The questionnaire was provided as a hard copy which could be done during the public consultation events or completed and returned later in the day or to staff at a different consultation event. As well as physical copies, the online survey was available. A link to the webpage to access the online survey was provided on the physical questionnaire as well as on display poster and slips of paper to be taken away.

The first page of the questionnaire asks for general feedback and personal information such as, proximity of home to the route. After, detailed feedback on design is requested in two sections:

- Section A: Craigmillar Park, Lady Road, Cameron Toll; and
- Section B: Old Dalkeith Road to bioQuarter.

Questions in each section ask for opinions on different design elements as well as providing several opportunities for written comments, which can often be the most valuable when examining results. Images with commentary on the proposed changes was provided at relevant points within the questionnaire, to allow for a better quality of response.

A copy of the full paper questionnaire is provided in **Appendix F**.

## 9 Results

### 9.1 Verbal feedback

The public consultation events were well attended, and they provided valuable in understanding where concerns were on the route and gave an overall impression of level of support for the route. Verbal feedback received at consultation events was predominantly positive. Feedback from events in the Edinburgh bioQuarter was mainly from staff and students, who were happy with the route design and expressed how valuable the route would be.

Positive feedback received was mainly based around the segregation of cyclists from both traffic and pedestrians. There was a high level of support with members of the public requesting similar plans to be made around the city.

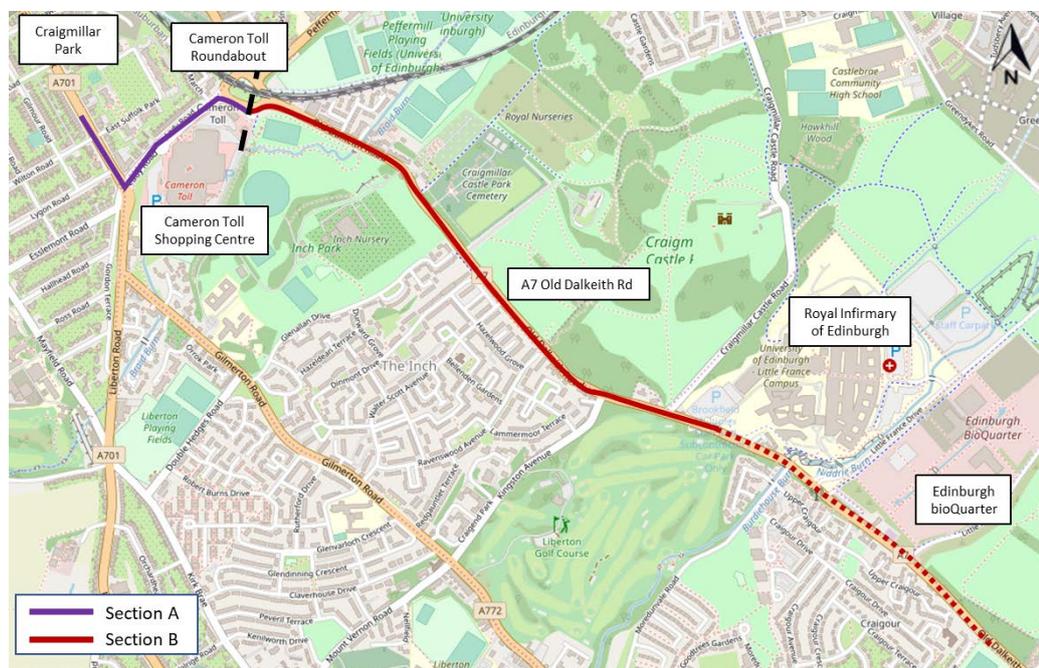
Verbal feedback from the event at Cameron Toll raised more concerns. This is attributed to there being a higher proportion of drivers and public transport users.

The main issue raised in public consultation was the removal of bus lanes along the route leading to increased journey times.

### 9.2 Survey results

There were 490 responses to the online survey, which was live for a period of six weeks from 15<sup>th</sup> October to 25<sup>th</sup> November 2019. The responses are summarised below with the full questions and response numbers provided in **Appendix G**.

The route was split into two parts to get feedback on specific sections. Feedback was gained on the overall proposals and then the two sections individual sections. **Figure 9.1** shows how the route has been divided.



