



West Edinburgh Link

Stage 1, Concept Design – Consultation Summary Report

City of Edinburgh Council

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1. Introduction

The City of Edinburgh Council (CEC) is aiming to transform cycling, walking, public spaces and accessibility for all within and around the west of Edinburgh. The project, named the West Edinburgh Link, will connect up South Gyle, Edinburgh Park and local neighbourhoods with high quality walking and cycling routes, combined with new public spaces.

This report summarises the consultation exercise that was undertaken during the concept design stage of the West Edinburgh Link project between the 15/03 and 10/05/2019.

Action:

Comments noted within this blue box indicate changes and actions which have been taken because of the feedback received. A summary of these are also provided in Section 7 of this report.

An overview of the consultations reach and results are displayed on the infographics in the next page.

Social media hits:

- **+ 49,000** people reached via Facebook about the project
- Our tweets seen over **121,500** times on Twitter



4 Community Council meetings attended


8 drop-in events



432
Online surveys completed



84 %
Overall level of support



+900
Comments received



+4,500
Hits on the project's website

2. Proposals

This section summarises the concept design proposals that were presented for public consultation between 15/03 and 10/05/2019.

Due to the size of the project spanning over 8km in length, the route was split into three sections for the purposes of consultation: north, central and south. The concept design proposals for each of the sections are as follows:

- **North:**
 - Use of quiet streets in East Craigs;
 - New segregated cycletrack and footways on North Bughtlin Road, Maybury Drive and Bughtlin Market roundabouts;
 - Upgrade of existing two-stage crossing on Glasgow Road to a one-stage crossing; and
 - Creation of a new bridge for pedestrians and cyclists linking Gyle Park to Gogarloch Park.

The proposals are shown in Figures 1 to 3.



Figure 1 – North Bughtlin Road, Maybury Drive and Bughtlin Market roundabouts



Figure 2 – Upgrade of crossing on Glasgow Road



Figure 3 – Proposed bridge linking Gyle Park to Gogarloch Park

- **Central:**

- Removal of parking on South Gyle Crescent to accommodate a safe and segregated cycle route and improved pedestrian and public spaces;
- Two-way segregated cycle track on South Gyle Crescent;
- Creation of new signalised crossings and Tiger crossings for people walking and cycling;
- Two-way segregated cycle tracks on Bankhead Avenue and Calder Road roundabout;
- Improvements to footpaths; and
- Creation of new public spaces.

The proposals are shown in Figures 4 to 6.



Figure 4 –South Gyle Crescent: two-way segregated cycle track and improved public space

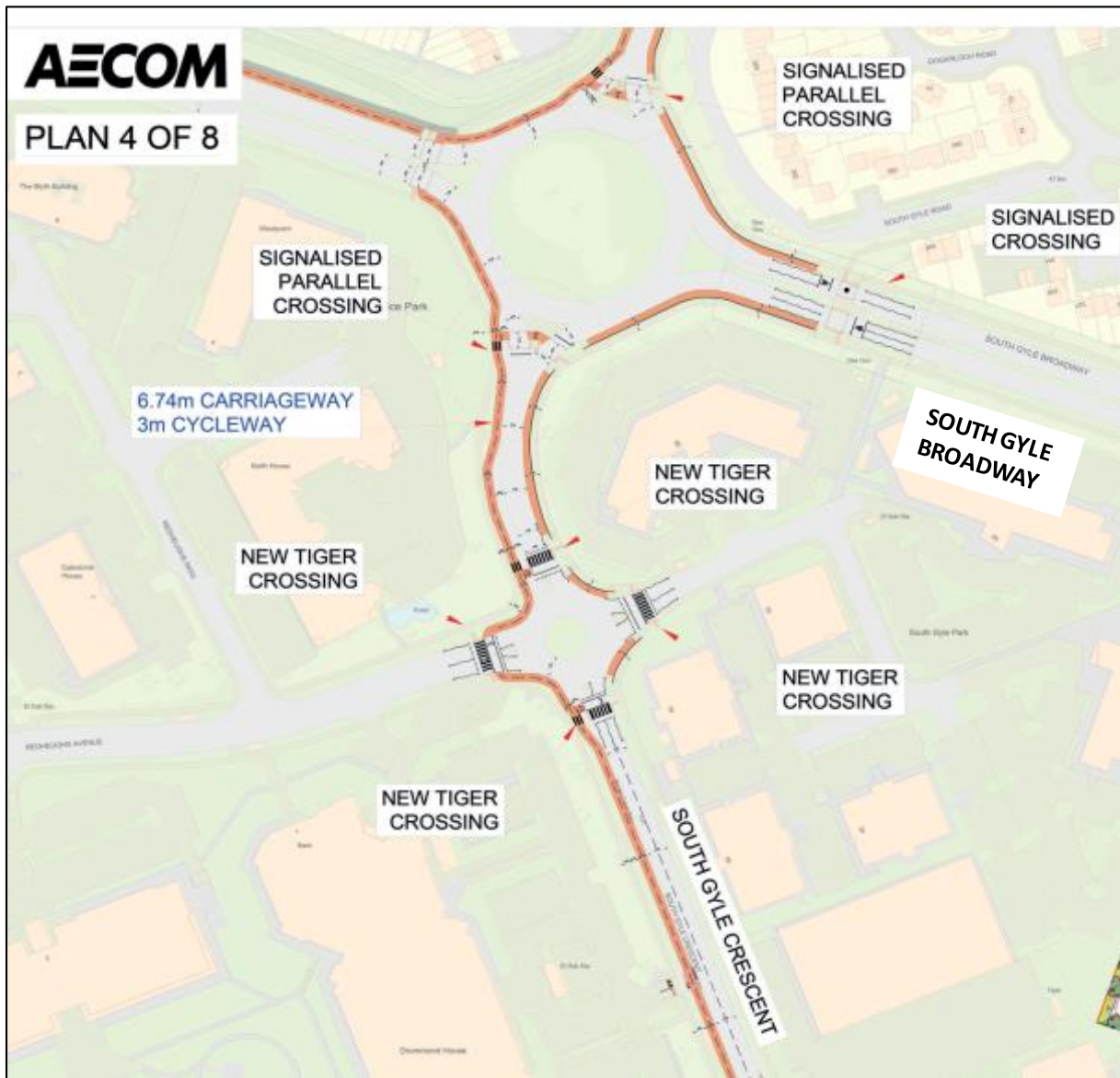


Figure 5 –Roundabouts on South Gyle Crescent

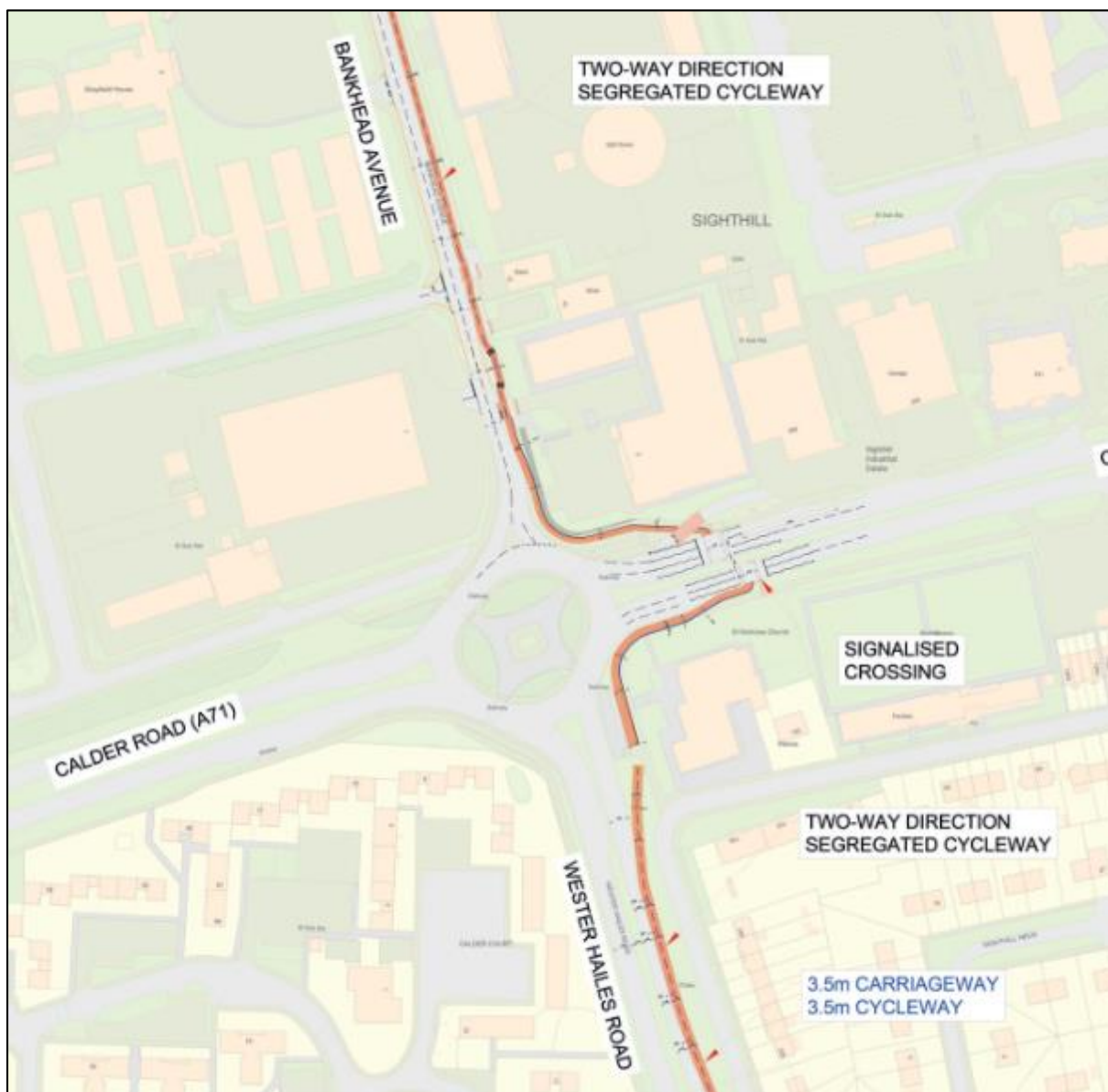


Figure 6 – Segregated cycleway on Bankhead Avenue and new crossing of Calder Road

- **South:**
 - New signalised crossings on Calder Road, Wester Hailes Road and Lanark Road;
 - Two-way segregated cycle track along Wester Hailes Road; and
 - Use of quiet streets and off-road paths to link to the Water of Leith.

The proposals are shown in Figures 7 to 9.

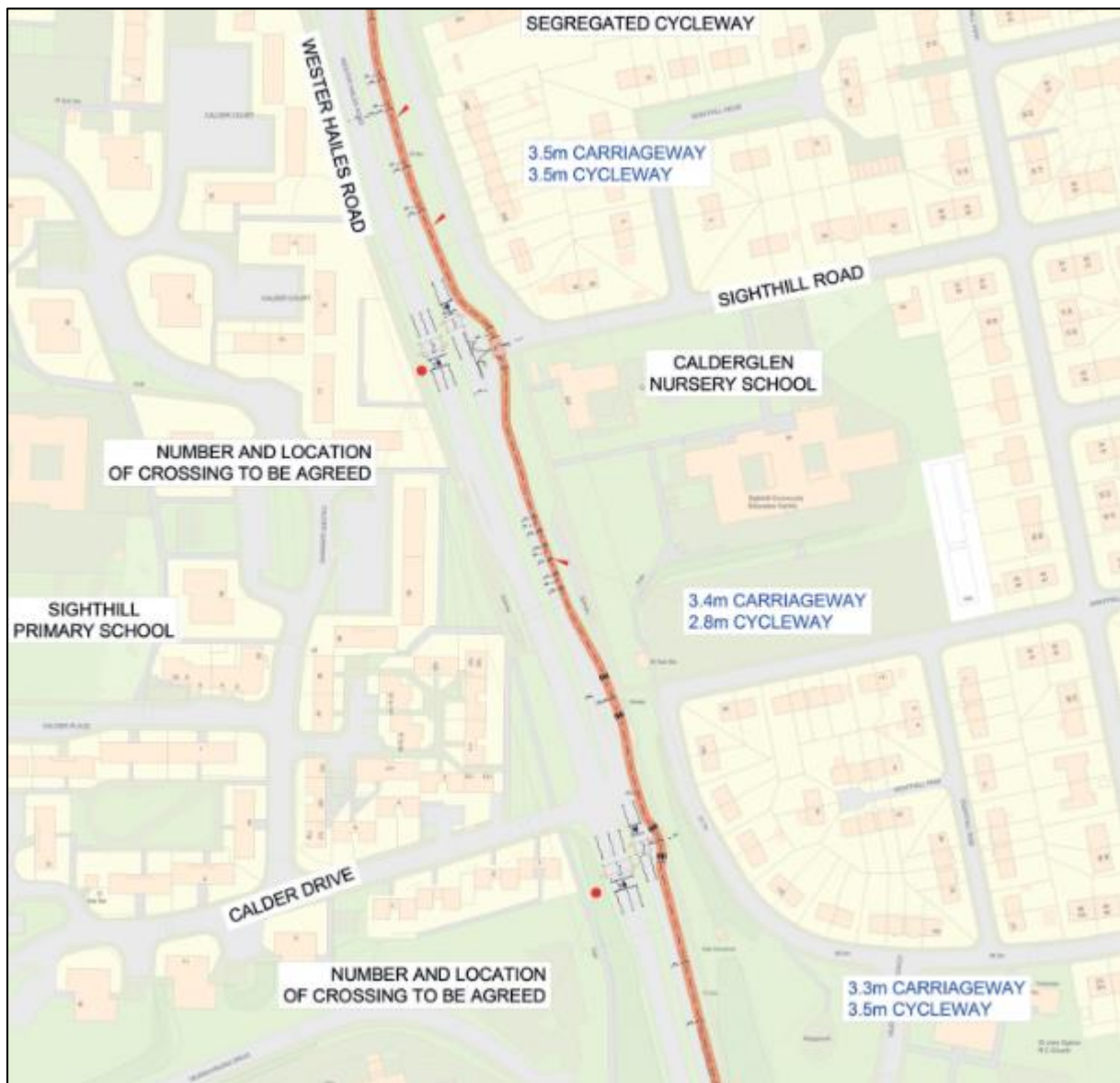


Figure 7 – Two-way segregated cycle track along Wester Hailes Road and new signalised crossings



Figure 8 – Quiet street alignment on Harvesters Way to Clovenstone Road

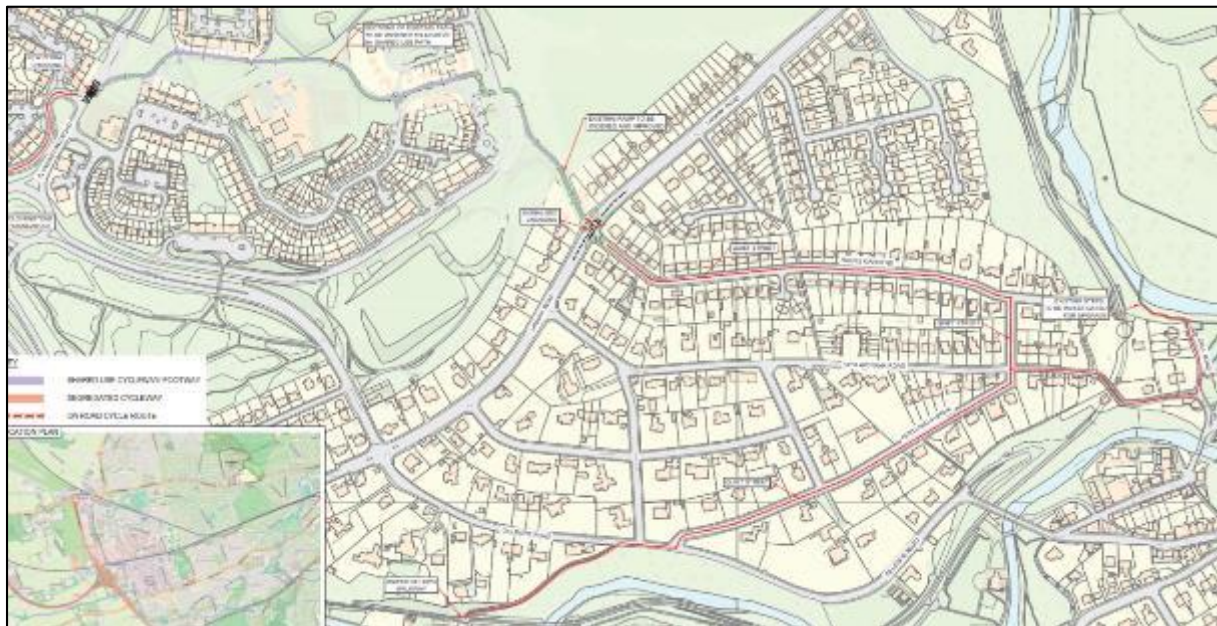


Figure 9 – Quiet street alignment and shared use paths linking to the Water of Leith

3. Forms of Consultation

The following forms of consultation have been used at this stage.

Launch event – stakeholder workshop	✓	The public launch of the project and stakeholder workshop was held on the 15/03/2019. This included a press release by the Council.
Drop-in events	✓	A total of 8 drop-in events were undertaken at locations including: Gyle Shopping Centre, Gyle Park/Gogarloch, South Gyle Crescent, Wester Hailes Community Centre, Westside Plaza, Wester Hailes Education Centre, The Women’s Group and WHALE Arts. A total of 166 feedback forms and comments were received across these events.
Community Council meetings	✓	Presentations were made to each of the four Community Councils within the project area.
Project website	✓	A dedicated website was created and launched on 11/03/2019. Information was also posted on the Council’s website and Consultation Hub.
Leaflets*	✓	Around 15,000 leaflets were distributed to nearby residents and during the drop-in events. In addition, lamppost wrap advertising panels were erected along the route to provide local awareness raising and promotion.
Social Media	✓	Social media posts were created using the Councils account.
Online Survey	✓	A total of 432 responses were received through the project online survey, over an 8-week period from 15/03/2019 to 10/05/2019.
E-mail Consultation	✓	Email notifications were issued to all stakeholders and those who have registered an interest in the project. 9 emails were received, including responses from organisations.

*: A copy of the leaflet can be seen in Appendix A.

4. Stakeholder Workshop and Consultation Events

4.1 Location

The Project Launch and Stakeholder Workshop took place on 15 March 2019, and then 8 public consultation events were held or attended by the project team. These are summarised in Table 1 below.

Table 1 – Consultation events

Event	Date
Project Launch / Stakeholder workshop	Friday 15 March 2019
The Gyle Shopping Centre drop-in	Thursday 21 March 2019
Gogarloch and Gyle Park pop-up events	Saturday 23 March 2019
Westside Plaza drop-in	Tuesday 2 April 2019
South Gyle Crescent pop-up event	Thursday 25 April 2019
The Gyle Shopping Centre drop-in	Saturday 27 April 2019
Wester Hailes Educational Centre	Tuesday 30 April 2019
The Women's Group	Thursday 2 nd May 2019
Community Meal at WHALE Arts	Friday 3 rd May 2019

The following photos were taken during some of our drop-in events.



Photograph 1 – Stakeholder workshop



Photograph 2 – The Gyle event



Photograph 3 – Gyle Park event



Photograph 4 – Westside Plaza event

4.2 Feedback

Each event had a set of presentation boards, detailing the project and the different proposals for the three sections of the West Edinburgh Link. Consultees could leave comments on those boards using post-it notes or by filling in a feedback form. A copy of the feedback form used during the consultation events is shown in Appendix B.

166 people filled in a feedback form.

The outcomes are as follows:

- 83% of people strongly support the project;
- 14% support the project;
- 2% neither support or oppose;
- 1% oppose; and
- 0% strongly oppose.

The specific outcomes obtained from comments on presentation boards and from feedback forms are detailed in sections 4.2.2 and 4.2.3 respectively.

4.2.1 Feedback from the Stakeholder Workshop

The following organisations attended the stakeholder workshop:

- City Cycling Edinburgh;
- Edinburgh Tram
- NHS Lothian
- Paths for All
- SEStran
- SNH
- Spokes

- The Gyle Shopping Centre
- Transport for Edinburgh
- Cramond and Barnton Community Council
- Edinburgh College Student's Association
- Broomhouse Health Strategy Group
- RBS
- Score Scotland
- Spokes

The following themes stood out from discussions:

Northern Section:

- Connections and coordination of the project to the Cammo and West Craigs developments;
- Connections of the project to east Drumbrae.

Central Section:

- Links to Edinburgh College and University campuses, as well as North Sighthill housing development;
- Connections of the project to Redheughs Avenue and local businesses.

Action:

Additional connections to Edinburgh College & Napier Campuses and Redheughs Avenue will be considered at the next stage of the project. Final recommendation and inclusion will be subject to budget availability.

Southern Section:

- Reduction of speed limits along Calder Road and Wester Hailes Road;
- Safety of the crossing at the Westside Plaza slip road.

General Comments:

- Engage with local businesses on parking issues

4.2.2 Feedback on Proposals from the Public Display Boards

Comments were obtained from our presentation boards relating to each of the three sections, as well as general comments, are listed below:

Northern Section:

- 3 comments mentioned the poor quality of existing paths.
- 4 comments related to the bridge linking Gyle Park to Gogarloch, requesting more information on the design proposals. Of these 4 comments, 1. mentioned concerns related to anti-social behaviour resulting from increased footfalls.

Action:

A local community consultation is planned at Gogarloch and Gyle parks to discuss the design proposals for the bridge and use of the greenspaces.

- 4 comments mentioned that the existing paths in Gyle Parks should be improved.
- 1 comment mentioned that the Bughtlin Market area should be re-considered to better cater for disabled / elderly people.

Central Section:

- 2 comments mentioned the lack of cycle path connections.
- 1 comment mentioned the poor accessibility for disabled people to public buildings.
- 1 comment mentioned the lack of direct bus routes in the area.
- 1 comment mentioned that parking is needed on South Gyle Crescent for people accessing the physiotherapy clinic.

Southern Section:

- 12 comments mentioned pedestrian crossings: the lack of them at Wester Hailes Road, Murrayburn and Clovenstone Road and how they are the preferred solution rather than underpasses.
- 4 comments mentioned the poor quality of existing paths.
- 5 comments mentioned the accessibility issues that some user groups face, especially people in wheelchairs, including lack of dropped kerbs, and cars parked in front of dropped kerbs.
- 5 comments referred to current poor perceptions of cycle safety.

General comments:

- 4 comments mentioned that segregation is the safest and preferred solution when building cycle lanes.
- 9 comments mentioned pedestrian crossings: how more are needed, where, and what kind.
- 4 comments mentioned the accessibility issues some of the user groups face, especially people in wheelchairs: bad quality of paths hindering movement for example.

4.2.3 Comments from the Feedback Forms at Public Events

Feedback forms about the design proposals were available at the public events for anyone to complete. The comments received from them were:

- 12 comments mentioned support for the increased safety for pedestrians;
- 16 comments mentioned support for the increased safety for cyclists.
- The consensus was that segregation between pedestrians and cyclists, and cyclists from traffic, was the preferred street layout, with 19 comments.
- 11 comments mentioned the lack of existing cycle lanes and poor cycle path connections.
- In terms of pedestrian infrastructure, 9 comments concerned pedestrian crossings, and how they should be improved.
- 4 comments mentioned the poor quality of existing paths.

5. Community Council Meetings

A total of 4 community council meetings were attended and discussions are summarised in the table below.