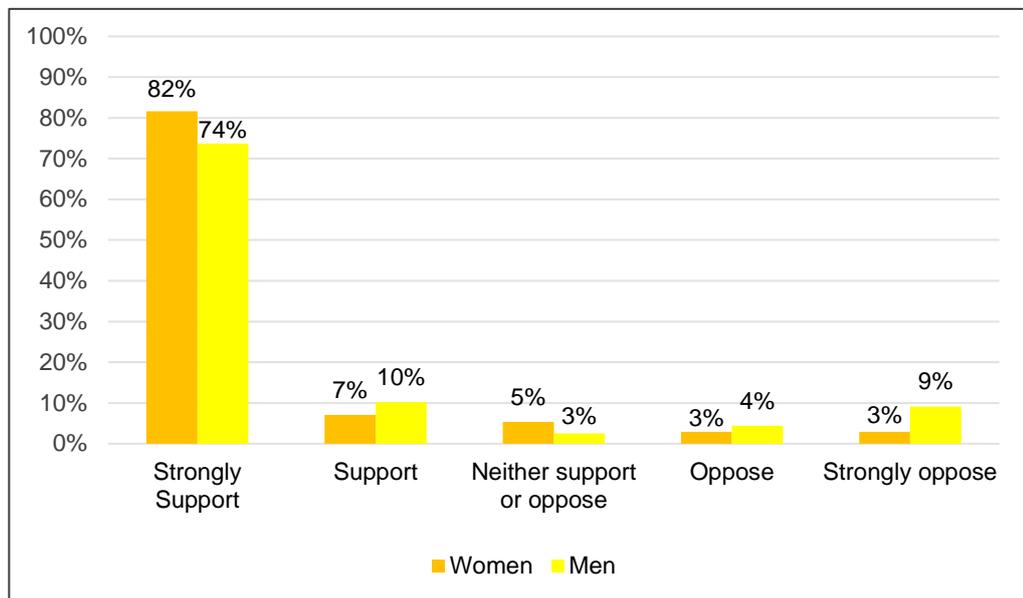
**Figure 9.1-** Route split for consultation.

As shown in **Figure 9.1**, Section A included Craigmillar Park, Lady Road and Cameron Toll (Views 1 & 2 in **Appendix A**) Section B included Old Dalkeith Road to bioQuarter (Views 3-7 in **Appendix A**).

**Overall project**

The following questions are regarding the support of the overall plans.

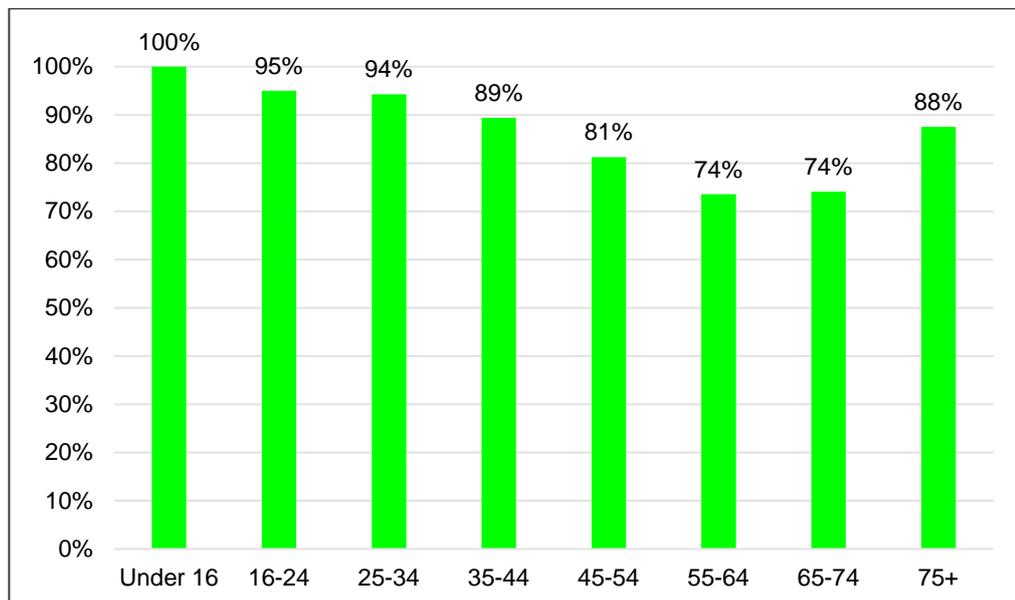
56% of respondents were male, 34% female, 1% other gender identity and 9% either didn't answer or indicated they'd prefer not to say. Due to the small sample sizes for 'other gender identity', conclusions cannot be drawn from these results. **Figure 9.2** shows the overall design response based on gender.



**Figure 9.2-** Support for the route based on gender.

As shown in **Figure 9.2** woman were generally more supportive the route more than men with 8% more woman strongly supporting designs.

**Figure 9.3** shows the percentages for each age group that support or strongly support the overall design. The majority of respondents were in the age group 35-44 followed by 25-34.



**Figure 9.3-** Proportion of each age range that strongly support or support the overall design.

The results from **Figure 9.3** show the general trend of younger respondents having a higher level of support for the route, with support decreasing with age until the final age bracket of 75+, where support grows again. **Table 9.1** shows overall project support by mode of transport currently travelling along the route. This demonstrates a disproportionate number of responses from cyclists, with them making up 51% of the respondents. Although this is not truly representative, it is important to have a high level of representation from those most likely to use the proposed route.

Mode of Transport	Strongly Support	Support	Neither support or oppose	Oppose	Strongly oppose	Proportion of total responses
Bus	56	11	10	7	11	20%
Car (driver)	57	10	2	6	16	19%
Car (passenger)	6	0	0	1	1	2%
Cycle	202	26	5	5	7	50%
Motorcycle	1	0	0	0	0	0%
Other	4	0	1	0	1	1%
Taxi	1	0	0	0	0	0%
Walk	24	1	1	1	2	6%
Unknown mode	9	1	1	0	0	2%
<b>Total</b>	<b>351</b>	<b>48</b>	<b>19</b>	<b>20</b>	<b>38</b>	<b>100%</b>

**Table 9.1-** Overall project support by mode share along route.

Overall consultation received positive feedback with 73% of respondents strongly supporting the scheme and 10% supporting. Taxi and Motorcycle users only had one

response each and these were both strong supports. After these, active travellers along the route gave the most positive feedback for the project with 82% and 83% in strong support from cyclists and walkers respectively.

Respondents were asked to briefly explain their position. There were 414 responses with 342 of these being positive, 53 being negative and 19 explaining their lack of support or opposition.

Positive responses focus mainly on the improved safety of the route, with many comments suggesting the current route is intimidating and feels dangerous. Other positive responses suggest the design proposals would encourage the respondent to start walking or cycling along the route.

Negative responses focus around the reduction of bus lanes. Comments predominantly focus on the loss of lane space and the impact on drivers and bus users. Other comments suggest the requirement for the project to be extended to surrounding routes such as Dalkeith Road and through Gilmerton.

The question was asked “Do you think there are any local community spaces or locations on the route which could benefit from additional placemaking or landscaping?”. 14.5% of respondents did not answer, 44.5% said no and 41%, yes. Suggestions for placemaking include directional signage to Inch Park and Craigmillar Castle. More general comments suggested increasing green space where possible along route.

Final questions asked for further comments on design. It is clear by some of the comments that the design is not fully understood, e.g. respondents thinking segregation will just be painted lines, this is expected to have skewed the results unfavourably.

Other comments included the request for more cycling facilities at EBQ, assurance that ambulances would be able to get through the traffic, streetlight reflectors requested on trees and concerns over the number of crossing points.

## **Section A**

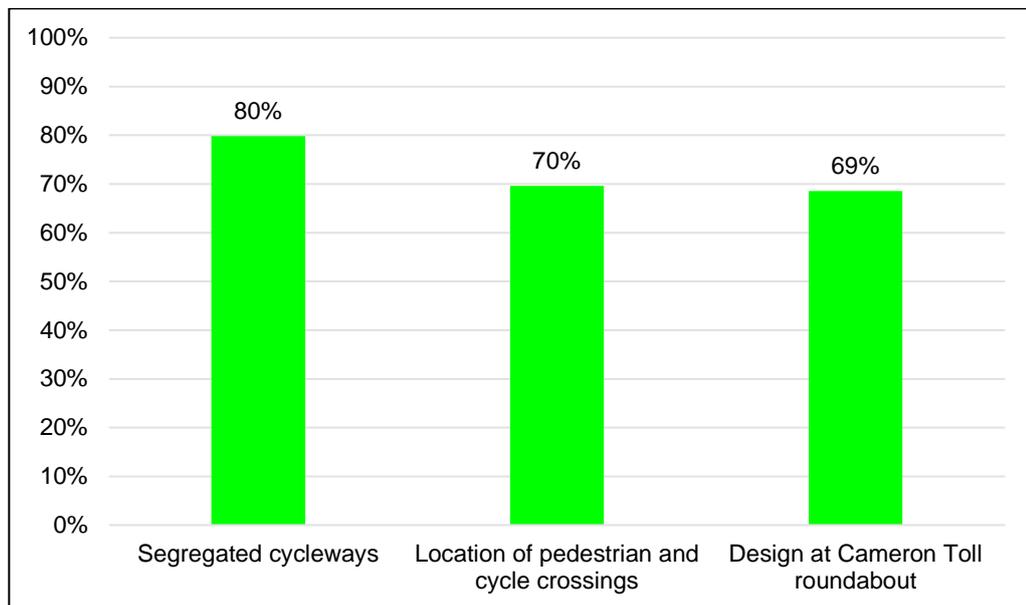
Section A covers Craigmillar Park, Lady Road and Cameron Toll.