Table 2 – Community Council events

Community Council	Date
<p>Corstorphine Community Council</p> <ul style="list-style-type: none"> • Consensus that high quality walking and cycling routes will be necessary to provide a meaningful option for peoples everyday journeys. • General support for improvements to walking and cycling in the area. • Concerns raised regarding parking removal and controls. History of parking related issues in the area. • Group emphasised the need for a holistic and joined up approach from the Council on developments in the west of Edinburgh. 	20/03/2019
<p>Sighthill/Broomhouse/Parkhead Community Council</p> <ul style="list-style-type: none"> • Generak support for the aims of the project and improving conditions for people walking and cycling in the area. • Support for safe walking and cycle routes for young people to enable future generations to choose to travel in healthy ways. • Current concerns and issues related to anti-social behaviour on the Canal towpath. • Current issues with parking are being experienced on Broomhouse Road. Any designs will have to consider and mitigate parking impacts within residential estates. • Handrails needed on paths which are on hills (especially in winter). • Concerns over parking displacement in South Gyle Crescent as a result of the proposals. • Preference for two new signalised crossings on Wester Hailes Road. Recommendation to consider pedestrian countdown timers. • Concerns over the impacts of removing traffic lane on Wester Hailes Road and increased congestion. 	02/04/2019
<p>Wester Hailes Community Council</p> <ul style="list-style-type: none"> • Concerns over current crossing safety at Murrayburn Road. • Underpasses in the area feel unsafe and elderly do not use them. • Need to engage with South Gyle Crescent businesses to mitigate impacts of parking loss as a result of the proposals. • More park and ride facilities are required to reduce the reliance on cars for jouneys to work. • General support for safe and segregated cycle facilities in the area. • Group would not support the use of shared use paths (un-segregated). • Important to future-proof all designs and cycle track widths must be wide enough for future demand. • Concerns over the impacts of removing traffic lane on Wester Hailes Road and increased congestion. 	01/05/2019
<p>Drum Brae Community Council</p> <ul style="list-style-type: none"> • Consideration must be given to planned developments and associated traffic impacts. • Group emphasised the need for a holistic and joined up approach from the Council on developments in the west of Edinburgh. • General concerns with traffic congestion in the local residential areas. • Articulated vehicles are planned to be using Craigs Road as result of the planned Maybury/Cammo developments. • Suggestion that the proposals in the north area are not best value for money and investment should be focussed on east-west connections and new crossings. • Concerns over the maintenance of any new facilities. • Noted that the areas adjacent to Bughtlin Market include sheltered housing and new and safe crossings should be provided in the area. • Issues currently being experienced with parking in Drum Brae for park and ride. • Drum Brae Roundabout on A8 is blackspot and very poor for walking and cycling. 	08/04/2019

6. Online Survey Responses

There were 432 responses to the online survey, which was live for a period of 8 weeks from 15th March to 10th May. The responses are summarised in sections 6.1 to 6.5. The online survey questions are in Appendix C.

6.1 Overall Level of Project Support

The following questions look at the level of support from the respondents.

Q1: To what extent do you support the aim of improving conditions for people cycling in the west of Edinburgh (East Craigs, Corstorphine, South Gyle, Sighthill, Broomhouse, Wester Hailes)?

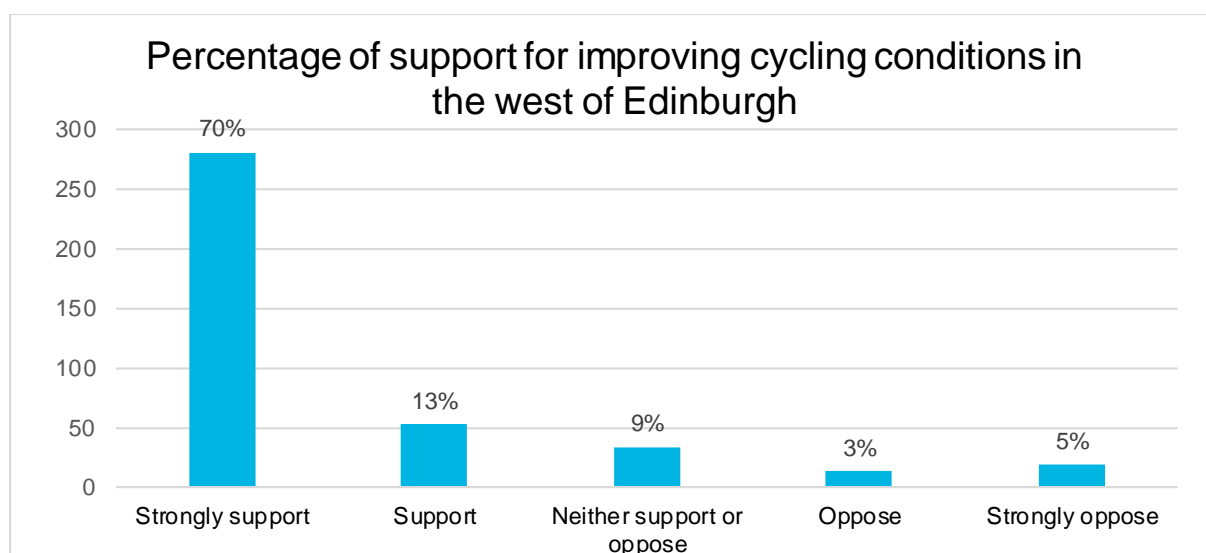


Figure 10 – Percentage of support for improving cycling conditions in the West of Edinburgh

Figure 10 shows that the vast majority of respondents (78%) support and strongly support the aim of improving conditions for people cycling in the west of Edinburgh.

A further analysis was carried out, by type of preferred travel mode (see Q8). The following table summarises the findings.

Table 3 – Support by preferred travel mode

Preferred travel modes	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	TOTAL	Proportion of total responses
Walk	108	16	4	3	3	134	29%
Bicycle	93	2	1	1	0	97	21%
Bus	47	10	5	11	5	78	17%
Car (as driver)	28	17	17	11	21	94	20%
Car (as passenger)	4	4	4	2	6	20	4%
Taxi	2	0	1	0	1	4	1%
Tram	13	0	2	0	0	15	3%
Train	12	3	2	1	0	18	4%
Other mode	0	2	2	1	1	6	1%
TOTAL	307	54	38	30	37	466	100%

Table 3 shows that there is an even spread of answers in terms of proportion of total responses for the main travel modes (walking, cycling, bus and car). People walking, cycling and using public transport generally supported the project. Respondents who with car as preferred mode of transport provided a more balance level of feedback with similar proportions of support and opposition.

Q1a: Could you briefly explain your view?

When asked to explain their views, 142 comments related to safety of conditions for people walking and cycling. Of those, 78 respondents explained that the proposals would increase safety for cyclists and 27 comments mentioned that the current fast roads are generally unsafe.

110 comments mentioned the cycle infrastructure. Of those, 74 comments mentioned the current lack of protected cycle lanes in Edinburgh, and 34 comments mentioned that segregated cycleways (from traffic and pedestrians) is the preferred solution.

57 comments mentioned the benefits of cycling. Of those, 29 comments referred to cycling as a mean to reduce pollution, and 28 mentioning that cycling is good for the health and fitness.

Q2: To what extent do you support the aim of improving conditions for people walking in the west of Edinburgh (East Craigs, Corstorphine, South Gyle, Sighthill, Broomhouse, Wester Hailes)?

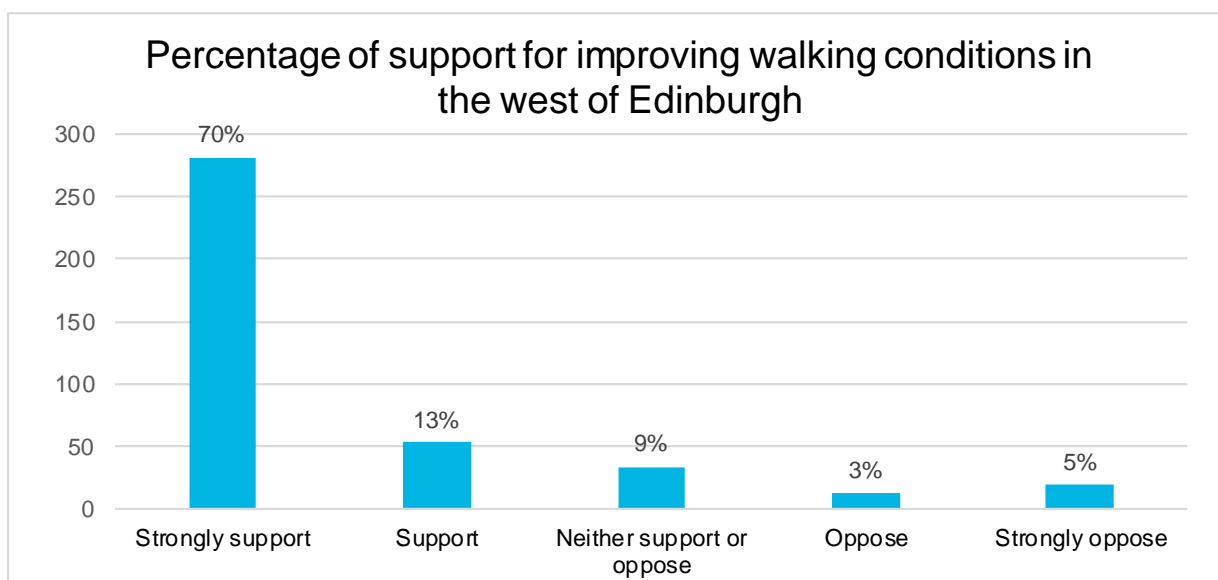


Figure 11 – Percentage of support for improving walking conditions in the west of Edinburgh

Figure 11 shows that the vast majority of respondents (83%) support or strongly support improving walking conditions in the west of Edinburgh.

A further analysis was carried out, by type of preferred travel mode (see Q8). The following table summarises the findings.

Table 4 - Support by preferred travel mode

Preferred travel modes	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	TOTAL	Proportion of total responses
Walk	118	10	4	2	0	134	29%
Bicycle	87	8	1	1	0	97	21%
Bus	53	11	8	2	3	77	17%
Car (as driver)	35	25	17	5	12	94	20%
Car (as passenger)	5	4	7	0	4	20	4%
Taxi	3	1	0	0	0	4	1%
Tram	14	0	1	0	0	15	3%
Train	14	2	1	1	0	18	4%
Other mode	1	1	2	1	1	6	1%
TOTAL	330	62	41	12	20	465	100%

Table 4 shows that that there is an even spread of answers in terms of proportion of total responses for the main travel modes (walking, cycling, bus and car).

Summary: Overall, most of the respondents were either strongly supportive or supportive of the proposals. Most of the comments mentioned the lack of cycle lanes in Edinburgh, and how the project would thus increase their safety. Comments also mentioned the health and wellbeing benefits of cycling.

Q3: The following questions are about the proposals in the northern, central and southern sections of the project.

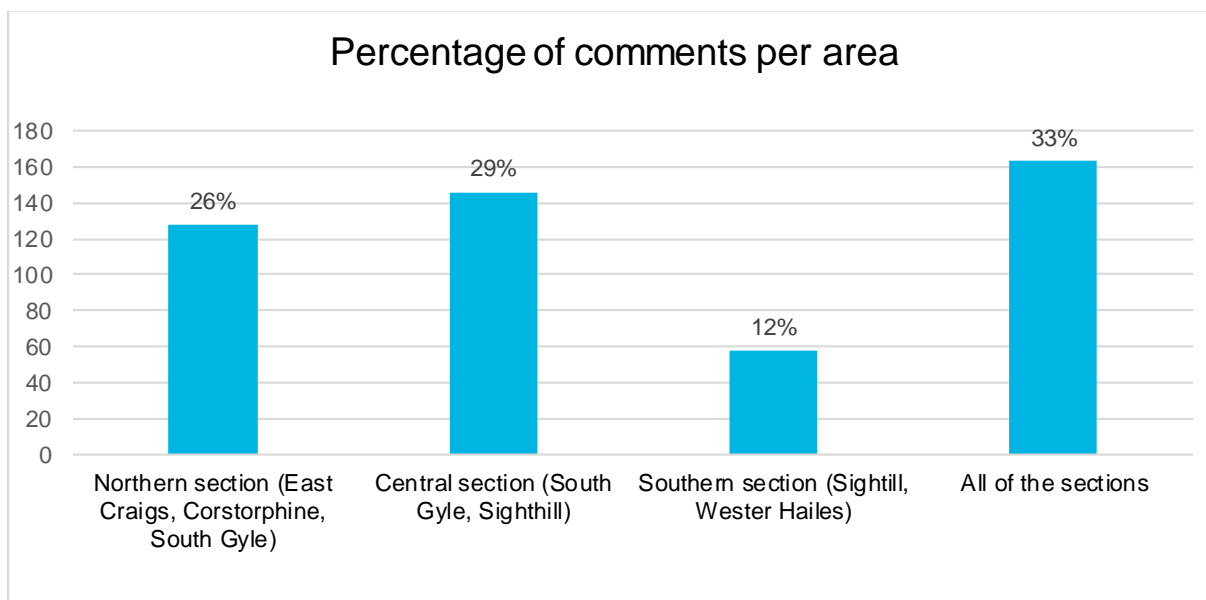


Figure 12 – Percentage of comments per area

Figure 12 shows that the highest numbers of respondents were for all sections and then the central and northern sections.