There were 401 comments on aspects of the design respondents liked and 308 on aspects of the design they would change. Positive feedback on the route overwhelmingly relates to the segregation of cyclists from traffic and the improved safety as a result.

Main concerns raised by commenters on the design include:

- Lane width for bidirectional cycle route;
- The topography causing a difference in speeds cyclists will be travelling in opposing directions;
- Too many crossing points;
- Increased congestion on the road network;
- Requirement for plans to be extended; and
- Route crossing across Cameron Toll carpark.

Further questions examine the level of support for different design aspects. **Figure 9.4** shows the percentage of respondents that either support or strongly support each aspect.



**Figure 9.4-** support for each design aspect, Section A.

**Figure 9.4** shows the segregation of cycleways is the design aspect with the highest level of support. The location of crossing points and the design of Cameron Toll roundabout received less support, however, have a good level of support at 70% and 69% respectively.

Segregated cycleways are generally considered a positive proposal, creating a safer route option. Negative comments raise concerns over lane width and the level of use the cycle path will get. A few negative comments requested further segregation than just paint, this suggests they did not fully understand design proposals.

Comments on the Cameron Toll roundabout have positive comments about safety and the improvement on the current layout. Concerns raised surround the crossing points and confusion on the operation of these. Lack of cycling infrastructure to gain access to Dalkeith Road was highlighted as an issue. Further comments request more priority given to cyclists and issues with traffic flow.

**Section B**

Section B covers the main corridor of the Active Travel Route along A7 Old Dalkeith Road from the Cameron Toll junction up to bioQuarter.

There were 352 comments on aspects of the design respondents liked and 266 on aspects of the design they would change. Positive comments on the route included:

- Good retention of trees;
- Segregation from cars;
- Increased safety;
- Additional crossing point; and
- Respondents particularly liked designs shown in view 3 and 4.

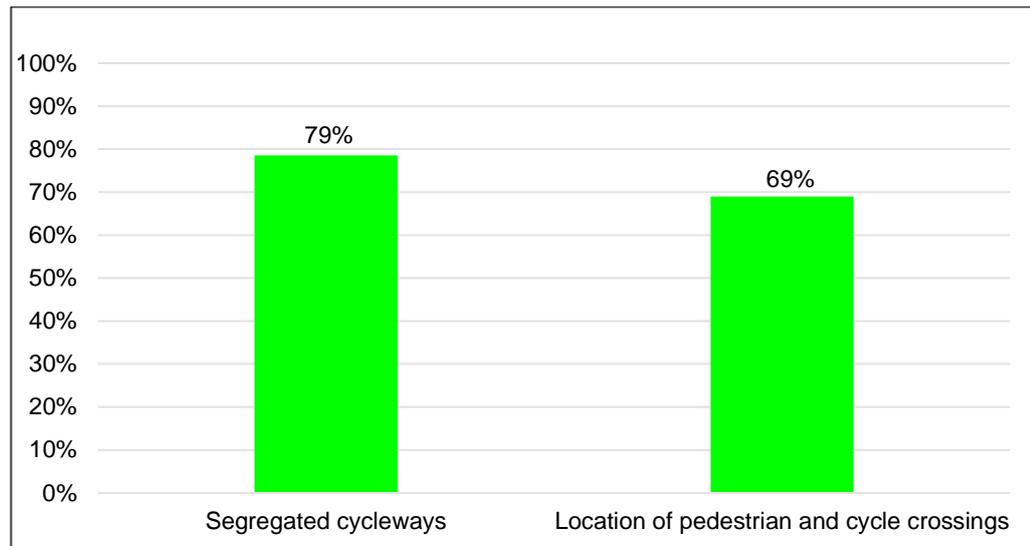
Safety issues were raised concerning Craigmillar Castle Road junction. The route leading to the junction is on a gradient meaning bicycles will be travelling at speed.