6.2 Northern Section Related Questions

The following questions cover the proposals for the northern section of the project.

NQ1: To what extent do you support the proposed route alignments and quiet street routes?

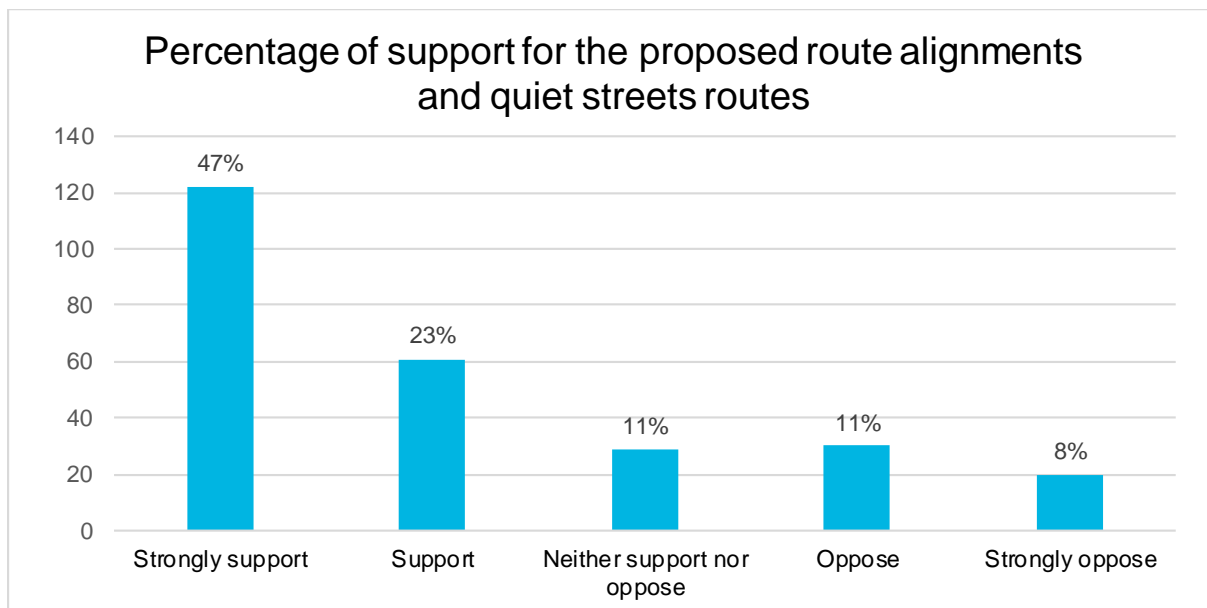


Figure 13 – Percentage of support for the proposed route alignments and quiet streets routes

Figure 13 shows that the vast majority of people (78%) either strongly support or support the proposed route alignments and quiet streets routes.

NQ1a: Please could you briefly explain your view on the proposed route alignments and quiet street routes?

The theme of safety was mentioned 72 times, with comments mentioning speed of traffic as an issue, parked cars being obstacles and quiet routes not being quiet.

31 comments mentioned that they would prefer segregated cycleways, as it is safer for cyclists than the quiet routes.

11 comments mentioned the poor road conditions (pot holes).

5 comments mentioned that the project was not required, and that current infrastructure is enough.

5 comments also mentioned the negative impacts for motorists due to potential increases in congestion.

9 comments mentioned that Barnton and Maybury junctions should be improved.

Action:

Traffic surveys will be undertaken to ascertain volumes and speeds on streets which are being considered for on-road quiet street routes for cycling. This includes alternative route alignments to those originally proposed. Final route choice will incorporate the findings of the traffic surveys.

NQ2: To what extent do you support the proposed sections of segregated cycleways?

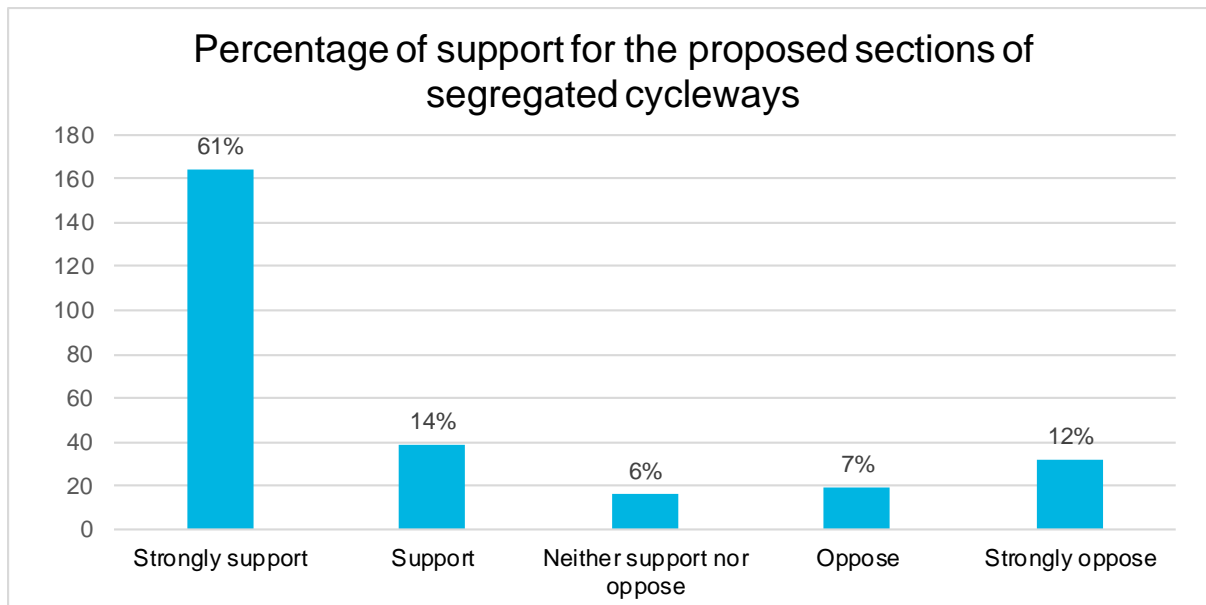


Figure 14 – Percentage of support for the proposed sections of segregated cycleways

Figure 14 shows that the vast majority of people (75%) support or strongly support the proposed sections of segregated cycleways.

NQ2a: Please could you briefly explain your view on the proposed sections of segregated cycleways?

52 comments mentioned that segregated cycleways increased cyclists’ safety. Comments also mentioned that segregated cycleways are the preferred solution when cycling next to traffic.

8 comments mentioned that the existing infrastructure is enough.

5 comments referred to the loss of road space having negative impacts for motorists.

NQ3: To what extent do you support the proposal to provide a new bridge at the Gyle / Gogarloch Park?

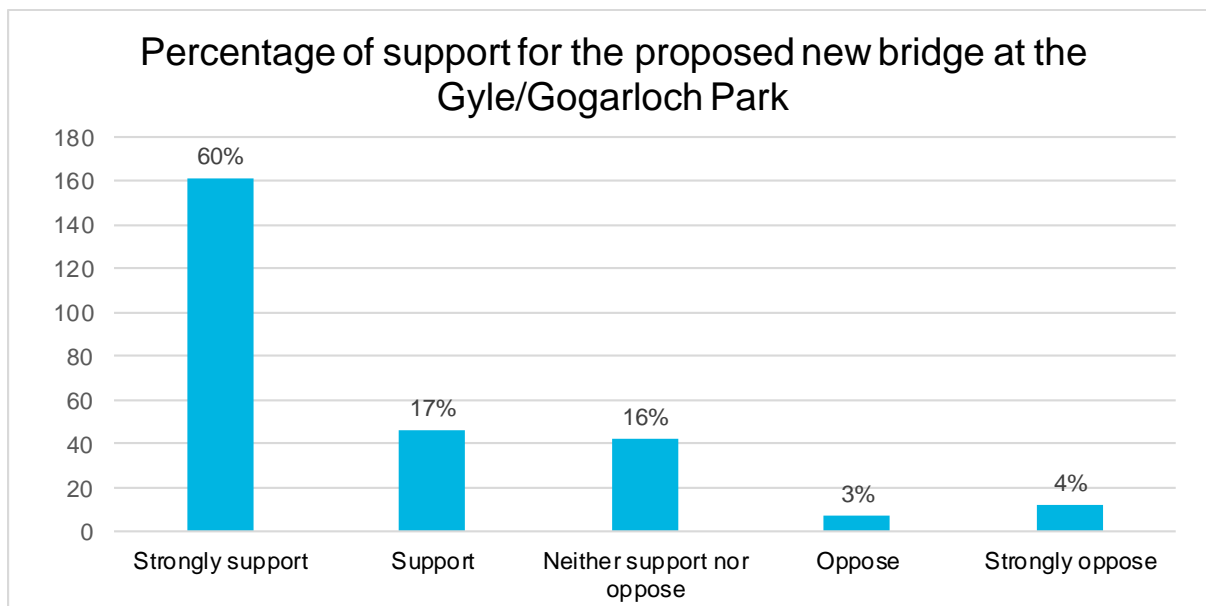


Figure 15 – Percentage of support for the proposed new bridge at the Gyle / Gogarloch Park

Figure 15 shows that the vast majority of people (77%) support or strongly support the proposed new bridge at the Gyle / Gogarloch Park.

NQ3a: Please could you briefly explain your view on the proposal to provide a new bridge at the Gyle / Gogarloch Park?

50 comments related to safety. Out of those comments, 42 mentioned increased safety for both cyclists and pedestrians as a result of the proposals.

22 comments related to the bridge design category, with people preferring segregation between pedestrians and cyclists.

Of the comments opposing the bridge, most related to the current infrastructure being enough and the potential anti-social behaviour that the bridge could bring.

Action:

Further consultation about the alignment and design of the bridge will be undertaken with local residents in close proximity to the proposed bridge site. This will be done prior to the public consultation at the next design stage.

Consideration will be given to segregating cyclists and pedestrians on all paths, including the bridge ramps, where feasible. This detail will be shared at the next stage of consultation.

NQ4: Do you think there are any local community spaces or locations on the route which could benefit from additional placemaking or landscaping?

There were 42 relevant comments made by the respondents. These varied widely across the route with main themes emerging of:

- Improvements to paths in Gyle Park;
- Placemaking and landscaping at Bughtlin Market area;
- Improvements to Barnton Junction; and
- Improvements to current paths in East Craigs.

Action:

Feasibility and costs of improving key paths in Gyle Park will be considered at the next stage of design. Subject to budget, further path improvements may be included in the scope of the project.

Bughtlin Market will be considered for local placemaking and landscaping improvements. Local engagement will be undertaken to gather views of local residents and affected parties.

6.3 Central Section Related Questions

The following questions cover the proposals for the central section of the project.

CQ1: Overall, to what extent do you support the vision of transforming South Gyle Crescent into a place for people?