Respondents were concerned that cars turning into the junction would not see or stop for bicycles crossing.

Several respondents suggested directing the route through Inch Park to maximise segregation for user groups.

Further suggested changes echo points previously raised in the survey concerning lane width, number of crossing points and retention of bus lanes.

Aspects of the design in section Bs level of support is shown in **Figure 9.5**.



**Figure 9.5-** support for each design aspect, Section B.

Support for design aspects in section B show similar support levels as in section A. There is a small decrease in level of support in section B.

Comments from respondents that supported the design in section A but not section B mainly focus on lane width and there is a concern it will make conditions worse for cyclists that wish to cycle on the road still.

### 9.3 Responses from meetings

Meetings were held with three key stakeholders' and responses were overall positive, some key points highlighted were:

#### **Lothian Buses- During Public consultation at drop in event on 22<sup>nd</sup> October 2019.**

Lothian Buses commented that the route currently functions with few delays for bus movements. However, it was emphasised that the loss of sections of bus lane could adversely change this. It was requested that the project design team gave this further thought in order to mitigate this concern. The proposed changes to the bus stops did not currently raise any concerns.

#### **Edinburgh Bus User Group- CEC Offices 5<sup>th</sup> November 2019**

The user group highlighted concern on the loss of any bus lane provision along a key route. They requested that thought be given to how different user groups of pedestrians and cyclists interact at the stop locations.

**Bridgend Farmhouse- 13<sup>th</sup> November 2019**

They welcomed improved active travel along the route and wanted to see improved pedestrian and cyclists crossing facilities from the Inch Park side of the Old Dalkeith Road to the Bridgend Farmhouse side.

**9.4 Written responses**

Written responses collected on the day during public consultation and from relevant organisations provided more detail on specific route sections. There were an additional four email responses. Written responses during public consultation were written on post it notes and attached to drawings of the route.

Organisations that gave more detailed support were:

**Spokes**



Spokes supported the proposals to create a segregated path on this route, especially due to the high volume of traffic on this route during peak hours.

Spokes did however, express a preference for uni-directional lanes on either side of the road rather than a bi-directional cycleway.

The width of the path was raised as causing potential conflicts at the narrowest points.

**Paths for All**

Paths for all supported the travel route, highlighting the mode hierarchy of walking, for everyday journeys, over



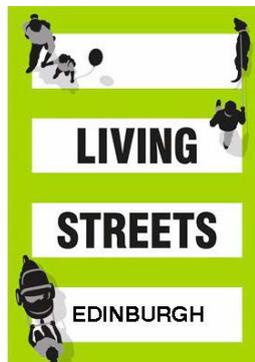
development of the active importance of transport cycling, public transport private car trips.

A particular point raised was to ensure walking is given sufficient emphasis alongside cycling.

**Living Streets**

Living Streets Edinburgh raised these were:

the



three main points of issue

- Concerns with conflicts between cyclists and pedestrians around bus stops;
- Concerns with path width at the paths narrowest points; and

- The utilisation and divide of space between cyclists and walkers.

**Lothian Buses**

Verbal  feedback was provided during a meeting with Lothian Buses. As well as this verbal feedback, a written response was provided. This written response highlighted that public transport is an important part of sustainable travel and wanted to ensure bus priorities in the design.

Lothian Buses objected to the removal of the southbound bus lane on Craigmillar Park but had no issues with reducing the length of the northbound bus lane.

Lothian buses raised no objection to the removal of bus stops at Craigmillar park, however raised concern about the loss of bus lane, especially northbound along Old Dalkeith Road.

**Inch Community Education Centre**



Inch Community Education Centre supported the development of active travel along the route, it is written “From the perspective of Inch residents, the significant improvement provided by this route is urgently needed”

Off-road sections are specifically highlighted as an important addition.

The Community Centre highlighted that the reduction of the bus lane on Old Dalkeith Road might have a negative impact on travel and suggested retaining this. They also highlighted that additional active travel links in the area would be welcome.

## 10 Design response

Following the consultation events and the closure of the online questionnaire an analysis of the design was conducted. This analysis centred around providing improvements to the route based on feedback provided during consultation. The main aspects of the design review included:

- Analysis of opportunity to retain southbound bus lane on Craigmillar Park;
- Analysis of widths along Old Dalkeith Road to retain the northbound (NB) bus lane;
- Analysis of crossing points and access points for cyclists and pedestrians along the route; and
- Reducing potential conflict between cyclists and pedestrians.

### 10.1 Section A

The design of the Active Travel route at the Craigmillar Park / Lady Rd / Liberton Rd / Esslemont Rd Junction is to be reviewed to ensure an adequate allocation of space for all user groups. Further design reviews are to be conducted and discussed with all key stakeholders. Design review will ensure the retention of the southbound bus lane on Craigmillar Park.

The signalised crossing at Sharpdale Loan has been upgraded to ensure pedestrians and cyclists can cross safely. This has been achieved by providing a segregated footpath and cyclepath at this location, which will reduce the potential conflict between these different user groups. The updated design is shown in **Figure 10.1**.



**Figure 10.1-** updated design showing upgraded segregated crossing

**10.2 Section B**

To address concerns raised during consultation on the loss of bus lane provision, the route proposals have been altered to ensure the bus lane is retained where possible.

To retain the northbound bus lane along Old Dalkeith Rd from the Inch Park Access up to the recycling centre access a new alignment of the route was created. This route will utilise the council land available within the Inch Park. This new alignment would increase the length of the 'offline' section of cyclepath over the Inch Park Access Road and re-joining with Old Dalkeith Road at the proposed signalised crossing point. This design would retain the bus lane around the bend at the junctions to the Inch Park and Bridgend Farm. This section would also include reallocation of the lane widths within the carriageway, removing the cycle advisory lane and widening the footway on the south side, which is currently incomplete up to the bus stop.

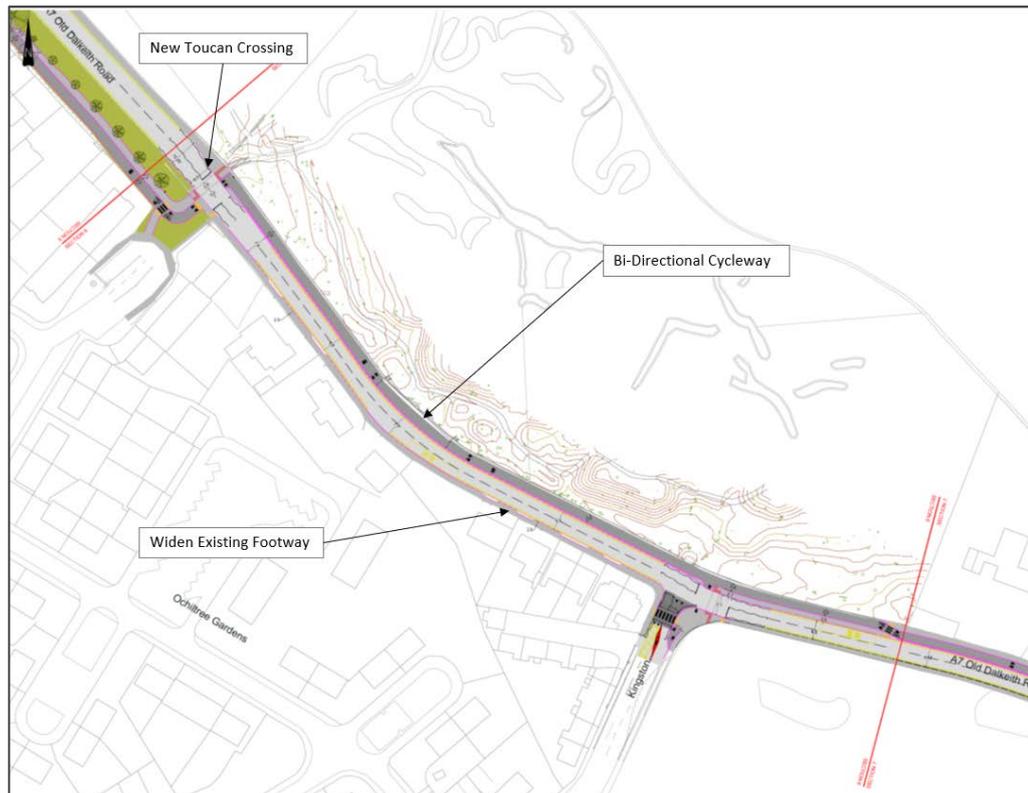
To retain the northbound bus lane from the proposed signalised crossing point up the Walter Scott Ave junction, the design has been altered and the muddy path on the west side will be turned into a bi-directional cycle way. Pedestrians will continue to walk on the eastside.