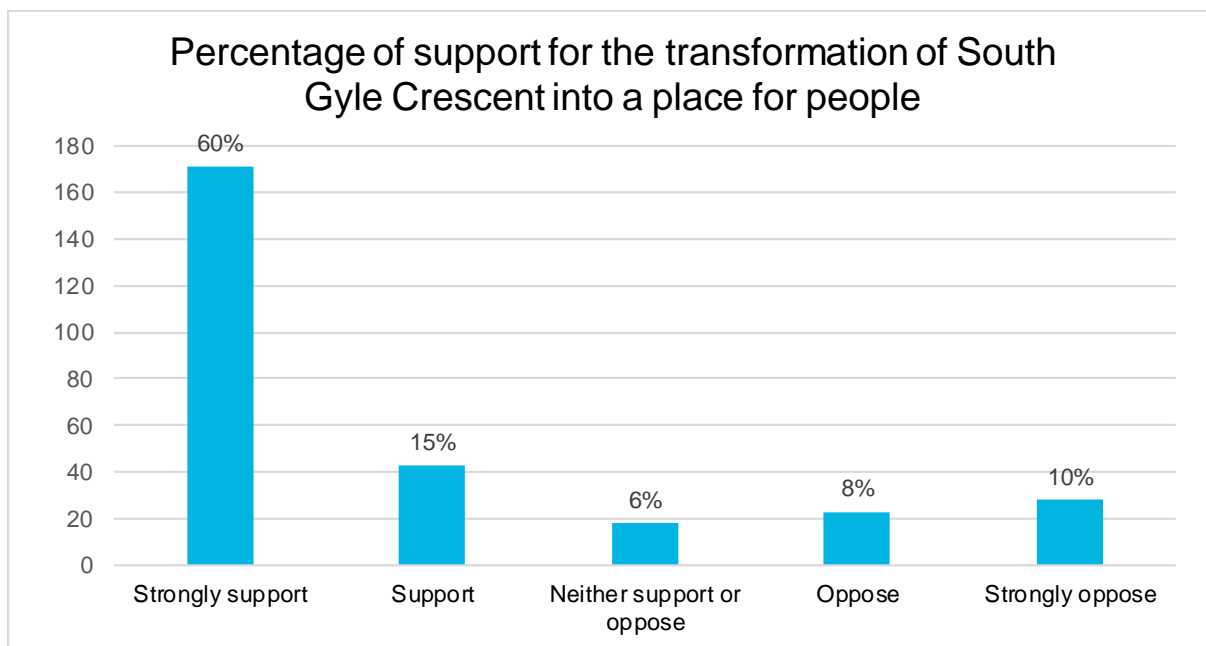


Figure 16 – Percentage of support for the transformation of South Gyle Crescent into a place for people

Figure 16 shows that the vast majority of respondents (75%) support or strongly support the transformation of South Gyle Crescent into a place for people.

CQ1a: Please could you briefly explain your view on the vision of transforming South Gyle Crescent?

20 comments mentioned that the use of green infrastructure / new infrastructure and transforming South Gyle Crescent will make it more attractive for people.

14 respondents mentioned that this will have a positive impact on health and fitness in general.

52 comments suggest that the removal of parking will have a negative effect, with commuters parking in residential areas instead. It was suggested that the scheme would penalise commuters who have no other option but to drive to their place of work.

Action:

Further investigations will be made on the parking impacts associated with the proposals on South Gyle Crescent. Local engagement with adjacent communities will also be undertaken in 2019 to gather views on parking mitigation measures. Further engagement with local businesses will also be undertaken at the next stage of the project.

The Council are currently engaging with businesses in Gyle Park regarding workplace travel and will continue to engage and support workplaces and their employees on travel choices to the Gyle Park area. We will engage further with public transport operators to discuss future plans to support the area.

CQ2: To what extent do you support the design proposals at the roundabouts on South Gyle Crescent?

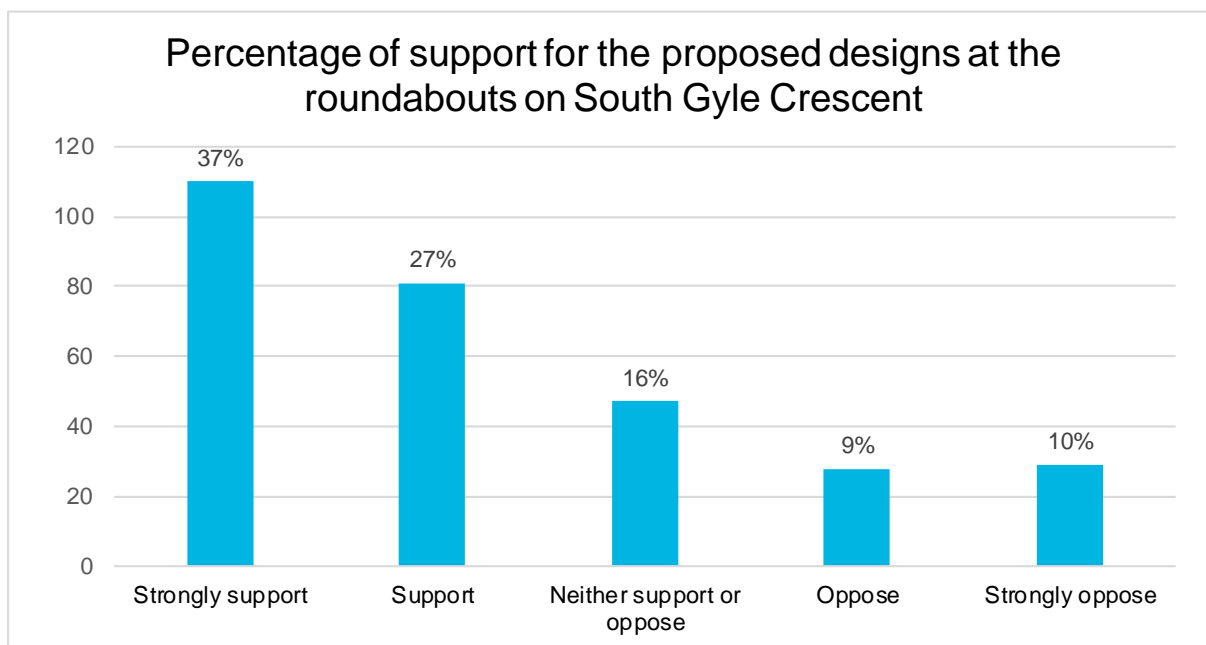


Figure 17 – Percentage of support for the proposed designs at the roundabouts on South Gyle Crescent

Figure 17 shows that the majority of respondents (64%) support or strongly support the proposed designs at the roundabouts on South Gyle Crescent.

CQ2a: Please could you briefly explain your view on the design proposals at the roundabouts on South Gyle Crescent?

28 comments felt the proposals would increase safety for people walking and cycling.

11 comments had concerns with the safety of the proposals for people walking and cycling and felt vehicle traffic was being prioritised and more could be done.

6 comments mentioned that priority should be given to cyclists / pedestrians instead of the car.

5 comments suggested that a Dutch-style roundabout with segregated lanes for cyclists should be considered instead.

20 comments related to concerns about traffic congestion as a result of the new crossings at the roundabouts.

Action:

Further traffic modelling and design optioneering will be undertaken on South Gyle Crescent and Broadway roundabouts at the next stage of the project.

CQ3: To what extent do you support the proposed sections of segregated cycleways on South Gyle Crescent and Bankhead Avenue?

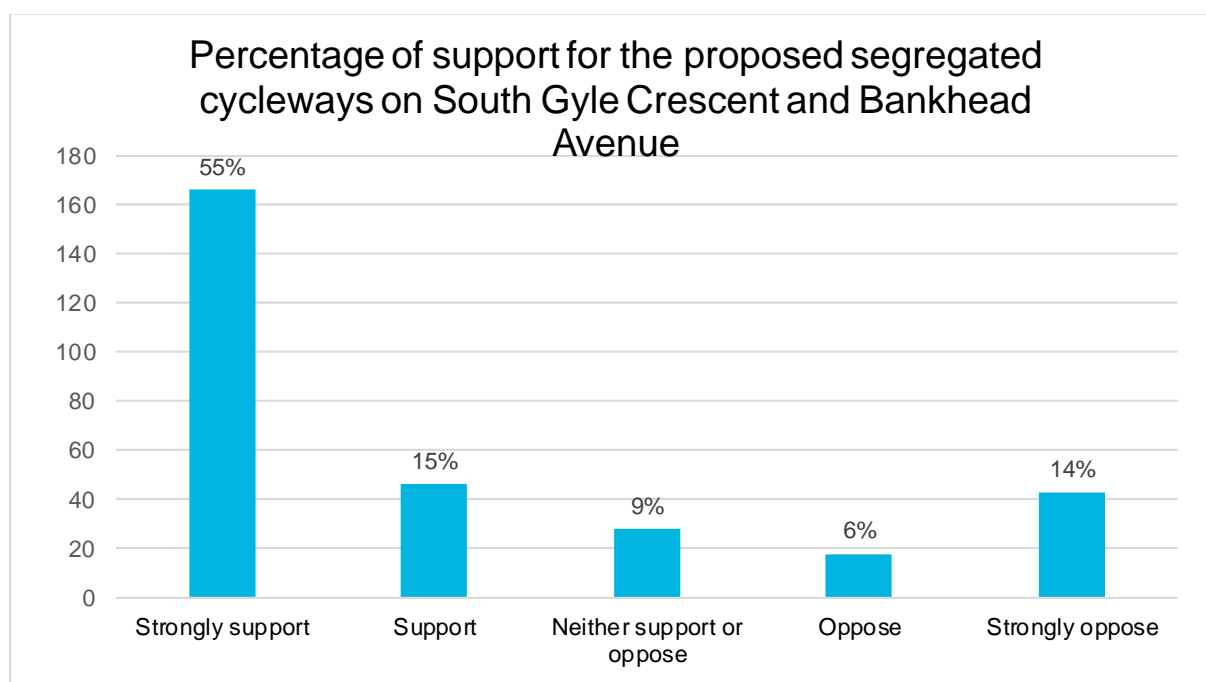


Figure 18 – Percentage of support for the proposed segregated cycleways on South Gyle Crescent and Bankhead Avenue

Figure 18 shows that the vast majority of respondents (70%) support or strongly support the proposed segregated cycleways on South Gyle Crescent and Bankhead Avenue.

A further analysis was carried out, by type of preferred travel mode (see Q8). The following table summarises the findings.

Table 5 - Support by preferred travel mode

Preferred travel modes	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	TOTAL	Proportion of total responses
Walk	68	17	10	3	5	103	22%
Bicycle	63	12	2	1	2	80	17%
Bus	30	9	3	4	8	54	12%
Car (as driver)	21	4	10	10	25	70	15%
Car (as passenger)	3	0	1	2	8	14	3%
Taxi	2	0	1	0	1	4	1%
Tram	11	2	1	0	1	15	3%
Train	7	2	3	0	1	13	3%
Other mode	2	0	0	2	2	6	1%
TOTAL	207	46	31	22	53	359	100%

Table 5 shows that there is an even spread of answers in terms of proportion of total responses for the main travel modes (walking, cycling, bus and car). People walking, cycling and using public transport generally supported the proposed segregated cycle tracks. Respondents who with car as preferred mode of transport provided a more balance level of feedback with similar proportions of support and opposition.

CQ3a: Please could you briefly explain your view on the proposed sections of segregated cycleways?

35 comments mentioned that segregated cycleways increase safety for cyclists.

30 comments mentioned that this will have a negative impact on parking.

7 comments mentioned that it will increase congestion.

Action:

Further engagement with local businesses will be undertaken at the next stage of the project.

CQ4: To what extent do you support the removal of parking on South Gyle Crescent and Bankhead Avenue to make improvements for people walking and cycling?

The proposals will require the removal of parking from South Gyle Crescent and Bankhead Avenue to accommodate the changes. We understand these will have local impacts and are carrying out studies considering the parking demand and options for mitigation on any local effects.

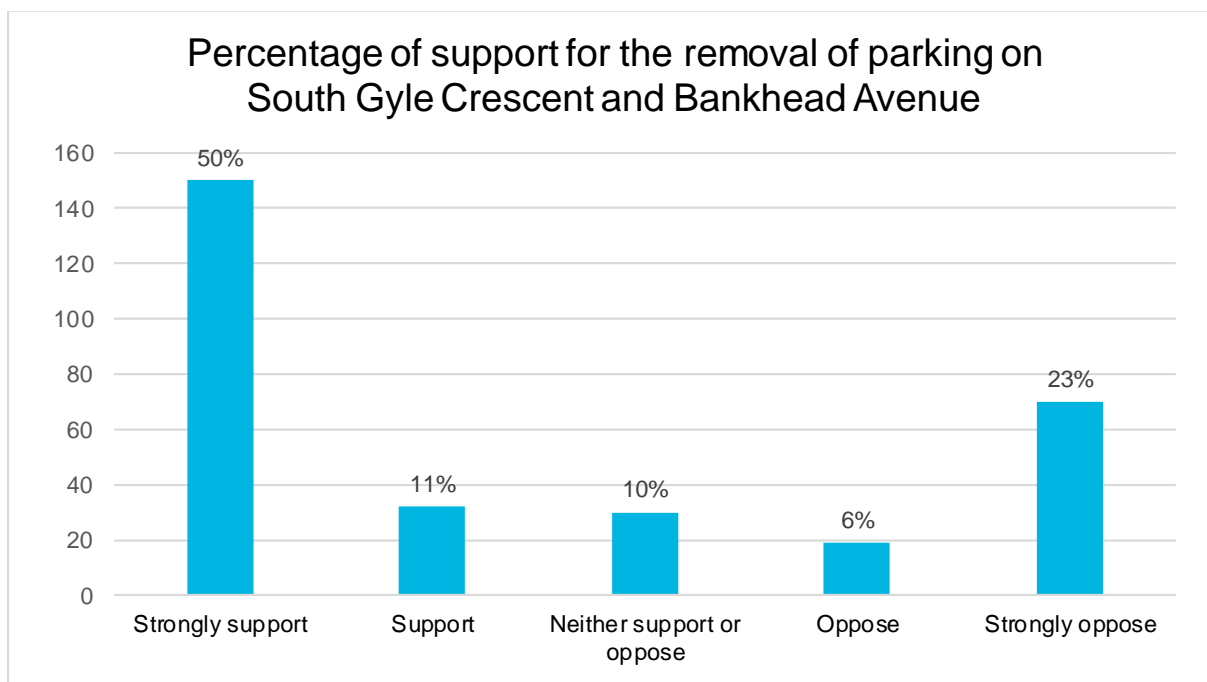


Figure 19 – Percentage of support for the removal of parking on South Gyle Crescent and Bankhead Avenue

Figure 19 shows that the majority of people (61%) support or strongly support the removal of parking on South Gyle Crescent and Bankhead Avenue.

From the postcode data provided those who live within 1 mile from the Central study area (totalling 73 people) responded as follows:

- 31 people (42%) strongly supported the removal of parking;
- 7 people (10%) support the removal of parking;
- 8 people (11%) neither support or oppose the removal of parking;
- 8 people (11%) oppose to the removal of parking;
- 19 people (26%) strongly opposed the removal of parking.

The postcode data shows that for those living locally within 1 mile of the central area 52% support the removal of car parking on South Gyle Crescent and Bankhead Avenue for improvements to walking and cycling; where as 37% opposed this removal.

A further analysis was carried out, by type of preferred travel mode (see Q8). The following table summarises the findings.

Table 6 – Support by preferred travel mode

Preferred travel modes	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	TOTAL	Proportion of total responses
Walk	62	13	13	6	9	103	22%
Bicycle	62	11	4	1	2	80	17%
Bus	25	9	3	3	13	53	11%
Car (as driver)	11	4	5	6	43	69	15%
Car (as passenger)	3	0	0	0	11	14	3%
Taxi	2	0	0	0	3	5	1%
Tram	11	1	1	0	3	16	3%
Train	5	3	1	2	3	14	3%
Other mode	0	0	0	3	3	6	1%
TOTAL	181	41	27	21	90	360	100%

Table 6 shows that that there is an even spread of answers in terms of proportion of total responses for the main travel modes (walking, cycling, bus and car). It seems that car respondent who currently prefer to travel by car as a driver are the most opposed to the removal of parking on South Gyle Crescent and Bankhead Avenue.

CQ4a: Please could you briefly explain your view on the removal of parking on South Gyle Crescent and Bankhead Avenue?

29 comments mentioned that the removal of parking would encourage a modal shift towards active travel.

28 comments mentioned the possibility of having displaced parking into the residential areas.

63 comments questioned the consequences this project will have on parking.

Action:

Further investigations will be made on the parking impacts associated with the proposals on South Gyle Crescent. Local engagement with adjacent communities will also be undertaken in 2019 to gather views on parking mitigation measures. Further engagement with local businesses will also be undertaken at the next stage of the project.

The Council are currently engaging with businesses in Gyle Park regarding workplace travel and will continue to engage and support workplaces and their employees on travel choices to the Gyle Park area. We will engage further with public transport operators to discuss future plans to support the area.

CQ5: Do you have a preference on the types of mitigation for the local impacts on parking as a result of the proposals?

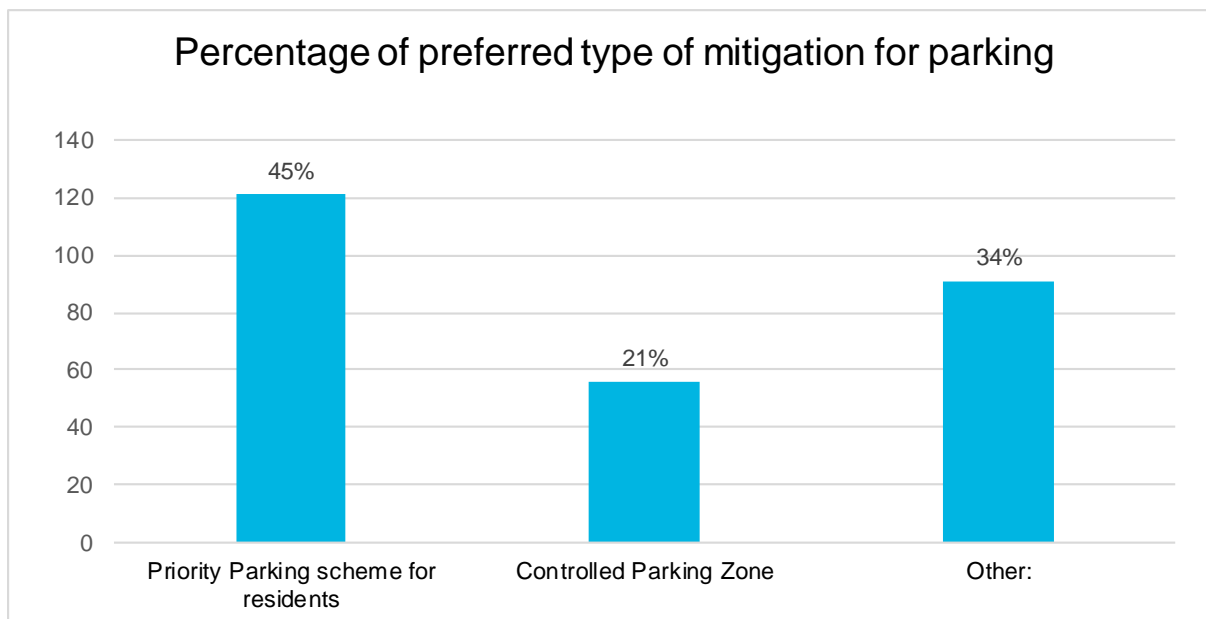


Figure 20 – Percentage of preferred type of mitigation for parking

Figure 20 shows that the preferred type of mitigation for parking is a priority parking scheme for residents.

CQ5a: Please specify:

In terms of parking solutions, the following were suggested, along with a tally:

- Have loading bays: 2
- Alternative parking solution (no example given): 5
- Underground parking: 1
- Official parking: 1
- Commercial parking (parking for commuters): 6
- Parking spaces for customers: 1
- No parking for cars: 1
- Resident permit: 2
- Pay & Display: 1

In terms of costing methods, the following were suggested:

- Free: 7
- Reasonably priced: 3

Action:

Further investigations will be made about the parking impacts associated with the proposals on South Gyle Crescent. Local engagement with adjacent communities will also be undertaken in 2019 to gather views on mitigation measures.

6.4 Southern Section Related Questions

The following questions cover the proposals for the southern section of the project.

SQ1: To what extent do you support a new signalised crossing on Calder Road?

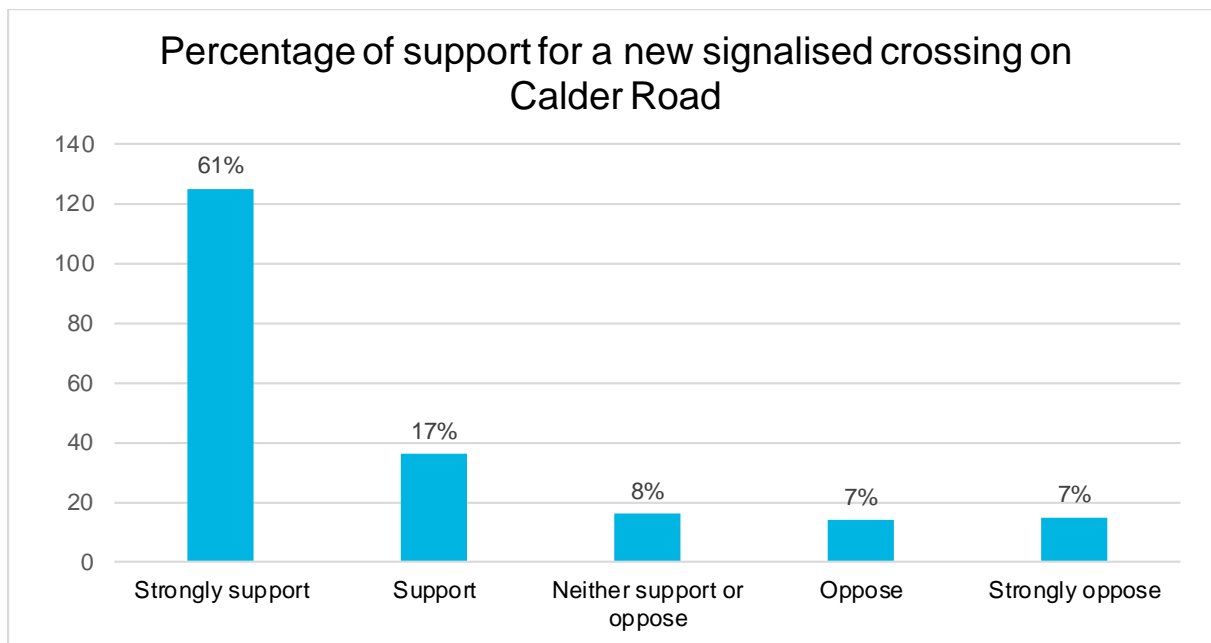


Figure 21 – Percentage of support for a new signalised crossing on Calder Road

Figure 21 shows that the vast majority of respondents (78%) support or strongly support a new signalised crossing on Calder Road.

SQ1a: Please could you briefly explain your view on a signalised crossing on Calder Road?

44 comments mentioned safety. Of those, 22 and 19 comments mentioned the increased safety for pedestrians and cyclists respectively.

17 comments mentioned how the underpasses do not feel safe and are generally unpleasant to use.

SQ2: Do you think there are any local community spaces or locations on the route which could benefit from additional placemaking or landscaping?

There were 59 relevant comments made by the respondents.

The suggestions varied widely and included the follows repeated suggestions:

- All of the area
- Along Wester Hailes Road
- Link up to the Union Canal
- Underpasses

Action:

Local engagement is planned in 2019 with communities to consider placemaking, park and landscaping improvements at: Wester Hailes Road, around the Union Canal and Clovenstone Park area.

The next stage of the project improvements will considered for the Calder Road underpass.

SQ3: To what extent do you support the proposed sections of segregated cycleway on Wester Hailes Road and removal of a southbound traffic lane?

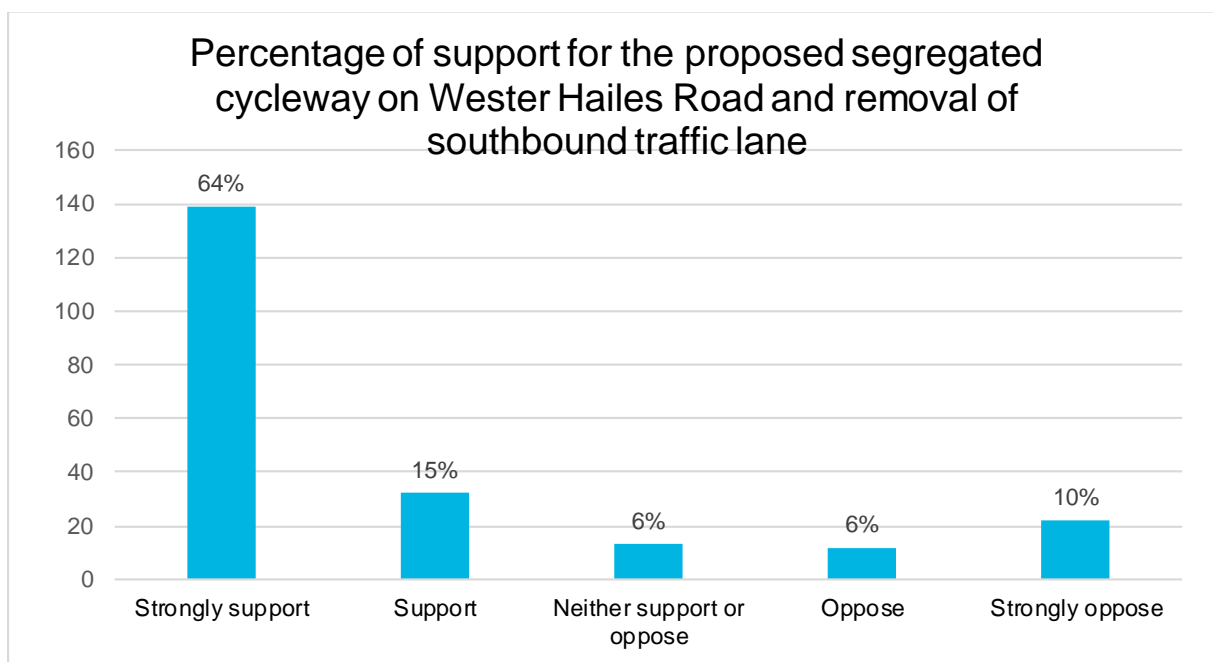


Figure 22 – Percentage of support for the proposed segregated cycleway on Wester Hailes Road and removal of southbound traffic lane

Figure 22 shows that the vast majority of respondents (79%) support or strongly support the proposed segregated cycleway on Wester Hailes Road and the removal of the southbound traffic lane.

A further analysis was carried out, by type of preferred travel mode (see Q8). The following table summarises the findings.

Table 7 – Support by preferred mode of travel

Preferred travel modes	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose	TOTAL	Proportion of total responses
Walk	55	12	4	1	3	75	16%
Bicycle	63	10	1	0	1	75	16%
Bus	20	10	2	3	6	41	9%
Car (as driver)	9	2	5	4	8	28	6%
Car (as passenger)	1	0	2	0	1	4	1%
Taxi	1	0	0	0	1	2	0%
Tram	8	2	0	0	2	12	3%
Train	4	3	1	0	1	9	2%
Other mode	0	0	0	1	1	2	0%
TOTAL	161	39	15	9	24	248	100%

Table 7 shows that there are slightly more pedestrians and cyclists answering this question in terms of proportion of total responses compared to the other main travel modes (bus and car). People walking, cycling and using public transport generally supported the proposed segregated cycle tracks and removal of southbound lane. Respondents who with car as preferred mode of transport provided a more balance level of feedback with similar proportions of support and opposition.

SQ3a: Please could you briefly explain your view on the proposed sections of segregated cycleway?

26 comments mentioned that segregated cycle lanes increase the safety of cyclists. 33 comments mentioned that segregating cyclists from traffic is the preferred option.

26 comments mentioned that Wester Hailes Road is a very busy corridor, especially at peak times, and that the removal of a lane would worsen the current levels of traffic congestion.

Comments were received noting safety concerns with the design of the cycleway crossing of the Westside Plaza slip road.

Action:
Further investigations will be undertaken on the Westside Plaza slip-road crossing design.

SQ4: To what extent do you support new pedestrian and cycle crossings on Wester Hailes Road?

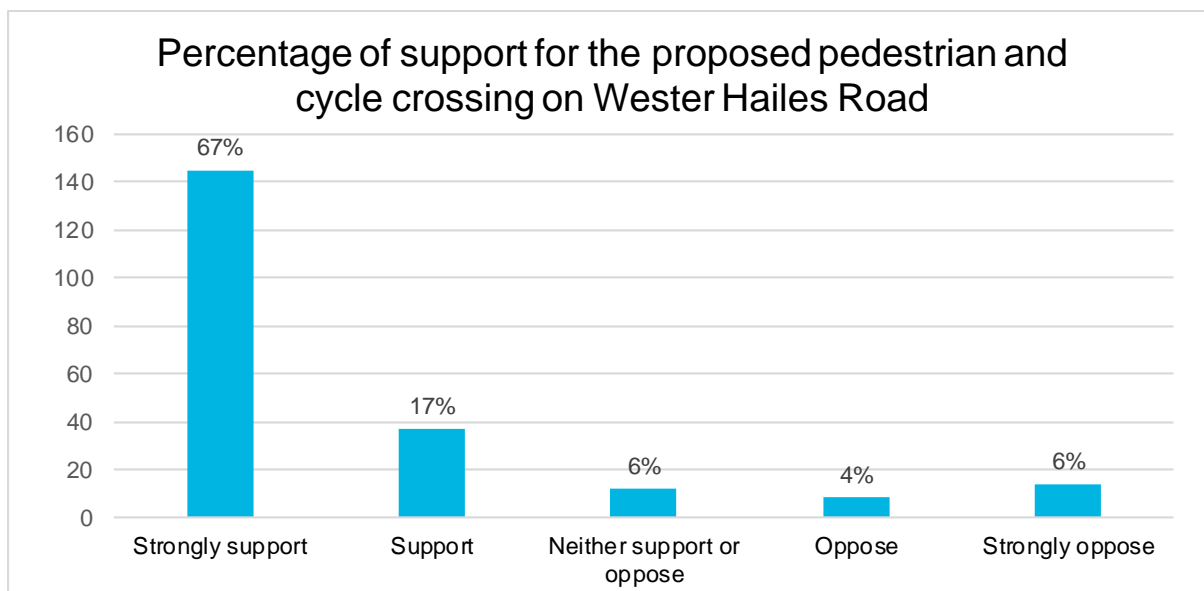


Figure 23 – Percentage of support for the proposed pedestrian and cycle crossing on Wester Hailes Road

Figure 23 shows that the vast majority of respondents (84%) support or strongly support the proposed pedestrian and cycle crossing on Wester Hailes Road.

SQ4a: Please could you briefly explain your view on new pedestrian and cycle crossings on Wester Hailes Road?

21 comments mentioned the increased safety for pedestrians, and 17 mentioned the increased safety for cyclists.

8 comments mentioned that the congestion is likely to increase with a new crossing.

SQ5: We know that Wester Hailes Road is a barrier for people crossing in the area on foot and by bike. The project will aim to provide new signalised crossings where most appropriate. Please select the locations you feel would be most beneficial for a new signalised crossing on Wester Hailes Road (you can select more than one answer if appropriate).

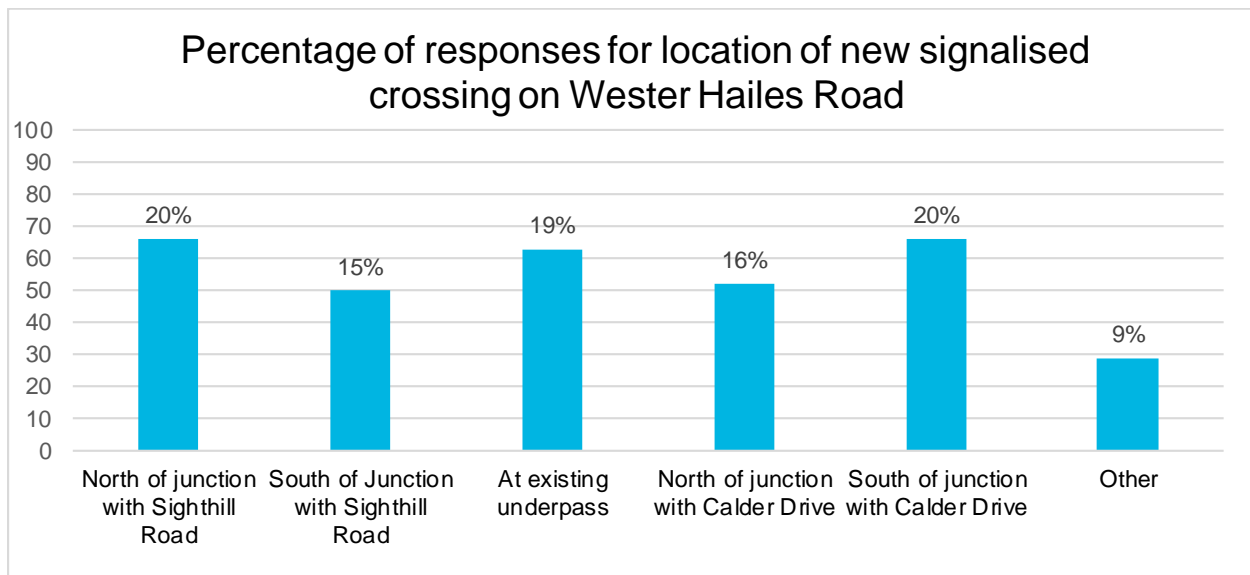


Figure 24 – Percentage of responses for location of new localised crossing on Wester Hailes Road

Figure 24 shows that the responses are generally similar for the location of a new signalised crossing on Wester Hailes Road.

From postcode data provided, out of the 14 respondents who live within the southern study, the majority (7) preferred a crossing at the site of the existing underpass.

SQ5a: Please specify

Out of the 27 responses only 9 comments mentioned that no additional crossing is required.

Comments also suggest the following:

- Clovenstone roundabout, for access to / from Baberton via Baberton Mains View;
- Replace the underpass;
- A bridge;
- Close to wherever the bus stops are.

6.5 Demographics

The results taken from the demographics questions mainly focus on the respondents' travel choices.

The analysis shows that the preferred use of travel mode to work is:

- the bicycle (30%);
- the car (as driver) (24%);
- walking (17%); and
- taking the bus (16%).

The preferred mode of travel to places of education are:

- walking (27%); and
- cycling/taking the bus (24%).

The preferred mode of travel in and around Edinburgh is:

- taking the bus (28%);
- walking (21%);
- driving (19%); and
- cycling (15%).

When asked how people would like to travel assuming they had the opportunity to do so, the analysis shows that:*

- Out of the 133 who travel by car to work, 100 would change the way they do, with 24 responses for walking, 48 responses for cycling and 36 for public transport.
- The only person driving to their place of education would switch to walking or cycling.
- Out of the 24 respondents driving in and around Edinburgh (amongst other modes of travel), 13 would continue to travel that way, but 14 chose to walk, 10 chose to cycle and 26 chose public transport.

**: the questions are multiple choice, hence the responses of preferred travel modes not adding up to the total of responses.*

When asked what prevents respondents from traveling their preferred way,

The most cited reasons are listed below, along with a tally:

- Feeling of danger, not being safe while cycling: 36
- Heavy traffic, congestion: 28
- Lack of cycle lanes: 25
- Journey times: 20
- Weather: 13
- Distances: 13
- Roads in poor condition: 13
- Lack of public transport services: 12
- Cost: 11

7. Summary

It was found that the majority of consultees were generally supportive or strongly supportive of the West Edinburgh Link project.

Of the 166 people who commented at the drop-in events 83% strongly supported the project, 14% supported the project, 2% were neutral and only 1% opposed to the project.

In the online survey of 432 responses, 68% of respondents strongly support the aim of improving conditions for people cycling and walking in the west of Edinburgh and 13% support it, 8% are neutral, while 5% oppose and 6% strongly oppose.

The respondents are generally supportive of the proposals for the different sections, with 83%, 68% and 80% supporting or strongly supporting the proposals in the northern, central and southern sections respectively.

The following table summarises the actions that have been taken because of the feedback received.

Table 8 – Actions to be taken forward

Section	Actions
Northern Section	<ul style="list-style-type: none"> Traffic surveys will be undertaken to ascertain volumes and speeds on streets which are being considered for on-road cycle routes. This includes alternative route alignments to those originally proposed. Final route choice will be based on the results of the traffic surveys and shared in the next stage of consultation. Consideration will be given to segregating cyclists and pedestrians on all paths, including the bridge ramps, where feasible. This detail will be shared at the next stage of consultation. Feasibility and costs of improving key paths in Gyle Park will be considered at the next stage of design. Subject to budget, further path improvements may be included in the scope of the project Bughtlin Market will be considered for local placemaking and landscaping improvements. Local engagement will be undertaken over the summer to gather views of local residents and affected parties. A local community consultation is planned at Gogarloch and Gyle parks to discuss the design proposals for the bridge and use of the greenspaces.
Central Section	<ul style="list-style-type: none"> Further investigations will be made on the parking impacts associated with the proposals on South Gyle Crescent. Local engagement with adjacent communities will also be undertaken in 2019 to gather views on parking mitigation measures. Further engagement with local businesses will also be undertaken at the next stage of the project. The Council are currently engaging with businesses in Gyle Park regarding workplace travel and will continue to engage and support workplaces and their employees on travel choices to the Gyle Park area. We will engage further with public transport operators to discuss future plans to support the area. We will engage further with public transport operators to discuss future plans to support the area.
Southern Section	<ul style="list-style-type: none"> Additional connections to Edinburgh College & Napier Campuses and Redheughs Avenue will be considered at the next stage of the project. Final recommendation and inclusion will be subject to budget availability. Local engagement is planned with communities to consider placemaking, park and landscaping improvements at: Wester Hailes Road, around the Union Canal and Clovenstone Park area. Subject to budget, at the next stage of the project improvements will also be considered for the Calder Road underpass which sits on the route and identified as a key facility. Further investigations will be undertaken on the Westside Plaza slip-road crossing design.

Appendix A Leaflet



HAVE YOUR SAY...



This project aims to transform cycling and walking to and within one of Scotland’s key business parks in the west of Edinburgh. The project will connect South Gyle and Edinburgh Park and neighbourhoods to the north and the south with high quality walking and cycling infrastructure and investment in better public spaces.

The project team from the City of Edinburgh Council, Sustrans Scotland and AECOM will be at the following events where you can find out more and have your say. You can also respond to us via the web address provided or write to us at:

FREEPOST RTRS-YLCY-EAEA WEL, www.WestEdinburghLink.info
 Active Travel Team,
 Planning and Transport,
 The Woods Centre,
 100 Westburn Gardens,
 EH14 2TB



Community Councils

Corstorphine Community Council	20 March - 7pm
Sighthill/Broomhouse/Parkhead Community Council	2 April - 6:45pm
Wester Hailes Community Council	3 April - 6pm
Drum Brae Community Council	8 April - 7pm

Drop-ins

Gyle Shopping Centre	21 March - 12pm to 7pm
Westside Plaza	4 April - 12pm to 5:30pm
South Gyle Crescent	25 April - 8am-5:30pm
Gyle Shopping Centre	27 April - 10am to 4pm





Appendix B Feedback Form

Name				
<p>You can sign up for project updates and we will keep you informed of progress. The information that you share with us will only be used by the Council and these partners to inform the development of this project. At the end of the project all records will be permanently removed. If you wish to be removed from the subscription list or have any of your details removed or amended, then please contact the Council's project manager via the contact details on the project's main webpage. Do you consent to be added on our mailing list?</p>				
Yes <input type="checkbox"/>		No <input type="checkbox"/>		
Email address / Contact details				
<p>To what extent do you support the aim of improving conditions for people cycling and walking in the west of Edinburgh (East Craigs, Corstorphine, South Gyle, Sighthill, Broomhouse, Wester Hailes)? Tick one only</p>				
Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Neither support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
Comments				

Appendix C Online Survey Questions

Q1: To what extent do you support the aim of improving conditions for people cycling in the west of Edinburgh (East Craigs, Corstorphine, South Gyle, Sighthill, Broomhouse, Wester Hailes)?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

Q1a: Could you briefly explain your view?

Space for comments:

Q2: To what extent do you support the aim of improving conditions for people walking in the west of Edinburgh (East Craigs, Corstorphine, South Gyle, Sighthill, Broomhouse, Wester Hailes)?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

Q3: The following questions are about the proposals in the northern, central and southern sections of the project. Please select which area(s) you would like to comment on:

- Northern section (East Craigs, Corstorphine, South Gyle)
- Central section (South Gyle, Sighthill)
- Southern section (Sighthill, Wester Hailes)
- All of the above

NQ1: To what extent do you support the proposed route alignments and quiet street routes?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

NQ1a: Please could you briefly explain your view on the proposed route alignments and quiet street routes?

Space for comments:

NQ2: To what extent do you support the proposed sections of segregated cycleways?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

NQ2a: Please could you briefly explain your view on the proposed sections of segregated cycleways?

Space for comments:

NQ3: To what extent do you support the proposal to provide a new bridge at the Gyle/Gogarloch Park?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

NQ3a: Please could you briefly explain your view on the proposal to provide a new bridge at the Gyle / Gogarloch Park?

Space for comments:

NQ4: Do you think there are any local community spaces or locations on the route which could benefit from additional placemaking or landscaping?

Space for comments:

CQ1: Overall, to what extent do you support the vision of transforming South Gyle Crescent into a place for people?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

CQ1a: Please could you briefly explain your view on the vision of transforming South Gyle Crescent?

Space for comments:

CQ2: To what extent do you support the design proposals at the roundabouts on South Gyle Crescent?

- Strongly support
- Support

- Neither support or oppose
- Oppose
- Strongly oppose

CQ2a: Please could you briefly explain your view on the design proposals at the roundabouts on South Gyle Crescent?

Space for comments:

CQ3: To what extent do you support the proposed sections of segregated cycleways on South Gyle Crescent and Bankhead Avenue?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

CQ3a: Please could you briefly explain your view on the proposed sections of segregated cycleways?

Space for comments:

The proposals will require to remove parking from South Gyle Crescent and Bankhead Avenue to accommodate the changes. We understand these will have local impacts and are carrying out studies considering the parking demand and options for mitigation on any local effects.

CQ4: To what extent do you support the removal of parking on South Gyle Crescent and Bankhead Avenue to make improvements for people walking and cycling?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

CQ4a: Please could you briefly explain your view on the removal of parking on South Gyle Crescent and Bankhead Avenue?

Space for comments:

CQ5: Do you have a preference on the types of mitigation for the local impacts on parking as a result of the proposals?

- Priority Parking scheme for residents
- Controlled Parking Zone
- Other:

CQ5a: Please specify:

Space for comments:

SQ1: To what extent do you support a new signalised crossing on Calder Road?

- Strongly support

- Support
- Neither support or oppose
- Oppose
- Strongly oppose

SQ1a: Please could you briefly explain your view on a signalised crossing on Calder Road?

Space for comments:

SQ2: Do you think there are any local community spaces or locations on the route which could benefit from additional placemaking or landscaping?

Space for comments:

SQ3: To what extent do you support the proposed sections of segregated cycleway on Wester Hailes Road and removal of a southbound traffic lane?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

SQ3a: Please could you briefly explain your view on the proposed sections of segregated cycleway?

Space for comments:

SQ4: To what extent do you support new pedestrian and cycle crossings on Wester Hailes Road?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

SQ4a: Please could you briefly explain your view on new pedestrian and cycle crossings on Wester Hailes Road?

Space for comments:

SQ5: We know that Wester Hailes Road is a barrier for people crossing in the area on foot and by bike. The project will aim to provide new signalised crossings where most appropriate. Please select the locations you feel would be most beneficial for a new signalised crossing on Wester Hailes Road (you can select more than one answer if appropriate).

- North of junction with Sighthill Road
- South of junction with Sighthill Road
- At existing underpass
- North of junction with Calder Drive
- South of junction with Calder Drive

- Other:

SQ5a: Please specify

Q4: In order to understand how you travel we need to ask you a few questions about your circumstances. Which of the following best reflects your current working status?

- In full time employment
- In part time employment (including semi-retired)
- In full/part time education
- Retired
- Volunteer
- Unemployed
- Other (please specify in the box below)

Q4a: If other (please specify in the box below)

Space for comments:

Q5: Depends on response for question 8

- a. How do you usually travel to your place of work?
- b. How do you usually travel to your place of education?
- c. How do you usually make your journeys in and around Edinburgh?

Please select all that apply

- Walk
- Bicycle
- Bus
- Car (as driver)
- Car (as passenger)
- Taxi
- Tram
- Train
- Other mode

Q5:9: If other mode not listed above (please specify in the box below):

Space for comments:

Q6: How would you prefer to travel there assuming you had the opportunities and conditions to do so? Please select all that apply

- Continue to travel as I do now
- Walk
- Bicycle

- Bus
- Car (as driver)
- Car (as passenger)
- Taxi
- Tram
- Train
- Other mode not listed above (please specify in the box below)

Q6a: If other mode (please specify in the box below)

Space for comments:

Q7: What prevents you from travelling this way?

Space for comments:

Q8: Please rank which of the following ways you most often use to travel in and around Edinburgh

(1 = most often, 7 = least often)

- Walk
- Bicycle
- Bus
- Car (as driver)
- Car (as passenger)
- Taxi
- Tram
- Train
- Other mode not listed above (please specify in the box below)

Space for comments:

Q9: Do you have any further comments about walking and cycling in Edinburgh?

(Please provide as much detail as possible in the box below)

Q10: Please provide your postcode (the street name will help us if you don't know your postcode).

This will be used for mapping purposes only and will not be shared with any third party

Q11: We're almost done...but before we conclude the survey, we would now like you to answer a few questions about yourself. To which of these age groups do you belong?

- Under 16
- 16-24

- 25-34
 - 35-44
 - 45-54
 - 55-64
 - 65-74
 - 75+
 - Prefer not to say
 - Did not respond
-

Q12: Please tell us your gender:

- Male
 - Female
 - Prefer not to say
 - Identify in another way
 - Did not respond
-

Q13: Do you have a longterm illness or disability that limits your daily activities?

- Yes
 - No
 - Prefer not to say
-

Q14: Are you the parent or guardian of children under the age of 16?

- Yes
 - No
 - Prefer not to say
-

Q15: What is your ethnicity?

- White Scottish
- White other British
- White Irish
- White other
- Gypsy / Traveller
- Asian
- Chinese, Chinese Scottish or Chinese British
- Black African, African Scottish or African British
- Black Caribbean, Caribbean Scottish or Caribbean British
- Arab, Arab Scottish or Arab British

- Indian, Indian Scottish or Indian British
- Prefer not to say
- Any other or mixed background, please specify below:

Space for comments:

Q16: Would you like to be kept informed about the results of this consultation?

- Yes I would like to be kept informed
- No I would not like to be kept informed

If no selected then end of survey, if yes selected then:

If you would like us to keep you updated with the progress of the consultation, please enter your e-mail address in the box below.

We will only use this information to keep you informed about this consultation.