The updated design showing the sections of retained bus lane are shown in **Figure 10.2**.



**Figure 10.2-** updated design showing retained bus lane

Due to the restricted available space along Old Dalkeith Rd, between Ravenswood Ave and Kingston Ave, the widths of the footway and cycleway were at the minimum allowed. Concerns were raised during public consultation about potential conflicts between cyclists and pedestrians. To account for this the cycleway has been relocated to the north/east side and the footway (pedestrian space) on the south/west side has been widened to provide both user groups suitable space. The amended layout of the route is shown in **Figure 10.3**.



**Figure 10.3-** new wider route section

In addition, a review of the route has been conducted to ensure that there will be suitable access points to the active travel route at the junctions and other pedestrian link points. This will allow for improved permeability onto the route for both commuters and recreational users of the route.

Following the review, the layout drawings for the route were updated to reflect these changes and a draft initial layout of this can be found in **Appendix H**.

## Appendix A – Original route drawings

**Appendix B – Consultation invite letter**

## Appendix C – Lamp Post Wrap Image

## Appendix D – Email to Staff

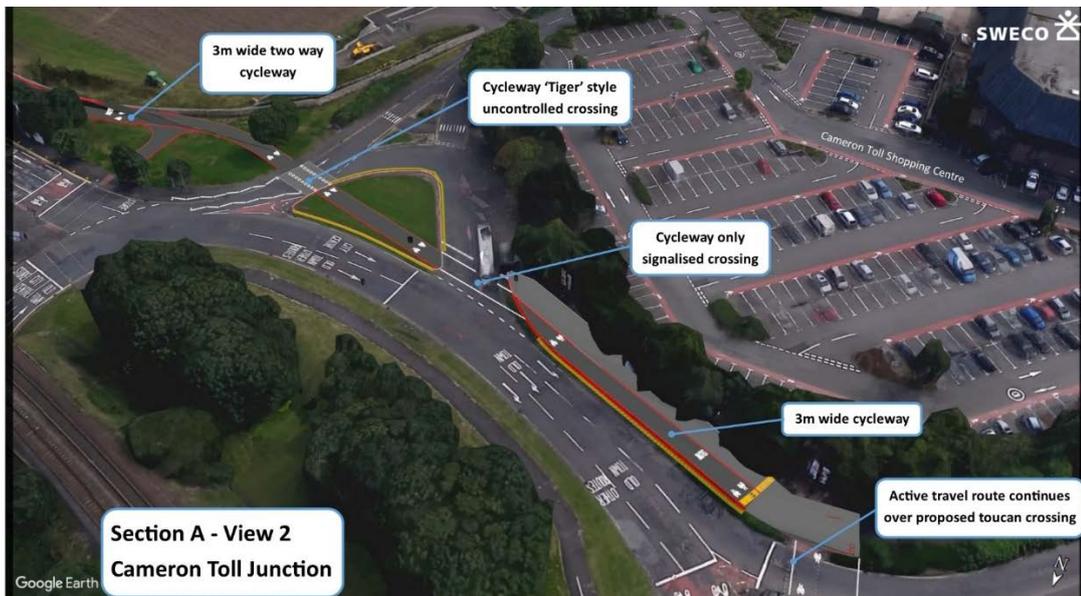
## Appendix E – Online Questionnaire

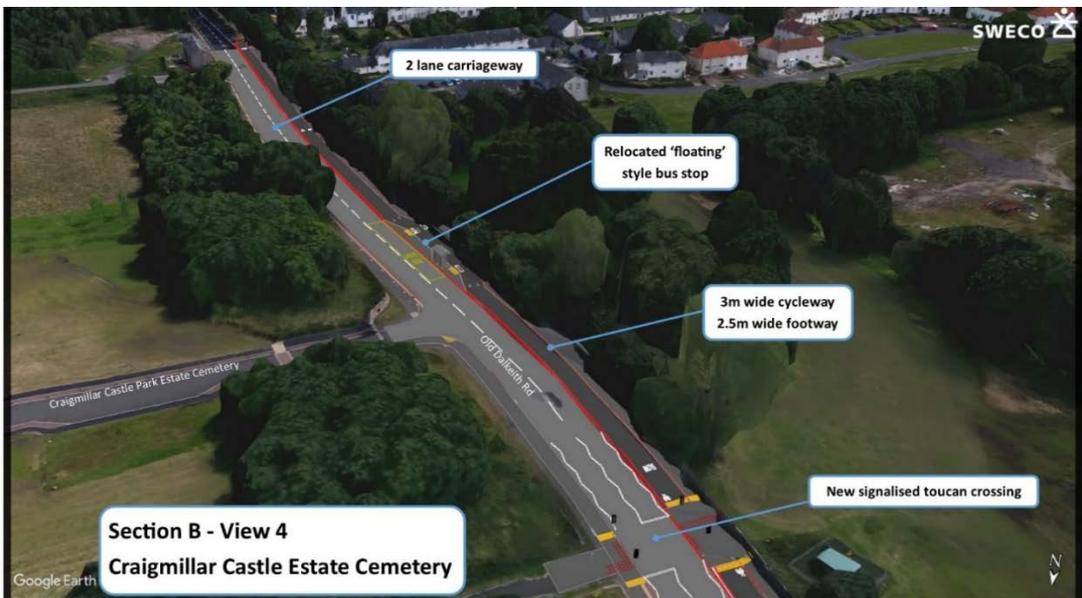
## Appendix F – Paper Questionnaire

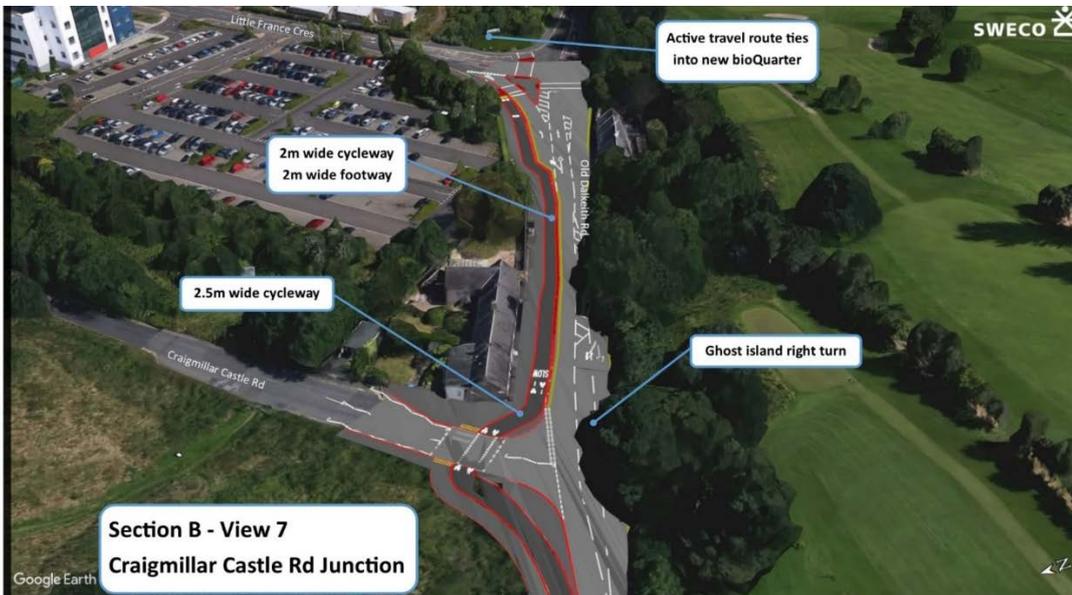
## **Appendix G – Summary Questionnaire Response Numbers**

## Appendix H – Updated DRAFT Route Layout Drawings

## Appendix 2: Visualisations of Pre-Consultation Design Proposals







### Appendix 3: Plans Showing Changes in Response to Consultation Feedback

Changes 1, 2 and 3:

1. Southbound bus lane at Craigmillar Park retained
2. 1.8m northbound cycle lane on Craigmillar Park
3. Sides for walking and cycling changed around corner at Travelodge



Changes 4 and 5:

4. Northbound Bus lane on Old Dalkeith Road retained
5. Crossing point south of Inch Park entrance



Change 6: Improved walking provision on the west, cycling provision on the east of Old Dalkeith Road:

